

ONTARIO INTERNATIONAL AIRPORT

SOUTH AIRPORT CARGO CENTER PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT

TECHNICAL APPENDICES

SCH No. 2021100226

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APPENDIX 1.0

Updated Transportation Study



DRAFT

Ontario International Airport
South Airport Cargo Center
Transportation Impact Study

Prepared for:

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OC21-0825

FEHR  PEERS

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Executive Summary

Fehr & Peers prepared this transportation impact assessment for the Ontario International Airport South Airport Cargo Center (Project) in Ontario, California. The Project is an air cargo facility proposed on a 97-acre site at Ontario International Airport (ONT). The Project site is located south of the Airport airfield and west of the Cucamonga Canyon Channel.

Per the City of Ontario's adopted Vehicle Miles Traveled (VMT) Impact Analysis Resolution (No. 2020-071), a VMT assessment consistent with the requirements of Senate Bill 743 (SB 743) was performed to review the potential for significant VMT impacts associated with the Project. A review of the consistency of the Project with applicable regional transportation plans and policies was also completed.

Per the City's General Plan Mobility Element Level of Service (LOS) Policy and the San Bernardino County Transportation Authority (SBCTA) Congestion Management Program (CMP), LOS analysis was completed for intersections to determine the consistency of the Project with the transportation policies in the City's General Plan and the CMP Program. A review of off-ramp queueing was also performed to evaluate the Project's effect on Caltrans facilities.

Project Description

The proposed Project consists of the following main components:

- Main Cargo Building
- Aircraft Apron
- Truck Yard
- Parking Structure

At full buildout (Phase 1 and 2), the Project is anticipated to have approximately 1,315 on-site employees and be served by 112 trucks per day (224 bidirectional truck trips).

Vehicle Miles Traveled (VMT)

A VMT assessment was performed to review potential significant impacts associated with the Project. The VMT analysis is consistent with requirements of Senate Bill 743 (SB 743), the Office of Planning and Research's (OPR's) Technical Advisory, and the City of Ontario's adopted VMT Impact Analysis Resolution (No. 2020-071). The Project-level VMT/SP is forecast to be higher than the Citywide average (threshold of significance) under Phase 1 (2025, Opening Year), Phase 2 (2029), and under conditions for the long range planning horizon analysis year of 2040. The Project is anticipated to increase Citywide daily VMT within the City boundary. Feasible mitigation measures were recommended that are anticipated to reduce VMT but not to a less-than-

significant level. For these reasons noted above, the Project is expected to result in a **significant and unavoidable** transportation impact related to VMT.

Consistency with Transportation Plans and Policies

The Project does not conflict with adopted policies, plans, or programs regarding transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, the Project would result in a **less-than-significant impact** related to active transportation.

Level of Service (LOS) Analysis

The following scenarios were analyzed for the LOS analysis consistent with the City of Ontario's General Plan Mobility Element LOS Policy and the SBCTA CMP:

- Existing (2021)
- Opening Year (2025) No Project
- Opening Year (2025) Plus Phase 1 Project
- Opening Year (2029) No Project
- Opening Year (2029) Plus Phase 1 and Phase 2 Project
- Year (2040) No Project
- Year (2040) Plus Phase 1 and Phase 2 Project

Traffic forecasts for each scenario, with and without project alternatives, were prepared and LOS was calculated to identify the operating conditions of each intersection. Existing (2021) operating conditions were calculated based on traffic counts collected at each intersection.

- Under Existing (2021) Conditions, all study intersections operate at LOS E or better except the intersection of Mission Boulevard and Bon View Avenue.
- Under Opening Year (2025) Plus Phase 1 Project Conditions, three intersections operate at LOS F. Two intersections were already operating at LOS F under Opening Year (2025) No Project Conditions. The addition of Project traffic is forecast to add delay to one intersection. Improvements are identified that will improve operating conditions at this intersection to better than pre-project conditions.
- Under Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions, the addition of Project traffic is forecast to add delay to two intersections already operating at LOS F. Improvements are identified that will improve that operating conditions at this intersection to better than pre-project conditions.
- Under Year (2040) Plus Phase 1 and Phase 2 Project Conditions, the addition of project traffic is forecast to add delay at three intersections already operating at LOS F. Improvements are identified that will improve operating conditions at these intersections to acceptable conditions (LOS E or better).

Freeway Ramp Queuing

Freeway off-ramp queuing was analyzed at SR-60, I-10, and I-15 off-ramps in the study area. For each scenario analyzed, it was determined there is enough storage capacity provided at each off-ramp.

Construction Traffic

The operations, duration, and intensity of construction conditions that would produce construction related traffic are less than the traffic forecast project operating conditions. Any deficiencies and improvements identified in the opening year analyses would be sufficient to alleviate construction related activity.

1. Introduction

This report presents the analysis and findings of the transportation impact assessment prepared in support of the Ontario International Airport South Airport Cargo Center (Project) located in Ontario, California. This chapter discusses the transportation study purpose, project description, and report organization.

1.1 CEQA Transportation Impact Study

In response to California Senate Bill 743 (SB 743), the Office of Planning and Research (OPR) has updated the *California Environmental Quality Act Statutes and Guidelines* to include new transportation-related evaluation metrics. For the purposes of CEQA, level of service (LOS), a qualitative description of traffic on a roadway facility or intersection, can no longer be used to determine a project's environmental impact. The final proposed Guidelines include a new Section 15064.3 on Vehicle Miles of Travel (VMT) analysis and thresholds for land use developments. OPR also released a *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018) which was applied to this TIA.

1.2 Level of Service (LOS) Analysis

LOS analysis was completed to provide information to decision makers and the public, and to assist the City staff and the Ontario International Airport Authority (OIAA)¹ in understanding the consistency of the proposed project with the City's General Plan LOS policy and with the San Bernardino County Transportation Authority (SBCTA) Congestion Management Plan (CMP) Program, as required by the City of Ontario.

1.3 Project Description

The Project is an air cargo facility proposed on a 97-acre site at Ontario International Airport (ONT). This Project is proposed by an air cargo service company to meet the need for additional facilities to accommodate growth in cargo volumes in the region. The Project site is located south of the Airport airfield and west of the Cucamonga Canyon Channel. As shown in **Figure 1**, most of the Project site is located north of East Avion Street with the rest of the site located south of East Avion Street and east of South Hellman Avenue.

The Project includes the demolition of existing buildings and site improvements on the Project site, and development of the proposed air cargo facility. The Project also includes onsite roadway/driveway improvements, site improvements, and landscaping and utility improvements.

¹ OIAA is a separate and independent public agency from the City. OIAA does, however, utilize the City General Plan, Zoning Code, and other regulations and standards to analyze ONT project traffic impacts.





-  Project Site
-  Airport Boundary

Figure 1

Project Boundary Area



The existing buildings on the site include vacant and occupied buildings. The OIAA occupies facilities on a portion of the Project Site and their operations would be relocated to existing facilities both on and off-airport.

The Project would facilitate the delivery of goods and cargo to and from planes onto trucks to predetermined locations on a fixed trucking schedule. Fehr & Peers was provided detailed information about truck departure and arrival times, types of trips, and final destinations. In addition, the following information on the number of employees by shift was provided:

- Three employee shifts, seven days a week
 - Shift 1: 7:00 AM to 3:00 PM with 640 employees
 - Shift 2: 3:00 PM to 11:00 PM with 95 employees
 - Shift 3: 11:00 PM to 7:00 AM with 580 employees

Development of the Project is proposed in two phases. The proposed Opening Year for Phase 1 is 2025 and the proposed Opening Year of Phase 2 is 2029. Phases 1 and 2 are assumed to have the same number of employees while Phase 2 will have a higher cargo capacity and more truck trips scheduled. The Project site can be accessed through Avion Street, Jurupa Street, and Vineyard Avenue.

Currently an aviation fuel line is not available on the southern side of the airport. Until an aviation fuel line is available to serve the southern portion of the airport, aviation fuel will be delivered by truck to the Project. It is currently anticipated that an aviation fuel line to the Project site will be available by 2029, when Phase 2 of the Project would be completed, but it will not be operational when Phase 1 of the Project would be completed and operational. Up to 24 fuel trucks per day will bring fuel from the existing aviation fuel tank at the northwest end of the airport to the site during Phase 1 operations.

1.4 Report Organization

The report is divided into the remaining chapters as described below:

Chapter 2 – Analysis Methodology describes the criteria used to analyze VMT, LOS, and Queuing.

Chapter 3 – Existing Conditions describes the transportation system in the Project vicinity, including the surrounding roadway network, morning and evening peak period intersection turning movement volumes, and existing bicycle, pedestrian, and transit facilities.

Chapter 4 – Data Collection describes the data collected for this study which includes traffic counts, roadway classification counts, at-grade crossing counts, pending and approved development projects within a two-mile radius, and signal timing.

Chapter 5 – Project Characteristics presents relevant Project information, such as the Project components and Project trip generation, distribution, and assignment.

Chapter 6 – Vehicle Miles Travelled Impact Analysis presents the results of the VMT assessment conducted for the Project based on the VMT Analysis thresholds and methodology adopted by the City of Ontario.

Chapter 7 – Level of Service (LOS) Analysis describes the LOS results for the Existing (2021), Opening Year (2025), Opening Year (2029), and Year (2040) analysis scenarios.

Chapter 8 – Freeway Off-Ramp Queuing Analysis lists the queue lengths of the off-ramps within the study area.

Chapter 9 – Construction Traffic assesses the potential effects of traffic generated during construction of the Project.

2. Analysis Methodology

The following is a discussion of the approach and analysis methodologies associated with Vehicle Miles Traveled (VMT) assessment, traffic forecasting, active transportation and public transit impact analysis, and Level of Service (LOS) analysis.

2.1 Vehicle Miles Traveled (VMT)

A VMT assessment was performed for the Project consistent with the City of Ontario's adopted VMT thresholds of significance (June 2020). This analysis uses the most current, available San Bernardino Transportation Analysis Model (SBTAM) version consistent with the City of Ontario's VMT Impact Resolution. Per the City's VMT significance threshold for a Project, *a significant impact is identified if:*

- *The project VMT per Service Population exceeds the Citywide average for VMT per Service Population under General Plan Buildout Conditions*
- *The project is determined to be inconsistent with the RTP/SCS*
- *The project causes the total daily VMT within the City to be higher than the no project alternative under cumulative conditions*

2.2 Traffic Forecasting

The City of Ontario recommends SBTAM as the most appropriate tool for testing changes in land use and roadway network in San Bernardino County; therefore, SBTAM was used to develop traffic volume forecasts and VMT for this study. This is based on the City's adopted VMT resolution, consultations with the City, and the approved Scoping Memorandum provided in **Appendix A**.

The latest version of SBTAM that was updated as part of The Ontario Plan (TOP) Environmental Impact Report (EIR) has a Base Year (2019) scenario model and a Future Year (2050) scenario model. Within the City of Ontario, the Base Year (2019) model assumes a roadway network and Socio-Economic Dataset (SED) consistent with year 2019 and the Future Year (2050) model represents the Adopted General Plan Buildout roadway network and SED; Outside of the City of Ontario, this model assumes datasets consistent with the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) with a base year of 2012 and future year of 2040².

² Please note that SBTAM does not have an available dataset consistent with the SCAG 2020 RTP/SCS. At the time of this analysis, SBTAM was in the process of being updated with the SCAG 2020 RTP/SCS data, but the data was not available.

2.2.1 Turning Movement Forecasts

The Base Year and Future year models produce link and intersection turning movement volumes.³ National Cooperative Highway Research Program (NCHRP) Report 765 prescribes a variety of methods for developing intersection turning movement volume forecasts from travel demand model outputs. For typical applications, the Base Year and Future Year model outputs are compared to one another and used in conjunction with existing traffic counts to develop future traffic forecasts. In this study, the proportional difference between the Base Year and Future Year model outputs were utilized to interpolate Horizon Year (2040) volume forecasts. This method is known as the difference method and is a state of the practice approach consistent with NCHRP Report 765.

SBTAM growth in the study area from base to future year was reviewed and a one percent ambient growth rate was determined appropriate for forecasting Opening Year (2025) and Opening Year (2029) No Project conditions, in addition to the traffic volumes associated with pending and approved development projects.

2.2.2 VMT Forecasting

As described in more detail in **Chapter 6**, a hybrid approach to estimating VMT was utilized for the Project because the proposed air cargo facility is a unique use that is not adequately represented by the SBTAM traffic model alone. Some of the model traffic data is appropriate, such as employee commute trip lengths and empty truck average trip lengths, while other metrics were estimated outside the model, such as trip generation and fixed-route truck trip lengths. This approach is described in detail below. The same version of SBTAM described in **Section 2.2.1** was utilized to prepare metrics to complete the VMT forecasts.

2.3 Active Transportation and Public Transit Analysis

Potential impacts to public transit, pedestrian facilities and travel, and bicycle facilities and travel were evaluated using the following criteria.

A significant impact is identified if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance⁴ or safety of such facilities.

Therefore, the assessment includes analysis of a project to examine if it is inconsistent with adopted policies, plans, or programs regarding active transportation or public transit facilities, or

³ As recommended in the SBTAM model documentation, model assignment parameters were set to run up to five loops with a minimum convergence criterion of 0.01. Convergence criteria refers to the acceptable difference in the traffic volumes produced by different loops of the vehicle assignment. A convergence criterion of 0.01 indicates that the model is producing similar outputs with an allowance of one percent difference between each loop. This criterion is outlined in the model documentation as the recommended convergence criteria for the model.

⁴ Per the OPR Technical Advisory, decrease of performance does not include increase in users.

otherwise decreases the performance or safety of such facilities and make a determination as to whether it has the potential to conflict with existing or proposed facilities supporting these travel modes.

2.4 LOS Analysis Methodology

Intersection operating conditions in the study area were evaluated using the *Highway Capacity Manual (HCM) 7th Edition* Transportation Research Board (TRB) methodology, which is considered the state-of-the-practice methodology for evaluating intersection operations and is consistent with the City of Ontario, County of San Bernardino, and Caltrans analysis requirements. Traffic Ware's Synchro 11 software⁵ was utilized to perform all delay estimates at study intersections.

The HCM 7th Edition methodology for signalized intersections estimates the average control delay for vehicles at the intersection. The HCM 7th Edition methodology for unsignalized intersections estimate the average control delay for vehicles at all-way stop-controlled intersections and the worst movement delay for side-street stop-controlled intersections. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in **Table 1**.

⁵ Synchro 11 prepares delay estimates and reports referencing the HCM 6th Edition Methodology, which are consistent with HCM 7th Edition Methodology for isolated intersection analysis used in this study.

Table 1: Intersection Level of Service (LOS) Grades

Level of Service	Description	Signalized Volume-to-Capacity (V/C) Ratio	Signalized Delay (Seconds)	Unsignalized Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length	0.000-0.600	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths	0.601-0.700	> 10.0 to 20.0	> 10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear	0.701-0.800	> 20.0 to 35.0	> 15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable	0.801-0.900	> 35.0 to 55.0	> 25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences	0.901-1.000	> 55.0 to 80.0	> 35.0 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	Greater than 1.000	> 80.0	> 50.0

Source: *Highway Capacity Manual 6th Edition* (Transportation Research Board, 2017).

As discussed in later chapters, Fehr & Peers consulted with the City to determine the most appropriate peak hours to analyze in the LOS assessment. Based on the Project’s employee shift scheduling, it is anticipated that the Project will generate the most trips within hours outside of typical commute hours (7:00-9:00 AM and 4:00-6:00 PM). However, the Project is still anticipated to generate trips during typical commute hours when adjacent streets are most congested. For these reasons, it was determined that typical commute hours would be most appropriate to analyze in the study in order to best determine the Project’s effect on traffic conditions.

2.5 Intersection LOS Criteria

The following performance criteria and thresholds of significance were used to determine impacts at study facilities.

City of Ontario – The Mobility Element of the City’s General Plan identifies LOS “E” as the minimum acceptable standard for intersection operations.

SBCTA CMP – SBCTA, as the congestion management agency for San Bernardino County, identifies LOS “E” as the minimum acceptable threshold for CMP facilities.

Caltrans – Caltrans no longer defines acceptable LOS standards with their latest adoption of the *Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TISG)*, May 2020. Caltrans ramps were analyzed for storage capacities by comparing against 95th percentile queue estimates using the Synchro 11 software.

The Project includes private roads analyzed using the City of Ontario’s criteria.

2.5.1 LOS Analysis Assumptions

The following assumptions were applied to the intersection analysis consistent with recommendations in the SBCTA CMP:

- Peak Hour Factors (PHF) were based on traffic counts collected in the field in October 2021 for all Existing Conditions and Opening Year Conditions analyses
- PHF for all Year (2040) analyses were set to 0.95, unless the existing PHF is higher
- All heavy vehicle traffic volumes were converted to passenger car equivalents (PCE) and heavy vehicle percentage was assigned to zero in the analysis

The effects of heavy vehicles on traffic operations were calculated by converting them to PCE. Heavy vehicles are classified as Classes 4-13. Medium-duty trucks typically represent Classes 4-5, whereas the heaviest trucks are represented by Classes 7-13. The most common heavy-duty trucks are Class 8 heavy-duty three or four-axle tractor-trailers. Due to the length and slower starting speeds, these trucks represent approximately three passenger cars at an intersection, which is consistent with Federal Highway Administration (FHWA) methods.⁶ Weighted PCE factor adjustments were applied to each roadway based on roadway classification data collected in October 2021 as shown in **Table 2** and **Table 3**. The AM and PM peak hour totals for each heavy vehicle classification were converted to PCEs. The totals for each heavy vehicle classification were assigned a PCE factor as listed in **Table 2**.

Table 2: PCE Factor

FHWA Classification	Heavy Vehicle Classification	PCE Factor
Classes 1, 2, 3	Passenger Cars	1.0
Classes 4, 5	2-axle	1.5
Class 6	3-axle	2.0
Classes 7-13	4-axle	3.0

Source: *San Bernardino County Congestion Management Program 2016 Update* (SBCTA, June 2016)

⁶ FHWA Traffic Data Computation Method. Publication No. FHWA-PL-18-027. U.S. Department of Transportation. Accessed March 2022

Table 3 includes the weighted PCE factor adjustment for each roadway. The PCE factors for each roadway were determined by multiplying the percent of each heavy vehicle classification by the assigned PCE factor. The PCE factors in **Table 3** were applied to all the study intersection volumes. Study intersections with multiple data points have multiple weighted PCE factor adjustments applied to one or more approaches.

Table 3: PCE Weighted Adjustment

Roadway Segments	AM	PM
Roadway 1 Mission Blvd west of Grove Ave	1.09	1.06
Roadway 2 Vineyard Ave north of Philadelphia St	1.10	1.09
Roadway 3 Archibald Ave south of Cedar St	1.17	1.13
Roadway 4 Mission Blvd east of Archibald Ave	1.11	1.10
Roadway 5 Jurupa St east of Tower Dr	1.22	1.18
Roadway 6 Haven St south of Airport Dr	1.10	1.08
Roadway 7 Jurupa St east of Milliken Ave	1.22	1.21
Roadway 8 Vineyard Ave north of Mission Blvd ¹	1.10/1.22	1.09/1.18

Notes:

1. Roadway 8 consists of multiple PCE factors from Roadways 2 and 5. Roadway 2's PCE factor applies to the north/south volumes, and Roadway 5's weighted PCE factor adjustment applies to the east/west volumes.

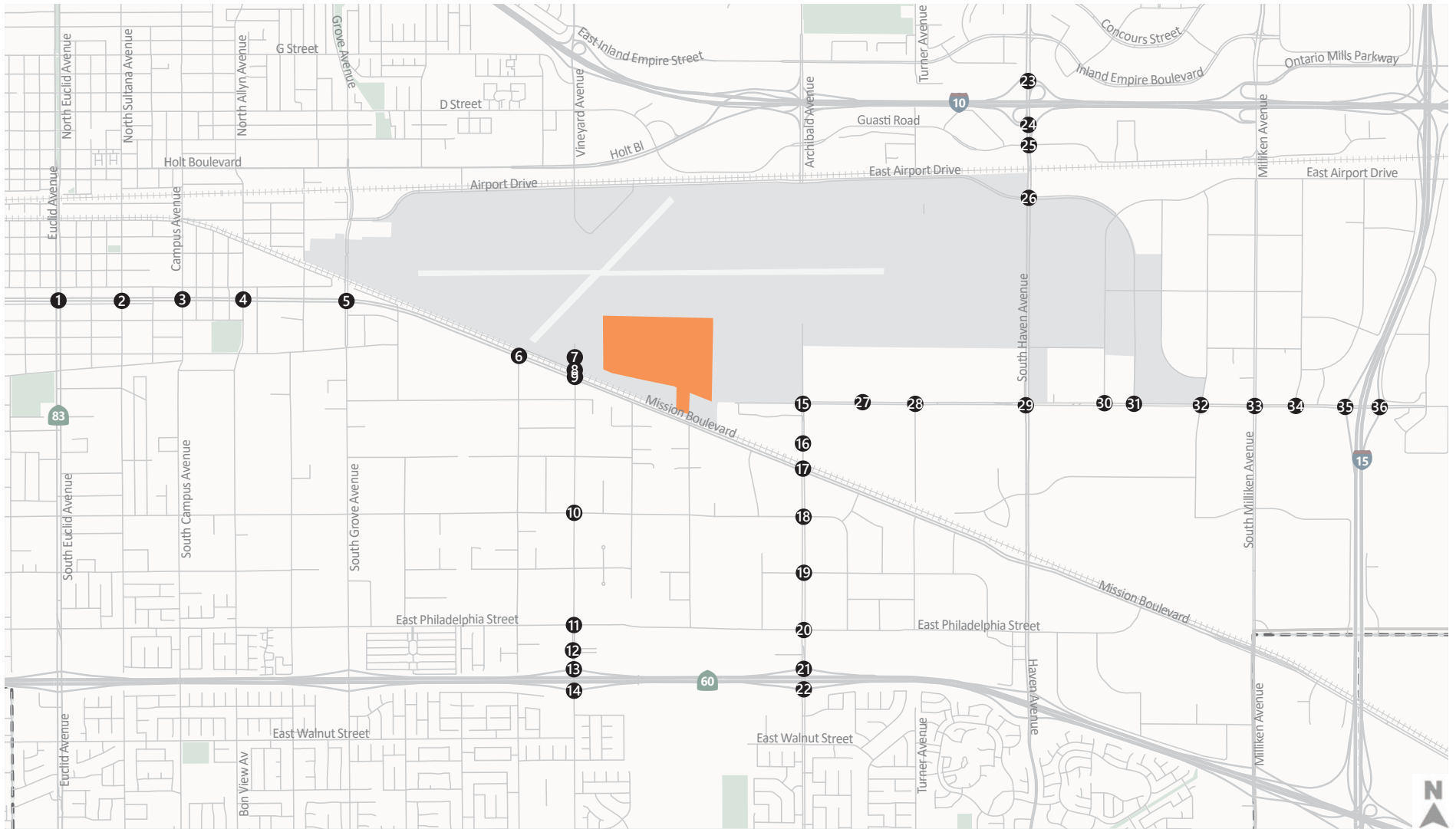
2.6 LOS Analysis Study Area

Project generation and trip distribution, discussed in detail later in this report, were used to identify study intersections. Consistent with San Bernardino County Congestion Management Plan (CMP) requirements, intersections classified as collectors or higher, which the Project is anticipated to add 50 or more peak hour trips to, were selected as study locations and analyzed. This process is detailed further in the Scoping Agreement, provided as **Appendix A**, that was approved by the City of Ontario.

Figure 2 shows the Project study area and study intersections. The Project's study intersections are either in the City of Ontario or Caltrans jurisdictions. The study locations for the Project are:

1. Euclid Avenue (SR-83) at Mission Boulevard
2. Sultana Avenue at Mission Boulevard
3. Campus Avenue at Mission Boulevard
4. Bon View Avenue at Mission Boulevard
5. Grove Avenue at Mission Boulevard

6. Baker Avenue at Mission Boulevard
7. Avion Street at Vineyard Avenue
8. Avion Drive at Vineyard Avenue
9. Mission Boulevard at Vineyard Avenue
10. Francis Street at Vineyard Avenue
11. Philadelphia Street at Vineyard Avenue
12. Raymond Kay Way at Vineyard Avenue
13. SR-60 Westbound Ramps at Vineyard Avenue
14. SR-60 Eastbound Ramps at Vineyard Avenue
15. Jurupa Street at Archibald Avenue
16. Tracy Paseo at Archibald Avenue
17. Mission Boulevard at Archibald Avenue
18. Francis Street at Archibald Avenue
19. Cedar Avenue at Archibald Avenue
20. Philadelphia Street at Archibald Avenue
21. SR-60 Westbound Ramps at Archibald Avenue
22. SR-60 Eastbound Ramps at Archibald Avenue
23. I-10 Westbound Ramps at Haven Avenue
24. I-10 Eastbound Ramps at Haven Avenue
25. Guasti Road at Haven Avenue
26. Airport Drive at Haven Avenue
27. Hofer Ranch Road at Jurupa Street
28. Turner Avenue at Jurupa Street
29. Haven Avenue at Jurupa Street
30. Carnegie Avenue at Jurupa Street
31. Commerce Parkway at Jurupa Street
32. Dupont Avenue at Jurupa Street
33. Milliken Avenue at Jurupa Street
34. Rockefeller Avenue/Toyota Way at Jurupa Street
35. I-15 Southbound Ramps at Jurupa Street
36. I-15 Northbound Ramps at Jurupa Street



- Study Intersection
- Project Site
- Airport Boundary



Figure 2

Project Study Area and Study Intersections

2.7 Freeway Off-Ramp Queuing Methodology

Storage capacities for all SR-60, I-10, and I-15 off ramps in the study area were evaluated using HCM 6th methodologies. Storage capacities were compared against 95th percentile queue estimates using the Synchro 11 software.

95th percentile queues were evaluated using HCM 6th methodologies for the following off-ramps that access the Project:

- SR-60 Westbound Off Ramp at Vineyard Avenue
- SR-60 Eastbound Off Ramp at Vineyard Avenue
- SR-60 Westbound Off Ramp at Archibald Avenue
- SR-60 Eastbound Off Ramp at Archibald Avenue
- I-10 Westbound Off Ramp at Haven Avenue
- I-10 Eastbound Off Ramp at Haven Avenue
- I-15 Southbound Off Ramp at Jurupa Street
- I-15 Northbound Off Ramp at Jurupa Street

3. Existing Conditions

This chapter describes transportation facilities in the Project study area, including the roadway network, transit, pedestrian, and bicycle facilities in the Project site vicinity. Existing (2021) intersection operations are also described.

3.1 Roadway System

Regional access to the study area is provided from State Route 60 (SR-60), Interstate 15 (I-15), and Interstate 10 (I-10). Local access to the site is provided from Haven Avenue, Jurupa Avenue, Milliken Avenue, Airport Drive, and Commerce Parkway.

State Route 60 (SR-60) is a major east-west highway that traverses Southern California. SR-60 branches off from I-10 in Santa Monica and passes through East Los Angeles and continues east, terminating at I-10 in the City of Beaumont. Within the city limits, the corridor has eight lanes and two high occupancy vehicles lanes with a posted speed limit of 65 miles per hour.

Interstate 15 (I-15) is a major north-south freeway that traverses through the states of Arizona, California, Idaho, Nevada, and Utah. Within the study area, I-15 is an eight-to-ten lane freeway. South of the SR-60 and I-15 Junction, I-15 has three general purpose lanes and two express lanes in each direction. In between SR-60 and I-10, I-15 has four general purpose lanes in each direction. North of I-10 and I-15 Junction, I-15 has four general purpose lanes in each direction.

Interstate 10 (I-10) is a major east-west freeway that traverses through the states of Arizona, Alabama, California, Florida, Louisiana, New Mexico, and Texas. Within the study area, I-10 is a six-to-eight lane freeway.

Haven Avenue is an eight-lane north-south principal arterial located in the City of Ontario. Haven Avenue begins at Snowdrop Road in the City of Rancho Cucamonga and continues south as Sumner Avenue in the City of Eastvale. Haven Avenue has a speed limit of 55 miles per hour in between I-15 and SR-60. Haven Avenue is classified as a truck route by the City of Ontario.

Jurupa Street is a six-lane east-west principal arterial located in the City of Ontario. Jurupa Street begins at Archibald Avenue and continues east to Riverside Avenue in Bloomington. Jurupa Street has a speed limit of 45 miles per hour in between Archibald Avenue and I-15. Jurupa Street is classified as a truck route by the City of Ontario.

Milliken Avenue is a six-lane north-south principal arterial located in the City of Ontario. Milliken Avenue begins at Wilson Avenue in the City of Rancho Cucamonga and continues south as Hamner Avenue below SR-60 in the City of Eastvale. Milliken Avenue has a speed limit of 50 miles

per hour in between I-15 and SR-60. Milliken Avenue is classified as a truck route by the City of Ontario.

Mission Boulevard is a six-lane east-west principal arterial located in the City of Ontario. Milliken Avenue begins at Temple Avenue as Diamond Bar Boulevard in the City of Diamond Bar and continues east as Van Buren Boulevard below SR-60 in the City of Mira Loma. Mission Boulevard has a speed limit of 55 miles per hour in between Haven Avenue and Grove Avenue. Mission Boulevard is classified as a truck route by the City of Ontario.

Airport Drive is an east-west minor arterial located in the City of Ontario. Airport Drive is a six-lane arterial between Milliken Avenue and Etiwanda Avenue and a four-lane arterial in between Grove Avenue and Milliken Avenue. Airport Drive begins at Grove Avenue and continues east past Etiwanda Avenue as Slover Avenue in the City of Fontana. Airport Drive has a speed limit of 45 miles per hour east of Haven Avenue and 50 miles per hour west of Rental Car Road. Airport Drive is classified as a truck route by the City of Ontario.

Vineyard Avenue is a four-lane north-south principal arterial located in the City of Ontario. Vineyard Avenue begins at Mission Boulevard and continues south to East Riverside Drive. Vineyard Avenue has a speed limit of 45 miles per hour east throughout the entire arterial. Vineyard Avenue is classified as a truck route north of SR-60 by the City of Ontario.

Grove Avenue is a six-lane north-south principal arterial located in the City of Ontario. Grove Avenue begins at 15th Street in the City of Upland and continues south to Merrill Avenue in the City of Chino. Grove Avenue has a speed limit of 50 miles per hour in between Belmont Street and SR-60 and has a speed limit of 45 miles per hour north of Belmont Street. Grove Avenue is classified as a truck route north of SR-60 by the City of Ontario.

Archibald Avenue is a six-lane north-south principal arterial located in the City of Ontario. Archibald Avenue begins at Lowell Street and continues south past SR-60 as River Road in the City of Corona. Archibald Avenue has a speed limit ranging between 40-45 miles per hour below Mission Boulevard. Archibald Avenue is classified as a truck route by the City of Ontario.

Avion Street is not classified by the City of Ontario as it is on private property. No street parking is permitted on Avion Street. Avion Street has a speed limit of 30 miles per hour east of Vineyard Avenue. Avion Street will be widened in a separate project.

Fourth Street is a six-lane east-west principal arterial east of Grove Avenue located in the City of Ontario. This arterial is known as Fourth Street/4th Street in between Benson Avenue in the City of Montclair and Etiwanda Avenue and known as San Bernardino Avenue/Street elsewhere. Fourth Street has a speed limit of 45 miles per hour in between Archibald Avenue and I-15.

3.2 Existing Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signals, and multi-use trails. Several roadways in the study area provide sidewalks at least on one side of the street intermittently along the roadway segment. There are multiple gaps in the pedestrian network in the study area. Key corridors with significant gaps in pedestrian facilities are primarily located in the City's industrial areas, such as:

- Philadelphia Street from Grove Avenue to Proforma Avenue
- East Francis Street
- South Grove Avenue
- Mission Boulevard
- South Campus Avenue
- Euclid Avenue south of Riverside Drive

3.3 Existing Bicycle Facilities

There are four bicycle facility classifications recognized by the City of Ontario and are classified as follows:

3.3.1 Class I Bikeways (Bike Paths)

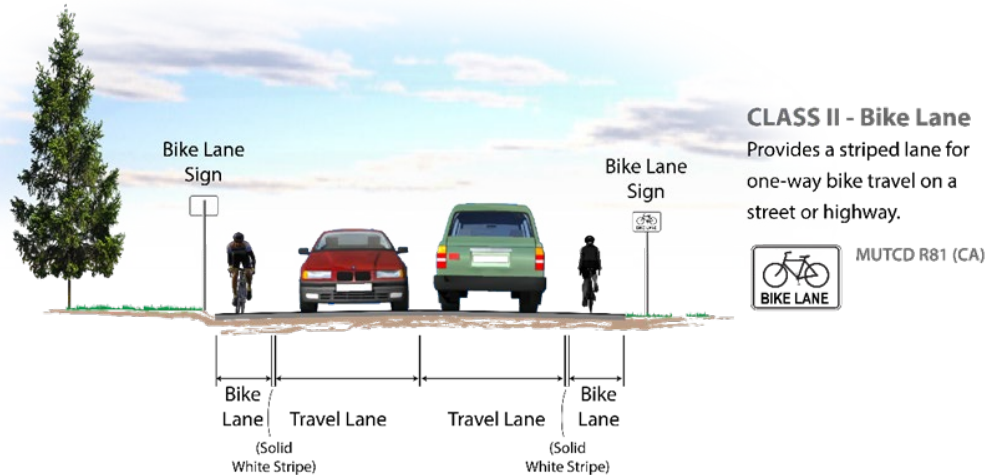
Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.



3.3.2 Class II Bikeways (Bike Lanes)

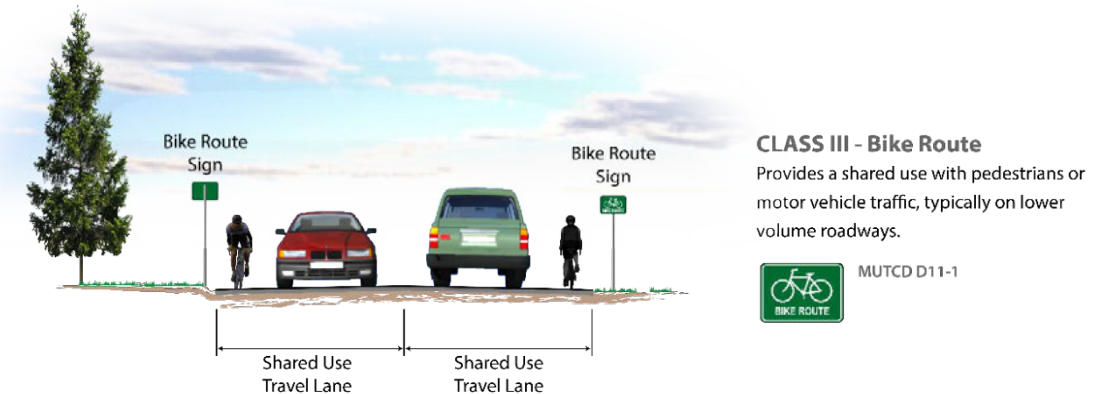
Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended.

However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.



3.3.3 Class III Bikeways (Bike Routes)

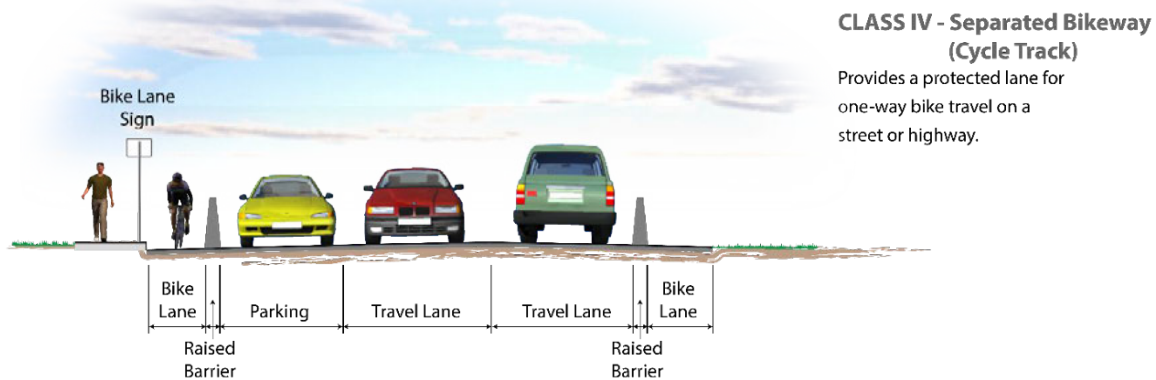
Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage both by the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.



3.3.4 Class IV Bikeways (Cycle Tracks)

Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from

vehicular traffic via separations (e.g., grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.



Existing bike lanes (Class II) and bike routes (Class III) within the City of Ontario can be found north of the Project site along Inland Empire Boulevard and G Street. The West Cucamonga Creek Flood Control Channel has an existing Class I bike trail located from Mission Boulevard to Philadelphia Street between Grove Avenue and Baker Avenue.

The following roadways in the study area have proposed bike facilities per the City of Ontario General Plan:

- Mission Boulevard between Benson Avenue and Milliken Avenue (Bicycle Corridor⁷)
- Haven Avenue between Fourth Street and Riverside Drive (Bicycle Corridor)
- Euclid Avenue/SR-83 between I-10 Eastbound Ramps and Riverside Drive (Bicycle Corridor)
- Grove Avenue between 8th Street and Mission Boulevard (Bicycle Corridor)
- Philadelphia Street between West Cucamonga Creek Flood Control Channel and Cucamonga Creek Multipurpose Trail (Class I)

⁷ Bicycle Corridors denote ideal bike routes wherein the exact facility type and alignment are not known at this time. Bicycle Corridors require further study to determine the exact alignment and may include combinations of off-street Multipurpose Trails, Class II, and Class III bikeways. In some cases, the bikeway may need to be rerouted to create a safer and/or more efficient connection.

3.4 Existing Transit Service

There are bus and regional transit service options available to the City of Ontario. Along with those options, Amtrak provides rail service across the United States and has a station located in the City of Ontario.

3.4.1 Omnitrans

Omnitrans provides local and express services to San Bernardino County, which includes the City of Ontario. The following Omnitrans routes operate near the Project:

Route 61 operates Monday to Friday between 4:30 AM and 10:00 PM with 20 to 30-minute headways and provides service to Pomona, Montclair, Ontario, and Fontana. On weekends the route operates between 5:20 AM and 10:30 PM with 30-minute headways. The closest bus stops are located at the Ontario International Airport east of baggage claim near Terminals 2 and 4.

Route 80 operates Monday to Friday between 5:00 AM and 10:30 PM with 10 to 20-minute headways and provides service to Ontario and Rancho Cucamonga. On weekends the route operates between 5:40 AM and 7:30 PM with 20-minute headways. The closest bus stops are located at the Ontario International Airport east of baggage claim near Terminals 2 and 4.

Route 81 operates Monday to Friday between 5:00 AM and 8:45 PM with 20-minute headways and provides service to Ontario and Rancho Cucamonga. On Saturday the route operates between 6:00 AM and 8:50 PM with 10 to 20-minute headways. The closest bus stop is located east of Intersection 17 and south of Intersection 29 at the Ontario-East Metrolink station.

Route 82 operates Monday to Friday between 4:25 AM and 10:40 PM with 60-minute headways and provides service between Rancho Cucamonga, Ontario, South Fontana, and Fontana. On weekends the route operates between 6:15 AM and 8:00 PM with 20 to 30-minute headways. The closest bus stop is located at Ontario Mills Mall northeast of Intersection 23.

Route 87 operates Monday to Friday between 5:00 AM and 9:45 PM with 60-minute headways and provides service Rancho Cucamonga, Ontario, and Eastvale. On Saturday the route operates between 5:30 AM and 8:30 PM with 60-minute headways. There are several bus stops located at intersections three, four, 11, and 12 that service Route 87.

Route 290 operates freeway express service Monday to Friday between 4:15 AM to 9:40 AM and 3:00 PM to 8:45 PM with 15 to 20-minute headways and provides service between San Bernardino, Ontario, and Montclair. The closest bus stop is located at Ontario Mills Mall northeast of Intersection 23.

3.4.2 Metrolink

Commuter train service in the City of Ontario is provided by Metrolink, which provides service throughout the Southern California region. The Ontario-East Metrolink Station is located near the corner of Mission Boulevard and Haven Avenue, approximately three miles south of the Ontario International Airport. Ontario is served by the Riverside Line, which links downtown Riverside to Union Station in downtown Los Angeles. Metrolink operates on tracks owned by Union Pacific Railroad (UP) that run east-west through the middle of the City, with grade separations at Milliken and Haven Avenues. UP serves customers between Riverside and Ontario who have spurs connecting to this line, but most of UP's intermodal and carload traffic originates in or is destined for Long Beach, Los Angeles or City of Industry. These trains typically remain on the UP mainline along I-10 unless a full or partial shutdown occurs and there is a need to use this line as a bypass. Local freight train traffic in the city includes switches on various spur lines serving the industrial areas at the southern section of the City.

3.4.3 Amtrak

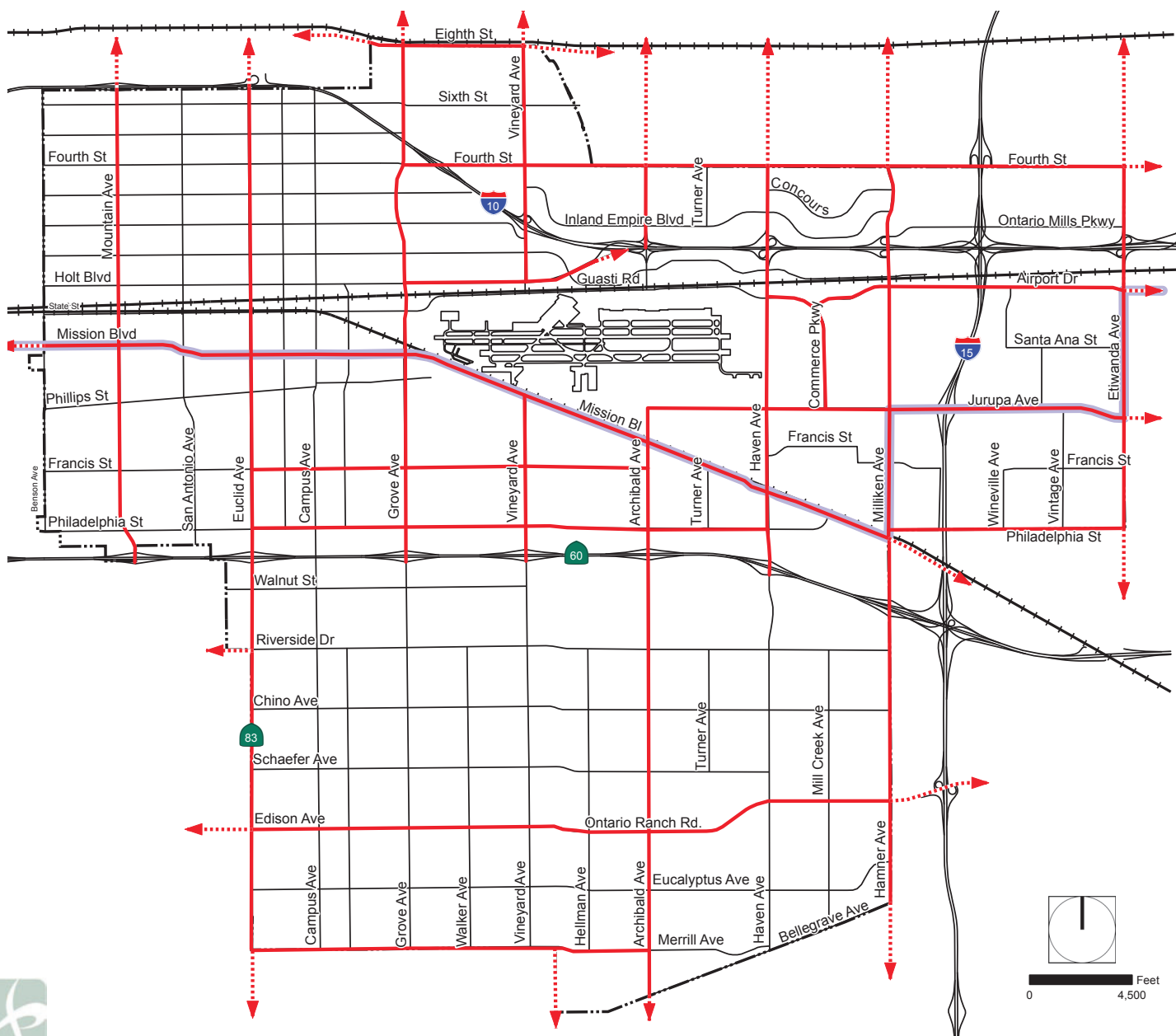
Sunset Limited Line provides intercity rail service three times per week between Los Angeles and New Orleans, Louisiana, with stops in Pomona and Ontario at the Ontario Train Station at 10:54 PM from Los Angeles.

Texas Eagle Line provides intercity rail service three times per week between Los Angeles and Chicago, Illinois, with stops in Pomona and Ontario at the Ontario Train Station at 10:54 from Los Angeles

3.5 Freight

The City of Ontario has historically been a hub for manufacturing and industrial activities, in part due to ONT, but also due to its ideal location at the crossroads of I-10 and I-15, two major freight corridors, and access to the Union Pacific Railroad's Sunset line with service to the Nation. It is also home to the two closest commercial truck stops to the largest container port complex in the Nation – the San Pedro Bay Ports of Long Beach and Los Angeles. The City is currently experiencing growth in industrial warehousing development where goods are stored, transloaded, assembled, repackaged, or other value-added services are provided. Most of the development is occurring near ONT and along the eastern and southern edges of the City. As both waterborne trade at the San Pedro Ports and air cargo at LAX and ONT have increased, there is a growing need for additional freight gateway options. The Project will result in more air cargo imports and exports in the Region that is being driven by population increase and a strong economy, but most notably by the new consumer demand for e-commerce that was accelerated by the COVID-19 Pandemic beginning in 2020. The truck routes in Ontario are shown in **Figure 3**.

Figure M-5
Truck Routes



- Truck Routes
- State of California DOT Extralegal Load Network
- Railroad
- - - Adjacent Agency Truck Route

Figure 3
Ontario Truck Route Map

Source: Ontario General Plan



4. Data Collection

Fehr & Peers consulted with the City of Ontario to determine the study locations and time periods to collect traffic count data. As discussed in Chapter 2, typical commute hours (7:00-9:00 AM and 4:00-6:00 PM) were selected as the appropriate analysis periods to measure the Project's effect on traffic conditions. Based on the Project's employee shift schedule, it is anticipated that the Project will generate the most trips within hours outside of typical commute hours (7:00-9:00 AM and 4:00-6:00 PM). However, the Project is still anticipated to generate trips during typical commute hours when adjacent streets are most congested. As discussed in the Trip Generation section, empirical data collection indicates that projects of this nature are anticipated to generate trips other than during shift changes and do generate trips during typical peak hours. As such, it was determined that typical commute hours would be most appropriate to analyze in the study to best determine the Project's effect on traffic conditions. Data collection parameters, including time periods, number of days of collection, and study locations were confirmed with the City of Ontario and documented in the Scoping Agreement, provided in **Appendix A**.

Traffic counts were collected in October 2021 during AM peak period (7:00-9:00 AM) and PM peak period (4:00-6:00 PM) at the 36 study intersections listed in Chapter 2. Consistent with industry standards and as identified in the San Bernardino CMP Guidelines, counts were collected over one day during fair weather, while school was in session, and during a typical (non-holiday) Thursday. The turning movement counts can be found in **Appendix B**.

Roadway segment classification counts were also collected in October 2021 to determine heavy vehicle percentages and to develop passenger car equivalent (PCE) factors for analysis purposes. The roadways selected provide a representative sample of the fleet mix that can be applied across all major corridors in the study. The roadway classification counts can be found in **Appendix C**. Roadway segment classification counts were collected at the following locations:

1. Mission Boulevard west of Grove Avenue
2. Mission Boulevard east of Archibald Avenue
3. Jurupa Street east of Tower Drive
4. Jurupa Street east of Milliken Drive
5. Archibald Avenue south of Cedar Street
6. Avion Street east of Vineyard Avenue
7. Vineyard Avenue north of Philadelphia Street
8. Grove Avenue north of Mission Boulevard
9. Grove Avenue south of I Street/I-10 Freeway
10. Haven Avenue south of Airport Drive

As discussed in more detail in Chapter 5, Roadway segment classification counts were also collected at a nearby logistic facility with similar operations to develop comparable trip generation rates:

1. FedEx (Employee) Driveway south of Airport Drive

An at-grade crossing delay study was performed to measure delays associated with trains at the following locations:

1. Vineyard Avenue north of Mission Boulevard
2. Archibald Avenue north of Mission of Boulevard

The at-grade crossing delay study at the two locations can be found in **Appendix D**. At Vineyard Avenue north of Mission Boulevard, some movements experience an average delay of seven minutes per hour associated with trains in the AM and PM peak hours. At Archibald Avenue north of Mission Boulevard, some movements experience an average delay of seven minutes associated with trains in the AM and PM peak hours.

Existing (2021) traffic volumes are presented in **Figure 9** in Chapter 6 along with existing lane configurations and traffic control at study locations.

Fehr & Peers collected the following information during a field visit to the study area:

- Lane configurations
- Signal phasing
- Land uses in the study area
- Existing pedestrian and bicycle facilities
- On-street parking conditions
- Transit service

Fehr & Peers requested and reviewed the following information from the City of Ontario and Caltrans for use in the study:

- Traffic signal timing information at all signalized intersections
- Pending and approved development projects within a two-mile radius

5. Project Characteristics

This chapter provides an overview of the proposed Project components and addresses the proposed Project trip generation, distribution, and assignment characteristics, allowing for an evaluation of Project effects on the surrounding roadway network. The amount of traffic associated with the Project was estimated using a three-step process:

1. **Trip Generation** – The *amount* of vehicle traffic entering/exiting the Project site was estimated.
2. **Trip Distribution** – The *direction* trips would use to approach and depart the site was projected.
3. **Trip Assignment** – Trips were then *assigned* to specific roadway segments and intersection turning movements.

5.1 Trip Generation

The Project contains a mix of cargo warehouse employees, office employees and deliveries with trip making behaviors unique to an air cargo facility. Fehr & Peers reviewed and compared three trip generation approaches as described in the scoping memo provided in **Appendix A**. Fehr & Peers proceeded with using the custom daily and peak hour trip generation rates for air cargo facilities based on empirical data collected at a similar cargo facility at ONT, consistent with the *ITE Trip Generation Handbook, 3rd Edition* that recommends using locally validated trip generation data when the characteristics of a study site are not covered by a land use description.

The following three types of users generate trips at the Project:

- Employees
- Trucks
- Deliveries

5.1.1 Employee Trips

Employees are the primary generator of Project trips. However, employee shift change times do not occur during the typical commute peak periods of 7:00-9:00 AM & 4:00-6:00 PM.

- The morning shifts are anticipated to begin between 5:00 and 7:00 AM with approximately 640 employees arriving and 47 employees leaving during the morning shift change.
- The midday shifts are anticipated to begin between noon and 3:00 PM with 95 employees arriving. The morning shifts leave between 11:00 AM and 4:30 PM.

- The evening shifts are anticipated to begin between 7:00 and 9:30 PM with approximately 580 employees arriving. Most of the evening shift (533 employees) are anticipated to leave by 5:00 AM.

Observations at similar facilities have shown that actual trip arrivals and departures vary on a less rigid schedule. Therefore, trips at a similar facility were counted and used to prepare the trip generation estimate for the Project. As discussed in more detail in the Scoping Agreement in **Appendix A**, daily driveway counts were collected at a similar air cargo facility (FedEx) that currently operates at ONT. Trip generation data collected at logistics facilities shows that arrival/departure patterns tend to be fluid and spread out over the course of the day. This existing facility is most similar to the Project. The FedEx facility also operates in a schedule with shifts that generated more peak hour trips outside the typical commute hours.

5.1.2 Truck Trips

The air cargo operation proposes trucks on a daily fixed schedule with predetermined destinations throughout California and to neighboring states of Nevada and Arizona. Detailed truck trip information was provided by the Project proponent and describes precise operational arrival times, departure times, origins and destinations that are routine and scheduled daily. Peak hour and daily truck distributions are shown in **Figure 5** for Phase I and in **Figure 6** for Phase II.

Some of the trucks are owned by the cargo facility operator and travel back and forth between its distribution sites only. Others are independently owned and may arrive empty before their delivery trip or arrive with goods and leave empty without a destination related to the cargo facility.

In addition to the air cargo truck trips, Phase 1 includes 24 round trips (48 total trips in and out) to account for fuel truck deliveries. The fuel truck trips are omitted in the Phase 2 and horizon year forecast.

5.1.3 Deliveries

Delivery trips for fuel, materials and supplies would occur throughout the day but not typically during shift changes. Delivery trips were estimated based on empirically collected data from nearby similar air cargo facilities and other air cargo operations operated by the Project proponent.

Phase 1 operations include the assumption that the underground fuel line serving the Project will not yet be in operation and up to 24 fuel trucks per day will bring fuel from the northwest corner of the airport. These trips are assumed to occur outside of the peak hours. Phase 2 anticipates the underground fuel line will be in place and the fuel trucks will not be needed.

5.1.4 Project Trip Generation

Empirical data was collected at a similar facility in order to develop a custom trip generation rate based on an operational air cargo facility. Fehr & Peers collected driveway counts at the FedEx facility that currently operates at ONT Airport. Counts were collected at the employee driveway in order to isolate employee and delivery trips since the exact truck trip schedule is already defined for the proposed Project. The counts were collected for a full day in November 2021, which is a peak time of the year for cargo facilities as retail stores ramp up for the busy holiday shopping season. This should provide a conservatively high estimate during the peak hours as overtime for employees is standard during peak seasons. This means that employees may be working earlier or later than the typical shift times. **Table 4** shows the trip generation rates and estimates used for Opening Year (2025). **Table 5** shows the trip generation rates and estimates used for Opening Year (2029) and Year (2040).

As shown in **Table 4: Trip Generation Rates and Estimates for Phase 1** and **Table 5**, the daily trip estimate accounts for typical daily trips other than the regular commute trips. The typical commute AM and PM trip generation rates developed from the FedEx facility are significantly higher than estimating trip generation based on shift change and employment estimates. However, as noted above, during the peak seasons it is anticipated that peak hour travel may be more regular to account for overtime.

The size of the FedEx facility is approximately 195 KSF (approximately 40 percent smaller than the proposed Project). The FedEx trips were scaled to match the proposed Project size to estimate the trips shown in **Table 4** and **Table 5**. The trip generation for employees is based on the full size of the Project after completion of Phase 2 since the number of employees is not anticipated to change between Phase 1 and Phase 2; only the number of trucks will increase from Phase 1 to Phase 2.

Last, it should be noted that the custom trip generation estimates developed for air cargo facilities and used in this study differ from the ITE rates for the comparable land use categories of High-Cube Fulfilment Center Warehouse (ITE Code 155) and High-Cube Parcel Hub Warehouse (ITE Code 156). These uses are similar in nature to an air cargo facility but operate different enough from air cargo facilities that these trip generation rates are not representative of the proposed Project. This is due to the specialized nature of air cargo facilities which include:

- Higher number of employees needed for cargo sorting and transfer from planes to trucks
- Fixed truck schedule that results in off-peak employee travel that is not reflected in any of the ITE trip generation codes
- Custom trip generation estimates developed differ from ITE rates in that they are typically lower in the peak hour and higher at the daily level

Table 4: Trip Generation Rates and Estimates for Phase 1

Project Trip Type	Quantity	Units ¹	Daily Trip Rate	AM Peak		PM Peak		Daily Total	AM Peak			PM Peak		
				Trip Rate	In/Out %	Trip Rate	In/Out %		In	Out	Total	In	Out	Total
Phase 1														
Project Employees & Deliveries (No Trucks)	320	KSF	7.96	0.46	53/47	0.77	46/54	2,531	77	68	146	114	134	247
Truck Trips (empty) (PCE = 3.0)	48	trucks	-	-	-	-	-	144	21	3	24	12	0	12
Truck Trips (PCE = 3.0)	102	trucks	-	-	-	-	-	306	9	42	51	3	21	24
Fuel Truck Trips (PCE = 3.0)	48	trucks	-	-	-	-	-	144						
Net External Trips								3,125	107	114	221	129	155	283

Notes:

1. KSF = 1,000 square feet
2. The trip generation for employees is based on the final buildout size of the Project since the number of employees is not anticipated to change between Phase 1 and Phase 2; only the number of trucks will increase from Phase 1 to Phase 2.

Source: Fehr & Peers

Table 5: Trip Generation Rates and Estimates for Phase 1 and 2 Combined

Project Trip Type	Quantity	Units ¹	Daily Trip Rate	AM Peak		PM Peak		Daily Total	AM Peak			PM Peak		
				Trip Rate	In/Out %	Trip Rate	In/Out %		In	Out	Total	In	Out	Total
Phase 1 and 2 Combined														
Project Employees & Deliveries (No Trucks)	320	KSF	7.96	0.46	53/47	0.77	46/54	2,531	77	68	146	114	134	247
Truck Trips (empty) (PCE = 3.0)	69	trucks	-	-	-	-	-	207	21	6	27	12	0	12
Truck Trips (PCE = 3.0)	155	trucks	-	-	-	-	-	465	12	48	60	3	21	24
Net External Trips								3,202	110	123	233	129	155	283

Notes:

1. KSF = 1,000 square feet
2. The trip generation for employees is based on the full size of the Project after completion of Phase 2 since the number of employees is not anticipated to change between Phase 1 and Phase 2; only the number of trucks will increase from Phase 1 to Phase 2.

Source: Fehr & Peers

5.1.5 Trip Generation Estimates

As presented in **Table 4**, the Project is expected to generate approximately 3,125 daily net external trips for Opening Year (2025) Plus Phase 1 Project, including approximately 221 net external trips (107 inbound/114 outbound) during the morning peak hour, and approximately 283 net external trips (129 inbound/155 outbound) during the evening peak hour. As presented in **Table 5**, the Project is expected to generate approximately 3,202 daily net external trips for Opening Year (2029) Plus Phase 1 and 2 Project and Year (2040) Plus Phase 1 and Phase 2 Project, including approximately 233 net external trips (110 inbound/123 outbound) during the morning peak hour, and approximately 283 net external trips (129 inbound/155 outbound) during the evening peak hour.

5.2 Trip Distribution and Assignment

5.2.1 Trip Distribution

Project trip distribution refers to the directions of approach and departure that vehicles would use to travel to and from the Project site. Travel pattern data and statistics, local knowledge of the study area, and professional judgment were used to develop a Project trip distribution for the respective trip generators.

For the employee trip distribution, home-to-work travel patterns were referenced from the SBTAM and Census Bureau Longitudinal Employer-Household Dynamics (LEHD) data. SBTAM is a socio-economic model (population and employment), so the Project employment was added to a Traffic Analysis Zone (TAZ) representative of the Project in the model. The results of a select zone model run from SBTAM shows the AM trip distribution, which is the highest trip generating period and can be found in **Appendix A. Appendix H** provides the LEHD data to confirm how far employees travel and from which directions. **Figure 4** presents the proposed project trip distribution for employees (non-truck trips).

The truck trip distribution is based on the known destinations of each truck trip along the shortest designated truck routes, per the City of Ontario Truck Route Map as provided in **Figure 3** and the trucking schedules provided by the Project proponent. **Figure 5** presents the truck assignment for Phase 1 and **Figure 6** presents the truck assignment for Phase 2. Both total truck trips and PCE conversions are presented in the figures. **Figure 7** presents the project only trip assignment for Phase 1 in PCE for all trips including trucks. **Figure 8** presents the project only trip assignment for Phase 2 in PCE for all trips including trucks.

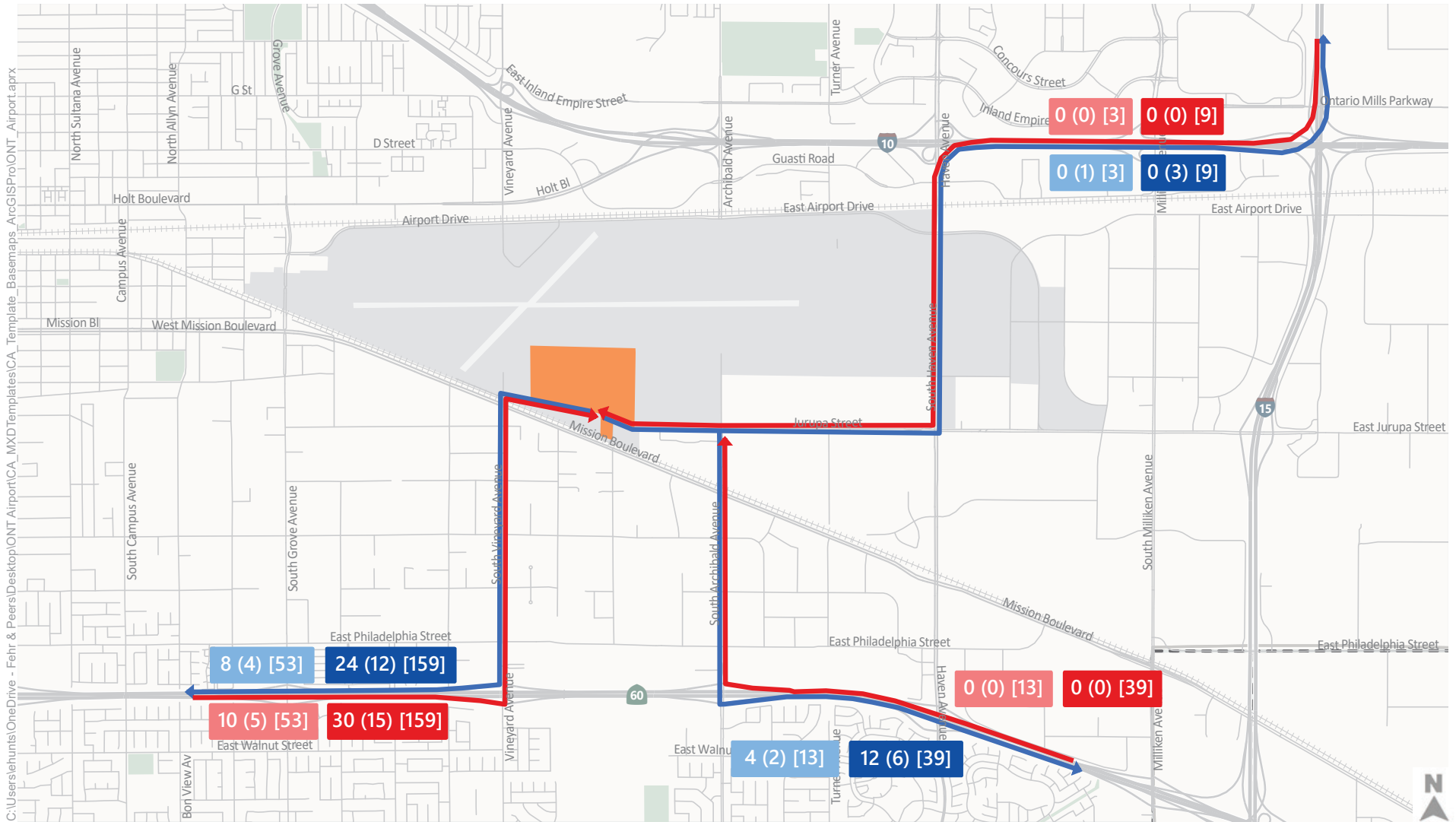


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- Study Intersection
- Project Site
- City Boundary



Figure 4
Project Employee Trip Distribution



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Project Site

Outbound Trips

Inbound Trips

Trip Volume: AM (PM) [Daily]

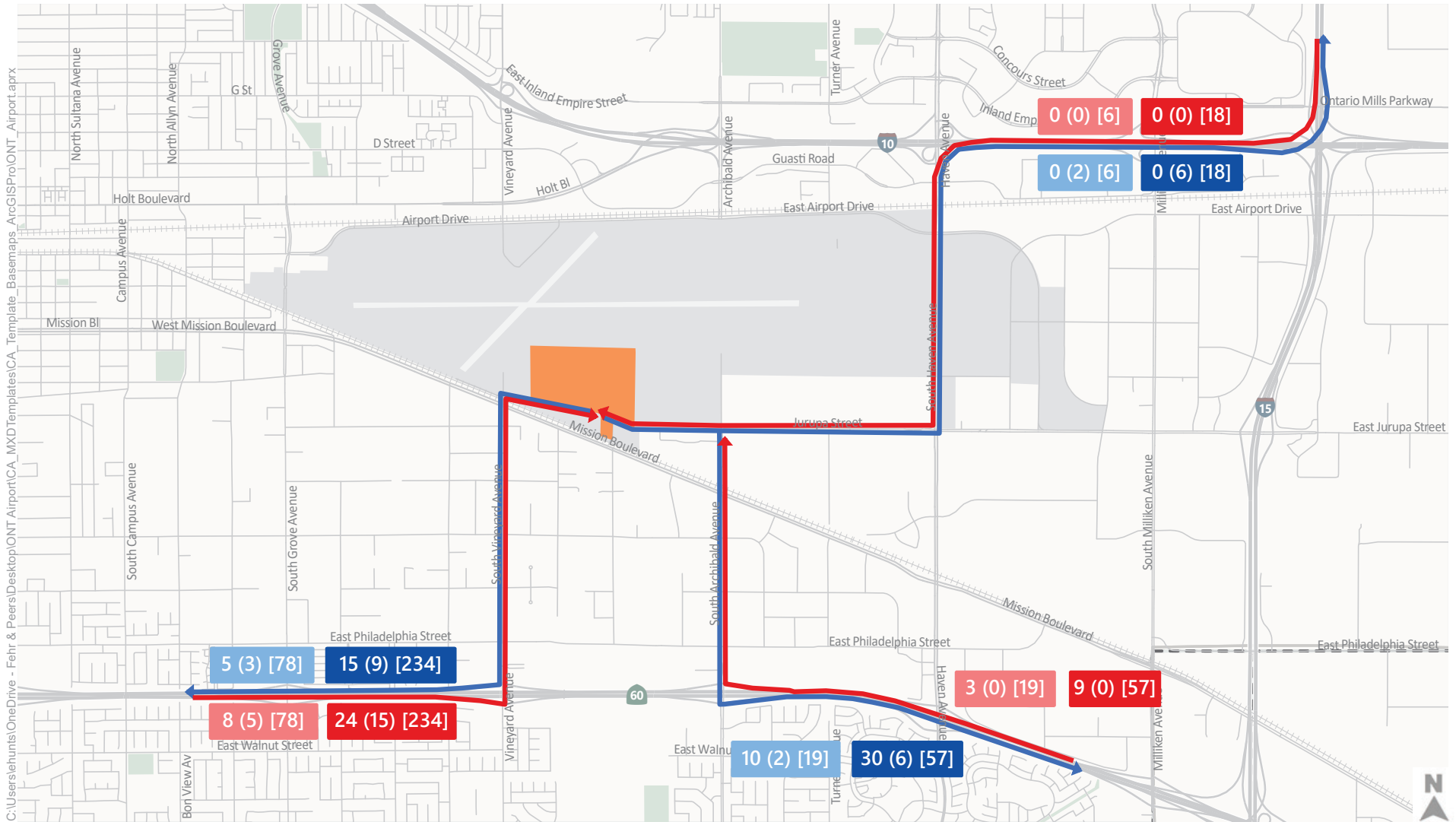
Total Outbound Truck Trips Outbound PCE Trips

Total Inbound Truck Trips Inbound PCE Trips



Figure 5

Project Phase 1 Truck Trip Assignment



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Project Site

Outbound Trips

Inbound Trips

Trip Volume: AM (PM) [Daily]

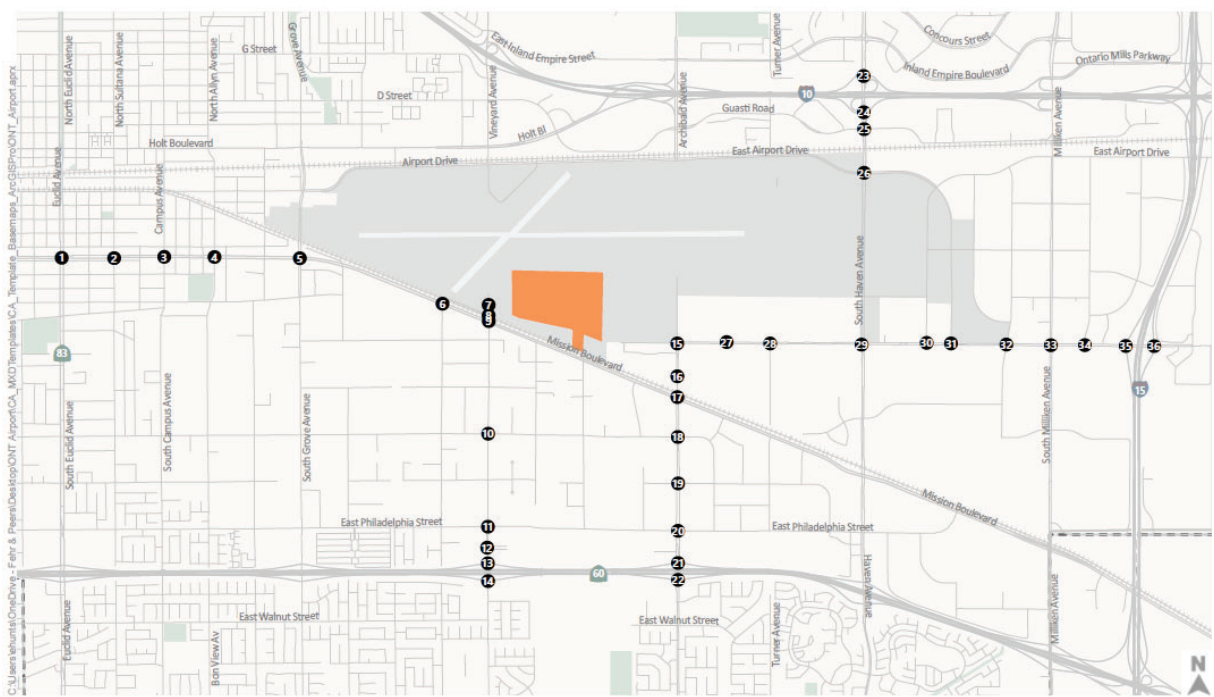
Total Outbound Truck Trips Outbound PCE Trips

Total Inbound Truck Trips Inbound PCE Trips



Figure 6

Project Phase 2 Truck Trip Assignment

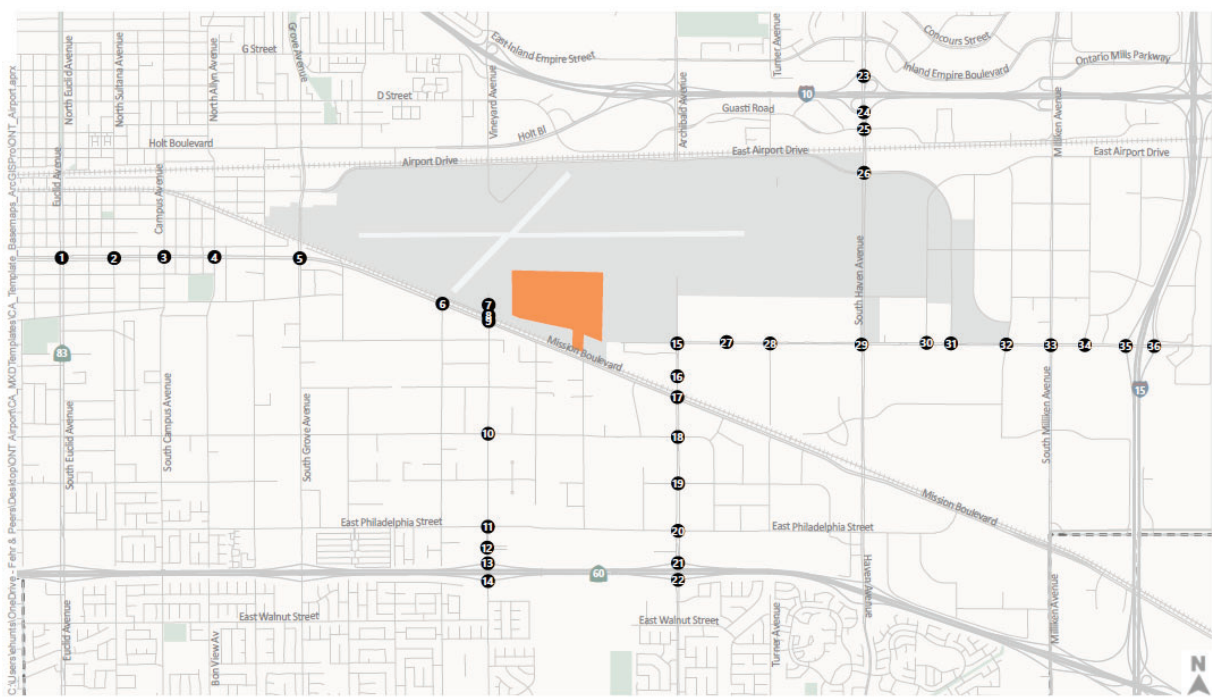


1. Euclid Ave (SR-83) SB/Mission Blvd	2. Sultana Ave/Mission Blvd	3. Campus Ave/Mission Blvd	4. Bon View Ave/Mission Blvd
5. Grove Ave/Mission Blvd	6. Baker Ave/Mission Blvd	7. Vineyard Ave/Avion Street	8. Vineyard Ave/Avion Drive
9. Vineyard Ave/Mission Blvd	10. Vineyard Ave/Francis Street	11. Vineyard Ave/Philadelphia Street	12. Vineyard Ave/Raymond Kay Way

Figure 7

Phase I Project Only PCE Trip Assignment
 Project Phase 1 Opening Year (2025) Plus Phase 1 Project Conditions

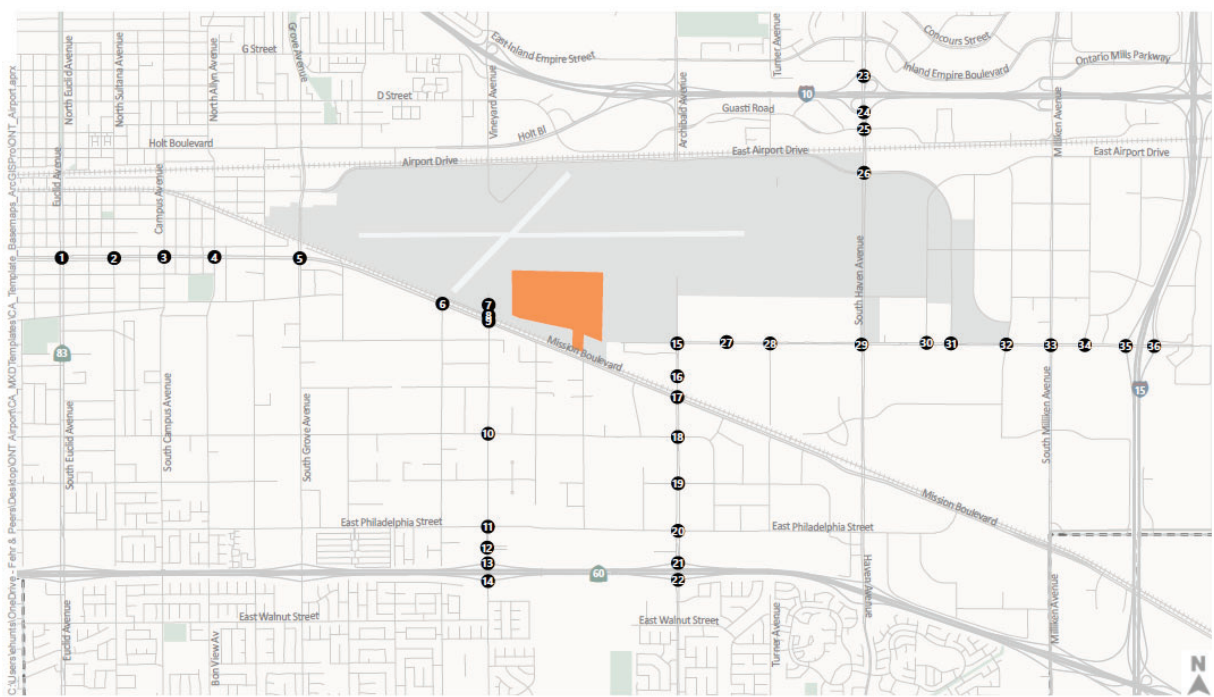




<p>13. Vineyard Ave/SR-60 WB Ramps</p> <p>Vineyard Ave SR-60 WB Ramps</p> <p>31 (25) 3 (7)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 42 (32)</p>	<p>14. Vineyard Ave/SR-60 EB Ramps</p> <p>Vineyard Ave SR-60 EB Ramps</p> <p>3 (7) 0 (0) 0 (0)</p> <p>38 (26) 0 (0) 0 (0)</p> <p>4 (6) 0 (0)</p>	<p>15. Archibald Ave/Jurupa Street</p> <p>Archibald Ave Jurupa Street</p> <p>0 (0) 0 (0) 0 (0)</p> <p>31 (64) 23 (26)</p> <p>0 (0) 33 (50) 0 (0)</p> <p>12 (18) 0 (0) 0 (0)</p>	<p>16. Archibald Ave/Tracy Paseo</p> <p>Archibald Ave Tracy Paseo</p> <p>0 (0) 23 (26) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 12 (18) 0 (0)</p>
<p>17. Archibald Ave/Mission Blvd</p> <p>Archibald Ave Mission Blvd</p> <p>0 (0) 23 (26) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 12 (18) 0 (0)</p>	<p>18. Archibald Ave/Francis Street</p> <p>Archibald Ave Francis Street</p> <p>0 (0) 23 (26) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 12 (18) 0 (0)</p>	<p>19. Archibald Ave/Cedar Ave</p> <p>Archibald Ave Cedar Ave</p> <p>0 (0) 23 (26) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 12 (18) 0 (0)</p>	<p>20. Archibald Ave/Philadelphia Street</p> <p>Archibald Ave Philadelphia Street</p> <p>0 (0) 23 (26) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 12 (18) 0 (0)</p>
<p>21. Archibald Ave/SR-60 WB Ramps</p> <p>Archibald Ave SR-60 WB Ramps</p> <p>0 (0) 23 (26)</p> <p>8 (12) 0 (0) 0 (0)</p> <p>0 (0) 4 (6)</p>	<p>22. Archibald Ave/SR-60 EB Ramps</p> <p>Archibald Ave SR-60 EB Ramps</p> <p>3 (7) 20 (19)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>4 (6) 0 (0)</p>	<p>23. Haven Ave/I-10 WB Ramps</p> <p>Haven Ave I-10 WB Ramps</p> <p>0 (0) 4 (6)</p> <p>0 (0) 8 (12)</p> <p>3 (7)</p>	<p>24. Haven Ave/I-10 EB Ramps</p> <p>Haven Ave I-10 EB Ramps</p> <p>12 (18)</p> <p>0 (0) 0 (0)</p> <p>3 (7) 7 (17)</p>

Figure 7
Phase I Project Only PCE Trip Assignment
Project Phase 1 Opening Year (2025) Plus Phase 1 Project Conditions

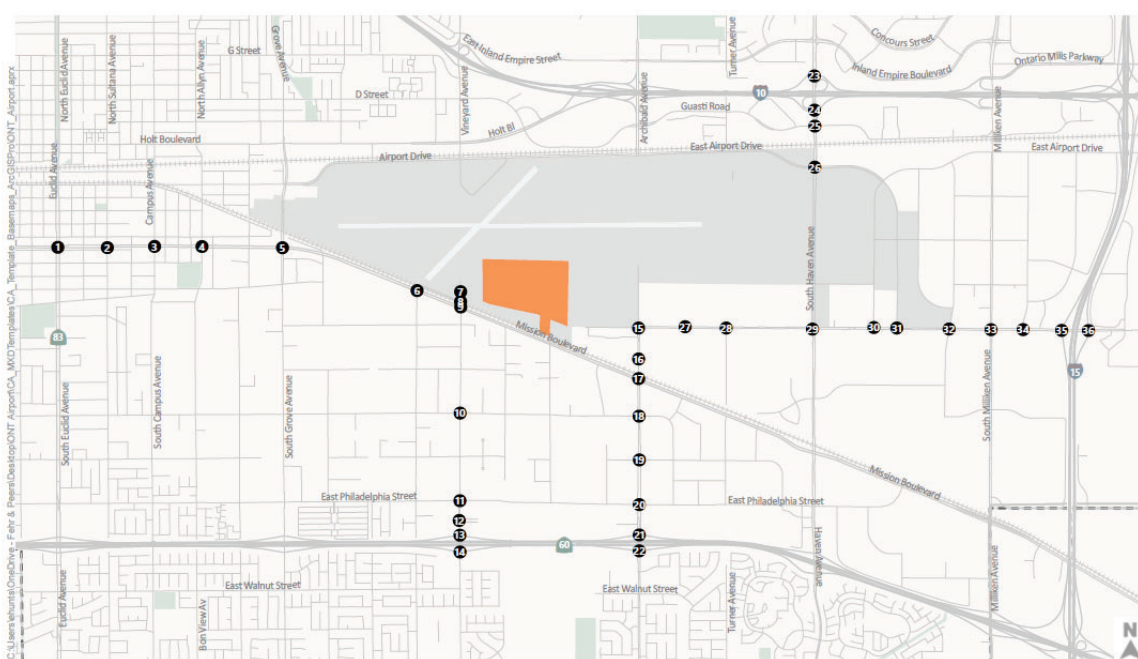




25. Haven Ave/Guasti Road	26. Haven Ave/Airport Drive	27. Hofer Ranch Rd/Jurupa Street	28. Turner Ave/Jurupa Street
<p>Diagram for intersection 25: Haven Ave/Guasti Road. Traffic flows from Guasti Road to Haven Ave and from Haven Ave to Guasti Road. Volume data is shown for each direction.</p>	<p>Diagram for intersection 26: Haven Ave/Airport Drive. Traffic flows from Airport Drive to Haven Ave and from Haven Ave to Airport Drive. Volume data is shown for each direction.</p>	<p>Diagram for intersection 27: Hofer Ranch Rd/Jurupa Street. Traffic flows from Hofer Ranch Rd to Jurupa Street and from Jurupa Street to Hofer Ranch Rd. Volume data is shown for each direction.</p>	<p>Diagram for intersection 28: Turner Ave/Jurupa Street. Traffic flows from Turner Ave to Jurupa Street and from Jurupa Street to Turner Ave. Volume data is shown for each direction.</p>
29. Haven Ave/Jurupa Street	30. Carnegie Ave/Jurupa Street	31. Commerce Pkwy/Jurupa Street	32. Dupont Ave/Jurupa Street
<p>Diagram for intersection 29: Haven Ave/Jurupa Street. Traffic flows from Jurupa Street to Haven Ave and from Haven Ave to Jurupa Street. Volume data is shown for each direction.</p>	<p>Diagram for intersection 30: Carnegie Ave/Jurupa Street. Traffic flows from Carnegie Ave to Jurupa Street and from Jurupa Street to Carnegie Ave. Volume data is shown for each direction.</p>	<p>Diagram for intersection 31: Commerce Pkwy/Jurupa Street. Traffic flows from Commerce Pkwy to Jurupa Street and from Jurupa Street to Commerce Pkwy. Volume data is shown for each direction.</p>	<p>Diagram for intersection 32: Dupont Ave/Jurupa Street. Traffic flows from Dupont Ave to Jurupa Street and from Jurupa Street to Dupont Ave. Volume data is shown for each direction.</p>
33. Milliken Ave/Jurupa Street	34. Rockefeller Ave/Toyota Way/Jurupa Street	35. I-15 SB Ramps/Jurupa Street	36. I-15 NB Ramps/Jurupa Street
<p>Diagram for intersection 33: Milliken Ave/Jurupa Street. Traffic flows from Jurupa Street to Milliken Ave and from Milliken Ave to Jurupa Street. Volume data is shown for each direction.</p>	<p>Diagram for intersection 34: Rockefeller Ave/Toyota Way/Jurupa Street. Traffic flows from Rockefeller Ave/Toyota Way to Jurupa Street and from Jurupa Street to Rockefeller Ave/Toyota Way. Volume data is shown for each direction.</p>	<p>Diagram for intersection 35: I-15 SB Ramps/Jurupa Street. Traffic flows from I-15 SB Ramps to Jurupa Street and from Jurupa Street to I-15 SB Ramps. Volume data is shown for each direction.</p>	<p>Diagram for intersection 36: I-15 NB Ramps/Jurupa Street. Traffic flows from I-15 NB Ramps to Jurupa Street and from Jurupa Street to I-15 NB Ramps. Volume data is shown for each direction.</p>

Figure 7
Phase I Project Only PCE Trip Assignment
Project Phase 1 Opening Year (2025) Plus Phase 1 Project Conditions



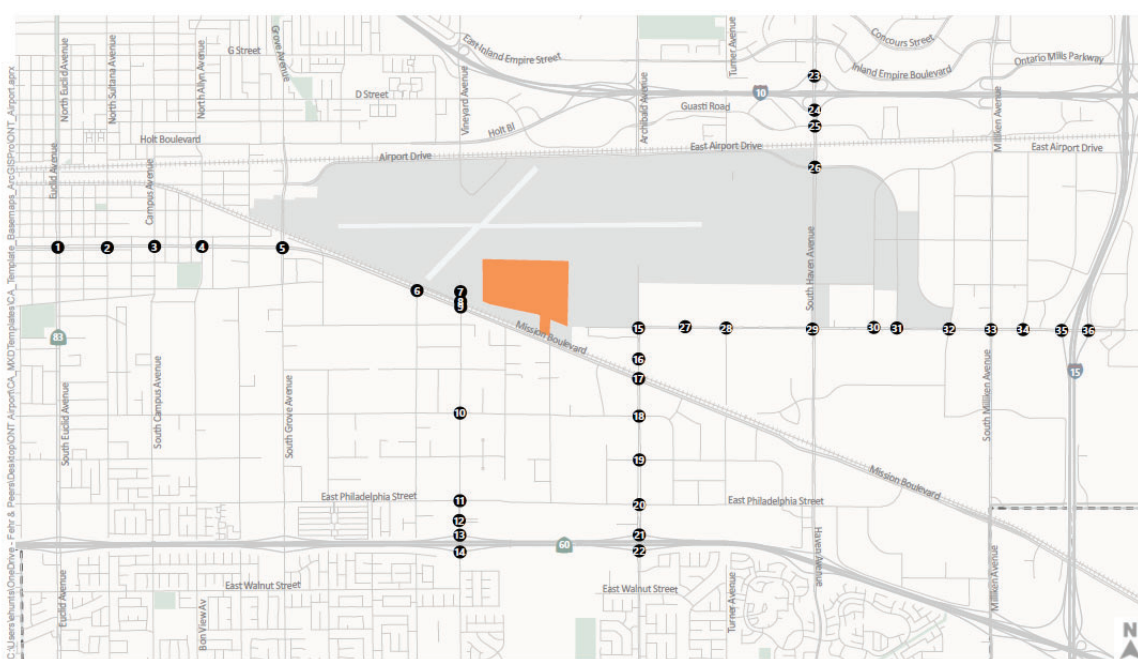


1. Euclid Ave (SR-83) SB/Mission Blvd	2. Sultana Ave/Mission Blvd	3. Campus Ave/Mission Blvd	4. Bon View Ave/Mission Blvd
<p>Euclid Ave (SR-83) SB</p> <p>Mission Blvd</p> <p>0 (0) 0 (0) 4 (6)</p> <p>4 (7) 7 (13) 0 (0)</p> <p>0 (0) 8 (11) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>	<p>Sultana Ave</p> <p>Mission Blvd</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 11 (20) 0 (0)</p> <p>0 (0) 12 (17) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>	<p>Campus Ave</p> <p>Mission Blvd</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 11 (20) 0 (0)</p> <p>0 (0) 12 (17) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>	<p>Bon View Ave</p> <p>Mission Blvd</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 11 (20) 0 (0)</p> <p>0 (0) 12 (17) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>
5. Grove Ave/Mission Blvd	6. Baker Ave/Mission Blvd	7. Vineyard Ave/Avion Street	8. Vineyard Ave/Avion Drive
<p>Grove Ave</p> <p>Mission Blvd</p> <p>0 (0) 0 (0) 8 (12)</p> <p>7 (14) 11 (20) 0 (0)</p> <p>0 (0) 12 (17) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p>	<p>Baker Ave</p> <p>Mission Blvd</p> <p>17 (33) 0 (0)</p> <p>20 (28) 0 (0)</p> <p>0 (0) 0 (0)</p>	<p>Vineyard Ave</p> <p>Avion Street</p> <p>0 (0) 0 (0) 0 (0)</p> <p>42 (62)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 58 (63)</p>	<p>Vineyard Ave</p> <p>Avion Drive</p> <p>0 (0) 42 (62) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 58 (63) 0 (0)</p>
9. Vineyard Ave/Mission Blvd	10. Vineyard Ave/Francis Street	11. Vineyard Ave/Philadelphia Street	12. Vineyard Ave/Raymond Kay Way
<p>Vineyard Ave</p> <p>Mission Blvd</p> <p>17 (33) 25 (29) 0 (0)</p> <p>2 (3) 0 (0) 0 (0)</p> <p>20 (28) 0 (0) 0 (0)</p> <p>0 (0) 36 (32) 0 (0)</p>	<p>Vineyard Ave</p> <p>Francis Street</p> <p>0 (0) 25 (29) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 36 (32) 0 (0)</p>	<p>Vineyard Ave</p> <p>Philadelphia Street</p> <p>0 (0) 25 (29) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 36 (32) 0 (0)</p>	<p>Vineyard Ave</p> <p>Raymond Kay Way</p> <p>0 (0) 25 (29) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>0 (0) 36 (32) 0 (0)</p>

Figure 8

Phase 2 Project Only PCE Trip Assignment
 Project Phase 2 Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions



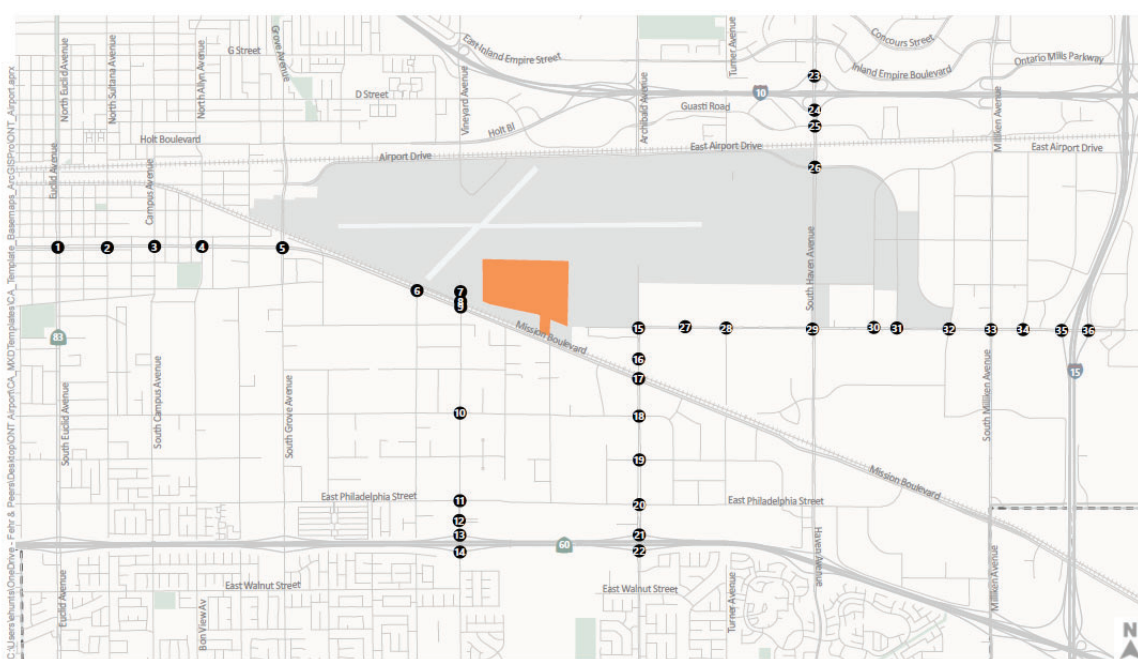


<p>13. Vineyard Ave/SR-60 WB Ramps</p>	<p>14. Vineyard Ave/SR-60 EB Ramps</p>	<p>15. Archibald Ave/Jurupa Street</p>	<p>16. Archibald Ave/Tracy Paseo</p>
<p>17. Archibald Ave/Mission Blvd</p>	<p>18. Archibald Ave/Francis Street</p>	<p>19. Archibald Ave/Cedar Ave</p>	<p>20. Archibald Ave/Philadelphia Street</p>
<p>21. Archibald Ave/SR-60 WB Ramps</p>	<p>22. Archibald Ave/SR-60 EB Ramps</p>	<p>23. Haven Ave/I-10 WB Ramps</p>	<p>24. Haven Ave/I-10 EB Ramps</p>

Figure 8

Phase 2 Project Only PCE Trip Assignment
 Project Phase 2 Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions





25. Haven Ave/Guasti Road	26. Haven Ave/Airport Drive	27. Hofer Ranch Rd/Jurupa Street	28. Turner Ave/Jurupa Street
29. Haven Ave/Jurupa Street	30. Carnegie Ave/Jurupa Street	31. Commerce Pkwy/Jurupa Street	32. Dupont Ave/Jurupa Street
33. Milliken Ave/Jurupa Street	34. Rockefeller Ave/Toyota Way/Jurupa Street	35. I-15 SB Ramps/Jurupa Street	36. I-15 NB Ramps/Jurupa Street

Figure 8

Phase 2 Project Only PCE Trip Assignment
 Project Phase 2 Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions



6. Vehicle Miles Traveled Impact Analysis

Fehr & Peers prepared an estimate of the Vehicle Miles Traveled (VMT) that would be induced by the Project. This VMT analysis is consistent with requirements of Senate Bill 743 (SB 743), the Office of Planning and Research's (OPR's) Technical Advisory, and the City of Ontario's adopted VMT Impact Analysis Resolution (No. 2020-071).

A hybrid approach to estimating VMT was utilized for the Project because the proposed air cargo facility is a unique use that is not adequately represented by the SBTAM traffic model alone. Some of the model traffic data is appropriate, such as employee commute trip lengths and empty truck average trip lengths, while other metrics were estimated outside the model, such as trip generation and fixed-route truck trip lengths. This approach is described in detail below.

The following sections define the transportation impact analysis methodology, including Analysis Methodology, VMT Estimates and VMT Impact Assessment.

6.1 Analysis Methodology

The number of trips and the vehicle trip length used to estimate VMT can be estimated using different tools (travel surveys, ITE Trip Generation Manual, GPS data, travel demand forecasting models, air quality/GHG models, etc.), but the established best practice for estimating VMT as identified in the City of Ontario's VMT Impact Resolution is with a calibrated and validated travel demand forecasting model. The local validated and calibrated model for City of Ontario is the San Bernardino County Transportation Agency's (SBCTA) travel demand model (SBTAM). However, because the proposed air cargo facility is a unique use, and a review of the model identified that the truck trip lengths are not fully represented in the SBTAM model, VMT associated with truck operations was estimated outside the model using more accurate information on truck operations associated with the Project and employee shift data to estimate trip generation and trip distance information for these two VMT components.

More specifically, Fehr & Peers tested SBTAM for sensitivity for use in this assessment to verify if the model accurately projected the number of vehicle and truck trips as well as whether the model accurately estimated vehicle and truck trip lengths. The results of this review are summarized below:

- **Trip Generation Review.** SBTAM overestimated trips for the Project for both truck trips and non-truck trips. This was verified by comparing the model's estimated trips to empirically collected data at a similar air cargo facility as described in the next section.
- **Trip Length Review.** As discussed below, the project sponsor provided data on truck trips origin/destination. Fehr & Peers compared those trip lengths to SBTAM estimates and identified

that SBTAM underestimated trip lengths associated with truck trips. Fehr & Peers did compare the employee trip length information to available Longitudinal Employment Household Data (LEHD) data and found that the model was reasonable for estimating commute trip lengths for employees. As such, SBTAM is appropriate for estimating trip lengths for non-truck trips of the project.

6.1.1 Trip Generation

Project trip generation is described and defined in detail in Chapter 5. The same trip generation estimates used for the LOS analysis were used for the VMT assessment and are also shown in **Table 7**.

6.1.2 Trip Length

Trip lengths for employee and daily business operations were estimated by referencing average trip length data from SBTAM, consistent with recommendations in the City's adopted VMT Impact Analysis Resolution and determined to be the best available source for estimating potential automobile trip lengths to/from the site. As noted above, we compared the estimated trip lengths for the model against LEHD data compiled for The Ontario Plan (2050) Update and confirmed that the trip length data was an accurate and reasonable estimate as compared to existing City averages.

Fehr & Peers reviewed the detailed truck routing information for the fixed-route trucks provided for the Project and measured the truck trip lengths between the identified distribution facility origins and destinations. These distribution facilities and one-way trip lengths are identified in **Table 6**.

While the truck trip lengths could be estimated off-model for fixed-route truck trips, there is no detailed data available on existing third-party, empty truck trips, because the travel characteristics of these third-party, empty trucks are not owned or operated by the Project proponent and information on ultimate origins, destinations or trip length are not known. Trips by empty trucks is typically low due to truck routing and scheduling by private trucking companies to minimize inefficient empty moves and reduce operating costs. Trucks from these third-party providers will typically start or finish as close to the Project as possible to maximize their own economic efficiencies. These trips were estimated by assuming similar trip lengths for an average truck trip in the region.

SBTAM Model Data

The latest version of SBTAM was run to extract trip length data noted above for automobile trips and empty truck load trips. Office and transportation/warehouse employment was coded into the Project TAZ in the base and future year models and Fehr & Peers extracted average trip length data for passenger cars and trucks for the empty loads.

The SBTAM roadway network and socio-economic data within the City of Ontario were updated to be consistent with The Ontario Plan (TOP) Environmental Impact Report (EIR) scenario modeling for Base Year (2019) and Adopted General Plan Buildout (2050). Outside of the City of Ontario, this model assumes datasets consistent with the 2016 Southern California Association of Governments (SCAG) Regional

Transportation Plan and Sustainable Communities Strategy (RTP/SCS).⁸ SBTAM was originally developed in 2012 but has undergone updates to the land use dataset and transportation network to reflect the 2016 SCAG RTP/SCS program. The SBTAM model used for this effort had an updated base year land use that reflected a 2012 base year and a 2040 future year, consistent with the 2020 SCAG RTP/SCS. As recommended in the SBTAM model documentation, model assignment parameters were set to run up-to five loops with a minimum convergence criterion⁹ of 0.01.

6.2 VMT Estimates

The VMT for the project was split into four separate users all with individual trip generation and average trip length estimates:

1. Employees, guests and deliveries
2. Trucks on fixed routes
3. Empty trucks by third parties
4. Fuel trucks

For employees, guests, deliveries and empty trucks, trip generation estimates were multiplied by average trip lengths to estimate average daily VMT. Average trip lengths from SBTAM were interpolated between base and future years to estimate project Opening Year Phase 1 (2025), Opening Year Phase 2 (2029) and Horizon Year (2040) trip lengths for the employee trips. The fixed-route truck trips were each multiplied by the route distance as shown in **Table 6** to estimate fixed-route truck VMT. Fuel truck trips were also multiplied by the route distance to estimate fuel truck trip VMT. The total daily Project-level VMT estimates are presented in **Table 7**.

Commute VMT, also known as home-based-work VMT, was estimated using the SBTAM base and future models for reference in the mitigation discussion as the recommended Transportation Demand Management (TDM) measures all would reduce this subset of the total project VMT. Commute VMT is presented in **Table 8**.

⁸ Please note that SBTAM does not have an available dataset consistent with the SCAG 2020 RTP/SCS. At the time of this analysis, SBTAM was in the process of being updated with the SCAG 2020 RTP/SCS data, but the data was not available. This analysis uses the most current, available SBTAM model version consistent with the City of Ontario's VMT Impact Resolution.

⁹ Convergence criteria refers to the acceptable difference in the traffic volumes produced by different loops of the vehicle assignment. A convergence criterion of 0.01 indicates that the model is producing similar outputs with an allowance of one percent difference between each loop. This criterion is outlined in the model documentation as the recommended convergence criteria for the model.

Table 6: Daily Fixed-Route Truck VMT Estimates

Origin/Destination	Trip Length (miles)	Ph I Trips	Ph I VMT	Ph II Trips	Ph II VMT
ELA (East Los Angeles)	40	11	440	18	720
LAS (Las Vegas)	230	4	920	8	1,840
LAX (Los Angeles)	55	9	495	15	825
LAX (Los Angeles)	55	20	1,100	27	1,485
LGB (Long Beach)	50	12	600	18	900
ONT (Ontario)	5	11	55	18	90
PHX (Phoenix)	350	1	350	1	350
SCK (Stockton)	380	1	380	1	380
SDM (San Diego)	130	7	910	10	1,300
SEE (El Cajon/San Diego)	115	10	1,150	16	1,840
SFO (San Francisco)	410	4	1,640	6	2,460
SMF (Sacramento)	430	1	430	1	430
VNY (Van Nuys)	60	9	540	14	840
SAN (San Diego)	115	2	230	2	230
Total	-	102	9,240	155	13,690

Sources:

Fehr & Peers, 2022

Project proponent's proposed trucking schedule, 2022

Table 7: Daily Project VMT Estimates

Attribute	Phase 1 Opening Year (2025)	Phase 2 Opening Year (2029)	Year (2040)
Employees, Guests, Deliveries			
Trips ¹	2,531	2,531	2,531
Average Trip Length ²	13.99	14.04	14.16
VMT	35,402	35,540	35,842
Trucks (Fixed Routes)			
Trips	102	155	155
Average Trip Length ³	90.59	88.32	88.32
VMT	9,240	13,690	13,690
Empty Trucks (Third Party Trucking Companies)			
Trips	48	69	69
Average Trip Length ²	13.52	13.52	13.52
VMT	649	933	933
Fuel Trucks⁴			
Trips	48	-	-
Average Trip Length	2.5	-	-
VMT	120	-	-
Total Project			
VMT	45,411	50,163	50,465

Notes:

1. Trips based on 7.92 trips per KSF rate derived from counts collected at the FedEx Ontario Airport Hub.
2. Base Year (2019) and Year (2040) model scenarios used for linear interpolation for average trip lengths for Phase 1 and Phase 2 for these trip types.
3. Trip length estimates provided by the project sponsor based on actual truck routing and destination information.
4. Fuel trip length information based on information provided by the project sponsor. Only Opening Year (2025) scenario assumes fuel trucks are part of the Project.

Sources:

Fehr & Peers, 2022
 SBTAM, 2022

Table 8: Daily Project Commute VMT Estimates

Attribute	Warehouse	Office	Total Project	City Average
Base Year (2019) Model Estimates				
Commute Trips	1,507	444	1,951	
Average Commute Trip Length	14.9	15.5	15.0	
Commute VMT	22,412	6,886	29,298	
Employees	1,035	280	1,315	
Commute VMT/Employee	21.65	24.59	22.28	19.74
Future Year (2050) Model Estimates				
Commute Trips	1,278	339	1,617	
Average Commute Trip Length	14.8	14.8	14.8	
Commute VMT	18,903	5,000	23,903	
Employees	1,035	280	1,315	
Commute VMT/Employee	18.26	17.86	18.18	16.33

Notes:

1. Base Year (2019) and Future Year (2050) model scenarios used to prepare estimates.

Sources:

Fehr & Peers, 2022

SBTAM, 2022

6.3 VMT Impact Assessment

Fehr & Peers compared the Project VMT forecasts against the City’s significance criteria to disclose potential significant impacts.

6.3.1 City of Ontario Significance Criteria

The City of Ontario VMT Impact Resolution defines the following thresholds of significance for identifying significant transportation impacts related to VMT for land use projects:

- Project Threshold: A significant impact would occur if the project VMT/SP¹⁰ exceeds the Citywide average for VMT/SP under General Plan Buildout Conditions
- Cumulative Threshold:
 - A significant impact would occur if the Project causes total daily VMT within the City to be higher than the no project alternative under cumulative conditions. This analysis should be performed using the ‘project effect’ or ‘boundary’ method
 - A significant impact would occur if the Project is determined to be inconsistent with the RTP/SCS

¹⁰ SP = Service Population; the sum of population and employment in a given area.

6.3.2 Project Threshold Analysis

SBTAM was utilized to estimate the Citywide average for VMT/SP under General Plan Buildout Conditions. Three Project VMT forecasts were prepared, consistent with the analysis scenarios utilized in the LOS assessment and consistent with the Scoping Memorandum provided in **Appendix A**. The Project VMT forecasts differ between Phase 1 and Phase 2 as Phase 2 assumes more truck traffic. The trip lengths are also assumed to change over time with travel trends in the traffic models projecting that trip lengths will decrease in the future.

VMT forecasts for the Project and Citywide average are presented in **Table 9**. As shown in **Table 9**, the Project is forecast to generate VMT/SP higher than the Citywide average for all three Project forecasts.

The Citywide average was estimated in accordance with the City’s VMT analysis requirements using the most current and available version of SBTAM, while the Project VMT was estimated outside the model using more conservative, Project-specific information. Although these estimates were made using two different tools, both the City and Project VMT were estimated using a reasonable approach with the best tools available.

Table 9: Project Daily VMT Estimates

Scenario	Population	Employment	Total VMT	Total VMT/SP
Phase 1 (2025) Conditions	-	1,315	45,411	34.53
Phase 2 (2029) Conditions	-	1,315	50,163	38.15
Horizon (2040) Conditions	-	1,315	50,465	38.38
Citywide Average (Threshold of Significance)	357,957	313,067	19,968,991	29.76

Notes:

1. **Bold** indicates that the total VMT/SP is above the Citywide average (threshold of significance).

Source: SBTAM, 2022

6.3.3 Cumulative Threshold Analysis

A hybrid approach was used to estimate Project VMT because the available travel demand models for the region (SBTAM and the SCAG Model) are not as accurate at estimating trips, trip length or VMT associated with the trucking activity associated with an air cargo facility serving a large region. The best way to perform Boundary Method VMT forecasts consistent with the City’s Adopted VMT Resolution would be with a travel demand model. Given the model limitations noted above, the value in the results of the boundary method assessment to understand the project’s effect on VMT would be erroneous for this project.

Given these limitations, a qualitative assessment of the project effect on VMT was performed. A qualitative assessment of VMT is a compilation of substantial evidence that describes why the project would or

would not have a significant impact on VMT. Qualitative assessments¹¹ may be used for projects that have unique characteristics that cannot be accurately analyzed using SBTAM or the SCAG RTP/SCS model. Qualitative assessments can include economic or market analysis, socioeconomic or demographic data, or other substantial evidence to support the significance finding.

Fehr & Peers evaluated the City Boundary VMT under base line conditions, 5,501,208 daily VMT, and under future general plan buildout conditions, 8,320,682 daily VMT. Based on the 2,824 new trips estimated for the Project with an average travel length of approximately five miles within the City boundary, it is estimated that the boundary VMT would increase by approximately 14,120 VMT. This would equate to an increase in baseline boundary VMT of approximately 0.25 percent in baseline conditions and 0.17 percent in future buildout conditions. Based on these estimates, it is reasonable to conclude that the Project would increase Citywide VMT on a daily level in the City of Ontario.

Fehr & Peers also reviewed Project VMT as compared to VMT at other airports in the SCAG region, including Long Beach Airport (LGB) and Los Angeles International Airport (LAX). Project origins and destinations for Project trucks and known truck routes were considered, and the estimated truck VMT for this Project at ONT is anticipated to be slightly higher when compared to more urbanized airports given the frequency of trips between Long Beach, LA, and other locations to the north. It is anticipated that commute VMT in Long Beach or LA would be lower due to higher densities and better access to transit, resulting in the overall VMT being higher in Ontario.

Based on this qualitative assessment, it is concluded that the Project would cause total daily VMT within the City to increase under conditions in 2040.

Fehr & Peers also conducted a review of the consistency of the Project with SCAG land use forecasts in the RTP/SCS. The SCAG Model (consistent with the 2020 RTP/SCS) employment assumptions in the City were reviewed and are summarized in **Table 10**. As shown, the amount of Project transportation employment growth and office employment growth is less than what is assumed in the land use forecasts and therefore consistent with the 2020 RTP/SCS.

Table 10: Land Use Forecast Review

Scenario	Office Emp Growth	Warehouse Emp Growth	Total Emp Growth
Project	280	1,035	1,315
City of Ontario	8,433	3,948	54,822

Notes:

1. Warehouse employment is coded as transportation employment and office employment is coded as professional employment in the model land use inputs.

Source: SCAG Model, 2022

¹¹ Technical Advisory on Evaluating Transportation Impacts in CEQA, The State of California Governor’s Office of Planning and Research, December 2018

6.3.4 VMT Reduction Strategies

To mitigate the significant VMT impact for the Project, total VMT per service population would need to be reduced by 23 percent. A majority of Project VMT is generated by trucks, which is difficult to modify as the Project is an air cargo facility serving a large region, and the operations and economic viability of the Project relies on trucks picking up and delivering cargo. To mitigate the impact for the Project focusing solely on passenger vehicles, the passenger car VMT would need to be reduced by 33 percent.

A range of TDM measures to reduce Project VMT, consistent with measures recommended in the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (California Air Pollution Control Officers Association (CAPCOA), 2021)*, are discussed below.

T-5. Commute Reduction Program

Commute Trip Reduction (CTR) programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation, such as carpooling, taking transit, walking, and biking. CTR programs must include the following elements to apply the VMT reductions reported in literature.

- Employer-provided services, infrastructure, and/or incentives for commuting to work using alternative modes (e.g., walking, biking, carpooling/vanpooling or taking transit)
- Provide information, coordination, and marketing for employee rideshare services, provide onsite infrastructure to support carpools/vanpools, and provide incentives (e.g., free transit passes, monthly bonus for carpooling 3 or more times a week, etc.).

Employer costs may include recurring costs for carpool/vanpool subsidies, capital and maintenance costs for the alternative transportation infrastructure (e.g., showers and lockers), and labor costs for staff to manage the program.

T-8. Ridesharing Program

A ridesharing program for employees of the site designed to include the following elements to support this measure:

- Provide vanpool parking with designated passenger loading/unloading area near employee entrance
- Create a Carpool Incentive Program.
 - Provide a minimum of ten (10) carpool parking spaces provided closer to the employee entrance than standard parking spaces
 - Provide access to a carpool database (Metro rideshare) and/or an on-site matching program for employees
 - Provide a monthly incentive for employees that carpool a minimum of three (3) days per week (e.g., \$50 gas card or a \$50 green commuter bonus)

In addition, a staff person would be designated to provide rideshare information to employees and monitoring the effectiveness of the program.

For this measure, it is assumed that all employees are eligible and that additional carpool spaces could be designated if warranted by demand.

T-9. Implement Subsidized or Discounted Transit Program

This measure will provide subsidized, discounted, or free Omnitrans, Metrolink or Amtrak transit passes for employees to encourage use of transit routes/stops located less than a mile from the Project. Metro's monthly TAP transit pass is \$100. For this measure, we assumed free transit passes available to all employees.

The effectiveness of this measure would be reduced given the employee shift times of the Project. The shifts that start or end at 11:00 PM will have limited available options as most routes do not provide service that late. This would limit approximately half the employees from the ability to rely on transit.

T-10. Bicycle Facilities

The Project could provide on-site bicycle parking and end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers.

The Project could supplement bicycle facilities with a bike share program for employees. The bikes could be standard or electric.

T-11. Employer-Sponsored Vanpool Program

This measure would implement an employer-sponsored vanpool service that would be fully funded by the tenant as follows:

- Provide a minimum of one (1) and up to three (3) vanpool vehicles and associated parking with designated passenger loading/unloading area near employee entrance
- Pay for the lease of a minimum of one (1) van and up to three (3) vans for the purpose of employee vanpooling. (Monthly van lease is estimated at \$1,500. Los Angeles Metropolitan Transportation Authority (Metro) provides a vanpool subsidy of \$500/month. The tenant's share would be the remaining \$1,000/month per van)

For this measure, the resulting VMT reduction will vary based on the number of employees that join the vanpool. For example, if a six-person vanpool is formed providing vanpooling for six of the 1,315 anticipated employees on site, then the commute VMT reduction is estimated to be 0.38 percent and total VMT reduction is estimated to be 0.22 percent. If thirteen 10-person or larger vanpools are formed, which would be approximately 10 percent of the workforce, the commute VMT reduction is estimated to be 8.9 percent and the total VMT reduction is estimated to be 5.17 percent. A ten percent voluntary participation rate is assumed to be the high end of the range for this project.

6.4 Mitigation Effectiveness

A summary of the reduction potential of the recommended VMT reduction strategies is summarized in **Table 11**. As shown, implementation of all the recommended mitigation measures is not anticipated to reduce the VMT impact of the Project to a less-than significant level. Because of duplicative dampening, which occurs when multiple TDM measures are applied that target the same users, the effectiveness of these mitigation measures is reduced when they are implemented together. In addition, CAPCOA suggests that measures, such as the ones proposed above, have a maximum effectiveness of ten percent reduction on total or commute VMT under ideal conditions in dense urban environments. As the City of Ontario is not a dense urban environment, access to transit is limited for the employee shifts, and due to duplicative dampening, the reduction in VMT that is anticipated to result from implementation of these programs is 5.10 percent.

Table 11: VMT Mitigation Options

VMT Reduction Strategy	Reduction Potential
T-5. Voluntary Commute Reduction Program ¹	0.00-4.00%
T-8. Provide Ridesharing Program	0.00-4.00%
T-9a. Subsidized Transit Passes	0.00-0.25%
T10. Bike Facilities	0.00-0.75%
T-11. Employer Sponsored Vanpool	0.00-5.17%
Maximum Reduction for Project	5.10%

Notes:

1. Measure T-5 is a generic TDM program that doesn't specify details of required measures and has a high-end maximum of a four percent reduction. Due to the other recommended measures, that are more detailed measures part of a commute reduction program, reductions were not applied for this measure to avoid double counting.

Source: *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (California Air Pollution Control Officers Association (CAPCOA), 2021).

6.4.1 Other CEQA Transportation Impact Categories

The standard CEQA Environmental Checklist Form included in Appendix G of the CEQA Guidelines,¹² identifies several additional transportation impact categories other than VMT and freeway safety analysis. The remaining sections of this chapter summarize the other transportation impact categories and assess the Project for significant impacts under these categories.

Programs, Plans, Ordinances and Policies

CEQA Guideline: "Would the project...Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?"

¹² California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387.

The Project supports the City's General Plan and the SCAG RTP/SCS, as well as State goals for encouraging infill development and employment densification. Potential impacts to public transit, pedestrian facilities and travel, and bicycle facilities and travel were evaluated. Existing bike facilities and trails were identified previously in Chapter 3.

The Ontario Active Transportation Master Plan identifies several planned sidewalks and Americans with Disabilities Act (ADA) ramps along Mission Boulevard. There are no proposed pedestrian facilities on Avion Street or Avion Drive outside the Project area. **Appendix I** pinpoints the proposed pedestrian facilities along Mission Boulevard.

The Project land use plan does not propose any changes to the proposed or existing bicycle facilities in the study area. The Project will not conflict with any existing or planned pedestrian and bicycle facilities.

The Project does not conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities, or otherwise decreases the performance or safety of such facilities. Therefore, the Project would result in a **less than significant impact** related to active transportation.

The potential impact to transit service or facilities was evaluated based on whether the Project would physically disrupt an existing facility/service or interfere with the implementation of a planned facility/service. In addition, the proposed Project was evaluated to determine if it would create potential conflicts with applicable policies, plans, or programs (as defined in the regulatory setting above) supporting transit such that the conflict could reduce transit trips or increase conflicts with other modes.

A review of the Project description did not identify any disruption to existing transit facilities. New transit trips are anticipated to be generated by the Project, but the Project would not modify transit stop locations or change transit headways. Additional transit ridership demand could increase boarding and alighting activity at existing bus stops and transit terminals located near the Project site.

The Project is consistent with the adopted plans regarding bicycle and pedestrian infrastructure and is not expected to decrease the performance or safety of these facilities. Therefore, the Project is considered to have a **less than significant impact** on public transit.

Geometric Design Features and Incompatible Uses

CEQA Guideline: *"Would the project...Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?"*

The Project does not increase hazards due to a geometric design feature. All driveway access points are perpendicular to the public right-of-way and adequately spaced from existing signalized intersections. Therefore, the Project does not cause significant impacts for this category.

Emergency Access

CEQA Guideline: *"Would the project...Result in inadequate emergency access?"*

The Project provides emergency access on Avion Street to major arterials Archibald Avenue, Jurupa Street and Vineyard Avenue. The location and design of these access points is adequate for emergency access. Therefore, the Project does not cause significant impacts for this category.

6.4.2 Conclusions

VMT forecasts for the unique Project land use were prepared using empirical data collected at a nearby similar use, SBTAM trip length information, and detailed truck route data. The Project-level VMT/SP is forecast to be higher than the Citywide average (threshold of significance) for all project scenarios. . The Project is anticipated to increase Citywide daily VMT within the City boundary. For these reasons noted above, the Project is expected to result in a **significant and unavoidable** transportation impact related to VMT. Feasible mitigation measures that would be appropriate for the Project are recommended. However, given the maximum reduction potential associated with the recommended mitigation measures does not surpass the needed reduction to mitigate the impact, it is not anticipated that the Project will be able to reduce the impact to a less-than-significant level.

7. Level of Service (LOS) Analysis

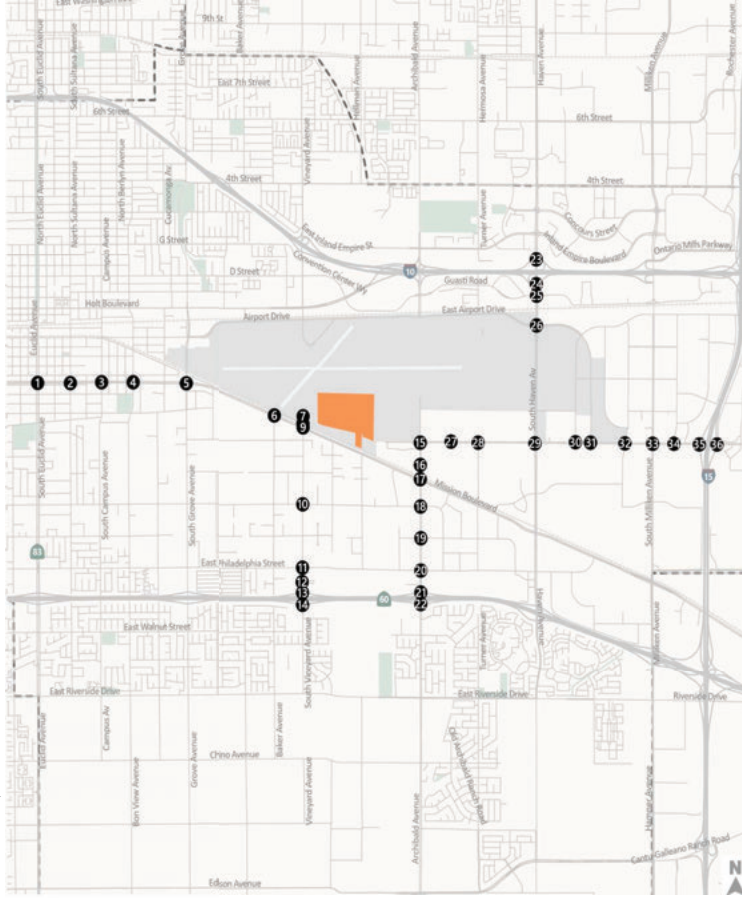
7.1 Analysis Scenarios

Fehr & Peers studied the intersection Level of Service (LOS) at the previously identified study intersections for the following scenarios, based on consultation with the City and as approved in the Coping Memo provided in **Appendix A**:

- Existing (2021) – Existing traffic counts and lane geometries collected in October 2021 were used to evaluate Existing (2021) Conditions
- Opening Year (2025) Without Project – Phase 1 Opening Year (2025) Without Project Conditions represent a scenario condition in 2025. Conditions were evaluated using an annual growth rate of one percent plus trips from pending and approved projects in the study area were added to Existing (2021) conditions to estimate Opening Year (2025) Without Project conditions
- Opening Year (2025) Plus Phase 1 Project – Phase 1 Project traffic volumes were added to the Opening Year (2025) Without Project conditions
- Opening Year (2029) Without Project – Phase 2 Opening Year (2029) Conditions represents a cumulative scenario in 2029. Conditions were evaluated using an annual growth rate of one percent plus trips from pending and approved Projects in the study area were added to Existing (2021) conditions to estimate Opening Year (2029) Without Project conditions
- Opening Year (2029) Plus Phase 1 and Phase 2 Project – Phase 1 and Phase 2 Project traffic volumes were added to the Opening Year (2029) Without Project conditions
- Year (2040) No Project – Year (2040) Conditions represents a cumulative scenario in 2040. were evaluated using the cumulative forecasts developed for the study area, using the travel demand model (SBTAM) and cumulative information including pending and approved development projects and funded improvements in the study area consistent with the 2020 SCAG RTP/SCS.
- Year (2040) Plus Phase 1 and Phase 2 Project – Phase 1 and Phase 2 Project traffic volumes were added to the Year (2040) No Project conditions

7.2 Existing (2021) Conditions Intersection Operations Analysis

This chapter summarizes the study area operations under Existing (2021) Conditions based on data collected in October 2021. The Existing (2021) No Project PCE traffic volumes developed in Chapter 4 are presented in **Figure 9**. These traffic volumes along with existing intersection lane configurations were used to calculate the LOS for the study intersections during each peak hour. The findings of this analysis are presented in **Table 12** and detailed intersection LOS worksheets are presented in Appendix F. All intersections, with the exception of Bon View Avenue at Mission Boulevard, operate at LOS E or better.



<p>1. Euclid Ave/SR-83/Mission Blvd</p>	<p>2. Sultana Ave/Mission Blvd</p>	<p>3. Campus Ave/Mission Blvd</p>	<p>4. Bon View Ave/Mission Blvd</p>	<p>5. Grove Ave/Mission Blvd</p>
<p>6. Baker Ave/Mission Blvd</p>	<p>7. Vineyard Ave/Avion St</p>	<p>8. Vineyard Ave/Avion Dr</p>	<p>9. Vineyard Ave/Mission Blvd</p>	<p>10. Vineyard Ave/Francis St</p>
<p>11. Vineyard Ave/Philadelphia St</p>	<p>12. Vineyard Ave/Raymond Kay Way</p>	<p>13. Vineyard Ave/SR-60 WB Ramps</p>	<p>14. Vineyard Ave/SR-60 EB Ramps</p>	<p>15. Archibald Ave/Jurupa St</p>
<p>16. Archibald Ave/Tracy Paseo</p>	<p>17. Archibald Ave/Mission Blvd</p>	<p>18. Archibald Ave/Francis St</p>	<p>19. Archibald Ave/Cedar St</p>	<p>20. Archibald Ave/Philadelphia St</p>

LEGEND



Study Intersection

AM (PM) Peak Hour Traffic Volume



Lane Configuration



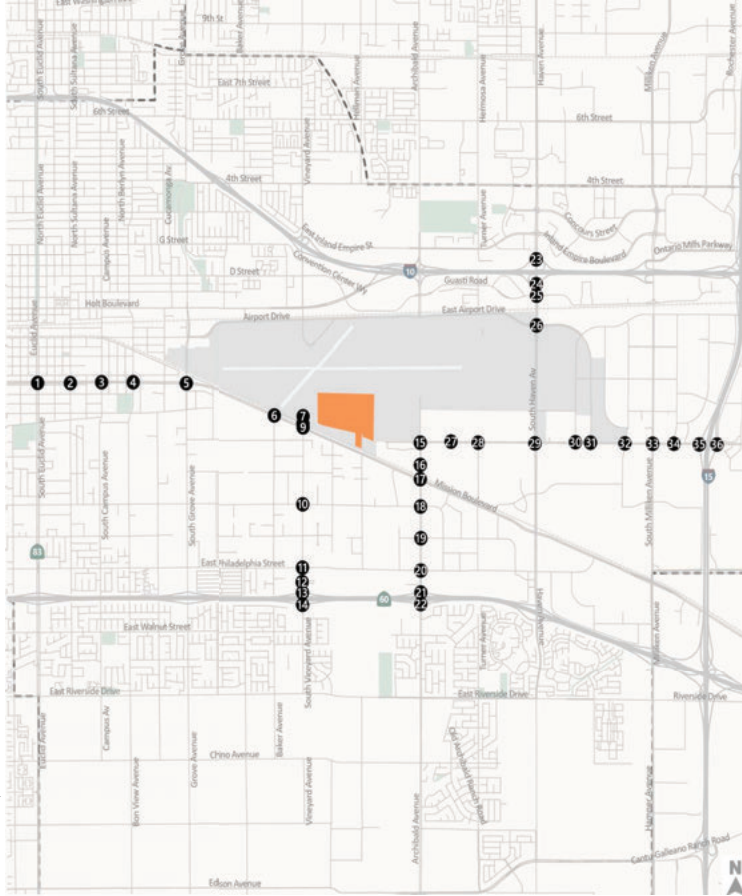
Stop Sign



Signalized



Figure 9
Peak Hour PCE Traffic Volumes and Lane Configurations
Existing Year (2021) Conditions



<p>21. Archibald Ave/SR-60 WB Ramps</p>	<p>22. Archibald Ave/SR-60 EB Ramps</p>	<p>23. Haven Ave/I-10 WB Ramps</p>	<p>24. Haven Ave/I-10 EB Ramps</p>	<p>25. Haven Ave/Guasti Rd</p>
<p>26. Haven Ave/Airport Dr</p>	<p>27. Hofer Ranch Rd/Jurupa St</p>	<p>28. Turner Ave/Jurupa St</p>	<p>29. Haven Ave/Jurupa St</p>	<p>30. Carnegie Ave/Jurupa St</p>
<p>31. Commerce Pkwy/Jurupa St</p>	<p>32. Dupont Ave/Jurupa St</p>	<p>33. Milliken Ave/Jurupa St</p>	<p>34. Rockefeller Ave/Jurupa St</p>	<p>35. I-15 SB Ramps/Jurupa St</p>
<p>36. I-15 NB Ramps/Jurupa St</p>				

LEGEND

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized



Figure 9
Peak Hour PCE Traffic Volumes and Lane Configurations
Existing Year (2021) Conditions

Table 12: Existing (2021) Intersection Level of Service

Intersection		Control	Peak Hour	LOS / Average Delay
1	Mission Blvd & Euclid Ave/SR-83	Signalized	AM	D / 50
			PM	D / 45
2	Mission Blvd & Sultana Ave	Signalized	AM	B / 13
			PM	B / 14
3	Mission Blvd & Campus Ave	Signalized	AM	B / 19
			PM	C / 28
4	Mission Blvd & Bon View Ave	Signalized	AM	D / 49
			PM	F / 212
5	Mission Blvd & Grove Ave	Signalized	AM	D / 52
			PM	D / 53
6	Baker Ave & Mission Blvd	Signalized	AM	A / 7
			PM	A / 8
7	Vineyard Ave & Avion St	AWSC	AM	A / 8
			PM	A / 8
8	Vineyard Ave & Avion Dr	TWSC	AM	A / 0
			PM	A / 0
9	Vineyard Ave & Mission Blvd ⁴	Signalized	AM	B / 16
			PM	B / 19
10	Vineyard Ave & Francis St	Signalized	AM	B / 18
			PM	C / 24
11	Vineyard Ave & Philadelphia St	Signalized	AM	C / 21
			PM	C / 33
12	Vineyard Ave & Raymond Kay Way	Signalized	AM	C / 22
			PM	B / 16
13	Vineyard Ave & SR-60 WB Ramps	Signalized	AM	B / 17
			PM	C / 26
14	Vineyard Ave & SR-60 EB Ramps	Signalized	AM	C / 32
			PM	C / 25
15	Archibald Ave & Jurupa St	AWSC	AM	B / 14
			PM	B / 15
16	Archibald Ave & Tracy Paseo	Signalized	AM	A / 7
			PM	A / 9
17	Archibald Ave & Mission Blvd ⁴	Signalized	AM	D / 52
			PM	D / 54

Intersection		Control	Peak Hour	LOS / Average Delay
18	Archibald Ave & Francis St	Signalized	AM	C / 21
			PM	C / 26
19	Archibald Ave & Cedar St	Signalized	AM	B / 13
			PM	B / 19
20	Archibald Ave & Philadelphia St	Signalized	AM	C / 31
			PM	C / 32
21	Archibald Ave & SR-60 WB Ramps	Signalized	AM	C / 25
			PM	C / 29
22	Archibald Ave & SR-60 EB Ramps	Signalized	AM	C / 26
			PM	C / 21
23	Haven Ave & I-10 WB Ramps	Signalized	AM	C / 26
			PM	B / 16
24	Haven Ave & I-10 EB Ramps	Signalized	AM	C / 28
			PM	B / 18
25	Haven Ave & Guasti Rd	Signalized	AM	C / 23
			PM	C / 30
26	Haven Ave & Airport Dr	Signalized	AM	C / 31
			PM	D / 42
27	Hofer Ranch Rd & Jurupa St	Signalized	AM	C / 21
			PM	C / 21
28	Jurupa St & Turner Ave	Signalized	AM	A / 9
			PM	B / 11
29	Jurupa St & Haven Ave	Signalized	AM	C / 28
			PM	D / 37
30	Jurupa St & Carnegie Ave	Signalized	AM	A / 8
			PM	A / 8
31	Jurupa St & Commerce Pkwy	Signalized	AM	C / 25
			PM	C / 26
32	Jurupa St & Dupont Ave	Signalized	AM	B / 14
			PM	A / 9
33	Jurupa St & Milliken Ave	Signalized	AM	D / 36
			PM	D / 39
34	Jurupa St & Rockefeller Ave	Signalized	AM	B / 20
			PM	D / 36
35	Jurupa St & I-15 SB Ramps	Signalized	AM	C / 29
			PM	C / 28

	Intersection	Control	Peak Hour	LOS / Average Delay
36	Jurupa St & I-15 NB Ramps	Signalized	AM	C / 20
			PM	B / 19

Notes:

1. AWSC = All-Way Stop Controlled.
 2. TWSC = Two-Way Stop Controlled.
 3. Bolded results operate below adopted LOS standards.
 4. The LOS results at this intersection as reported by Synchro do not reflect the additional delays caused by trains. This intersection is expected to experience an additional average of seven minutes of delay per hour, which is not reflected in the LOS results.
- Source: Fehr & Peers, 2022.

7.3 Opening Year (2025) Conditions Intersection Operations Analysis

This section analyzes Opening Year (2025) Traffic Conditions and compares the LOS results of Opening Year (2025) Without Project and Plus Phase 1 Project.

7.3.1 Pending and Approved Development Projects

The City of Ontario identified nearby approved and pending development projects within two miles of the Project site that could affect intersections traffic from the Project could also affect. A list of approved development projects can be found in **Appendix E**. Trip generation rates were applied for each approved project from *Trip Generation, 11th Edition* (Institute of Transportation Engineers [ITE], 2021), and the trips were assigned to the study area based on professional judgement, and knowledge of the land uses and their typical peak hour travel patterns. The forecast trip assignments were converted to appropriate PCEs based on the land use types, as shown in **Appendix E**. All pending and approved development projects provided by the City of Ontario were assumed to be in operation by Opening Year (2025).

7.3.2 Planned Roadway Improvements

The following planned roadway improvements are expected to be in place by the Project Opening Year (2025):

- Avion Street widening between Vineyard Street and Jurupa Street from two to four lanes. This includes the realignment of Avion Street to connect with (instead of intersecting at) Jurupa Street. OIAA has identified that this project will be constructed by another development project within ONT.

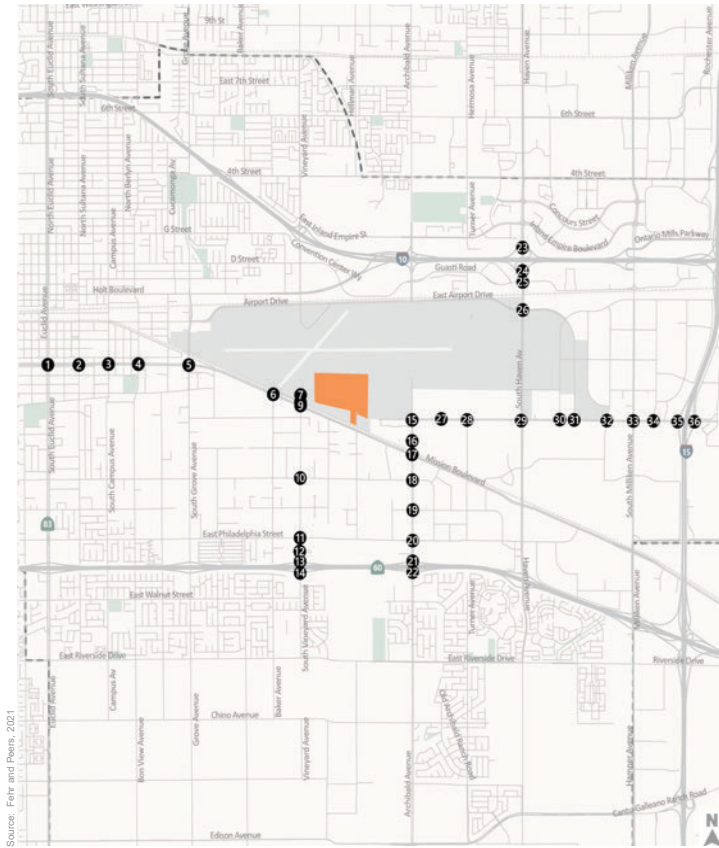
7.3.3 Opening Year (2025) Without Project Conditions

As described in Chapter 2, the traffic volumes for Opening Year (2025) consist of existing counts plus the addition of growth derived from SBTAM (ambient growth rate of one percent per year) and the addition

of pending and approved development projects. **Figure 10** presents the traffic forecasts utilized for Opening Year (2025) Without Project Conditions.

The Opening Year (2025) Without Project Conditions peak hour volumes were used to calculate LOS for the study intersections during each peak hour. The findings of our analysis are presented in **Table 13**. Detailed intersection LOS worksheets are presented in **Appendix F**. As shown in **Table 13**, the following intersections are projected to operate at LOS F under Opening Year (2025) conditions:

1. Euclid Avenue/SR-83 at Mission Boulevard
4. Bon View Avenue at Mission Boulevard



Source: Fehr and Peers, 2021

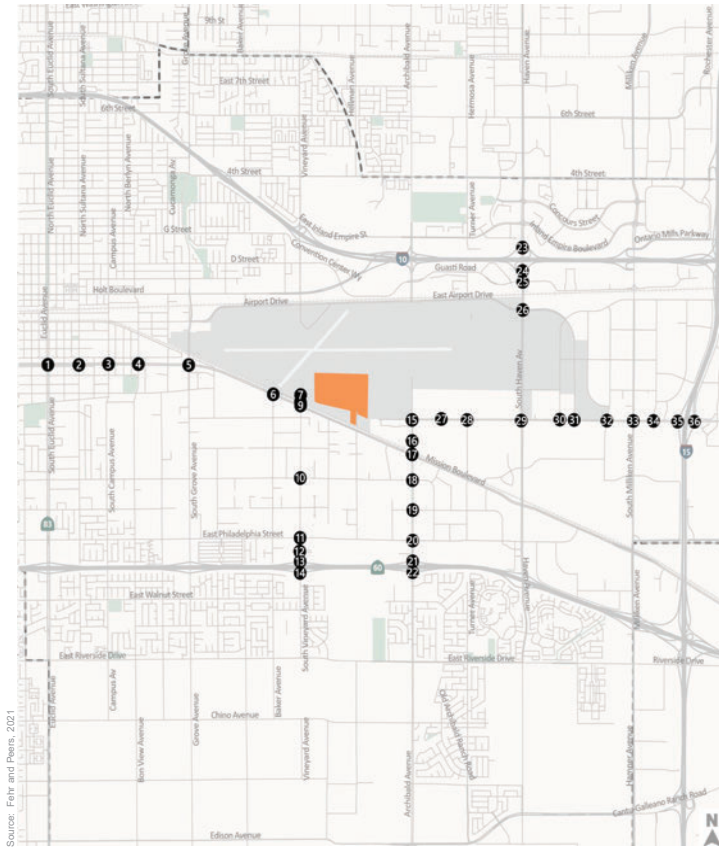
LEGEND

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized



<p>1. Euclid Ave/SR-83/Mission Blvd</p>	<p>2. Sultana Ave/Mission Blvd</p>	<p>3. Campus Ave/Mission Blvd</p>	<p>4. Bon View Ave/Mission Blvd</p>	<p>5. Grove Ave/Mission Blvd</p>
<p>6. Baker Ave/Mission Blvd</p>	<p>7. Vineyard Ave/Avion St</p>	<p>8. Vineyard Ave/Avion Dr</p>	<p>9. Vineyard Ave/Mission Blvd</p>	<p>10. Vineyard Ave/Francis St</p>
<p>11. Vineyard Ave/Philadelphia St</p>	<p>12. Vineyard Ave/Raymond Kay Way</p>	<p>13. Vineyard Ave/SR-60 WB Ramps</p>	<p>14. Vineyard Ave/SR-60 EB Ramps</p>	<p>15. Archibald Ave/Jurupa St</p>
<p>16. Archibald Ave/Tracy Paseo</p>	<p>17. Archibald Ave/Mission Blvd</p>	<p>18. Archibald Ave/Francis St</p>	<p>19. Archibald Ave/Cedar St</p>	<p>20. Archibald Ave/Philadelphia St</p>

Figure 10
Peak Hour PCE Traffic Volumes
Opening Year (2025) Without Project Conditions



Source: Fehr and Peers, 2021

LEGEND

Study Intersection

AM (PM) Peak Hour Traffic Volume

↕ ↗ Lane Configuration

● Stop Sign

🚦 Signalized

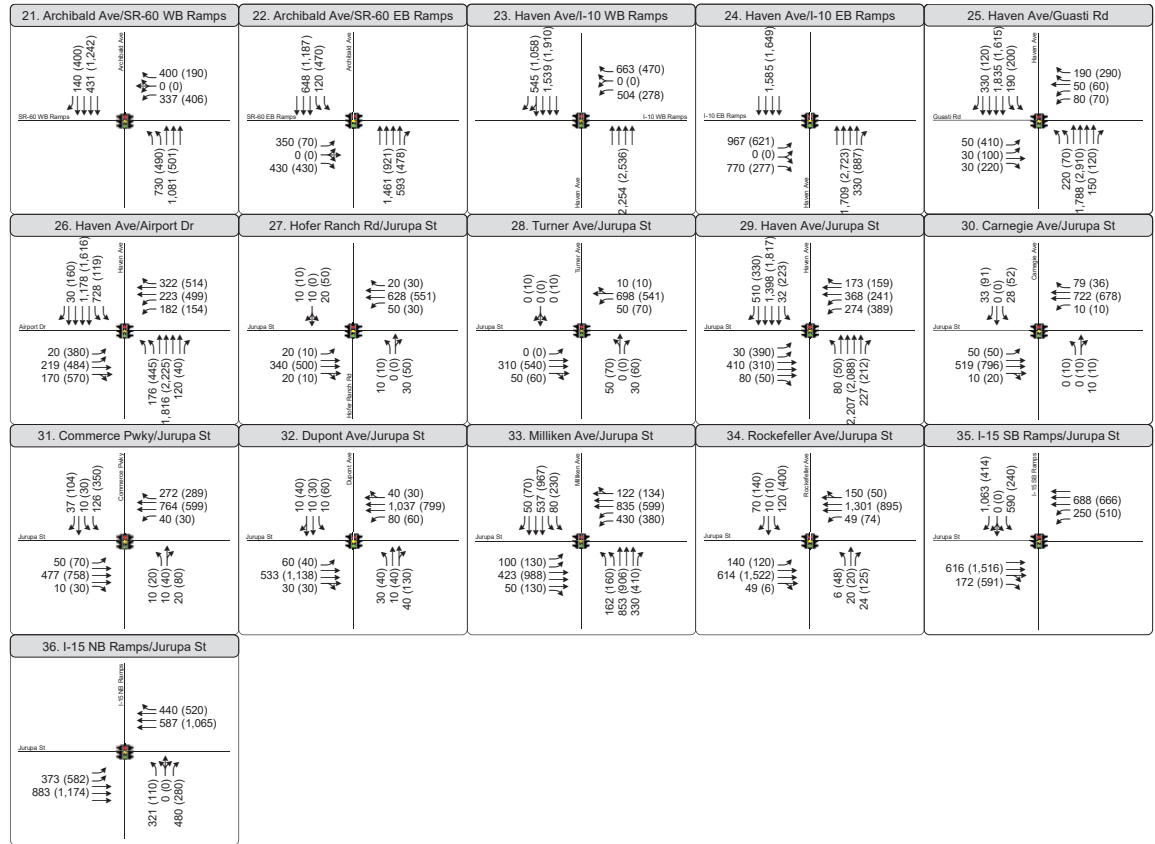


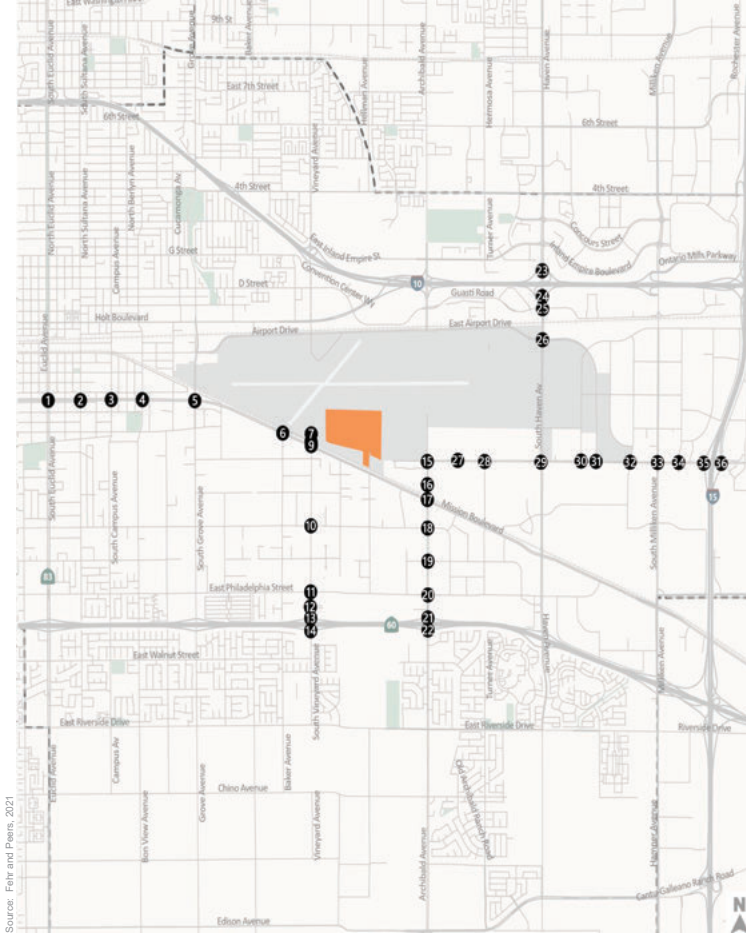
Figure 10
Peak Hour PCE Traffic Volumes
Opening Year (2025) Without Project Conditions

7.3.4 Opening Year (2025) Plus Phase 1 Project Conditions

Figure 11 presents the traffic forecasts utilized for Opening Year (2025) Plus Phase 1 Project Conditions. The operations analysis results for Opening Year (2025) Plus Phase 1 Project summarized in **Table 13** show vehicular LOS at the study intersections. Detailed intersection LOS worksheets are presented in **Appendix F**. As shown in **Table 13**, the following intersections are projected to operate at LOS F under Opening Year (2025) Plus Phase 1 Project Conditions:

1. Euclid Avenue/SR-83 at Mission Boulevard
 - a. Although intersection 1 is operating below adopted LOS standards under Opening Year (2025) Plus Phase 1 Project Conditions, the Project is not forecast to degrade the intersection or add additional delay to this intersection
5. Bon View Avenue at Mission Boulevard
 - a. Although intersection 4 is operating below adopted LOS standards under Opening Year (2025) Plus Phase 1 Project Conditions, the Project is not forecast to degrade the intersection or add additional delay to this intersection
17. Archibald Avenue at Mission Boulevard
 - a. The Project is anticipated to add seven seconds of delay in the PM peak hour and degrade intersection operations to LOS F

The Project will degrade intersection operations at intersection 17. The Project is forecast to add trips to intersections 1 and 2 which are projected to operate at LOS F, yet the addition of this Project traffic decreases the estimate of average delay at intersection 4. This occurs because the average delay estimates in isolated intersection analysis are a weighted average of all movements. When trips are added to movements with excess green time that experience lower delay than the weighted average, such as the east/west through movements on Mission Boulevard, this results in the overall weighted average delay estimate being slightly reduced.



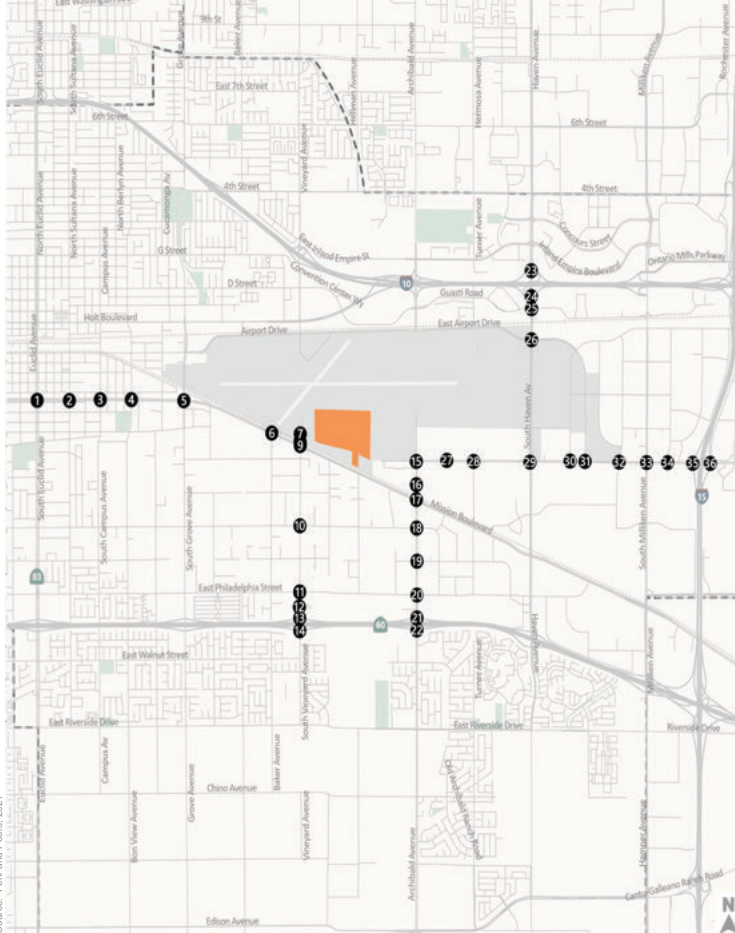
1. Euclid Ave/SR-83/Mission Blvd Mission Blvd: 188 (152) / 836 (988) / 265 (195) Euclid Ave: 221 (302) / 616 (865) / 132 (164) SR-83: 291 (218) / 795 (848) / 91 (172)	2. Sultana Ave/Mission Blvd Mission Blvd: 50 (60) / 140 (180) / 60 (80) Sultana Ave: 40 (80) / 868 (1,151) / 50 (80) SR-83: 60 (50) / 1,113 (1,005) / 50 (40)	3. Campus Ave/Mission Blvd Mission Blvd: 60 (50) / 271 (283) / 110 (66) Campus Ave: 60 (70) / 847 (1,131) / 40 (60) SR-83: 30 (50) / 1,070 (994) / 103 (92)	4. Bon View Ave/Mission Blvd Mission Blvd: 40 (80) / 85 (70) / 70 (70) Bon View Ave: 60 (110) / 865 (1,120) / 40 (30) SR-83: 40 (50) / 1,093 (998) / 93 (42)	5. Grove Ave/Mission Blvd Mission Blvd: 245 (223) / 1,035 (910) / 565 (467) Grove Ave: 431 (596) / 888 (842) / 50 (30) SR-83: 293 (266) / 715 (778) / 175 (124)
6. Baker Ave/Mission Blvd Mission Blvd: 1,129 (1,339) / 140 (76) Baker Ave: 1,165 (1,238) / 80 (30)	7. Vineyard Ave/Avion St Avion St: 0 (0) / 10 (10) / 10 (10) Vineyard Ave: 10 (10) / 10 (10) / 134 (155) SR-83: 10 (0) / 10 (0) / 0 (0)	8. Vineyard Ave/Avion Dr Avion Dr: 0 (0) / 164 (165) / 0 (0) Vineyard Ave: 0 (0) / 0 (0) / 0 (0) SR-83: 0 (0) / 0 (0) / 0 (0)	9. Vineyard Ave/Mission Blvd Mission Blvd: 67 (63) / 10 (10) / 10 (10) Vineyard Ave: 12 (13) / 1,154 (1,066) / 80 (60) SR-83: 50 (88) / 1,019 (1,255) / 200 (196)	10. Vineyard Ave/Francis St Francis St: 30 (26) / 274 (352) / 23 (20) Vineyard Ave: 20 (50) / 140 (200) / 30 (130) SR-83: 23 (39) / 110 (270) / 61 (92)
11. Vineyard Ave/Philadelphia St Philadelphia St: 20 (30) / 296 (614) / 70 (70) Vineyard Ave: 70 (50) / 260 (390) / 70 (180) SR-83: 30 (20) / 190 (410) / 150 (250)	12. Vineyard Ave/Raymond Kay Way Raymond Kay Way: 10 (10) / 415 (934) / 110 (60) Vineyard Ave: 50 (110) / 10 (10) / 130 (370) SR-83: 10 (10) / 10 (10) / 10 (40)	13. Vineyard Ave/SR-60 WB Ramps SR-60 WB Ramps: 171 (555) / 384 (839) / 197 (316) Vineyard Ave: 390 (130) / 0 (0) / 0 (0)	14. Vineyard Ave/SR-60 EB Ramps SR-60 EB Ramps: 411 (774) / 156 (370) Vineyard Ave: 568 (106) / 0 (0) / 170 (190)	15. Archibald Ave/Jurupa St Jurupa St: 10 (10) / 10 (10) / 80 (20) Archibald Ave: 170 (120) / 153 (130) / 368 (381) SR-83: 10 (20) / 131 (204) / 43 (46)
16. Archibald Ave/Tracy Paseo Tracy Paseo: 20 (10) / 421 (487) / 20 (10) Archibald Ave: 10 (10) / 0 (0) / 10 (20)	17. Archibald Ave/Mission Blvd Mission Blvd: 158 (141) / 253 (346) / 20 (30) Archibald Ave: 50 (20) / 858 (748) / 120 (70) SR-83: 100 (110) / 599 (895) / 150 (260)	18. Archibald Ave/Francis St Francis St: 130 (70) / 383 (526) / 10 (60) Archibald Ave: 40 (180) / 20 (160) / 100 (280) SR-83: 220 (110) / 482 (418) / 30 (20)	19. Archibald Ave/Cedar St Cedar St: 30 (20) / 30 (18) / 50 (50) Archibald Ave: 30 (20) / 10 (10) / 10 (50) SR-83: 10 (50) / 10 (10) / 21 (72)	20. Archibald Ave/Philadelphia St Philadelphia St: 40 (60) / 314 (878) / 50 (40) Archibald Ave: 60 (50) / 220 (310) / 130 (250) SR-83: 50 (60) / 190 (460) / 140 (450)

LEGEND

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 11
Peak Hour PCE Traffic Volumes
Opening Year (2025) Plus Phase 1 Project Conditions





<p>21. Archibald Ave/SR-60 WB Ramps</p>	<p>22. Archibald Ave/SR-60 EB Ramps</p>	<p>23. Haven Ave/I-10 WB Ramps</p>	<p>24. Haven Ave/I-10 EB Ramps</p>	<p>25. Haven Ave/Guasti Rd</p>
<p>26. Haven Ave/Airport Dr</p>	<p>27. Hofer Ranch Rd/Jurupa St</p>	<p>28. Turner Ave/Jurupa St</p>	<p>29. Haven Ave/Jurupa St</p>	<p>30. Carnegie Ave/Jurupa St</p>
<p>31. Commerce Pkwy/Jurupa St</p>	<p>32. Dupont Ave/Jurupa St</p>	<p>33. Milliken Ave/Jurupa St</p>	<p>34. Rockefeller Ave/Jurupa St</p>	<p>35. I-15 SB Ramps/Jurupa St</p>
<p>36. I-15 NB Ramps/Jurupa St</p>				

LEGEND

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 11
Peak Hour PCE Traffic Volumes
Opening Year (2025) Plus Phase 1 Project Conditions



Table 13: Opening Year (2025) Intersection Level of Service

	Intersection	Control	Peak Hour	Opening Year (2025)	Opening Year (2025)
				Without Project	Plus Phase 1 Project
				LOS / Average Delay	LOS / Average Delay
1	Mission Blvd & Euclid Ave/SR-83	Signalized	AM	E / 78	E / 79
			PM	F / 88	F / 88
2	Mission Blvd & Sultana Ave	Signalized	AM	B / 15	B / 15
			PM	B / 16	B / 16
3	Mission Blvd & Campus Ave	Signalized	AM	C / 21	C / 21
			PM	C / 24	C / 24
4	Mission Blvd & Bon View Ave ⁴	Signalized	AM	E / 72	E / 72
			PM	F / 320	F / 317
5	Mission Blvd & Grove Ave	Signalized	AM	E / 68	E / 69
			PM	E / 69	E / 72
6	Baker Ave & Mission Blvd	Signalized	AM	A / 8	A / 8
			PM	A / 8	A / 8
7	Vineyard Ave & Avion St	AWSC ¹	AM	A / 8	A / 8
			PM	A / 8	A / 9
8	Vineyard Ave & Avion Dr	TWSC ²	AM	A / 0	A / 0
			PM	A / 0	A / 0
9	Vineyard Ave & Mission Blvd	Signalized	AM	B / 19	C / 22
			PM	C / 24	C / 25
10	Vineyard Ave & Francis St	Signalized	AM	B / 18	B / 18
			PM	C / 25	C / 24
11	Vineyard Ave & Philadelphia St	Signalized	AM	C / 22	C / 22
			PM	D / 36	D / 36
12	Vineyard Ave & Raymond Kay Way	Signalized	AM	C / 25	C / 25
			PM	B / 18	B / 18
13	Vineyard Ave & SR-60 WB Ramps	Signalized	AM	B / 17	B / 17
			PM	C / 26	C / 25
14	Vineyard Ave & SR-60 EB Ramps	Signalized	AM	C / 33	D / 40
			PM	C / 24	C / 24
15	Archibald Ave & Jurupa St	Signalized	AM	C / 16	C / 19
			PM	C / 17	C / 23
16	Archibald Ave & Tracy Paseo	Signalized	AM	A / 9	A / 9
			PM	A / 10	A / 9
17	Archibald Ave & Mission Blvd ⁵	Signalized	AM	E / 64	E / 68
			PM	E / 74	F / 81

	Intersection	Control	Peak Hour	Opening Year (2025)	Opening Year (2025)
				Without Project	Plus Phase 1 Project
				LOS / Average Delay	LOS / Average Delay
18	Archibald Ave & Francis St	Signalized	AM	C / 23	C / 23
			PM	C / 28	C / 27
19	Archibald Ave & Cedar St	Signalized	AM	B / 16	B / 16
			PM	C / 20	C / 20
20	Archibald Ave & Philadelphia St	Signalized	AM	C / 32	C / 33
			PM	C / 33	C / 33
21	Archibald Ave & SR-60 WB Ramps	Signalized	AM	B / 18	B / 19
			PM	C / 29	C / 29
22	Archibald Ave & SR-60 EB Ramps	Signalized	AM	C / 26	C / 27
			PM	C / 22	C / 23
23	Haven Ave & I-10 WB Ramps	Signalized	AM	C / 29	C / 29
			PM	B / 17	B / 17
24	Haven Ave & I-10 EB Ramps	Signalized	AM	C / 34	C / 34
			PM	C / 27	C / 27
25	Haven Ave & Guasti Rd	Signalized	AM	C / 24	C / 24
			PM	C / 32	C / 32
26	Haven Ave & Airport Dr	Signalized	AM	D / 43	D / 43
			PM	D / 54	D / 54
27	Hofer Ranch Rd & Jurupa St	Signalized	AM	C / 21	C / 21
			PM	C / 21	C / 21
28	Jurupa St & Turner Ave	Signalized	AM	A / 9	A / 9
			PM	B / 11	B / 11
29	Jurupa St & Haven Ave	Signalized	AM	D / 41	D / 42
			PM	D / 48	D / 49
30	Jurupa St & Carnegie Ave	Signalized	AM	A / 8	A / 8
			PM	A / 8	A / 8
31	Jurupa St & Commerce Pkwy	Signalized	AM	C / 26	C / 27
			PM	D / 45	D / 44
32	Jurupa St & Dupont Ave	Signalized	AM	B / 14	B / 14
			PM	A / 8	A / 8
33	Jurupa St & Milliken Ave	Signalized	AM	D / 38	D / 39
			PM	D / 42	D / 43
34	Jurupa St & Rockefeller Ave	Signalized	AM	C / 22	C / 22
			PM	D / 41	D / 42

	Intersection	Control	Peak Hour	Opening Year (2025)	Opening Year (2025)
				Without Project	Plus Phase 1 Project
				LOS / Average Delay	LOS / Average Delay
35	Jurupa St & I-15 SB Ramps	Signalized	AM	C / 33	C / 34
			PM	C / 29	C / 29
36	Jurupa St & I-15 NB Ramps	Signalized	AM	C / 23	C / 24
			PM	B / 19	B / 19

Notes:

1. AWSC = All-Way Stop Controlled.
 2. TWSC = Two-Way Stop Controlled.
 3. Bolded results operate below adopted LOS standards.
 4. Intersection delay decreases from Opening Year (2025) Without Project with the addition of project traffic in one or both peak hours.
 5. The LOS results at this intersection as reported by Synchro do not reflect the additional delays caused by trains. This intersection is expected to experience an additional average of seven minutes of delay per hour, which is not reflected in the LOS results.
- Source: Fehr & Peers, 2022.

7.4 Opening Year (2029) Conditions Intersection Operations Analysis

This section analyzes Opening Year (2029) Traffic Conditions and compares the LOS results between Without Project and Plus Phase 1 and Phase 2 Project.

7.4.1 Pending and Approved Development Projects

All pending and approved development projects provided by the City of Ontario were assumed to be in operation by Opening Year (2029).

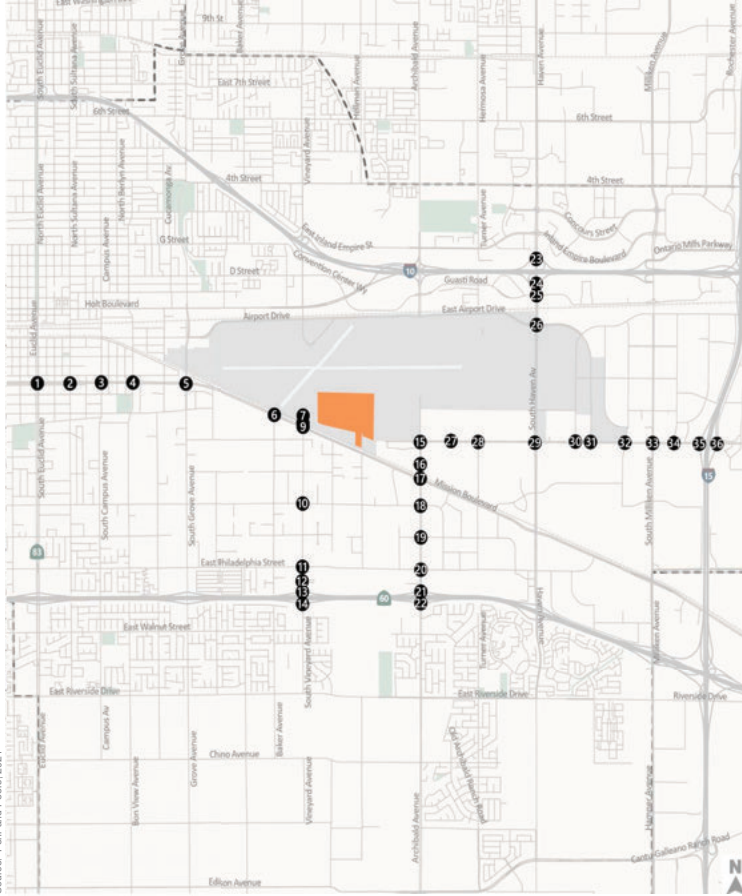
7.4.2 Planned Roadway Improvements

The Avion Street widening and realignment between Vineyard and Jurupa Street was assumed to be completed by Opening Year (2025). No additional planned roadway improvements were assumed to be completed by Opening Year (2029).

7.4.3 Opening Year (2029) Without Project Conditions

As described in Chapter 2, the traffic volumes for Opening Year (2029) consist of existing counts plus the addition of growth derived from SBTAM (ambient growth rate of one percent per year) and the addition of pending and approved development projects. **Figure 12** presents the traffic forecasts utilized for Opening Year (2029) Without Project Conditions.

The Opening Year (2029) Without Project Conditions peak hour volumes were used to calculate LOS for the study intersections during each peak hour. The findings of our analysis are presented in **Table 14**.



<p>1. Euclid Ave/SR-83/Mission Blvd</p> <p>Mission Blvd: 188 (152), 866 (698), 259 (188) Euclid Ave/SR-83: 227 (305), 629 (872), 132 (174) Mission Blvd: 301 (228), 817 (877), 91 (182) Euclid Ave/SR-83: 181 (111), 831 (1,008), 74 (72)</p>	<p>2. Sultana Ave/Mission Blvd</p> <p>Mission Blvd: 50 (70), 140 (196), 60 (80) Sultana Ave: 50 (80), 887 (1,171), 60 (80) Mission Blvd: 60 (50), 1,141 (1,018), 50 (40) Sultana Ave: 50 (30), 150 (180), 60 (50)</p>	<p>3. Campus Ave/Mission Blvd</p> <p>Mission Blvd: 60 (50), 281 (293), 115 (76) Campus Ave: 60 (80), 866 (1,141), 50 (50) Mission Blvd: 30 (50), 1,098 (1,007), 103 (92) Campus Ave: 112 (101), 250 (387), 50 (50)</p>	<p>4. Bon View Ave/Mission Blvd</p> <p>Mission Blvd: 40 (80), 194 (205), 70 (70) Bon View Ave: 70 (110), 884 (1,140), 40 (40) Mission Blvd: 40 (50), 1,111 (1,011), 103 (42) Bon View Ave: 52 (81), 133 (382), 20 (50)</p>	<p>5. Grove Ave/Mission Blvd</p> <p>Mission Blvd: 255 (233), 1,075 (940), 577 (485) Grove Ave: 444 (602), 707 (852), 50 (40) Mission Blvd: 303 (276), 733 (791), 175 (124) Grove Ave: 122 (225), 717 (1,103), 30 (60)</p>
<p>6. Baker Ave/Mission Blvd</p> <p>Mission Blvd: 1,139 (1,361), 140 (86) Baker Ave: 1,188 (1,255), 80 (30) Mission Blvd: 43 (159), 20 (68)</p>	<p>7. Vineyard Ave/Avion St</p> <p>Mission Blvd: 0 (0), 10 (10), 10 (10) Avion St: 0 (0), 10 (10), 90 (100) Vineyard Ave: 0 (0), 10 (0), 0 (0) Avion St: 10 (0), 10 (10), 60 (110)</p>	<p>8. Vineyard Ave/Avion Dr</p> <p>Mission Blvd: 0 (10), 100 (100), 0 (0) Avion Dr: 0 (0), 0 (0), 0 (0) Vineyard Ave: 0 (0), 60 (110), 0 (0)</p>	<p>9. Vineyard Ave/Mission Blvd</p> <p>Mission Blvd: 50 (50), 40 (40), 10 (10) Vineyard Ave: 10 (10), 1,204 (1,096), 80 (60) Mission Blvd: 30 (60), 1,049 (1,305), 200 (196) Vineyard Ave: 143 (259), 30 (50), 30 (100)</p>	<p>10. Vineyard Ave/Francis St</p> <p>Mission Blvd: 30 (26), 250 (330), 20 (30) Francis St: 20 (50), 140 (210), 30 (130) Francis St: 23 (39), 120 (280), 71 (102) Vineyard Ave: 121 (41), 270 (260), 110 (50)</p>
<p>11. Vineyard Ave/Philadelphia St</p> <p>Mission Blvd: 20 (30), 271 (602), 70 (70) Philadelphia St: 70 (60), 270 (400), 70 (190) Mission Blvd: 30 (20), 200 (420), 160 (260) Philadelphia St: 140 (120), 601 (231), 130 (90)</p>	<p>12. Vineyard Ave/Raymond Kay Way</p> <p>Mission Blvd: 10 (10), 401 (842), 110 (60) Raymond Kay Way: 50 (110), 10 (10), 130 (390) Mission Blvd: 10 (10), 10 (10), 10 (40) Raymond Kay Way: 20 (20), 781 (351), 500 (130)</p>	<p>13. Vineyard Ave/SR-60 WB Ramps</p> <p>Mission Blvd: 150 (650), 381 (862) SR-60 WB Ramps: 410 (140), 0 (0), 197 (326) Mission Blvd: 220 (240), 891 (351)</p>	<p>14. Vineyard Ave/SR-60 EB Ramps</p> <p>Mission Blvd: 550 (90), 0 (0), 180 (190) SR-60 EB Ramps: 418 (797), 160 (380) Mission Blvd: 601 (501), 383 (368)</p>	<p>15. Archibald Ave/Jurupa St</p> <p>Jurupa St: 10 (20), 30 (20), 50 (20) Archibald Ave: 180 (130), 120 (80), 378 (401) Jurupa St: 10 (20), 110 (140), 20 (30) Archibald Ave: 30 (20), 120 (90), 160 (360)</p>
<p>16. Archibald Ave/Tracy Paseo</p> <p>Archibald Ave: 20 (10), 408 (481), 20 (20) Tracy Paseo: 10 (10), 0 (0), 10 (20) Archibald Ave: 10 (10), 0 (0), 10 (20) Tracy Paseo: 20 (20), 350 (430), 40 (110)</p>	<p>17. Archibald Ave/Mission Blvd</p> <p>Archibald Ave: 158 (151), 240 (330), 20 (30) Mission Blvd: 50 (20), 896 (765), 120 (70) Archibald Ave: 100 (110), 609 (925), 150 (270) Mission Blvd: 220 (160), 240 (250), 70 (110)</p>	<p>18. Archibald Ave/Francis St</p> <p>Archibald Ave: 30 (80), 350 (520), 20 (30) Francis St: 10 (30), 10 (50), 10 (20) Archibald Ave: 220 (110), 480 (420), 30 (20) Francis St: 40 (190), 20 (170), 100 (290)</p>	<p>19. Archibald Ave/Cedar St</p> <p>Archibald Ave: 30 (20), 30 (840), 50 (30) Cedar St: 30 (20), 10 (10), 21 (72) Archibald Ave: 71 (71), 710 (450), 70 (30) Cedar St: 10 (50), 10 (10), 21 (72)</p>	<p>20. Archibald Ave/Philadelphia St</p> <p>Archibald Ave: 50 (60), 311 (882), 50 (50) Philadelphia St: 60 (50), 440 (330), 140 (260) Archibald Ave: 50 (70), 200 (470), 150 (460) Philadelphia St: 380 (230), 771 (371), 230 (100)</p>

LEGEND



Study Intersection

AM (PM) Peak Hour Traffic Volume

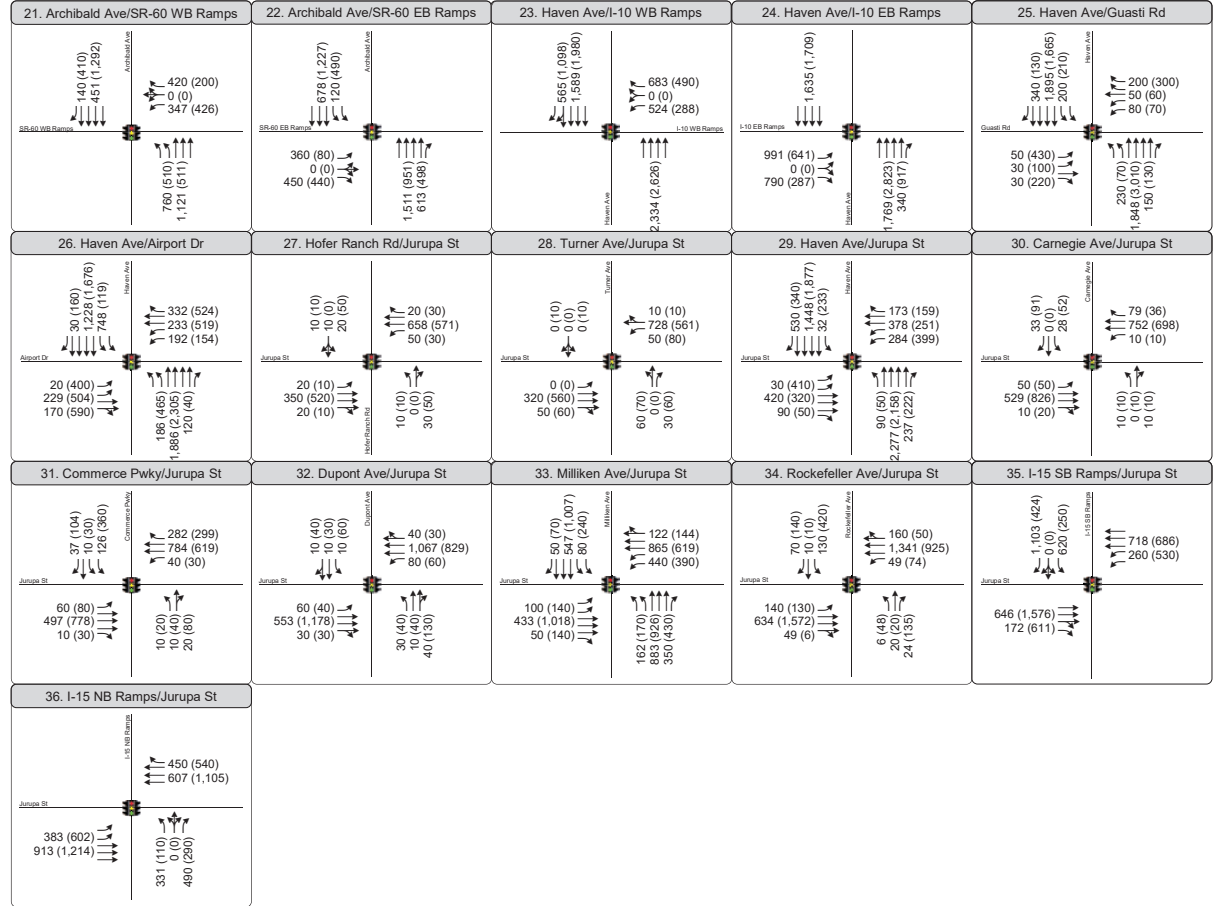
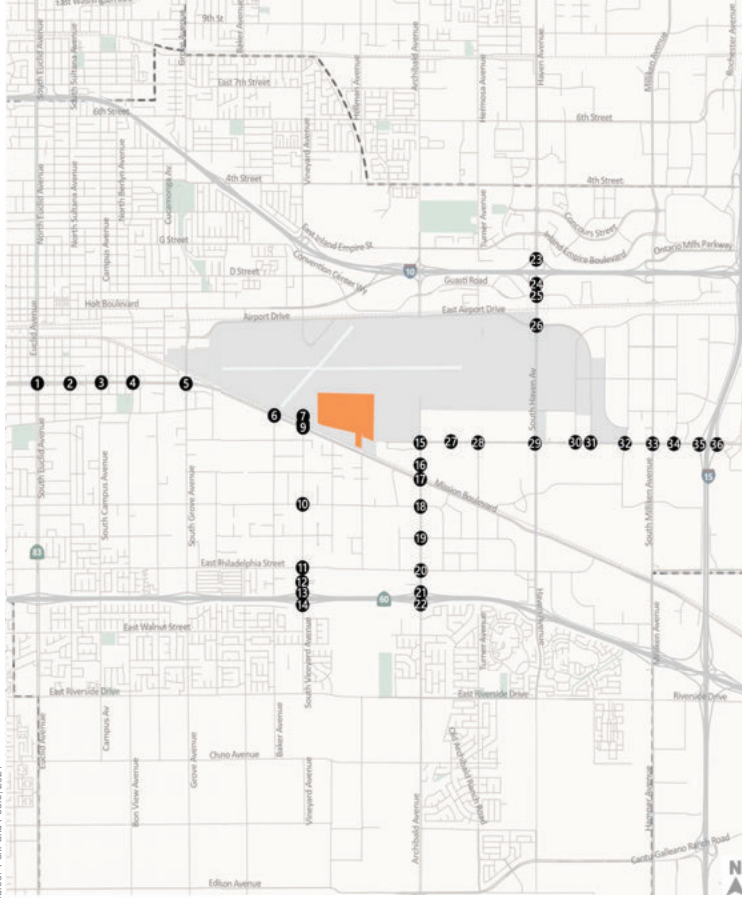
Lane Configuration

Stop Sign

Signalized

Figure 12
Peak Hour PCE Traffic Volumes and Lane Configurations
Opening Year (2029) Without Project Conditions





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- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized



Figure 12
Peak Hour PCE Traffic Volumes and Lane Configurations
Opening Year (2029) Without Project Conditions

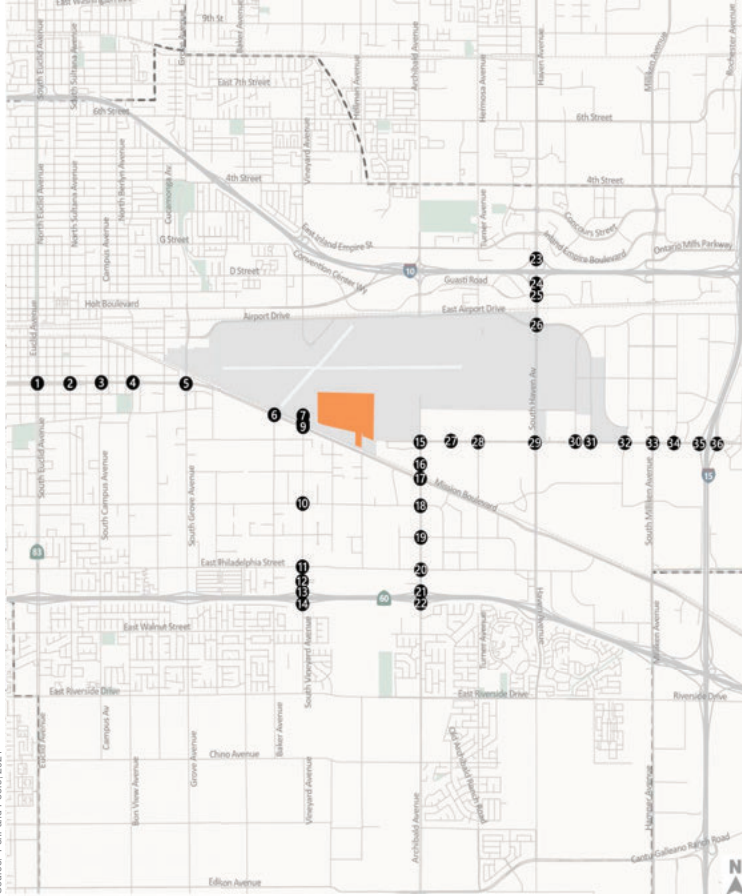
Detailed intersection LOS worksheets are presented in **Appendix F**. As shown in **Table 14**, the following intersections are projected to operate at LOS F in Opening Year (2029) Without Project Conditions:

1. Euclid Ave/SR-83 at Mission Boulevard
4. Bon View Avenue at Mission Boulevard
17. Archibald Avenue & Mission Boulevard

7.4.4 Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions

Figure 13 presents the traffic forecasts utilized for Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions. The operations analysis results for Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions summarized in **Table 14** show vehicular LOS at the study intersections. Detailed intersection LOS worksheets are presented in **Appendix F**. As shown in **Table 14**, the following intersections are projected to operate at LOS F in Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions:

1. Euclid Avenue/SR-83 at Mission Boulevard
 - a. The Project is anticipated to add zero seconds of delay in the AM peak hour to the intersection operating at LOS F and one second of delay in the PM peak hour to the intersection operating at LOS F
4. Bon View Avenue at Mission Boulevard
 - a. Although intersection 4 is operating below adopted LOS standards under Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions, the Project is not forecast to degrade the intersection or add additional delay to this intersection
17. Archibald Avenue & Mission Boulevard
 - a. The Project is anticipated to add eight seconds of delay in the PM peak hour to the intersection operating at LOS F



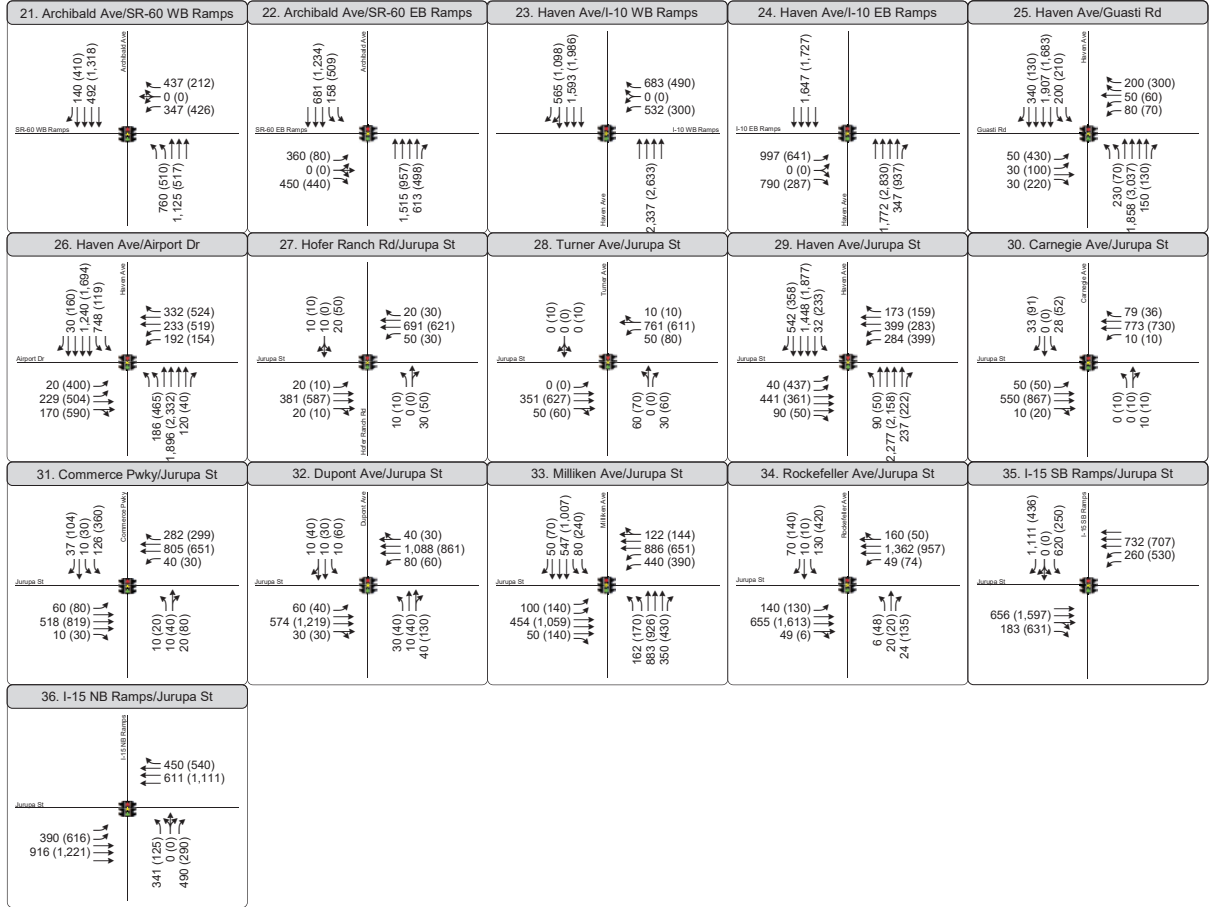
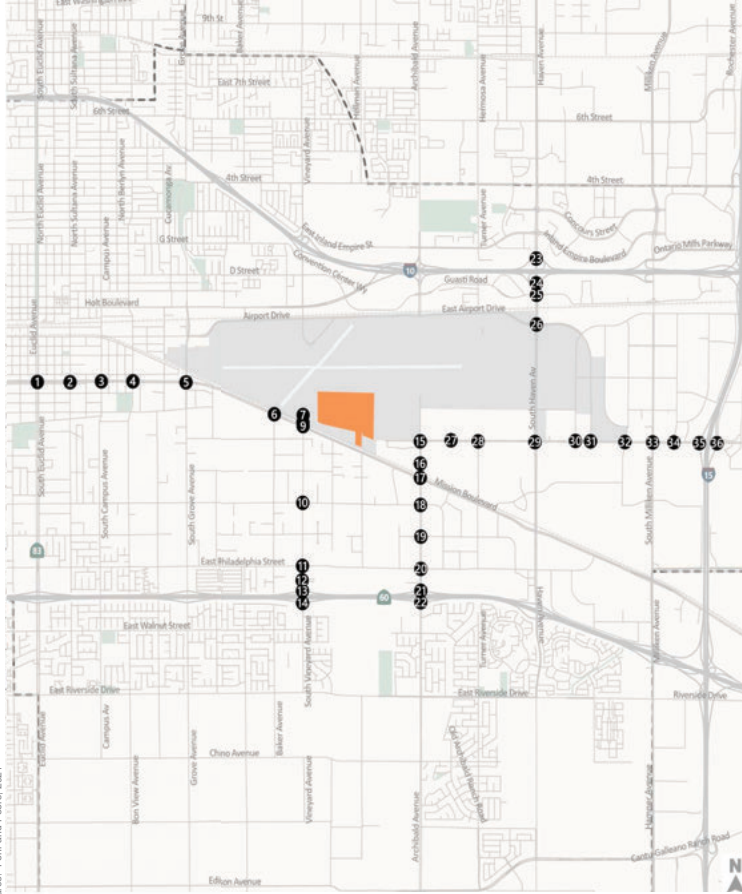
<p>1. Euclid Ave/SR-83/Mission Blvd</p>	<p>2. Sultana Ave/Mission Blvd</p>	<p>3. Campus Ave/Mission Blvd</p>	<p>4. Bon View Ave/Mission Blvd</p>	<p>5. Grove Ave/Mission Blvd</p>
<p>6. Baker Ave/Mission Blvd</p>	<p>7. Vineyard Ave/Avion St</p>	<p>8. Vineyard Ave/Avion Dr</p>	<p>9. Vineyard Ave/Mission Blvd</p>	<p>10. Vineyard Ave/Francis St</p>
<p>11. Vineyard Ave/Philadelphia St</p>	<p>12. Vineyard Ave/Raymond Kay Way</p>	<p>13. Vineyard Ave/SR-60 WB Ramps</p>	<p>14. Vineyard Ave/SR-60 EB Ramps</p>	<p>15. Archibald Ave/Jurupa St</p>
<p>16. Archibald Ave/Tracy Paseo</p>	<p>17. Archibald Ave/Mission Blvd</p>	<p>18. Archibald Ave/Francis St</p>	<p>19. Archibald Ave/Cedar St</p>	<p>20. Archibald Ave/Philadelphia St</p>

LEGEND

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- ↑ Lane Configuration
- Stop Sign
- 🚦 Signalized



Figure 13
Peak Hour PCE Traffic Volumes and Lane Configurations
Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions



LEGEND

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized



Figure 13
Peak Hour PCE Traffic Volumes and Lane Configurations
Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions

Table 14: Opening Year (2029) Intersection Level of Service

	Intersection	Control	Peak Hour	Opening Year (2029) Without Project	Opening Year (2029) Plus Phase 1 and Phase 2 Project
				LOS / Average Delay	LOS / Average Delay
1	Mission Blvd & Euclid Ave/SR-83	Signalized	AM	F / 87	F / 87
			PM	F / 96	F / 97
2	Mission Blvd & Sultana Ave	Signalized	AM	B / 15	B / 15
			PM	B / 16	B / 16
3	Mission Blvd & Campus Ave	Signalized	AM	C / 22	C / 22
			PM	C / 25	C / 25
4	Mission Blvd & Bon View Ave ⁵	Signalized	AM	E / 76	E / 76
			PM	F / 341	F / 337
5	Mission Blvd & Grove Ave	Signalized	AM	E / 73	E / 75
			PM	E / 76	E / 79
6	Baker Ave & Mission Blvd	Signalized	AM	A / 8	A / 8
			PM	A / 9	A / 9
7	Vineyard Ave & Avion St	AWSC ¹	AM	A / 8	A / 8
			PM	A / 8	A / 9
8	Vineyard Ave & Avion Dr	TWSC ²	AM	A / 0	A / 0
			PM	A / 0	A / 0
9	Vineyard Ave & Mission Blvd	Signalized	AM	C / 20	C / 23
			PM	C / 27	C / 27
10	Vineyard Ave & Francis St	Signalized	AM	B / 19	B / 18
			PM	C / 25	C / 25
11	Vineyard Ave & Philadelphia St	Signalized	AM	C / 23	C / 22
			PM	D / 38	D / 38
12	Vineyard Ave & Raymond Kay Way	Signalized	AM	C / 25	C / 25
			PM	B / 18	B / 17
13	Vineyard Ave & SR-60 WB Ramps	Signalized	AM	B / 18	B / 18
			PM	C / 27	C / 26
14	Vineyard Ave & SR-60 EB Ramps	Signalized	AM	D / 35	D / 40
			PM	C / 25	C / 25
15	Archibald Ave & Jurupa St	Signalized	AM	B / 18	B / 19
			PM	B / 16	B / 18
16	Archibald Ave & Tracy Paseo	Signalized	AM	A / 10	A / 9
			PM	B / 10	A / 10

Intersection	Control	Peak Hour	Opening Year (2029)	Opening Year (2029)
			Without Project	Plus Phase 1 and Phase 2 Project
			LOS / Average Delay	LOS / Average Delay
17 Archibald Ave & Mission Blvd ⁵	Signalized	AM	E / 71	E / 78
		PM	F / 82	F / 90
18 Archibald Ave & Francis St	Signalized	AM	C / 24	C / 23
		PM	C / 28	C / 28
19 Archibald Ave & Cedar St	Signalized	AM	B / 17	B / 17
		PM	C / 21	C / 21
20 Archibald Ave & Philadelphia St	Signalized	AM	C / 33	C / 32
		PM	C / 33	C / 33
21 Archibald Ave & SR-60 WB Ramps	Signalized	AM	C / 25	B / 18
		PM	C / 30	C / 30
22 Archibald Ave & SR-60 EB Ramps	Signalized	AM	C / 27	C / 27
		PM	C / 23	C / 24
23 Haven Ave & I-10 WB Ramps	Signalized	AM	C / 32	C / 32
		PM	B / 18	B / 17
24 Haven Ave & I-10 EB Ramps	Signalized	AM	D / 36	D / 36
		PM	C / 29	C / 29
25 Haven Ave & Guasti Rd	Signalized	AM	C / 24	C / 24
		PM	C / 34	C / 34
26 Haven Ave & Airport Dr	Signalized	AM	D / 47	D / 47
		PM	E / 58	E / 59
27 Hofer Ranch Rd & Jurupa St	Signalized	AM	C / 21	C / 21
		PM	C / 21	C / 21
28 Jurupa St & Turner Ave	Signalized	AM	A / 10	B / 10
		PM	B / 12	B / 12
29 Jurupa St & Haven Ave	Signalized	AM	D / 46	D / 47
		PM	D / 53	D / 55
30 Jurupa St & Carnegie Ave	Signalized	AM	A / 8	A / 8
		PM	A / 8	A / 8
31 Jurupa St & Commerce Pkwy	Signalized	AM	C / 27	C / 27
		PM	D / 47	D / 46
32 Jurupa St & Dupont Ave	Signalized	AM	B / 14	B / 14
		PM	A / 9	A / 9

Intersection	Control	Peak Hour	Opening Year (2029) Without Project	Opening Year (2029) Plus Phase 1 and Phase 2 Project
			LOS / Average Delay	LOS / Average Delay
33 Jurupa St & Milliken Ave	Signalized	AM	D / 39	D / 39
		PM	D / 44	D / 44
34 Jurupa St & Rockefeller Ave	Signalized	AM	C / 23	C / 23
		PM	D / 44	D / 45
35 Jurupa St & I-15 SB Ramps	Signalized	AM	D / 48	D / 41
		PM	C / 29	C / 29
36 Jurupa St & I-15 NB Ramps	Signalized	AM	C / 24	C / 25
		PM	B / 20	B / 20

Notes:

1. AWSC = All-Way Stop Controlled.
 2. TWSC = Two-Way Stop Controlled.
 3. Bolded results operate below adopted LOS standards.
 4. Intersection delay decreases from Opening Year (2029) Without Project with the addition of project traffic in one or both peak hours.
 5. The LOS results at this intersection as reported by Synchro do not reflect the additional delays caused by trains. This intersection is expected to experience an additional average of seven minutes of delay per hour, which is not reflected in the LOS results.
- Source: Fehr & Peers, 2022.

7.5 Year (2040) Conditions Intersection Operations Analysis

This section analyzes the Year (2040) Traffic Conditions and compares the LOS results with No Project and Plus Project. “No Project” conditions assume development at the Project site remains as is. Note that signal timings were optimized at most signalized intersections.

7.5.1 Pending and Approved Development Projects

Fehr & Peers reviewed the SBTAM Future Year land use data set for all pending and approved development projects provided by the City of Ontario.

7.5.2 Planned Roadway Improvements

The following planned roadway improvements are assumed to be in place by Year (2040), consistent with the financially constrained project list in the 2020 SCAG RTP/SCS, indicating that funding is allocated towards these projects, and they are reasonably anticipated to be completed by 2040:

- RTP ID 4160002: Widen interchange for I-10 at Vineyard Avenue from four to six lanes, widen on/off ramps from two to four lanes

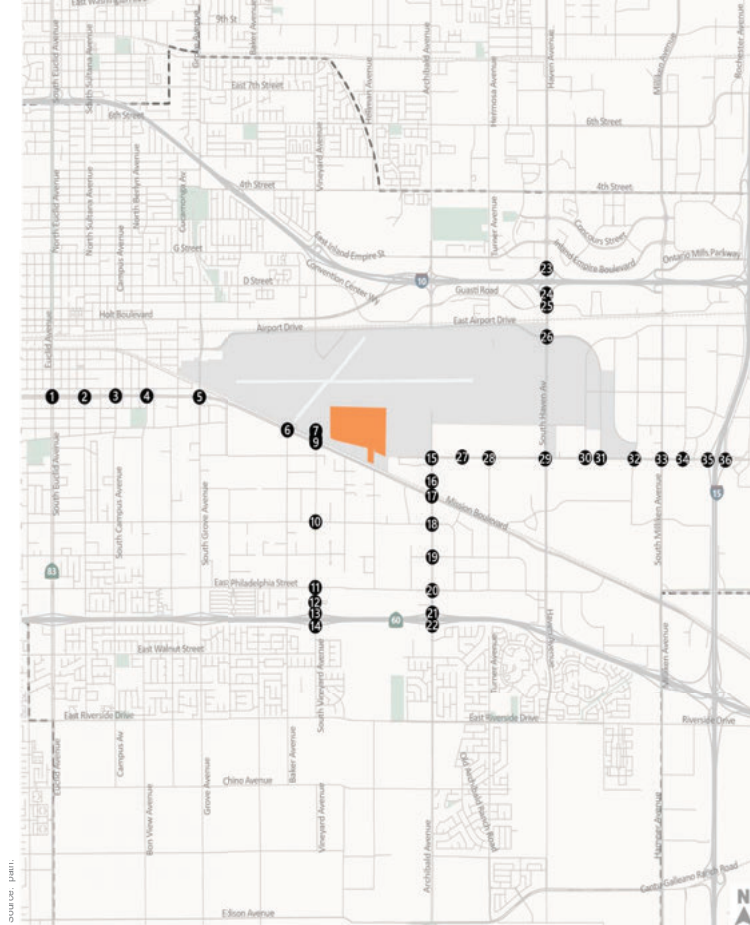
- RTP ID 4A07233: Widen Mission Boulevard from Benson Avenue to Milliken Avenue from four to six lanes
- RTP ID 4160025: Widen Bon View Avenue from Mission Boulevard to Belmont Avenue from two to four lanes
- RTP ID 4A07138: Widen Philadelphia Street from Vineyard Avenue to Cucamonga Creek from two to four lanes, including bridge over Cucamonga Creek
- RTP ID 4A07215: Construct bridge on Mission Boulevard over West Cucamonga Creek and widen from four to six lanes
- RTP ID 4A01213: Widen Jurupa Street from Turner Avenue to Hofer Ranch Road from two to six lanes
- RTP ID 200804: South Archibald Avenue grade separation (at Mission Boulevard). Construct grade separation at existing at-grade crossing south of Archibald Avenue and the upper Los Angeles line. Widen from two to six lanes
 - Assumed future configuration of Archibald Avenue at Mission Boulevard will require protected phasing with the widening to six lanes with dedicated left-turn lanes

The intersection of Archibald Avenue and Jurupa Street is also planned to be signalized and widened by Year (2040), as identified by OIAA by another development project within ONT. This intersection is forecast to meet peak hour signal warrant under Opening Year (2025) Plus Phase 1 and Phase 2 Project Conditions in the PM peak hour. Peak hour traffic signal warrants for Opening Year (2025), Opening Year (2029), and Year (2040) conditions are provided in **Appendix J**.

7.5.3 Year (2040) No Project Conditions

As described in Chapter 2, the traffic volumes for Year (2040) consist of forecasts derived using the difference method from SBTAM model runs to represent 2040 conditions. **Figure 14** presents the traffic forecast utilized for Year (2040) No Project Conditions. Detailed LOS worksheets can be found in **Appendix F**. As shown in **Table 15**, the following intersections are projected to operate at LOS F in Year (2040) No Project Conditions:

1. Euclid Avenue/SR-83 at Mission Boulevard
5. Grove Avenue at Mission Boulevard
26. Airport Drive at Haven Avenue



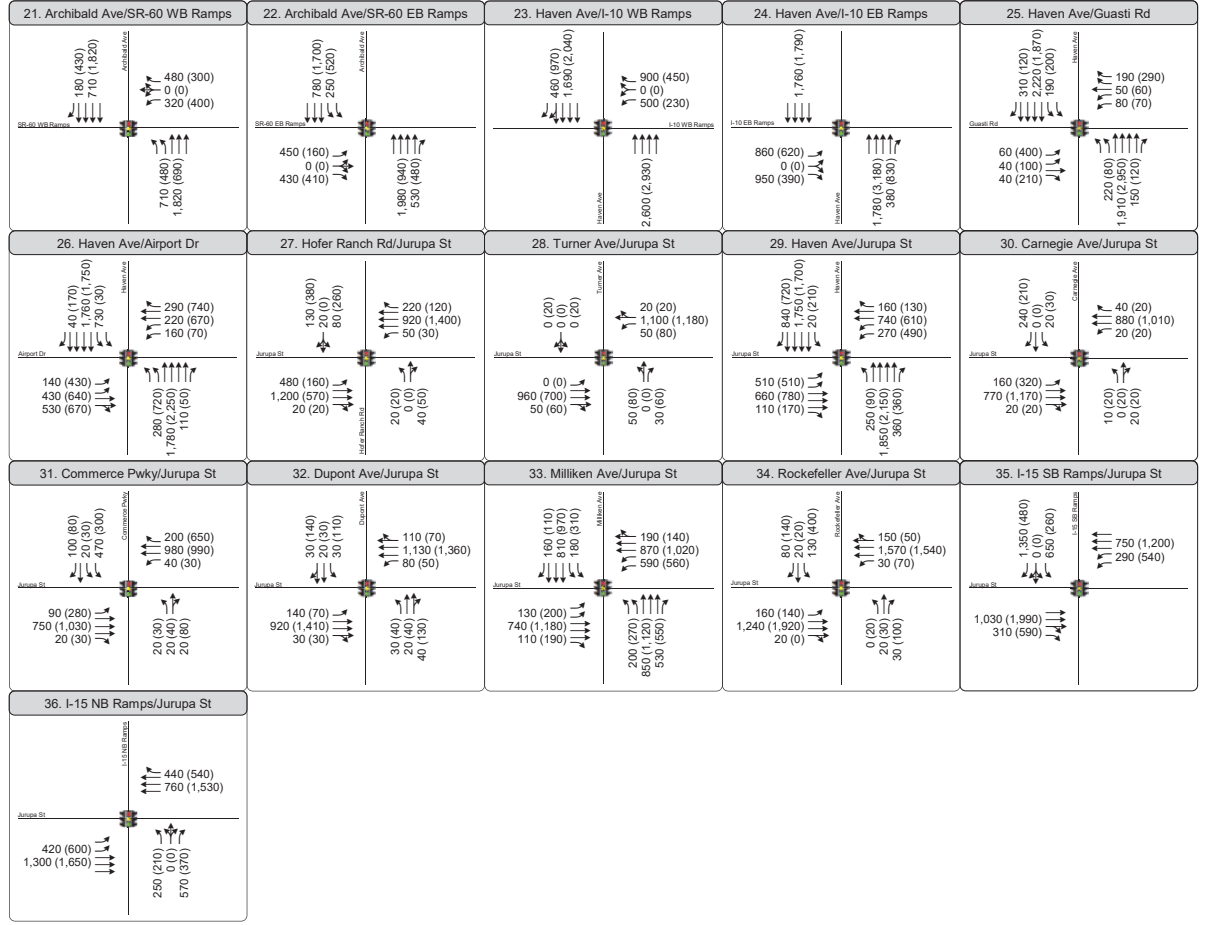
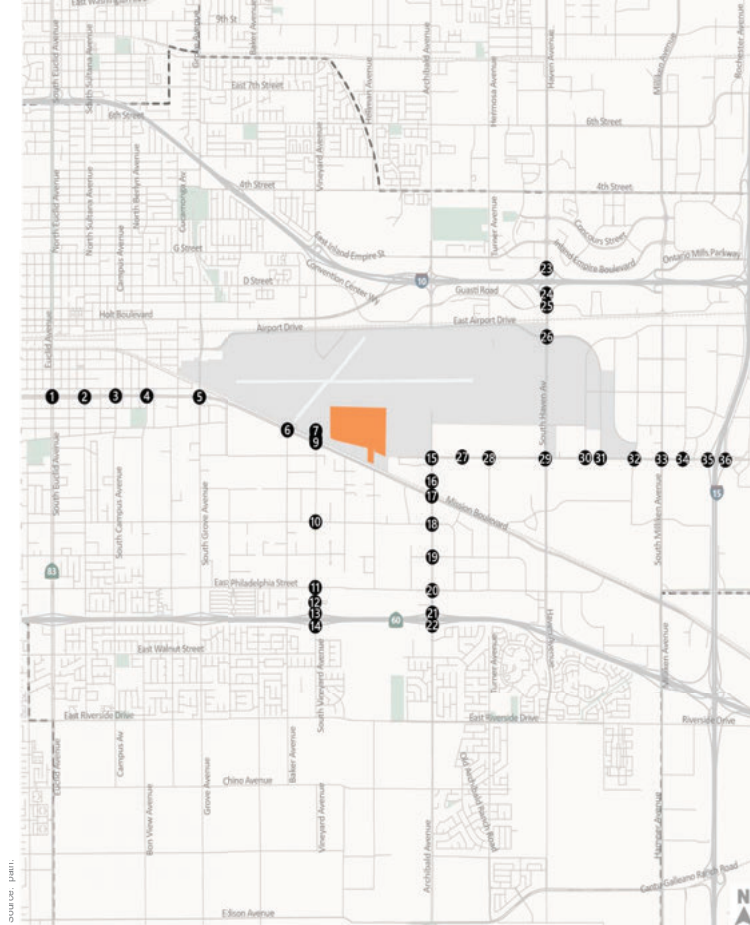
1. Euclid Ave/SR-83/Mission Blvd 	2. Sultana Ave/Mission Blvd 	3. Campus Ave/Mission Blvd 	4. Bon View Ave/Mission Blvd 	5. Grove Ave/Mission Blvd
6. Baker Ave/Mission Blvd 	7. Vineyard Ave/Avion St 	8. Vineyard Ave/Avion Dr 	9. Vineyard Ave/Mission Blvd 	10. Vineyard Ave/Francis St
11. Vineyard Ave/Philadelphia St 	12. Vineyard Ave/Raymond Kay Way 	13. Vineyard Ave/SR-60 WB Ramps 	14. Vineyard Ave/SR-60 EB Ramps 	15. Archibald Ave/Jurupa St
16. Archibald Ave/Tracy Paseo 	17. Archibald Ave/Mission Blvd 	18. Archibald Ave/Francis St 	19. Archibald Ave/Cedar St 	20. Archibald Ave/Philadelphia St

LEGEND

- Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 14
Peak Hour PCE Traffic Volumes and Lane Configurations
Year (2040) No Project Conditions





LEGEND

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 14
Peak Hour PCE Traffic Volumes and Lane Configurations
Cumulative Year (2040) No Project Conditions

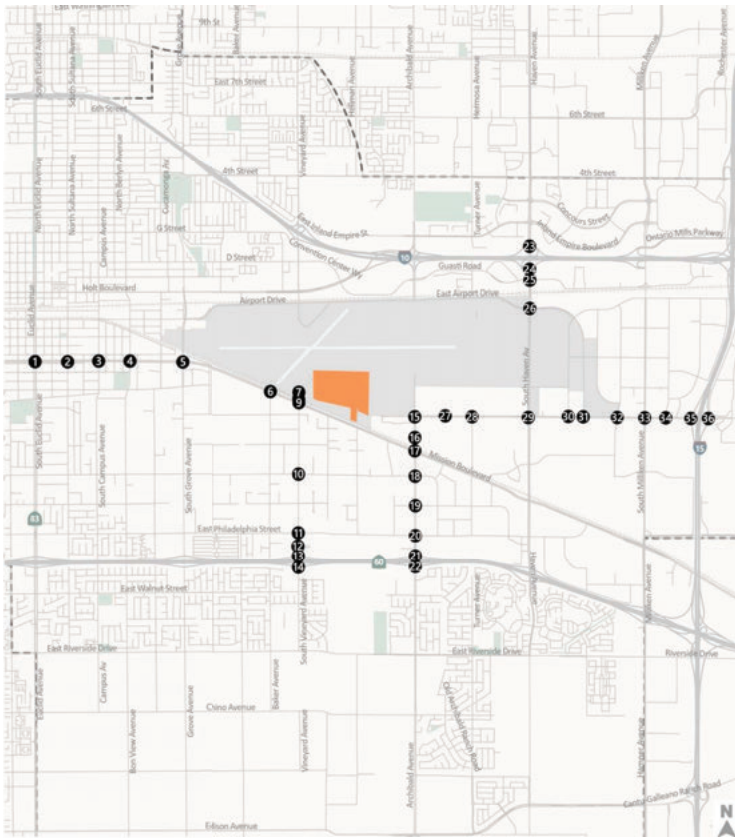


7.5.4 Year (2040) Plus Phase 1 and Phase 2 Project Conditions

Figure 15 presents the traffic forecast utilized for Year (2040) Plus Phase 1 and Phase 2 Project Conditions. The operations analysis results for Year (2040) Plus Phase 1 and Phase 2 summarized in **Table 15** show vehicular LOS at the study intersections. As shown in **Table 15**, the following intersections are projected to operate at LOS F in Year (2040) Plus Phase 1 and Phase 2 Project Conditions:

1. Euclid Avenue/SR-83 at Mission Boulevard
 - a. The Project is anticipated to add zero seconds of delay in the AM peak hour to the intersection operating at LOS F and one second of delay in the PM peak hour to the intersection operating at LOS F
5. Grove Avenue at Mission Boulevard
 - a. The Project is anticipated to add one second of delay in the AM peak hour to the intersection operating at LOS F and five seconds of delay in the PM peak hour to the intersection operating at LOS F
26. Airport Drive at Haven Avenue
 - a. The Project is anticipated to add one second of delay in the AM peak hour to the intersection operating at LOS E and one second of delay in the PM peak hour to the intersection operating at LOS F

Source: parr.



<p>1. Euclid Ave/SR-83/Mission Blvd</p>	<p>2. Sultana Ave/Mission Blvd</p>	<p>3. Campus Ave/Mission Blvd</p>	<p>4. Bon View Ave/Mission Blvd</p>	<p>5. Grove Ave/Mission Blvd</p>
<p>6. Baker Ave/Mission Blvd</p>	<p>7. Vineyard Ave/Avion St</p>	<p>8. Vineyard Ave/Avion Dr</p>	<p>9. Vineyard Ave/Mission Blvd</p>	<p>10. Vineyard Ave/Francis St</p>
<p>11. Vineyard Ave/Philadelphia St</p>	<p>12. Vineyard Ave/Raymond Kay Way</p>	<p>13. Vineyard Ave/SR-60 WB Ramps</p>	<p>14. Vineyard Ave/SR-60 EB Ramps</p>	<p>15. Archibald Ave/Jurupa St</p>
<p>16. Archibald Ave/Tracy Paseo</p>	<p>17. Archibald Ave/Mission Blvd</p>	<p>18. Archibald Ave/Francis St</p>	<p>19. Archibald Ave/Cedar St</p>	<p>20. Archibald Ave/Philadelphia St</p>

LEGEND



Study Intersection

AM (PM) Peak Hour Traffic Volume



Lane Configuration



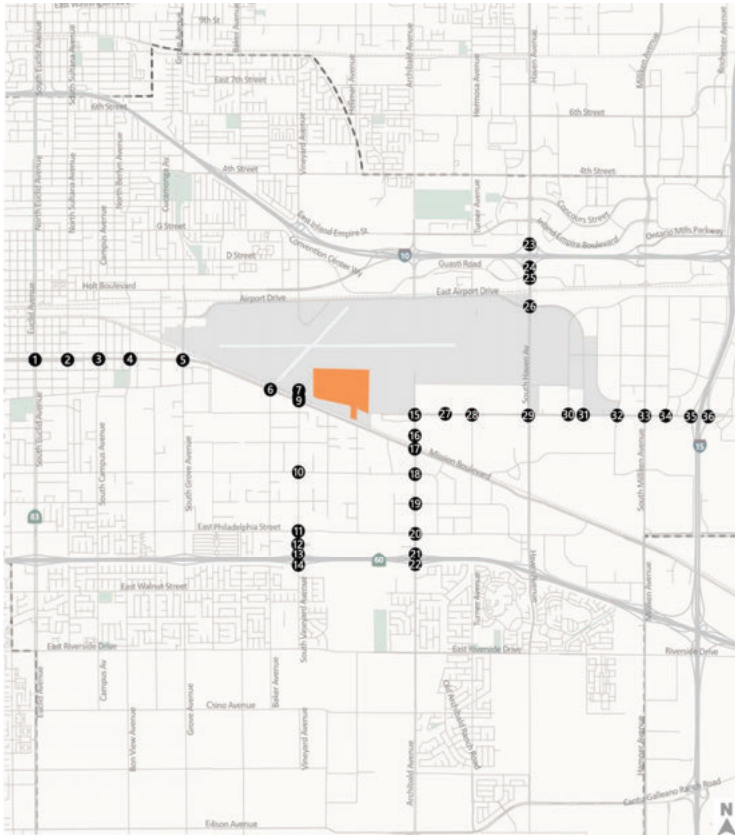
Stop Sign



Signalized



Figure 15
Peak Hour PCE Traffic Volumes and Lane Configurations
Year (2040) Plus Phase 1 and Phase 2 Project Conditions



<p>21. Archibald Ave/SR-60 WB Ramps</p>	<p>22. Archibald Ave/SR-60 EB Ramps</p>	<p>23. Haven Ave/I-10 WB Ramps</p>	<p>24. Haven Ave/I-10 EB Ramps</p>	<p>25. Haven Ave/Guasti Rd</p>
<p>26. Haven Ave/Airport Dr</p>	<p>27. Hofer Ranch Rd/Jurupa St</p>	<p>28. Turner Ave/Jurupa St</p>	<p>29. Haven Ave/Jurupa St</p>	<p>30. Carnegie Ave/Jurupa St</p>
<p>31. Commerce Pkwy/Jurupa St</p>	<p>32. Dupont Ave/Jurupa St</p>	<p>33. Milliken Ave/Jurupa St</p>	<p>34. Rockefeller Ave/Jurupa St</p>	<p>35. I-15 SB Ramps/Jurupa St</p>
<p>36. I-15 NB Ramps/Jurupa St</p>				

LEGEND

- Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Lane Configuration
- Stop Sign
- Signalized

Figure 15
Peak Hour PCE Traffic Volumes and Lane Configurations
Cumulative Year (2040) Plus Phase 1 and Phase 2 Project Conditions

**Table 15: Year (2040) No Project and Year (2040) Plus Phase 1 and Phase 2 Project
 Intersection Level of Service**

	Intersection	Control	Peak Hour	Year (2040) No Project	Year (2040) Plus Phase 1 and Phase 2 Project
				LOS / Average Delay	LOS / Average Delay
1	Mission Blvd & Euclid Ave/SR-83	Signalized	AM	F / 115	F / 115
			PM	F / 88	F / 89
2	Mission Blvd & Sultana Ave	Signalized	AM	B / 13	B / 13
			PM	B / 15	B / 15
3	Mission Blvd & Campus Ave	Signalized	AM	D / 38	D / 37
			PM	D / 50	D / 50
4	Mission Blvd & Bon View Ave	Signalized	AM	B / 19	B / 19
			PM	C / 29	C / 29
5	Mission Blvd & Grove Ave	Signalized	AM	F / 103	F / 104
			PM	F / 132	F / 137
6	Baker Ave & Mission Blvd	Signalized	AM	A / 10	A / 10
			PM	A / 8	A / 8
7	Vineyard Ave & Avion St	AWSC ¹	AM	B / 13	C / 15
			PM	B / 11	B / 13
8	Vineyard Ave & Avion Dr	TWSC ²	AM	A / 0	A / 0
			PM	A / 0	A / 0
9	Vineyard Ave & Mission Blvd ⁴	Signalized	AM	C / 25	C / 27
			PM	C / 28	C / 30
10	Vineyard Ave & Francis St	Signalized	AM	C / 22	C / 22
			PM	C / 25	C / 25
11	Vineyard Ave & Philadelphia St	Signalized	AM	D / 38	D / 37
			PM	E / 66	E / 68
12	Vineyard Ave & Raymond Kay Way	Signalized	AM	C / 23	C / 23
			PM	B / 15	B / 15
13	Vineyard Ave & SR-60 WB Ramps	Signalized	AM	B / 15	B / 15
			PM	C / 26	C / 26
14	Vineyard Ave & SR-60 EB Ramps	Signalized	AM	C / 32	C / 31
			PM	C / 24	C / 24
15	Archibald Ave & Jurupa St	Signalized	AM	B / 19	B / 19
			PM	B / 17	C / 22

	Intersection	Control	Peak Hour	Year (2040) No	Year (2040) Plus
				Project	Phase 1 and Phase 2
				LOS / Average Delay	LOS / Average Delay
16	Archibald Ave & Tracy Paseo	Signalized	AM	B / 11	B / 11
			PM	B / 11	B / 11
17	Archibald Ave & Mission Blvd	Signalized	AM	C / 31	C / 32
			PM	E / 60	E / 61
18	Archibald Ave & Francis St	Signalized	AM	C / 28	C / 28
			PM	C / 28	C / 28
19	Archibald Ave & Cedar St	Signalized	AM	C / 20	C / 20
			PM	C / 23	C / 23
20	Archibald Ave & Philadelphia St	Signalized	AM	C / 32	C / 32
			PM	D / 48	D / 50
21	Archibald Ave & SR-60 WB Ramps	Signalized	AM	C / 29	C / 26
			PM	C / 27	C / 27
22	Archibald Ave & SR-60 EB Ramps	Signalized	AM	C / 27	C / 26
			PM	C / 26	C / 26
23	Haven Ave & I-10 WB Ramps	Signalized	AM	D / 51	C / 24
			PM	B / 18	B / 18
24	Haven Ave & I-10 EB Ramps	Signalized	AM	C / 29	C / 30
			PM	C / 28	C / 28
25	Haven Ave & Guasti Rd	Signalized	AM	C / 25	C / 25
			PM	C / 32	C / 32
26	Haven Ave & Airport Dr	Signalized	AM	E / 74	E / 75
			PM	F / 90	F / 91
27	Hofer Ranch Rd & Jurupa St	Signalized	AM	D / 43	D / 44
			PM	D / 42	D / 43
28	Jurupa St & Turner Ave	Signalized	AM	B / 11	B / 11
			PM	B / 16	B / 17
29	Jurupa St & Haven Ave	Signalized	AM	E / 67	E / 69
			PM	E / 63	E / 66
30	Jurupa St & Carnegie Ave	Signalized	AM	A / 8	A / 8
			PM	A / 8	A / 9
31	Jurupa St & Commerce Pkwy	Signalized	AM	D / 50	D / 50
			PM	D / 55	D / 55

	Intersection	Control	Peak Hour	Year (2040) No Project	Year (2040) Plus Phase 1 and Phase 2 Project
				LOS / Average Delay	LOS / Average Delay
32	Jurupa St & Dupont Ave	Signalized	AM	B / 19	B / 19
			PM	B / 11	B / 11
33	Jurupa St & Milliken Ave	Signalized	AM	D / 46	D / 46
			PM	E / 60	E / 69
34	Jurupa St & Rockefeller Ave	Signalized	AM	C / 25	C / 25
			PM	D / 50	D / 52
35	Jurupa St & I-15 SB Ramps	Signalized	AM	D / 44	D / 45
			PM	C / 30	C / 29
36	Jurupa St & I-15 NB Ramps	Signalized	AM	C / 25	C / 26
			PM	C / 22	C / 22

Notes:

1. AWSC = All-Way Stop Controlled.
 2. TWSC = Two-Way Stop Controlled.
 3. Bolded results operate below adopted LOS standards.
 4. The LOS results at this intersection as reported by Synchro do not reflect the additional delays caused by trains. This intersection is expected to experience an additional average of seven minutes of delay per hour, which is not reflected in the LOS results.
- Source: Fehr & Peers, 2022.

7.6 Recommended Improvements

Improvements are provided below for study locations affected by the addition of Project traffic to maintain operating conditions at these intersections consistent with the applicable performance standards. The Project would not result in the degradation of any intersection that is currently operating at an acceptable level of service (LOS E or better); however, the Project would add delay to intersections already operating at LOS F under each analysis year. The identified improvements would improve intersection operations to better than pre-project conditions in the Opening Year (2025) and Opening Year (2029), and to acceptable conditions in Year (2040).

7.6.1 Opening Year (2025) Plus Phase 1 Project Intersection Improvements

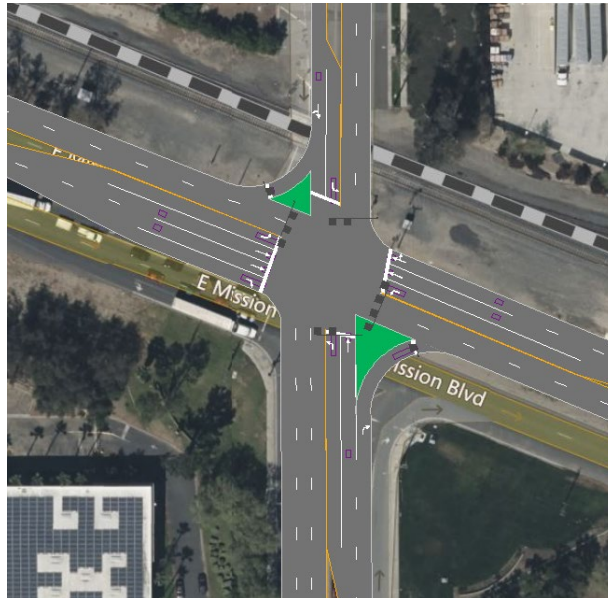
As discussed earlier in Chapter 6, additional delay is added to one intersection that is operating below adopted LOS standards under the Opening Year (2025) Plus Phase 1 Project Conditions. Improvements are identified that would improve intersection operations to better than pre-project conditions. LOS reports are provided in **Appendix F**.

17. Archibald Avenue at Mission Boulevard

The addition of project traffic adds delay to the intersection, which is forecast to operate at LOS F in the PM peak hour under Opening Year (2025) Conditions.

With the following improvements, the intersection would operate at LOS E under OY 2025 No Project and Plus Phase 1 Project Conditions:

- Add a dedicated left-turn pocket for the southbound approach with protected left-turn phasing for the northbound and southbound left-turn phases



With the identified improvement, intersection operations improve to better than pre-project conditions during both peak hours. Please note that Archibald Avenue is programmed in the SCAG RTP to be widened to six lanes in each direction which is greater than the improvements identified as needed to improve this intersection to better than pre-project conditions.

7.6.2 Opening Year (2029) Plus Phase 1 and Phase 2 Project Intersection Improvements

As discussed earlier in Chapter 6, additional delay is added to one intersection that is currently operating below adopted LOS standards under the Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions. Improvements are identified that would improve intersection operations to better than pre-project conditions. LOS reports are provided in **Appendix F**.

1. Euclid Avenue/SR-83 at Mission Boulevard

The addition of project traffic adds delay to the intersection, which is forecast to operate at LOS F in the AM and PM peak hours under Opening Year (2029) Conditions. Optimizing signal timing in the AM and PM peak hours would improve intersection operations to better than pre-project conditions.

This intersection is within both the City of Ontario and Caltrans jurisdiction and the improvement will require cooperation with Caltrans, which is standard engineering practice with the City responsible to

implement the improvement. With the identified improvement, intersection operations improve to better than pre-project conditions during both peak hours.

17. Archibald Avenue at Mission Boulevard

The addition of project traffic adds delay to the intersection, which is forecast to operate at LOS F in the PM peak hours under Opening Year (2029) Conditions.

The improvements recommended for Opening Year (2025) Plus Phase 1 Project Conditions would also improve Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions to better than pre-project conditions during both peak hours.

7.6.3 Opening Year (2025) Intersection LOS Comparison

Table 17 below compares the delay and LOS for the Opening Year (2029) Without Project and Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions with the identified improvements noted above. The identified measures improve the intersection operations to better than pre-project conditions.

Table 16: Opening Year (2025) LOS Comparison with Improvements

Intersection	Control	Peak Hour	Opening Year (2025) Without Project Conditions	Opening Year (2025) Plus Phase 1 Project	Opening Year (2025) Plus Phase 1 Project with Improvements
			LOS / Average Delay	LOS / Average Delay	LOS / Average Delay
17 Archibald Ave & Mission Blvd	Signalized	AM	E / 64	E / 68	E / 62
		PM	E / 74	F / 81	E / 58

Source: Fehr & Peers, 2022

7.6.4 Opening Year (2029) Intersection LOS Comparison

Table 17 below compares the delay and LOS for the Opening Year (2029) Without Project and Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions with the identified improvements noted above. The identified measures improve the intersection operations to better than pre-project conditions.

Table 17: Opening Year (2029) LOS Comparison with Improvements

Intersection	Control	Peak Hour	Opening Year (2029) Without Project Conditions	Opening Year (2029) Plus Phase 1 and Phase 2 Project	Opening Year (2029) Plus Phase 1 and Phase 2 Project with Improvements
			LOS / Average Delay	LOS / Average Delay	LOS / Average Delay
1	Signalized	AM	F / 87	F / 87	E / 75

Intersection	Control	Peak Hour	Opening Year (2029) Without Project Conditions	Opening Year (2029) Plus Phase 1 and Phase 2 Project	Opening Year (2029) Plus Phase 1 and Phase 2 Project with Improvements
			LOS / Average Delay	LOS / Average Delay	LOS / Average Delay
Mission Blvd & Euclid Ave/SR-83		PM	F / 96	F / 97	F / 93
17 Archibald Ave & Mission Blvd	Signalized	AM	E / 71	E / 78	E / 63
		PM	F / 82	F / 90	E / 60

Source: Fehr & Peers, 2022

7.6.5 Year (2040) Plus Phase 1 and Phase 2 Project Intersection Improvements

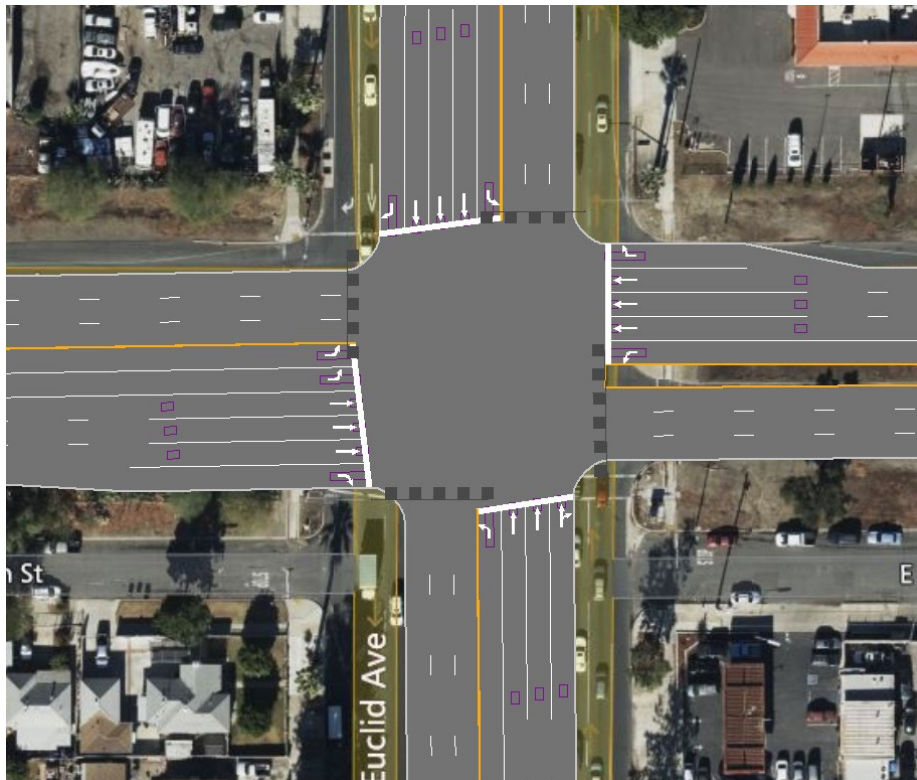
As discussed earlier in Chapter 6, additional delay is added to three intersections that are currently operating below adopted LOS standards under the Year (2040) Plus Phase 1 and Phase 2 Project Conditions. Improvements were identified that would result in acceptable operating conditions. LOS reports are provided in **Appendix F**.

1. Euclid Avenue/SR-83 at Mission Boulevard

The addition of project traffic adds delay to the intersection, which is forecast to operate at LOS F in both the AM and PM peak hours under Year (2040) conditions.

The following lane configurations would improve intersection operations to acceptable conditions under Year (2040) conditions:

- Add a second eastbound left-turn lane
- Convert the eastbound shared through-right lane into a through lane (three through lanes in total)
- Convert the westbound shared through-right lane into a through lane (three through lanes in total)
- Add a designated eastbound right-turn lane
- Add a designated westbound right-turn lane



The improvements are consistent with the Ontario General Plan, which classifies Mission Boulevard as six-lane facilities. This improvement is consistent with the Ontario General Plan designation as an enhanced intersection.¹³ With the improvements described, the improvements will require the removal the existing median so the improvements can be completed within the existing ROW. With the identified lane configurations, the intersection operations improve to LOS E or better. This intersection is within both the City of Ontario and Caltrans jurisdiction and the improvements will require cooperation with Caltrans, which is standard engineering practice with the City responsible to implement the improvement when needed. The estimated project fair share contribution towards the improvement is two percent.

5. Grove Avenue at Mission Boulevard

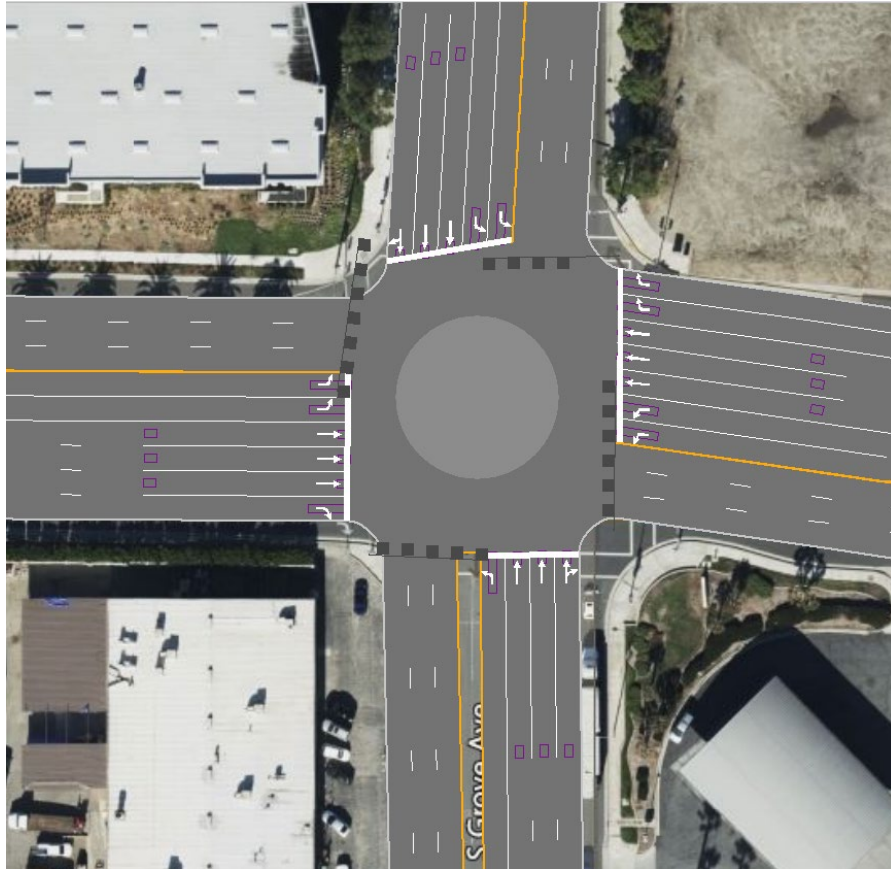
The addition of project traffic adds delay to the intersection, which is forecast to operate at LOS F in both the AM and PM peak hours under Year (2040) conditions.

The following lane configurations would improve intersection operations to acceptable conditions under Year (2040) conditions:

- Add an additional westbound right-turn lane

¹³ Enhanced intersection as classified by the Ontario General Plan allow flexibility from the standard intersection configuration to increase capacity, improve operation, and respond to local conditions. Enhancements may include additional lanes, reduced median width, increased right-of-way width, removal of on-street bike lanes, or reduction of parkway width. Detailed engineering studies are necessary to identify the most effective types of improvements.

- Add an additional southbound left turn lane (two left-turn lanes in total)
- Remove the southbound right turn to maintain three southbound through lanes by striping the southbound right turn lane as a southbound through-right turn lane
 - Will require removal of the existing southbound right-turn overlap phase



The improvements can be completed within the existing ROW but will require restriping of the WBR turn buffer marking. This improvement is consistent with the Ontario General Plan designation as an enhanced intersection. With the identified lane configurations, the intersection operations improve to LOS E or better. The City would be responsible for implementation of this improvement when needed. The estimated project fair share contribution towards the improvement is four percent.

26. Airport Drive at Haven Avenue

The addition of project traffic adds delay to the intersection, which is forecast to operate at LOS E in the AM peak hour and LOS F in the PM peak hour under Year (2040) conditions.

The following lane configurations would improve intersection operations to acceptable conditions under Year (2040) conditions:

- Convert the existing eastbound shared through-right lane to a through lane (two eastbound through lanes total)
- Add two designated eastbound right-turn turn lanes

These improvements would be consistent with The Ontario Plan Mobility Element Functional Roadway Classification Plan. The improvements are operational in nature to accommodate a forecasted increase in turning movements at this intersection; No additional through travel lanes would be added.



The improvements would require the acquisition of additional ROW to add the eastbound right-turn lane to the west leg of the intersection. This intersection is classified by the Ontario General Plan as an enhanced intersection which allows flexibility from the standard intersection configuration. With the identified improvements, the intersection operations improve to LOS E or better. The City would be responsible for implementation of this improvement when needed. The estimated project fair share contribution towards the improvement is two percent.

7.6.6 Year (2040) Intersection LOS Comparison

Table 18 below compares the delay and LOS for the Year (2040) and Year (2040) Plus Phase 1 and Phase 2 Project Conditions with the identified improvements noted above. For all locations, the identified measures improve the intersection operations to acceptable conditions.

Table 18: Year (2040) LOS Comparison with Improvements

	Intersection	Control	Peak Hour	Year (2040) No	Year (2040) Plus Phase	Year (2040) Plus
				Project Conditions	1 and 2 Project	Improvements
				LOS / Average Delay	LOS / Average Delay	LOS / Average Delay
1	Mission Blvd & Euclid Ave/SR-83	Signalized	AM	F / 115	F / 115	E / 77
			PM	F / 88	F / 89	E / 68
5	Mission Blvd & Grove Ave	Signalized	AM	F / 103	F / 104	D / 55
			PM	F / 131	F / 137	E / 63
26	Haven Ave & Airport Dr	Signalized	AM	E / 74	E / 75	D / 48
			PM	F / 90	F / 91	E / 80

Source: Fehr & Peers, 2022

8. Freeway Off Ramp Queuing Analysis

Storage capacities for all SR-60, I-10, and I-15 off ramps in the study area were evaluated using HCM 7th methodologies. Storage capacities were compared against 95th percentile queue estimates using the Synchro 11 software. The results of the queuing analysis are summarized in **Table 19** and the queuing information can be found in the LOS worksheets include in **Appendix F**. Because some of the turning movements have shared left-turn or shared right-turn lanes, these shared lanes provide additional capacity to the turn pockets. The queues of all these movements at the off-ramps do not exceed the storage capacity.

Table 19: Key Turning Movement 95th Percentile Queues

Intersection	Control	Turning Movement	Storage Length (ft)	Peak Hour	Existing (ft)	2025 No Project (ft)	2025 Plus Project (ft)	2029 No Project (ft)	2029 Plus Project (ft)	2040 No Project (ft)	2040 Plus Project (ft)
13. SR-60 WB Off Ramp at Vineyard Ave	Signal	WBL/T	>1,000	AM PM	150 200	150 300	150 275	150 300	150 300	150 525	150 525
		WBR	360	AM PM	250 50	275 50	300 50	325 50	325 50	325 50	325 50
14. SR-60 EB Off Ramp at Vineyard Ave	Signal	EBL/T	>1,100	AM PM	275 50	500 100	525 100	525 100	550 200	475 100	525 100
		EBR	430	AM PM	0 0	50 75	50 75	50 75	50 150	50 150	50 150
21. SR-60 WB Off Ramp at Archibald Ave	Signal	WBL	>1,000	AM PM	225 175	250 200	250 200	250 225	250 225	250 225	275 225
		WBLTR	>1,000	AM PM	150 125	175 150	175 150	175 150	200 150	200 175	200 175
		WBR	>1,000	AM PM	150 75	150 75	175 75	175 75	175 75	200 75	200 75
22. SR-60 EB Off Ramp at Archibald Ave	Signal	EBL	>1,000	AM PM	200 75	225 75	225 75	225 75	225 75	250 125	250 125
		EBLTR	>1,000	AM PM	125 125	150 125	150 150	150 150	150 150	200 125	200 125
		EBR	>1,000	AM PM	75 125	100 125	100 125	100 150	100 150	150 125	150 125
23. I-10 WB Off Ramp at Haven Ave	Signal	WBL	>800	AM PM	275 150	325 250	325 250	350 250	350 250	325 200	425 225
		WBL/R	>800	AM PM	175 150	200 200	200 200	200 200	200 200	300 200	375 200
		WBR	>1,000	AM PM	175 175	200 200	200 200	225 225	225 225	325 200	400 200

Intersection	Control	Turning Movement	Storage Length (ft)	Peak Hour	Existing (ft)	2025 No Project (ft)	2025 Plus Project (ft)	2029 No Project (ft)	2029 Plus Project (ft)	2040 No Project (ft)	2040 Plus Project (ft)
24. I-10 EB Off Ramp at Haven Ave	Signal	EBL	>1,200	AM PM	775 300	950 700	950 700	975 725	1,000 725	725 725	725 725
		EBL/R	>1,200	AM PM	0 0	225 125	225 125	225 125	225 125	300 150	300 150
		EBR	>1,200	AM PM	150 75	250 125	250 125	250 125	250 125	325 175	325 175
35. I-15 SB Off Ramp at Jurupa St	Signal	SBL	>1,500	AM PM	525 200	550 200	550 200	575 225	600 225	450 275	450 275
		SBLTR	>1,500	AM PM	450 75	575 100	600 100	625 100	650 100	700 250	725 250
		SBR	>1,500	AM PM	425 75	550 75	550 75	575 75	575 75	650 225	650 225
36. I-15 NB Off Ramp at Jurupa St	Signal	NBL	>1,200	AM PM	200 100	250 125	250 125	250 125	250 125	200 200	200 225
		NBLTR	>1,200	AM PM	150 75	175 100	175 100	200 100	200 100	225 150	225 150
		NBR	>1,200	AM PM	150 75	175 100	175 100	175 100	175 100	200 150	200 150

Note:

1. Queues are rounded up to the nearest 25-foot increments assuming each vehicle takes up approximately 25 feet.
2. **Bold** symbolizes queue lengths over available capacity.
3. Signal timing was optimized all intersections in all Year (2040) scenarios. Peak hour factor was set to 0.95 in all Year (2040) scenarios.

Source: Fehr & Peers, 2022

9. Construction Traffic

Fehr & Peers evaluated the potential effects of traffic that would be generated during construction of the Project. The operations, duration, and intensity of construction conditions that would produce construction related traffic are less than the traffic forecast project operating conditions as explained below.

The construction trip estimates for employees and trucks are presented in **Table 20** by construction activity and each phase of construction. The maximum daily construction trips, as converted to Passenger Car Equivalents (PCE), are approximately 82 percent less than the project daily trips (3,202 daily trips under Phase 2). The maximum PM peak hour construction trips are approximately 74 percent less than the project PM peak hour trips (283 PM peak hour trips under Phase 2).

As there are fewer construction trips than trips generated by the Project at completion of Phase 2, the improvements identified in the opening year analyses would provide sufficient capacity to accommodate traffic generated by construction of Phase 2 of the Project.

Table 20: Construction Trip Estimates

Construction Activity	Daily Employee Trips	Daily Truck Trips	Daily Truck Trips (PCE)	Total Daily Trips (PCE)	Peak Hour (PCE)
Phase 1 Construction Trips					
Demo	-	7	21	21	3
Site Prep	-	102	306	306	39
Construction	280	100	300	580	73
Phase 2 Construction Trips					
Demo	-	18	54	54	7
Site Prep	-	51	153	153	20
Construction	240	100	300	540	68

Notes:

1. PCE = Passenger Car Equivalent assumed to be three passenger cars per truck.

Source: Truck trip estimates were developed by the Project proponent based on the Project construction plans and schedule.

Appendix A

**Ontario International Airport South Airport
Cargo Center Traffic Study Scoping Assessment**

DRAFT MEMORANDUM

Date: January 6, 2022

To: Jay Bautista, P.E., City Traffic/Transportation Manager

From: Paul Herrmann, P.E.
Jolene Hayes, AICP

Subject: Ontario International Airport South Airport Cargo Center Traffic Study Scoping Assessment

OC21-0825

Fehr & Peers is conducting a traffic study in support of the Ontario International Airport South Airport Cargo Center project (Project) located in Ontario, California. This memorandum proposes the scoping information and parameters for the traffic study.

The remainder of this memorandum is divided into the following sections: Project Description, Trip Generation, Trip Distribution, Data Collection, Study Locations, Analysis Scenarios, and Next Steps.

Project Description

The proposed Project is a 97-acre air cargo facility within Ontario International Airport. The Project site is located south of the Airport airfield and west of the Cucamonga Canyon Channel. As shown in **Figure 1**, most of the Project site is located north of East Avion Street with the rest of the site located south of East Avion Street and east of South Hellman Avenue.

The Project site is identified as "Airport Development Area" in the Ontario Airport Layout Plan. The proposed Project would include the following components:

- Main Cargo Building
- Aircraft Apron
- Truck Yard
- Parking Structure

The main cargo building, truck yard and aircraft apron improvements are proposed on the portion of the Project site located north of East Avion Street. The parking structure is proposed on the portion of the site located south of East Avion Street.



The Project includes demolition of existing buildings, site improvements on the Project site, and development of the air cargo facility. The Project also includes onsite roadway/driveway improvements, site improvements, and landscaping and utility improvements. The existing buildings on the site include vacant and occupied buildings. Uses in these buildings would be relocated to other locations at Ontario Airport.

The Project is a relocation of a current facility from Los Angeles International Airport (LAX) to Ontario International Airport (ONT). The function of the Project is to facilitate the delivery of goods and cargo to and from planes onto trucks to predetermined locations on a fixed trucking schedule. Fehr & Peers was provided detailed information about truck departure and arrival times, types of trips, final destinations, and employee shift information. The Project will operate with 3 employee shifts 7 days a week. As shown in **Table 1**, the first shift is from 7:00 AM to 3:00 PM with 640 employees, the second shift is from 3:00 PM to 11:00 PM with 95 employees, and the third shift is from 11:00 PM to 7:00 AM with 580 employees.

Development of the Project is proposed in two phases. Proposed opening year of Phase 1 is 2024. Proposed opening year of Phase 2 is 2029. Phases 1 and 2 are assumed to have the same number of employees while Phase 2 will have a higher cargo capacity and more truck trips scheduled.

The Project site can be accessed through Avion Street, Jurupa Street, Vineyard Avenue, and Mission Boulevard. Separate from the proposed Project, the Ontario International Airport Authority will be realigning Avion Street from the existing western terminus of Jurupa Street to the segment of Avion Street, just east of South Hellman Avenue.

Trip Generation

This section describes how the Project trip generation estimates were developed.

Trip Generators

The following three types of users generate trips at the Project:

Employee trips

Employees are the primary generator of Project trips. However, employees shift change times do not occur during the typical commute peak periods (7:00-9:00AM & 4:00-6:00PM). The morning peak hour occurs between 5:30-6:30AM with approximately 436 employees arriving and 47 employees leaving during the heaviest waves of the morning shift change. The evening peak hour occurs between 8:30-9:30 PM with approximately 444 employees arriving during the heaviest waves of the night shift. During typical commute peak hours, it is estimated that only approximately ten employees would arrive at the tail end of the morning shift change and approximately 100 employees would leave following the afternoon shift change.



Truck Trips

Detailed truck trip information was provided by the Project applicant and describes precise operational arrival times, departure times, origins and destinations that are routine scheduled daily. Some trucks are owned by the applicant, and these trucks travel solely between the applicant's cargo facilities. Other trucks are third party drivers that have unknown origins or destinations when they arrive or leave empty.

Phase I operations include the assumption that the underground fuel line will not yet be in operation and up to 24 fuel trucks per day will bring fuel from the northwest corner of the airport. These trips are assumed to occur outside of the peak hours. Phase II anticipates the underground fuel line in place and the fuel trucks will not be needed.

Deliveries

Delivery trips for fuel, materials and supplies occur throughout the day but not typically during shift changes. Delivery trip estimates were provided by the Project applicant.

Project Trip Generation

Fehr & Peers compared three different trip generation options. Option one is based on applicant provided, detailed information about the number of employees working during each shift, scheduled inbound and outbound truck moves, and origins and destinations of inbound and outbound cargo moved by truck. Option two analyzed multiple trip generation rates for industrial warehousing types from *Trip Generation, 11th Edition* (Institute of Transportation Engineers [ITE], 2021). Option three is based on empirical data collected at a representative site within one-mile of the Project. The following describes each option.

Option One – Manual Trip Generation Estimates Based on Applicant Data

Based on the information about employee, truck and service trips provided by the applicant, Fehr & Peers prepared daily, AM, and PM trip generation estimates for the Project for all three trip types. Peak hour trips were based on the truck schedules and employee shift changes over times assuming an employee arrives within 30 min before their shift and leaves within 30 min after their shift ends. The Project estimates that 90% of employees drive to work while the remaining 10% use alternative forms of transportation such as carpool or transit. These estimates are provided in **Table 2**.

Option Two – ITE Trip Generation Estimates

The Project is not a typical use that is defined in the ITE Trip Generation Manual. The most similar land uses defined in the trip generation manual are provided in **Table 3** and are further described below:



- **ITE Code 155 High-Cube Fulfillment Warehouse (Sort)** is used primarily for the storage and/ or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical warehouse has a high level of on-site automation and logistics management. A sort facility is a fulfillment center that ships out smaller items, requiring extensive sorting, typically by manual means.
- **ITE Code 156 High-Cube Parcel Hub** is used primarily for the storage and/ or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical hub has a high level of on-site automation and logistics management. A high-cube parcel hub warehouses typically serves as a regional and local freight-forwarder facility for time sensitive shipments via airfreight and ground carriers. A site can also include truck maintenance, wash, or fueling facilities. Some limited assembly and repackaging may occur within the facility.

While these land uses are similar in nature to the air cargo center proposed, the processing of cargo from planes to trucks is fundamentally different enough that the trip making behavior of employees, trucks, and deliveries is not consistent with measured trip generation rates of ITE Code 155 or 156. In particular, air cargo operations handle smaller packages than ocean borne or rail cargo, therefore, more employees are needed to transfer cargo to/from trains/trucks. However, the volume of trucks is similar. The shifts and scheduled truck moves for air cargo facilities are also different than traditional distribution centers and fulfillment centers.

Option Three – Custom Trip Generation Rate

Empirical data was collected at a similar land use in order to develop a custom trip generation rate based on an operational air cargo facility. Fehr & Peers collected driveway counts at the FedEx facility that currently operates at Ontario Airport. Counts were collected at the employee driveway in order to isolate employee and delivery trips since the exact truck trip schedule is already defined for our proposed Project. The counts were collected in November 2021, which is a peak time of the year for cargo facilities as retail stores ramp up for the busy holiday shopping season. This should provide a conservatively high estimate during the peak hours as overtime for employees is standard during peak seasons. This means that employees may be working earlier or later than the typical shift times.

The size of the FedEx facility is approximately 195 KSF (approximately 40% smaller than our proposed Project). The FedEx trips were scaled up to match our proposed Project size to estimate the trips shown in **Table 4**.

As shown in **Table 4**, the daily trip estimates are similar (but higher) to the manual trips which were estimated based on number of employees. This estimate accounts for typical daily trips other than the regular commute trips. The typical commute AM and PM trip generation rates developed from the FedEx facility are significantly higher than the manual estimates as the shift changeover times



are not during the typical commute peak hours. However, as noted above, during the peak seasons, it is anticipated that peak hour travel may be more regular to account for overtime.

Lastly, it should be noted that the custom trip generation estimates differ from the ITE rates (typically lower in the peak hour and higher at the daily level). This is due to the specialized nature of the cargo facilities. A higher number of employees is needed for the sorting from planes to trucks, and the fixed truck schedule results in off-peak employee travel.

Project Trip Generation

Trip generation rates based on data provided by the applicant closely aligns with the empirical data collected from a nearby air cargo facility. The empirical data results in slightly higher daily and peak hour trip generation rates. The empirical data captures additional trips, such as employees running errands or going off-site for lunch. It also captures a busier time of the year (November) when more cargo is moving due to the coming Christmas holiday resulting in longer shifts and overtime for employees. We recommend using the custom daily and peak hour trip generation rates for air cargo facilities based on the empirical data. The final recommended Project trip generation estimate is provided in **Table 5** for Phase I and **Table 6** for Phase II. This estimate uses the custom trip generation rate from **Table 4** for employees, deliveries and other ancillary trips, and uses the Project truck trip information for truck trips. Truck trips were converted to Passenger Car Equivalent (PCE) using a 3.0 factor.

The custom trip generation rates developed are anticipated to be the best representation of the proposed Project and provide the most conservative estimates for AM, PM and daily trip generation. Based on Project shift change over times, the peak Project traffic is anticipated to occur in off-peak hours. However, this assessment will conservatively analyze the Project based on the higher peak hour trip generation rates based on the empirical data to account for nontypical shifts, such as overtime.

Trip Distribution

Project trip distribution refers to the directions of approach and departure that vehicles would use to travel to and from the Project site. Local knowledge of the study area, travel pattern data and statistics, and professional judgment were used to develop a Project trip distribution for the respective trip generators.

For the employee trip distribution, home-to-work travel patterns were referenced from the San Bernardino County travel demand forecasting model (SBTAM) and Census Bureau Longitudinal Employer-Household Dynamics (LEHD) data. SBTAM is a socio-economic model (population and employment) so the Project employment was added to a Traffic Analysis Zone (TAZ) representative of the Project in the model. **Figure 2** provides the results of a select zone model run from SBTAM and shows the AM trip distribution, which is the highest trip generating period. **Attachment A**



provides the LEHD data to confirm how far employees travel and from which directions. **Figure 3** presents the proposed project trip distribution for employees (non-truck trips).

The truck trip distribution is based on the known destinations of each truck trip along the shortest designated truck routes, per the City of Ontario Truck Route Map (provided in **Attachment B**) and the trucking schedules provided by the Project applicant. **Figure 4** presents the truck assignment for Phase I and **Figure 5** presents the truck assignment for Phase II. Both total truck trips and PCE conversions are presented in the figures.

Figure 6 presents the project only trip assignment for Phase I in PCE for all trips including trucks. **Figure 7** presents the project only trip assignment for Phase II in PCE for all trips including trucks.

Study Locations

The proposed Project trip generation and trip distribution were used to identify study locations. Consistent with City requirements, intersections classified as collectors or higher that the Project is anticipated to add 50 or more peak hour trips to were chosen as study intersections.

Figure 2 shows the Project study area and proposed study intersections. The proposed study locations for this Project are:

1. Euclid Avenue (SR-83) at Mission Boulevard
2. Sultana Avenue at Mission Boulevard
3. Campus Avenue at Mission Boulevard
4. Bon View Avenue at Mission Boulevard
5. Grove Avenue at Mission Boulevard
6. Baker Avenue at Mission Boulevard
7. Vineyard at Avion Street
8. Vineyard at Avion Drive
9. Vineyard Avenue at Mission Boulevard
10. Vineyard Avenue at Francis Street
11. Vineyard Avenue at Philadelphia Street
12. Vineyard Avenue at Raymond Kay Way
13. Vineyard Avenue at SR-60 Westbound Ramps
14. Vineyard Avenue at SR-60 Eastbound Ramps
15. Archibald Avenue at Jurupa Street
16. Archibald Avenue at Tracy Paseo
17. Archibald Avenue at Mission Boulevard
18. Archibald Avenue at Francis Street
19. Archibald Avenue at Cedar Avenue
20. Archibald Avenue at Philadelphia Street
21. Archibald Avenue at SR-60 Westbound Ramps
22. Archibald Avenue at SR-60 Eastbound Ramps



23. Haven Avenue at I-10 Westbound Ramps
24. Haven Avenue at I-10 Eastbound Ramps
25. Haven Avenue at Guasti Road
26. Haven Avenue at Airport Drive
27. Hofer Ranch Road at Jurupa Street
28. Turner Ave at Jurupa Street
29. Haven Avenue at Jurupa Street
30. Carnegie Avenue at Jurupa Street
31. Commerce Parkway at Jurupa Street
32. Dupont Avenue at Jurupa Street
33. Milliken Avenue at Jurupa Street
34. Rockefeller Avenue/Toyota Way at Jurupa Street
35. I-15 Southbound Ramps at Jurupa Street
36. I-15 Northbound Ramps at Jurupa Street

Data Collection

Fehr & Peers collected traffic counts in Fall 2021 during the AM peak period (7:00-9:00AM) and PM peak period (4:00-6:00PM) at 36 locations around the airport. Counts were collected during fair weather, while school was in session, and during a typical (non-holiday) Tuesday, Wednesday, or Thursday. Fehr & Peers also collected roadway classification counts at select roadways throughout the study area to estimate heavy vehicle percentage. Fehr & Peers also collected counts at the at-grade crossings at Archibald Avenue and Vineyard Avenue to measure delays associated with trains.

Fehr & Peers will collect the following information in a field visit to the study area:

- Lane configurations
- Signal phasing
- Land uses in the study area
- Existing pedestrian and bicycle facilities
- On-street parking conditions
- Transit service

Fehr & Peers will request the following from the City of Ontario for use in the study:

- Traffic signal timing information at all signalized intersections
- Pending and approved development Projects within a 3-mile radius

Analysis Scenarios

Fehr & Peers will study the intersection Level of Service (LOS) at the study intersections noted above for the following scenarios:

- **Existing (2021) Conditions** – Based on traffic counts collected in Fall of 2021



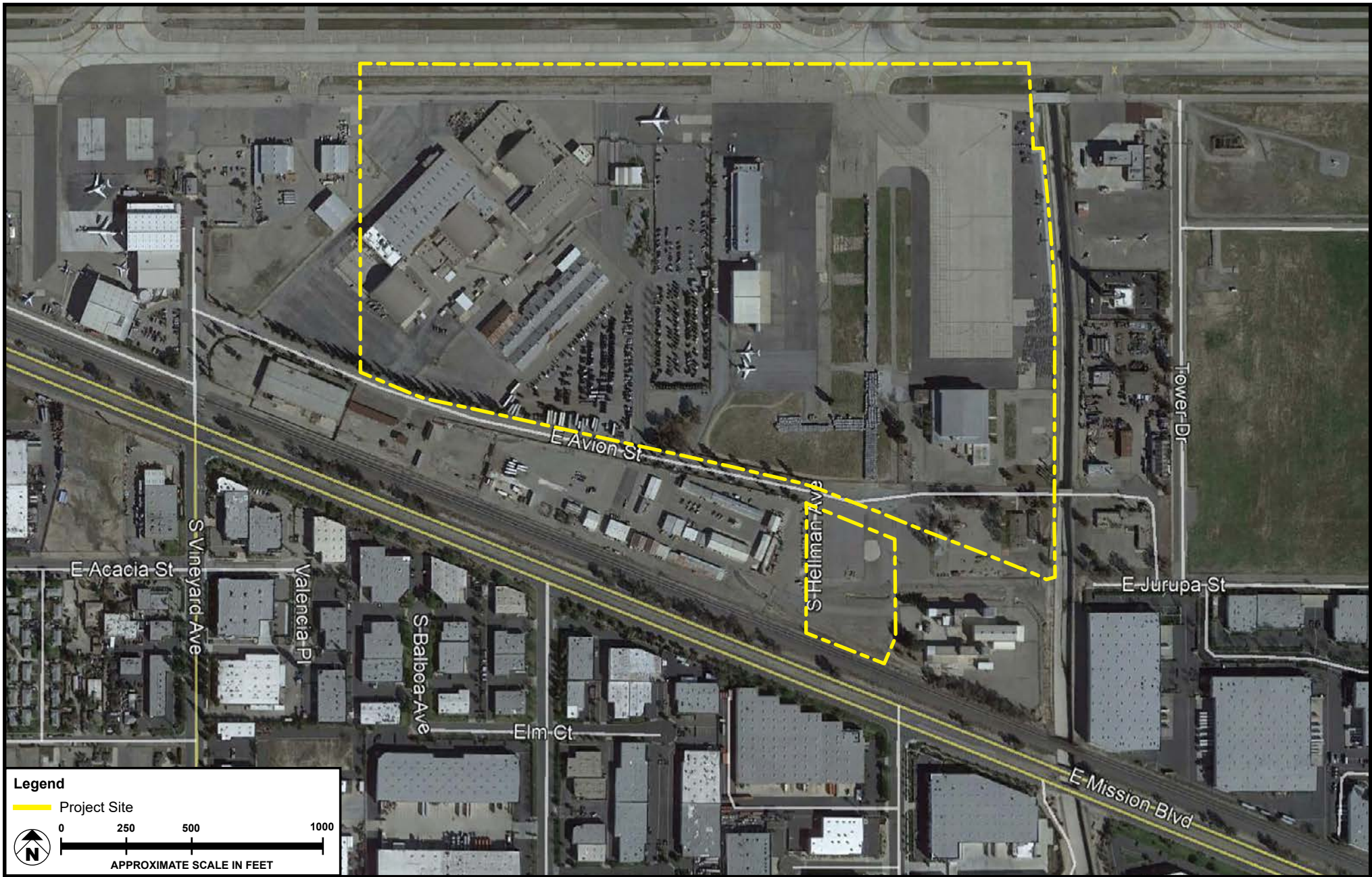
- **Project Phase 1 Opening Year (2024) Without Project Conditions** – Ambient growth plus trips from pending and approved Projects in the study area at Phase 1 Project Opening Year will be added to Existing (2021) conditions
- **Project Phase 1 Opening Year (2024) Plus Phase 1 Project Conditions** – Phase 1 Project traffic will be added to the No Project condition
- **Project Phase 2 Opening Year (2029) Without Project Conditions** – Ambient growth plus trips from pending and approved Projects in the study area at Phase 2 Project Opening Year will be added to Existing (2021) conditions
- **Project Phase 2 Opening Year (2029) Plus Phase 1 and Phase 2 Project Conditions** – Phase 1 and Phase 2 Project traffic will be added to the No Project condition
- **Cumulative Year (2040) No Project Conditions** – Estimated using SBTAM and the adopted general plan land use assumptions
- **Cumulative Year (2040) Plus Phase 1 and Phase 2 Project Conditions** – Phase 1 and Phase 2 Project traffic will be added to the No Project condition

Next Steps

Once the proposed trip generation estimates and study intersections are approved by the City, Fehr & Peers will begin the traffic operations analysis for this Project.

Attachments

- **Figure 1 – Project Site Location**
- **Figure 2 – Project Model Trip Distribution**
- **Figure 3 – Project Employee Trip Distribution**
- **Figure 4 – Phase I Truck Trip Assignment**
- **Figure 5 – Phase II Truck Trip Assignment**
- **Figure 6 – Phase I Project Only PCE Trip Assignment**
- **Figure 7 – Phase II Project Only PCE Trip Assignment**
- **Table 1 – Staffing by Shift**
- **Table 2 – Manual Trip Generation Estimates**
- **Table 3 – ITE Trip Generation Estimates**
- **Table 4 – Custom Trip Generation Estimates Based on FedEx Counts**
- **Table 5 – Final Ontario Airport Cargo Facility Phase I Trip Generation Estimates**
- **Table 6 – Final Ontario Airport Cargo Facility Phase II Trip Generation Estimates**
- **Attachment A – LEHD Home-To-Work Data**
- **Attachment B – City of Ontario Truck Route Map**



SOURCE: Google Earth - 2021

FIGURE 1

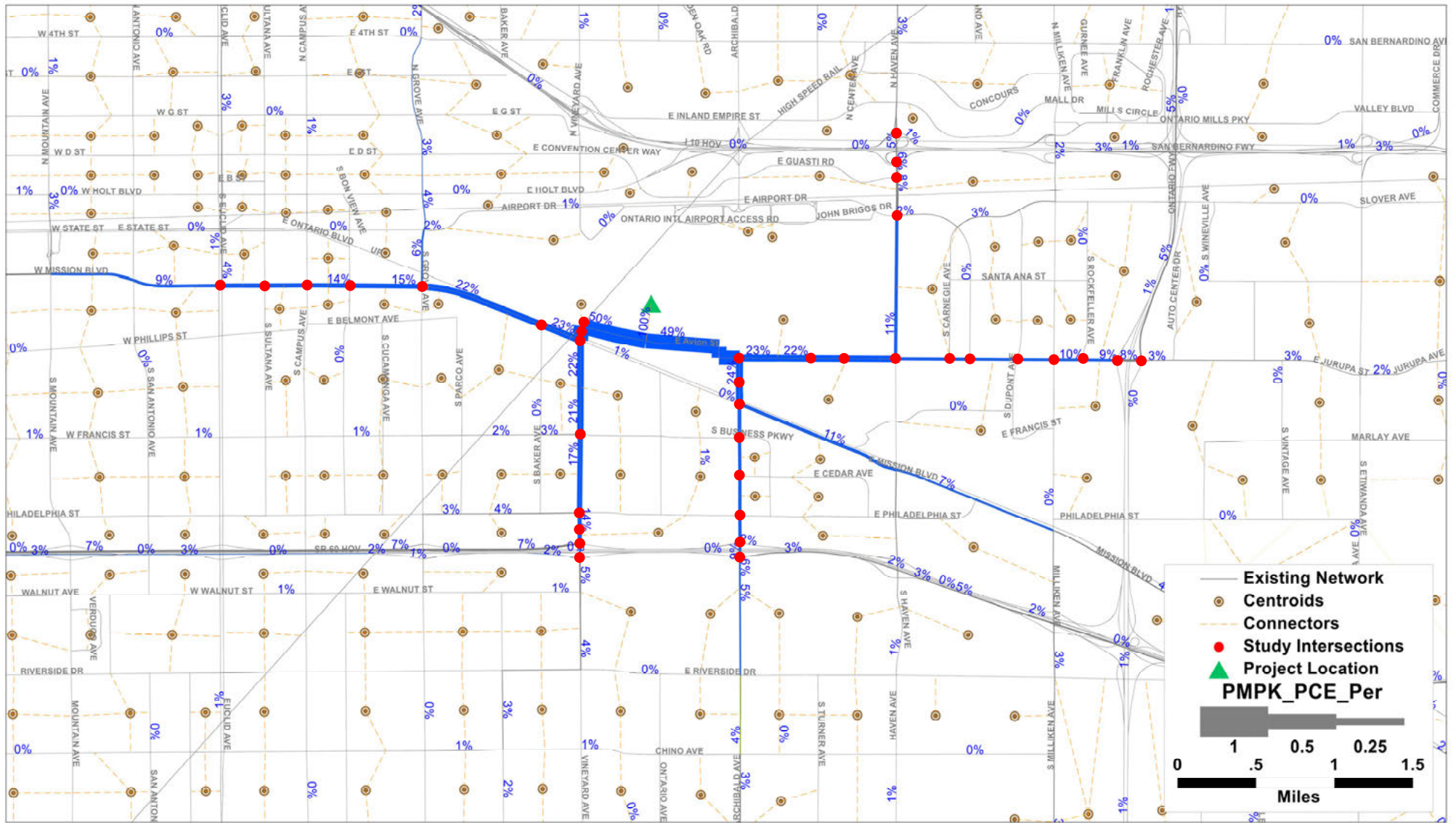
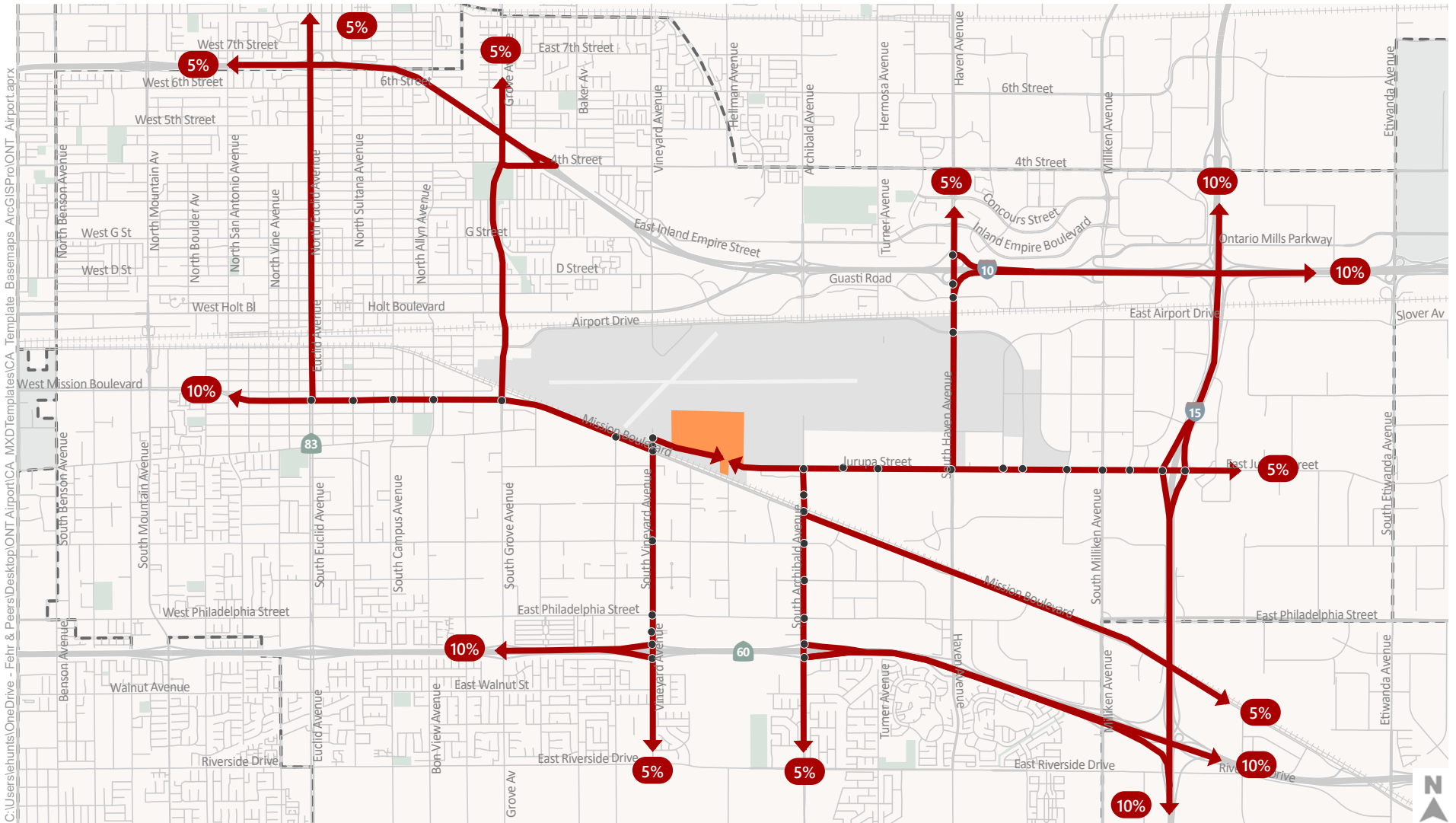


Figure 2

Project Model Trip Distribution





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- Study Intersection
- Project Site
- City Boundary



Figure 3
Project Employee Trip Distribution

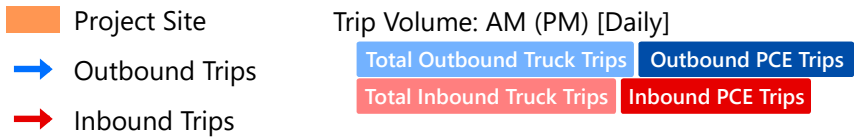
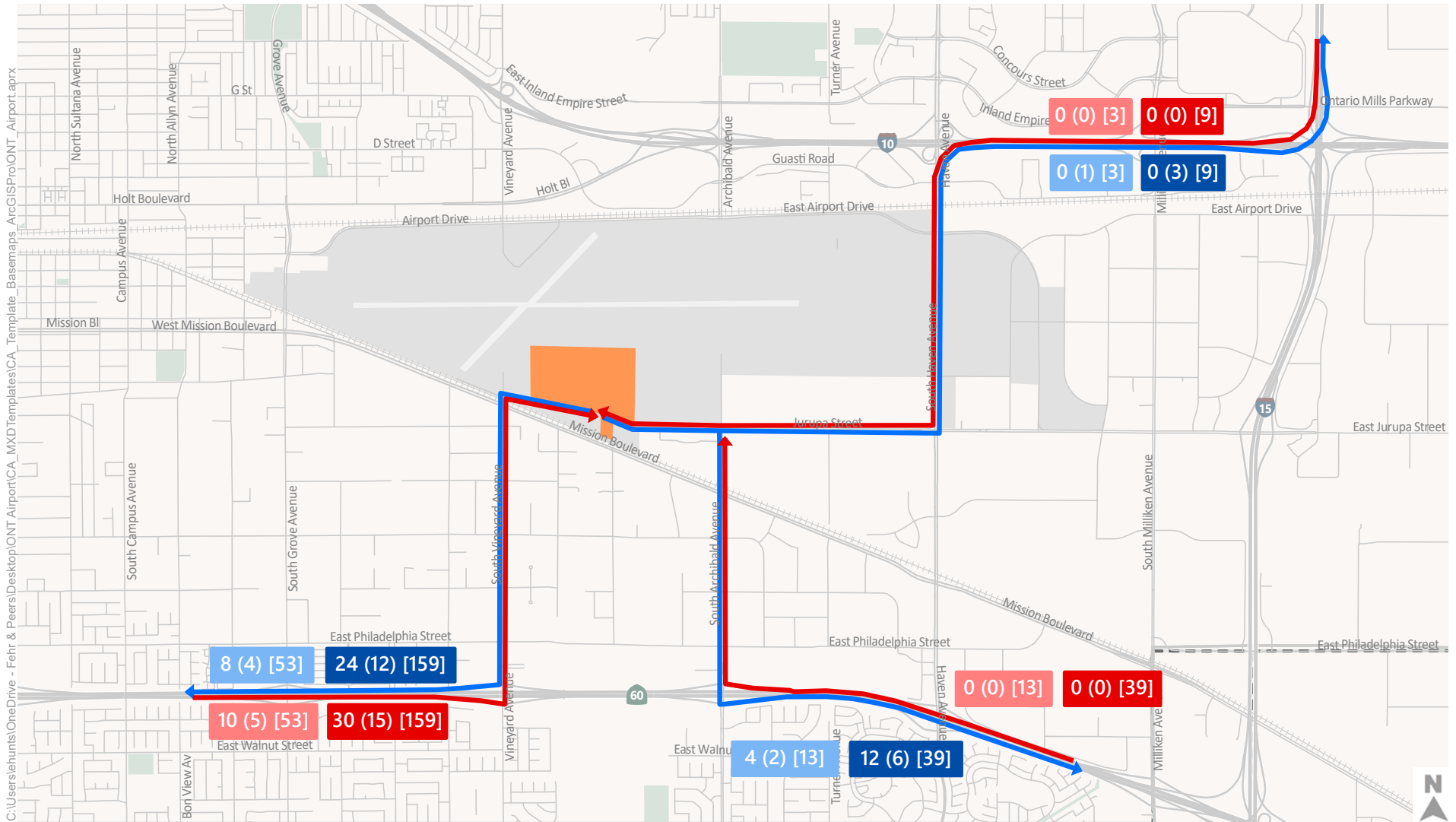


Figure 4

Phase I Truck Trip Assignment

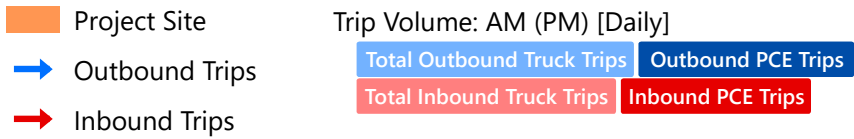
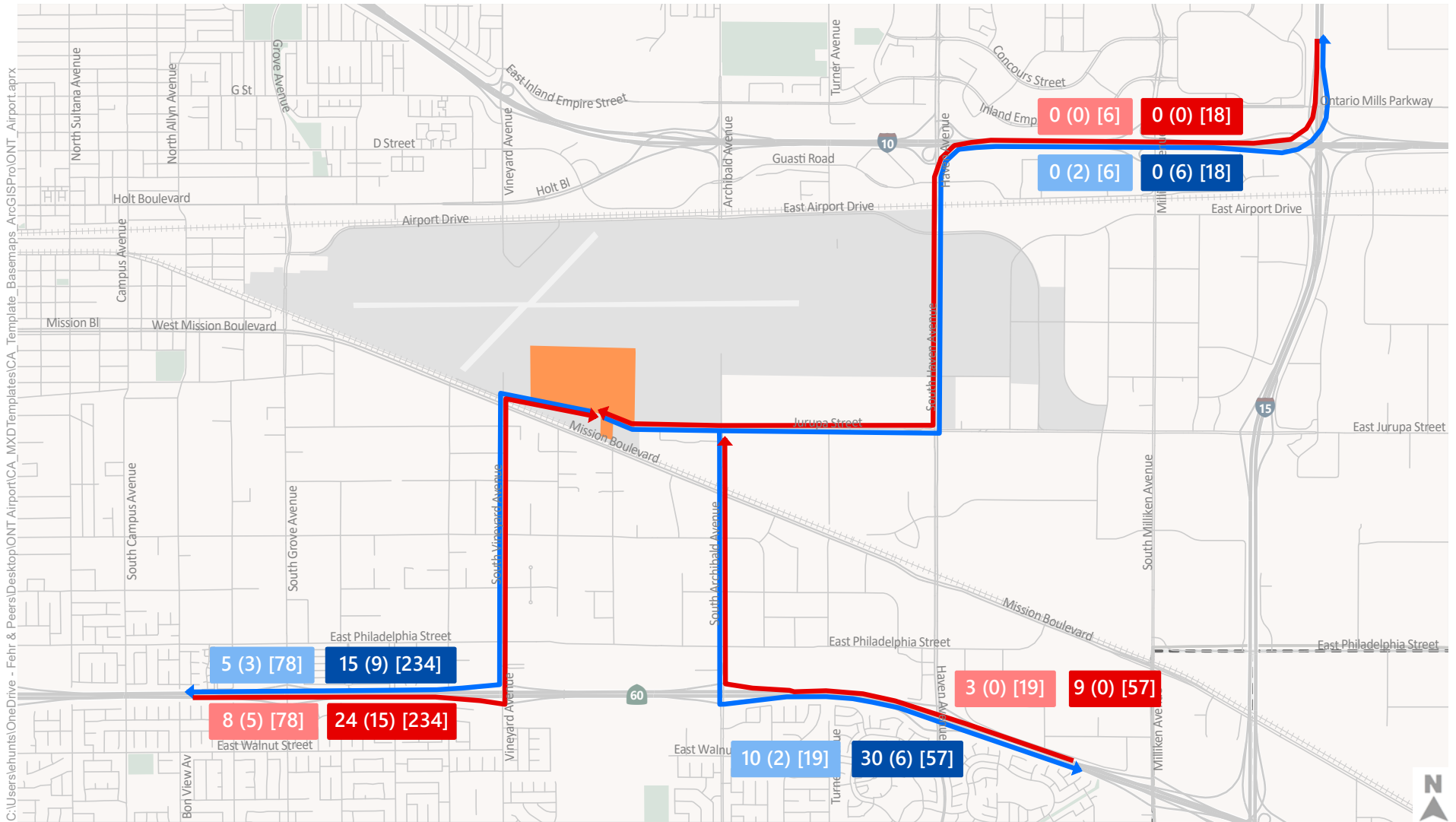


Figure 5

Phase II Truck Trip Assignment

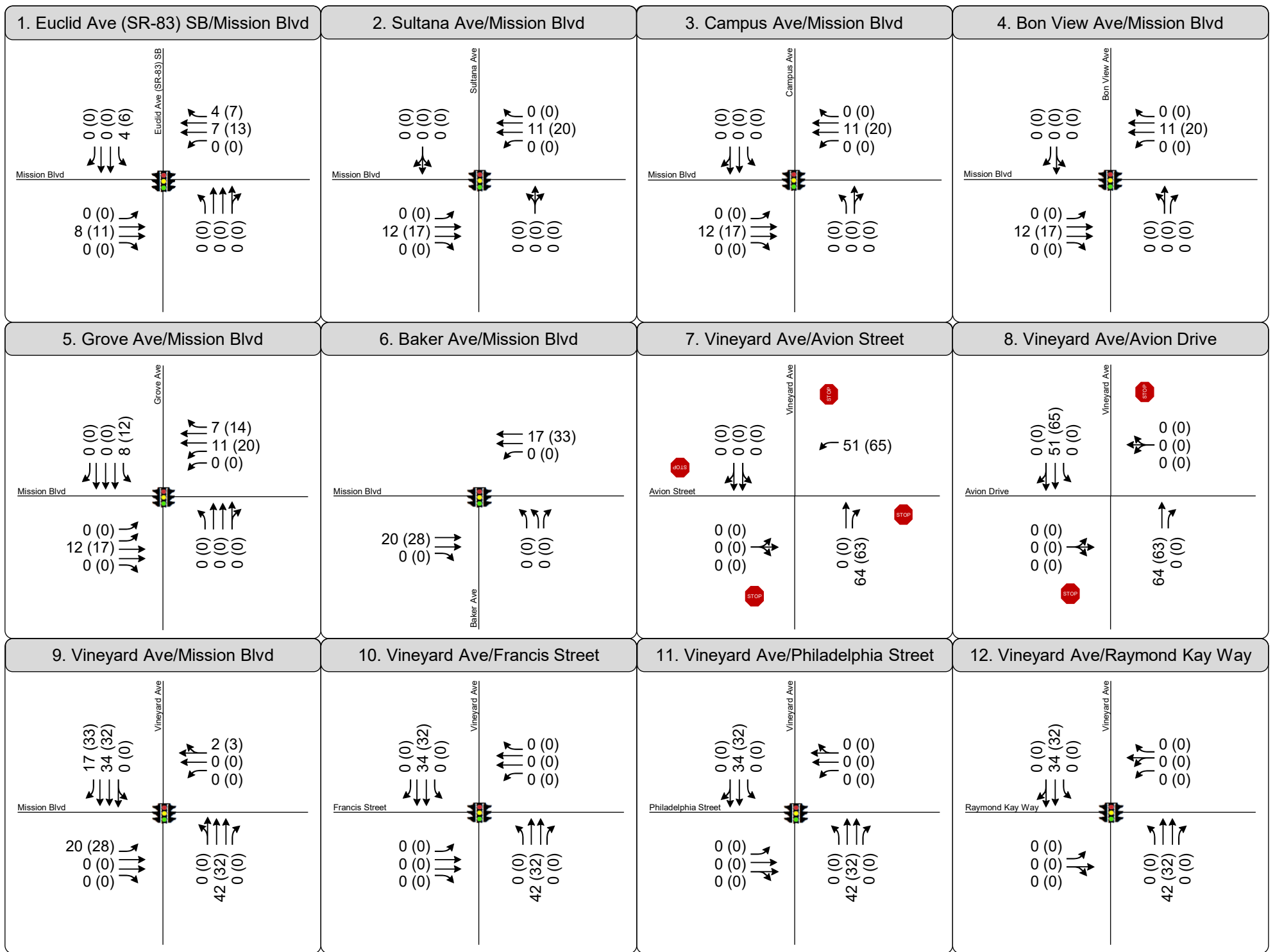
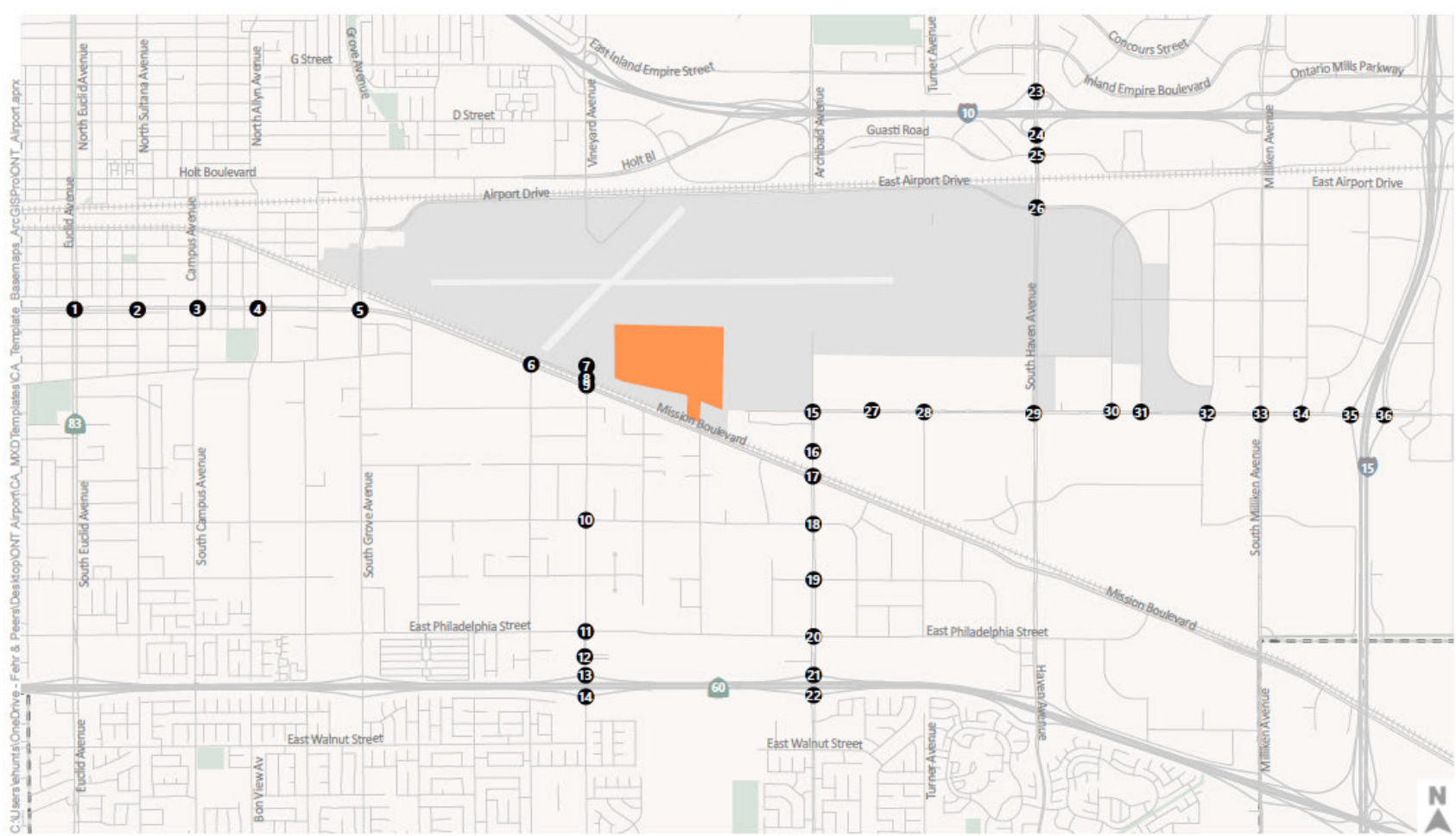


Figure 6
Phase I Project Only PCE Trip Assignment
Opening Year (2024) Conditions



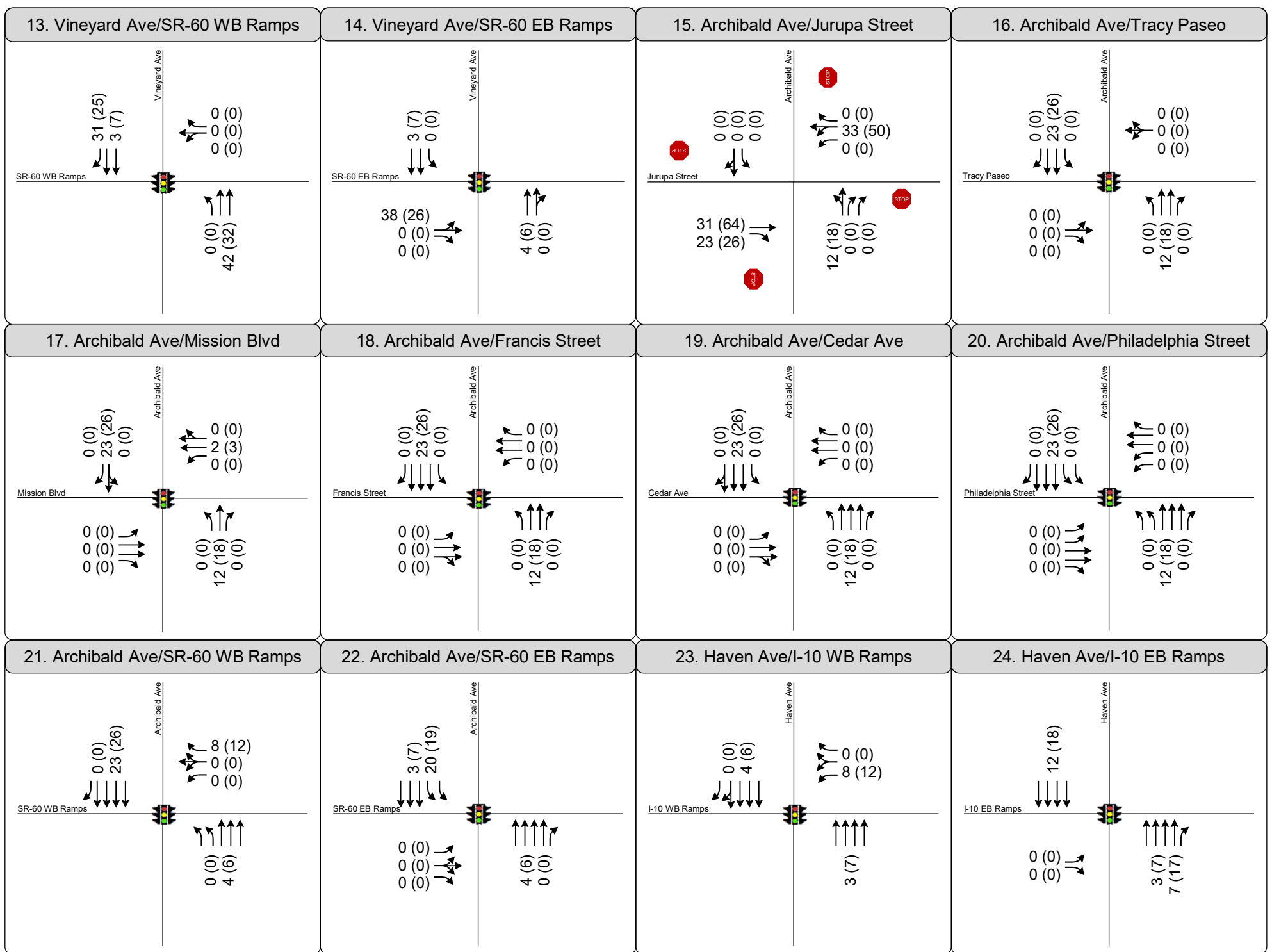
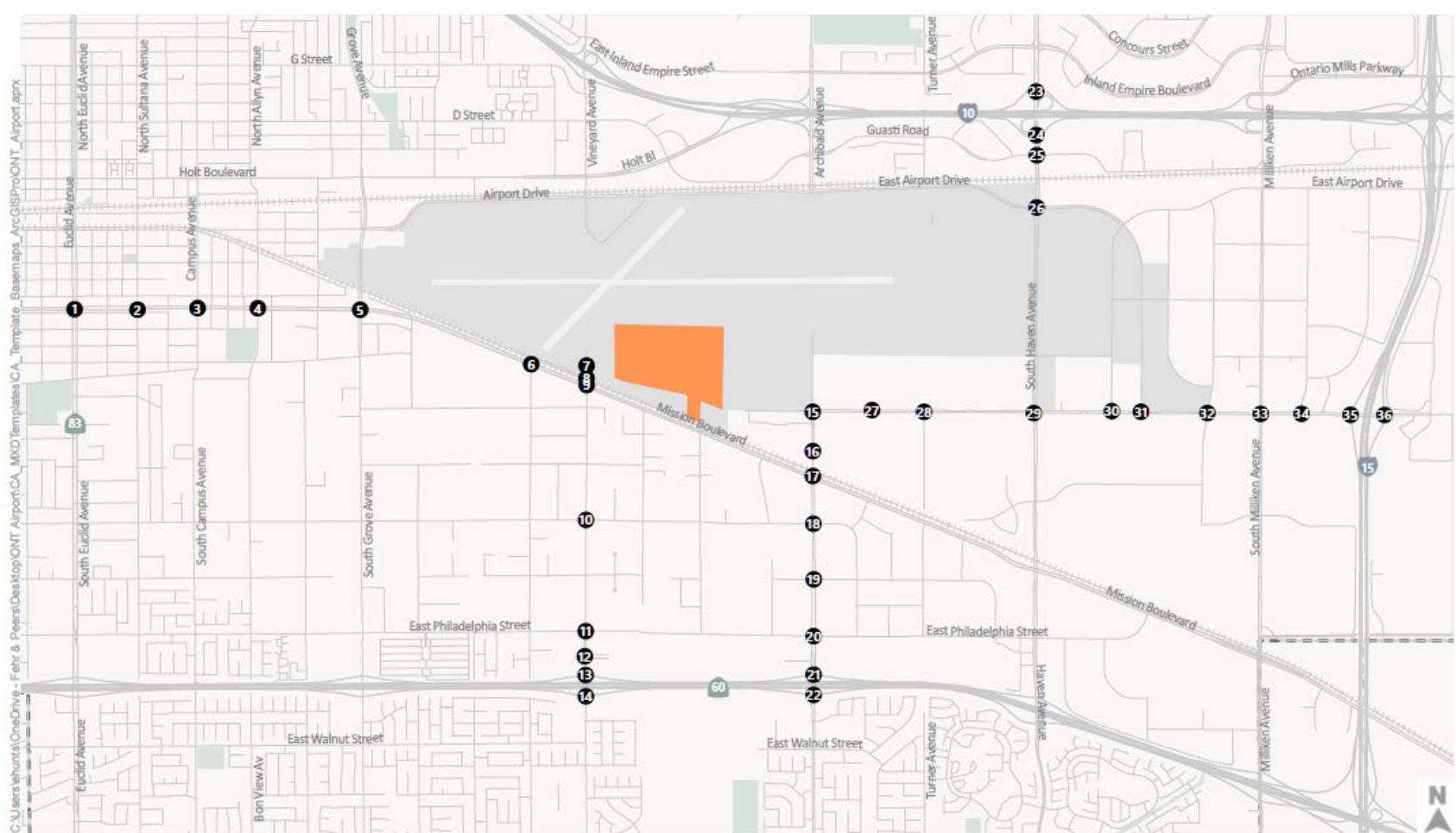


Figure 6
Phase I Project Only PCE Trip Assignment
Opening Year (2024) Conditions



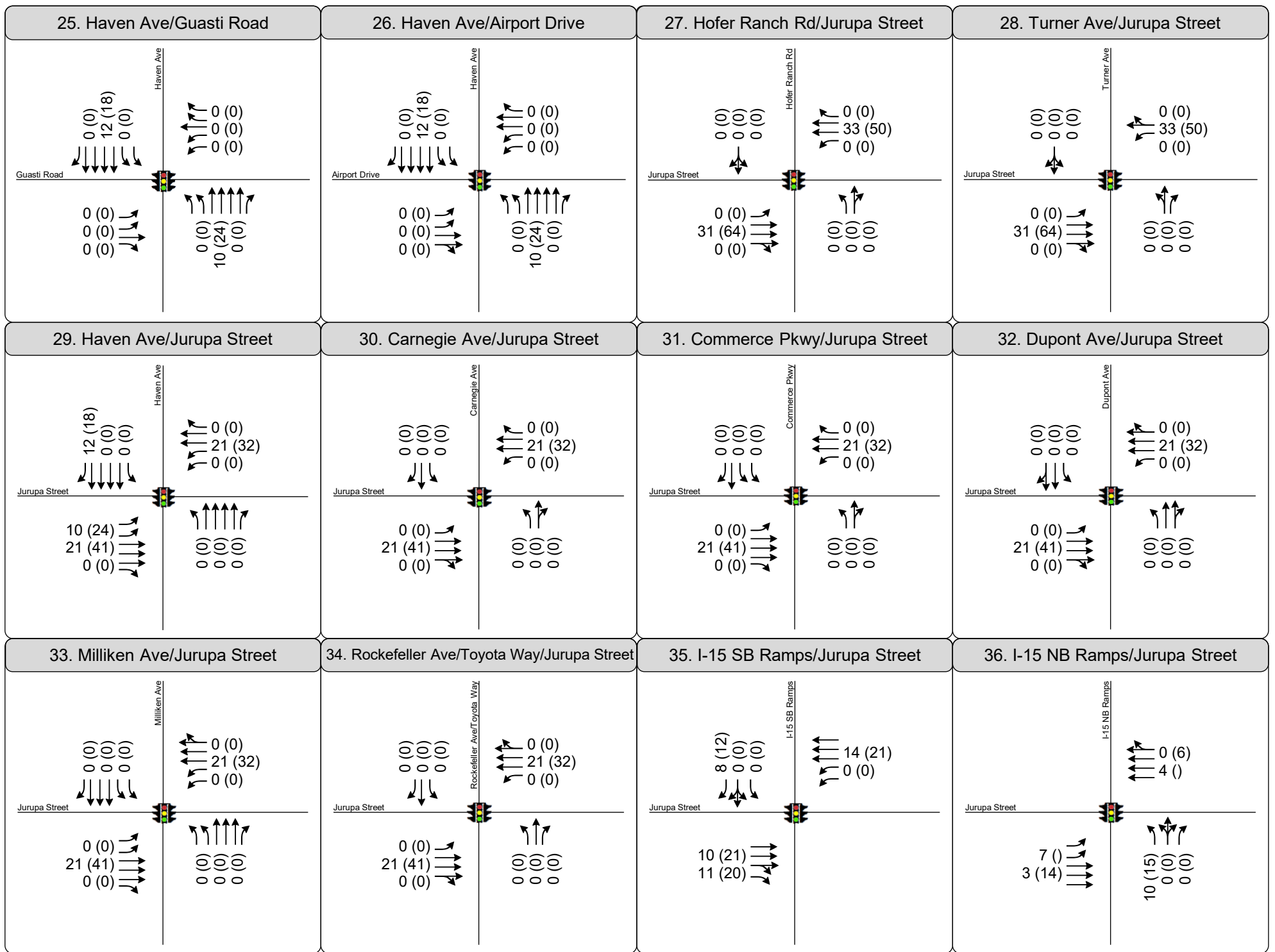
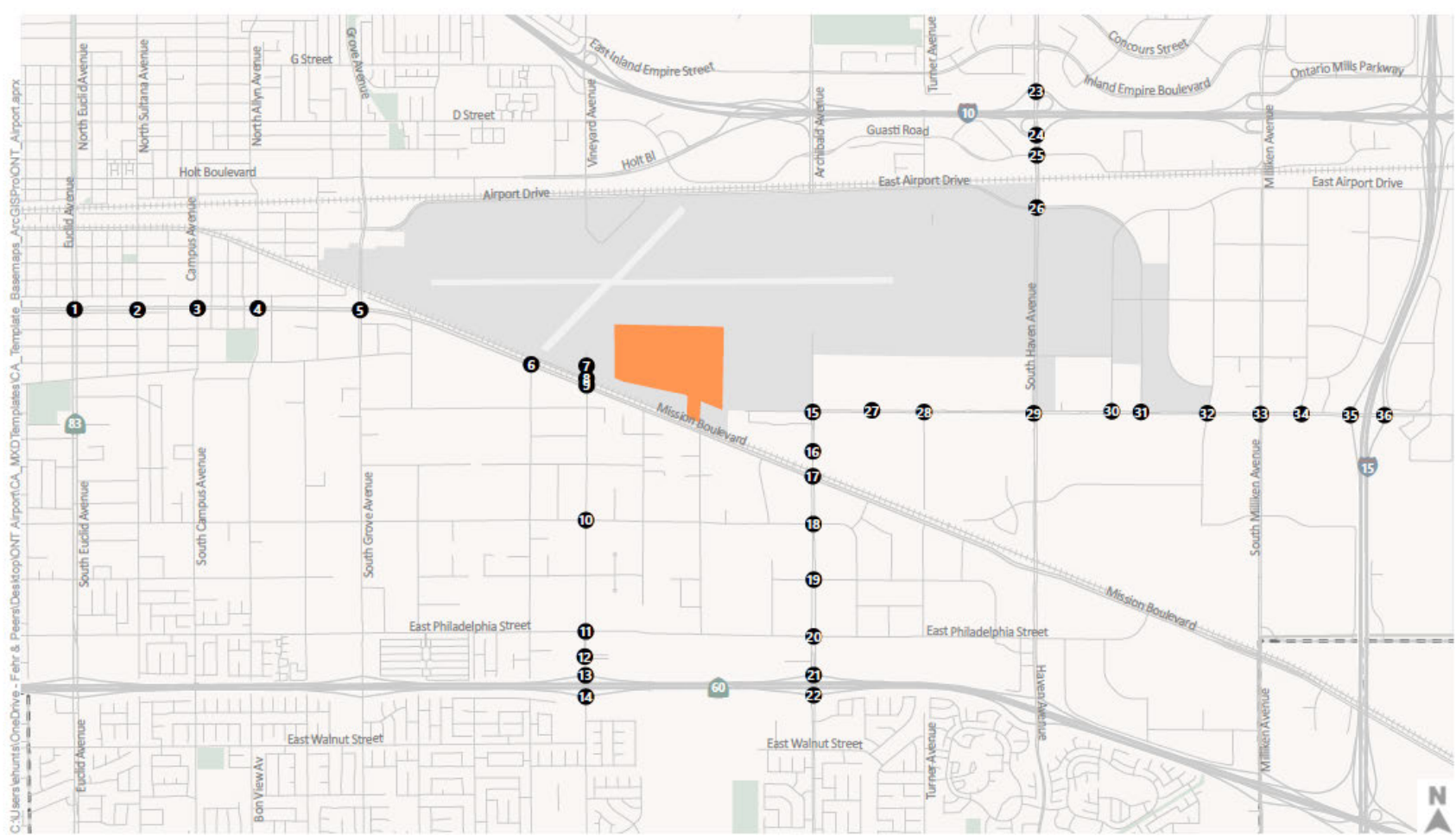
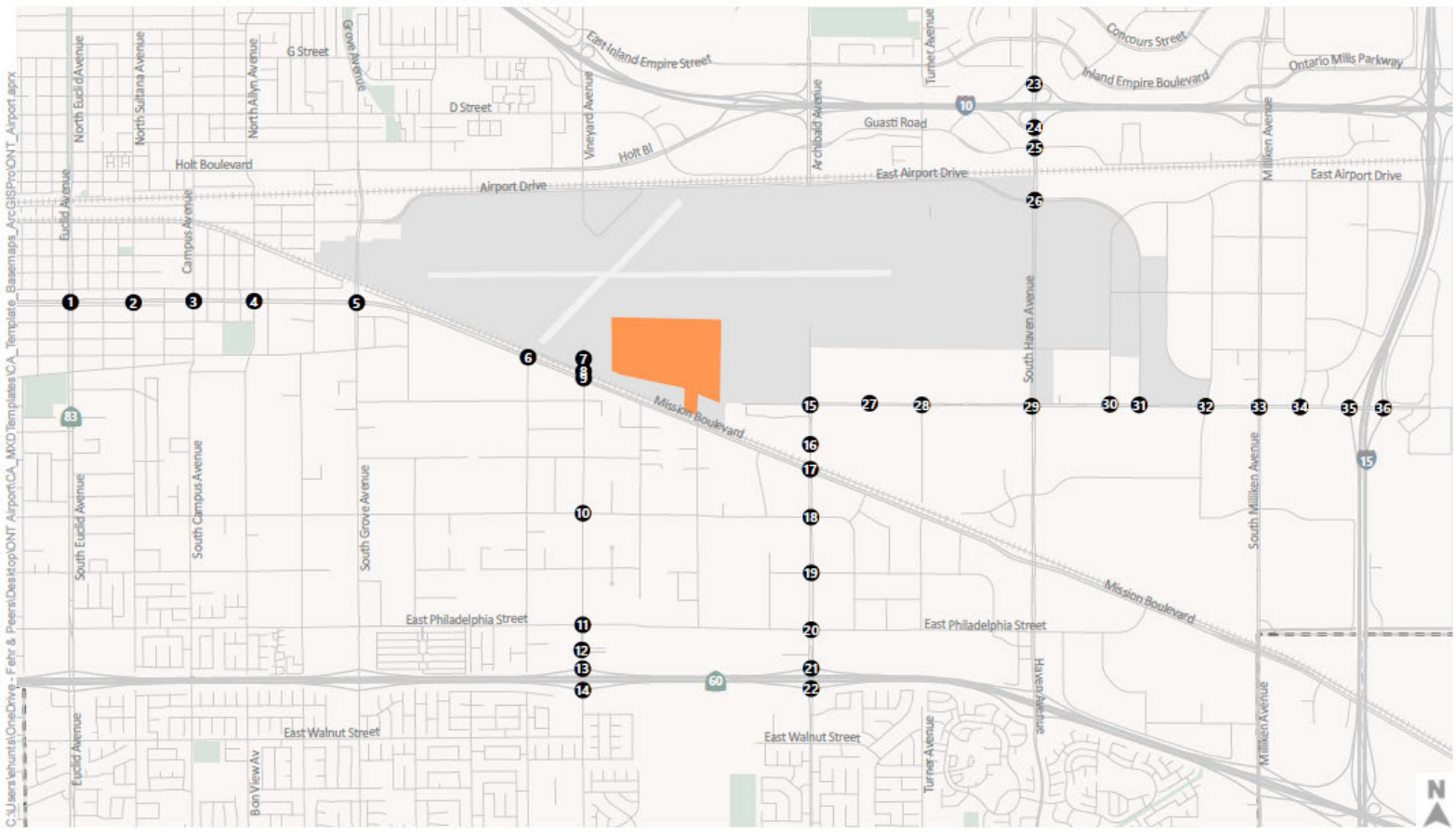


Figure 6
Phase I Project Only PCE Trip Assignment
Opening Year (2024) Conditions





<p>1. Euclid Ave (SR-83) SB/Mission Blvd</p>	<p>2. Sultana Ave/Mission Blvd</p>	<p>3. Campus Ave/Mission Blvd</p>	<p>4. Bon View Ave/Mission Blvd</p>
<p>5. Grove Ave/Mission Blvd</p>	<p>6. Baker Ave/Mission Blvd</p>	<p>7. Vineyard Ave/Avion Street</p>	<p>8. Vineyard Ave/Avion Drive</p>
<p>9. Vineyard Ave/Mission Blvd</p>	<p>10. Vineyard Ave/Francis Street</p>	<p>11. Vineyard Ave/Philadelphia Street</p>	<p>12. Vineyard Ave/Raymond Kay Way</p>

Figure 7
Phase II Project Only PCE Trip Assignment
Opening Year (2029) Conditions



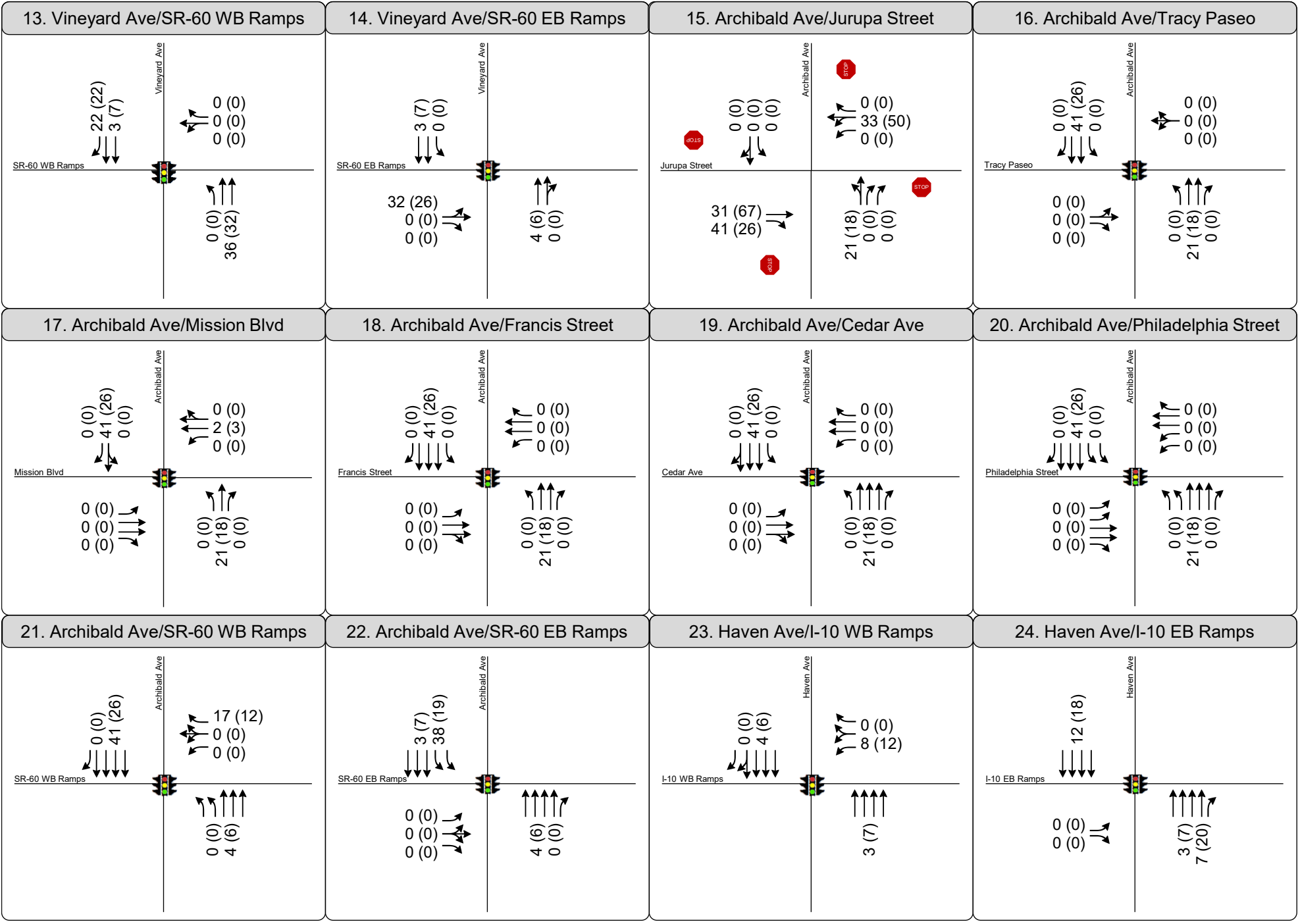
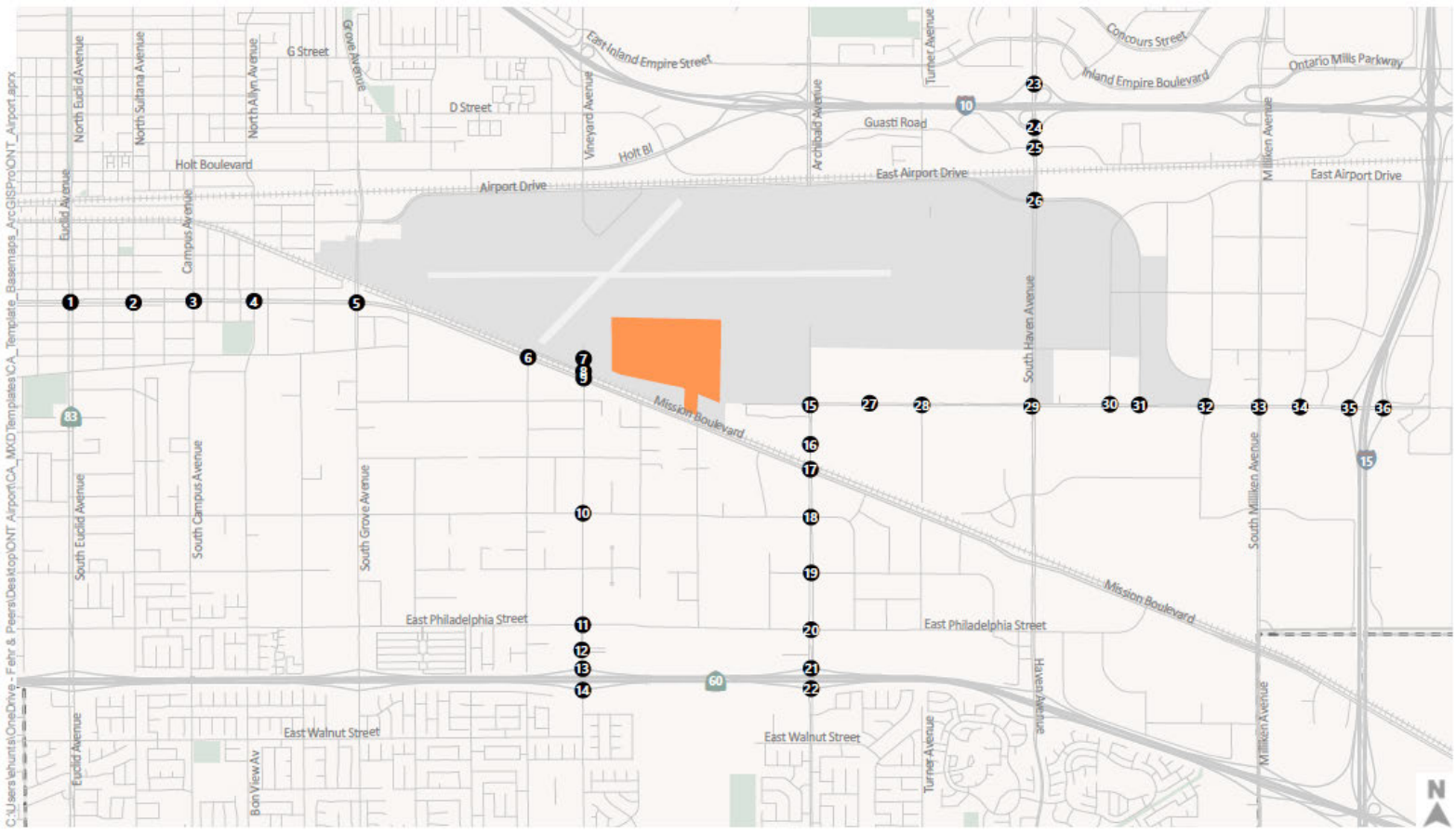
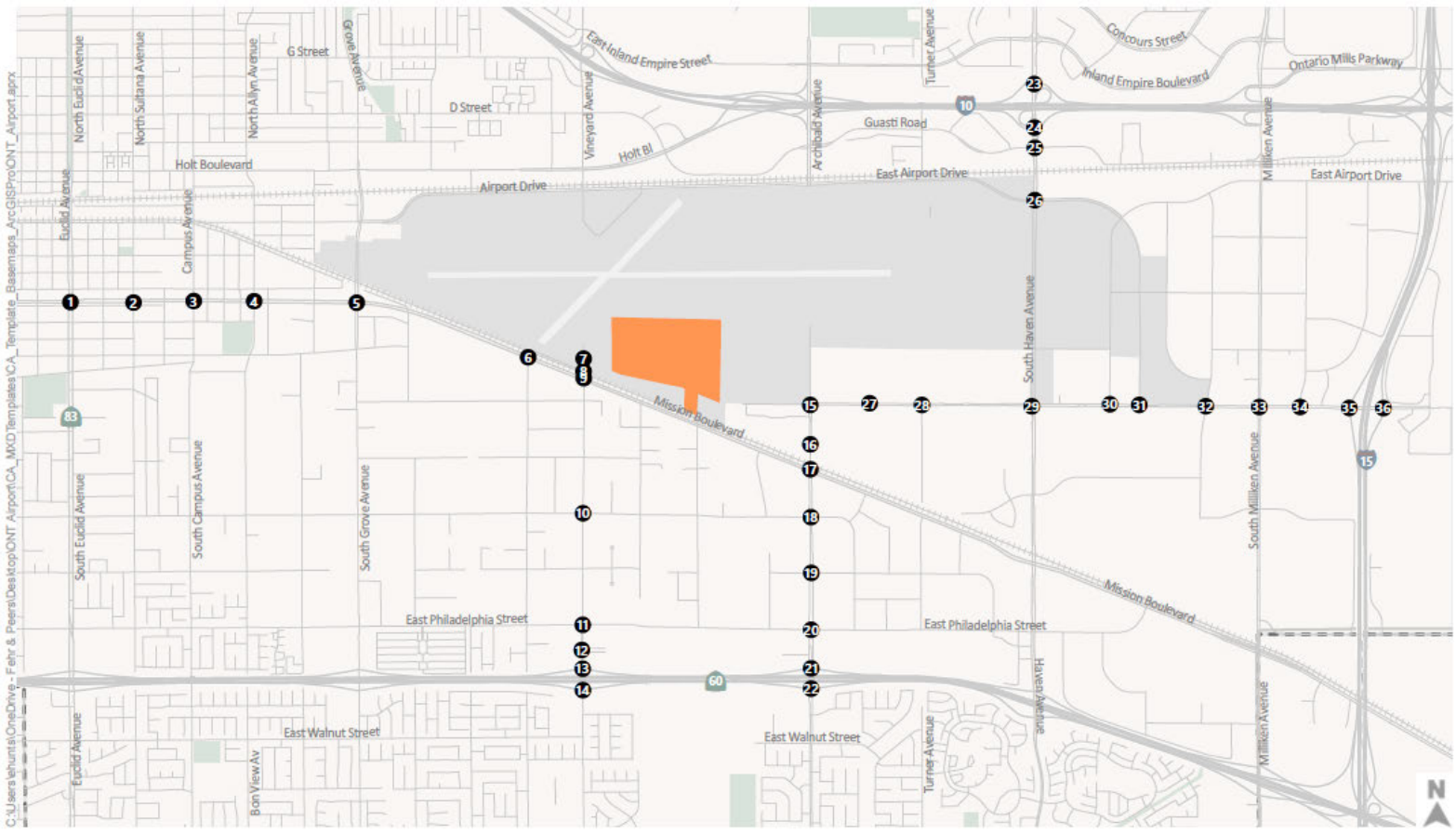


Figure 7
 Phase II Project Only PCE Trip Assignment
 Opening Year (2029) Conditions





<p>25. Haven Ave/Guasti Road</p>	<p>26. Haven Ave/Airport Drive</p>	<p>27. Hofer Ranch Rd/Jurupa Street</p>	<p>28. Turner Ave/Jurupa Street</p>
<p>29. Haven Ave/Jurupa Street</p>	<p>30. Carnegie Ave/Jurupa Street</p>	<p>31. Commerce Pkwy/Jurupa Street</p>	<p>32. Dupont Ave/Jurupa Street</p>
<p>33. Milliken Ave/Jurupa Street</p>	<p>34. Rockefeller Ave/Toyota Way/Jurupa Street</p>	<p>35. I-15 SB Ramps/Jurupa Street</p>	<p>36. I-15 NB Ramps/Jurupa Street</p>

Figure 7
Phase II Project Only PCE Trip Assignment
Opening Year (2029) Conditions



Table 1 - Staffing by Shift

Shift	1st		2nd		3rd	
	Staff	Hours	Staff	Hours	Staff	Hours
Office	150		40		90	
Wave 1	10	05:00 - 14:00	8	13:00 - 22:00	10	19:00 - 4:00
Wave 2	10	06:00 - 15:00	20	14:00 - 23:00	18	19:30 - 4:30
Wave 3	30	06:30 - 15:30	12	15:00 - 24:00	45	20:00 - 05:00
Wave 4	90	07:00 - 16:00			17	21:00 - 06:00
Wave 5	10	07:30 - 16:30				
Warehouse	440	6:30 - 11:00	25		440	21:00 - 3:30
Wave 1	44	5:30 - 12:00	10	13:00 - 22:00	44	20:30 - 4:30
Wave 2	176	6:00 - 12:00	15	14:00 - 23:00	176	21:00 - 3:30
Wave 3	176	6:30 - 12:30			176	21:30 - 04:00
Wave 4	44	6:30 - 13:00			44	21:30 - 4:30
Ramp	50		30		50	
Wave 1	10	3:00 - 11:30	12	12:00-20:00	10	20:30 - 4:30
Wave 2	30	3:30 - 12:00	18	14:30 - 22:30	30	21:30 - 5:30
Wave 3	10	4:00 - 12:00			10	
Total	640		95		580	

Table 2 - Manual Trip Generation Estimates																										
Land Use	Size	Daily Rate	AM Adj Peak Hour			PM Adj Peak Hour			AM Peak Hr of Generator			PM Peak Hr of Generator			ONT Phase 2 (2029) Trip Generation											
			Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Daily Trips	AM Adj Peak Hour (7-8A)			PM Adj Peak Hour Trips (4-5P)			AM Hour of Generator (5:30 - 6A)			PM Hour of Generator (8:30-9P)	
Employee Trips	319.495 ksf													2,367	9	0	9	0	90	90	392	42	435	399	0	399
Truck Trips														216	3	16	19	1	5	6	0	12	12	11	0	11
Other trips (fuel trucks, separate deliveries)														10	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Total														2,593	12	16	28	1	95	96	392	54	447	410	0	410

Table 3 - ITE Trip Generation Estimates																		
ITE Land Use Codes	ITE Land Use Code	Size	Trip Generation Rates [a]								Estimated Trip Generation							
			Daily Rate	AM Adj Peak Hour			PM Adj Peak Hour			AM Peak Hr of Generator		PM Peak Hr of Generator		Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips
High-Cube Fulfillment Center Warehouse -	155	319.495 ksf	6.44	0.87	81%	19%	1.20	39%	61%			2,058	225	53	278	149	234	383
High-Cube Parcel Hub Warehouse	156	319.495 ksf	4.63	0.70	50%	50%	0.64	68%	32%			1,479	112	112	224	139	65	204

Source: Trip Generation, 11th Edition (Institute of Transportation Engineers [ITE], 2021)

Table 4 - Custom Trip Generation Estimates Based on FedEx Counts																												
ITE Land Use Codes	ITE Land Use Code	Size	Trip Generation Rates [a]												Estimated Trip Generation													
			Daily Rate	AM Adj Peak Hour			PM Adj Peak Hour			AM Peak Hr of Generator			PM Peak Hr of Generator			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips								
Project Employees & Deliveries (No Trucks)		319.495 ksf	7.92	0.46	53%	47%	0.77	46%	54%	0.62	53%	47%	0.77	46%	54%	2,531	77	69	146	114	134	247	105	93	198	114	134	247

Table 5 - Final Ontario Airport Cargo Facility Trip Generation Estimates Phase 1																											
ITE Land Use Codes	Size	Trip Generation Rates [a]										Estimated Trip Generation Phase 1 Only															
		Daily Rate	AM Adj Peak Hour			PM Adj Peak Hour			AM Peak Hr of Generator			PM Peak Hr of Generator			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips			AM Peak Hr of Generator			PM Peak Hr of Generator		
			Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Project Employees & Deliveries	319.495 ksf	7.92	0.46	53%	47%	0.77	46%	54%	0.62	53%	47%	0.77	46%	54%	2,531	77	69	146	114	134	247	105	93	198	114	134	247
Truck Trips (empty)														48	7	1	8	4	0	4	6	0	6	0	5	5	
Truck Trips (non-empty)														102	3	14	17	1	7	8	0	12	12	11	0	11	
Fuel Truck Trips														48													
Project Trips Total															2,729	87	84	171	119	141	259	111	105	216	125	139	263

ITE Land Use Codes	Size	Trip Generation Rates [a]										Estimated Trip Generation															
		Daily Rate	AM Adj Peak Hour			PM Adj Peak Hour			AM Peak Hr of Generator			PM Peak Hr of Generator			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips			AM Peak Hr of Generator			PM Peak Hr of Generator		
			Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Project Employees & Deliveries	319.495 ksf	7.92	0.46	53%	47%	0.77	46%	54%	0.62	53%	47%	0.77	46%	54%	2,531	77	69	146	114	134	247	105	93	198	114	134	247
Truck Trips (empty) (PCE = 3.0)														144	21	3	24	12	0	12	18	0	18	0	15	15	
Truck Trips (PCE = 3.0)														306	9	42	51	3	21	24	0	36	36	33	0	33	
Fuel Truck Trips (PCE = 3.0)														144													
Project Trips Total (PCE)															3,125	107	114	221	129	155	283	123	129	252	147	149	295

Table 6 - Final Ontario Airport Cargo Facility Trip Generation Estimates Phase 1 and 2 Combined																											
ITE Land Use Codes	Size	Trip Generation Rates [a]										Estimated Trip Generation Phase 1 and 2 Combined															
		Daily Rate	AM Adj Peak Hour			PM Adj Peak Hour			AM Peak Hr of Generator			PM Peak Hr of Generator			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips			AM Peak Hr of Generator			PM Peak Hr of Generator		
			Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Facility	Size	Daily Trip Rate	AM Adj Peak Hour	PM Adj Peak Hour	AM Peak Hr of Generator	PM Peak Hr of Generator	Daily Trips	AM Adj Peak Hour	PM Adj Peak Hour	AM Peak Hour of Generator	PM Peak Hour of Generator	Daily Trips	AM Adj Peak Hour	PM Adj Peak Hour	AM Peak Hour of Generator	PM Peak Hour of Generator											
Project Employees & Deliveries	319.495 ksf	7.92	0.46	53%	47%	0.77	46%	54%	0.62	53%	47%	0.77	46%	54%	2,531	77	69	146	114	134	247	105	93	198	114	134	247
Truck Trips (empty)															69	7	2	9	4	0	4	5	0	5	0	5	5
Truck Trips (non-empty)															155	4	16	20	1	7	8	0	12	12	11	0	11
Project Trips Total															2,755	88	87	175	119	141	259	110	105	215	125	139	263

ITE Land Use Codes	Size	Trip Generation Rates [a]										Estimated Trip Generation															
		Daily Rate	AM Adj Peak Hour			PM Adj Peak Hour			AM Peak Hr of Generator			PM Peak Hr of Generator			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips			AM Peak Hr of Generator			PM Peak Hr of Generator		
			Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Facility	Size	Daily Trip Rate	AM Adj Peak Hour	PM Adj Peak Hour	AM Peak Hr of Generator	PM Peak Hr of Generator	Daily Trips	AM Adj Peak Hour	PM Adj Peak Hour	AM Peak Hour of Generator	PM Peak Hour of Generator	Daily Trips	AM Adj Peak Hour	PM Adj Peak Hour	AM Peak Hour of Generator	PM Peak Hour of Generator											
Project Employees & Deliveries	319.495 ksf	7.92	0.46	53%	47%	0.77	46%	54%	0.62	53%	47%	0.77	46%	54%	2,531	77	69	146	114	134	247	105	93	198	114	134	247
Truck Trips (empty) (PCE = 3.0)															207	21	6	27	12	0	12	15	0	15	0	15	15
Truck Trips (PCE = 3.0)															465	12	48	60	3	21	24	0	36	36	33	0	33
Project Trips Total (PCE)															3,203	110	123	233	129	155	283	120	129	249	147	149	295

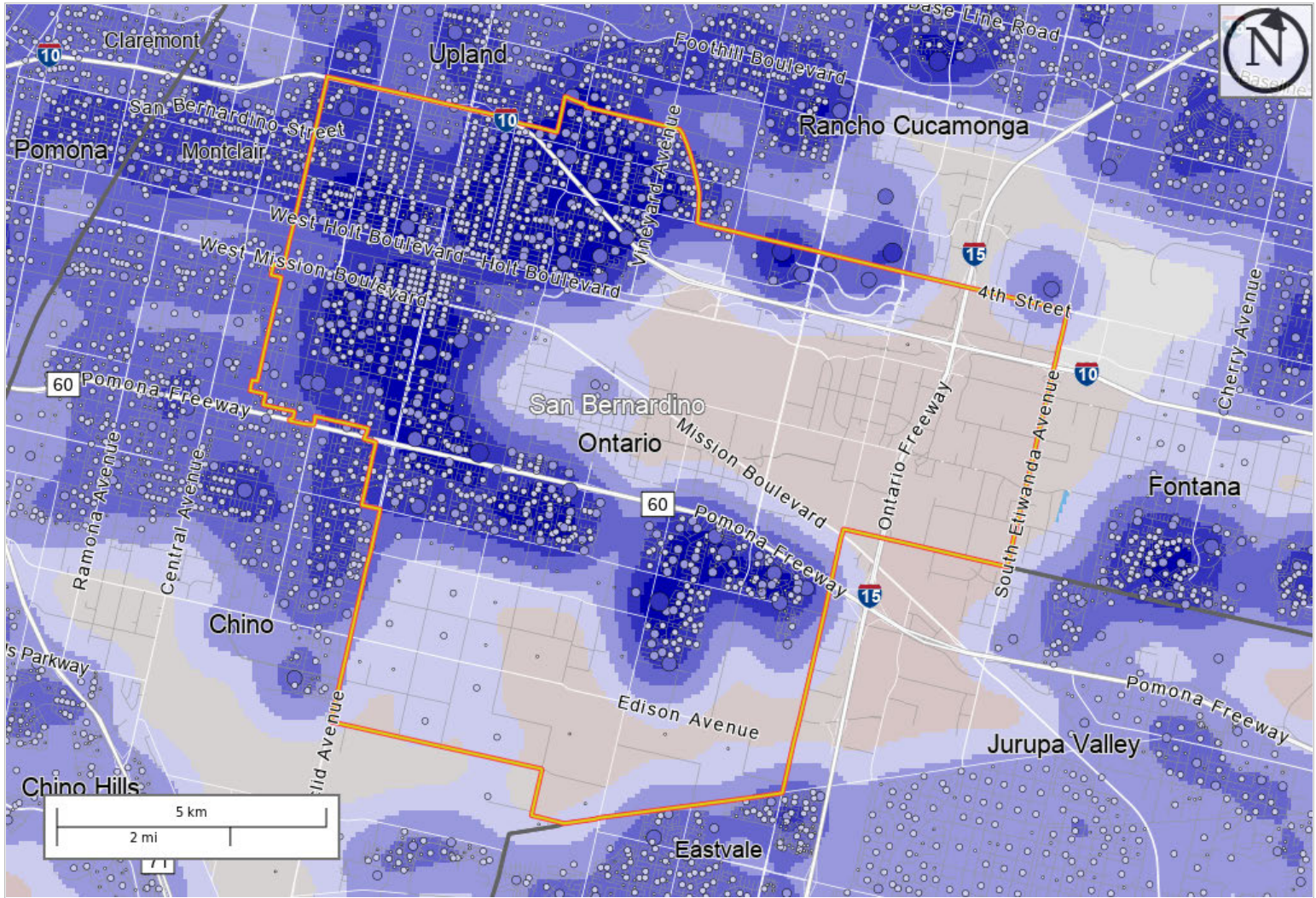
Distance/Direction Report - Work to Home

All Jobs for All Workers in 2018

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 10/14/2021

Counts and Density of Home Locations for All Jobs in Work Selection Area in 2018

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 39
- 40 - 141
- 142 - 311
- 312 - 549
- 550 - 855

Job Count [Jobs/Census Block]

- 1 - 2
- 3 - 13
- 14 - 42
- 43 - 98
- 99 - 192

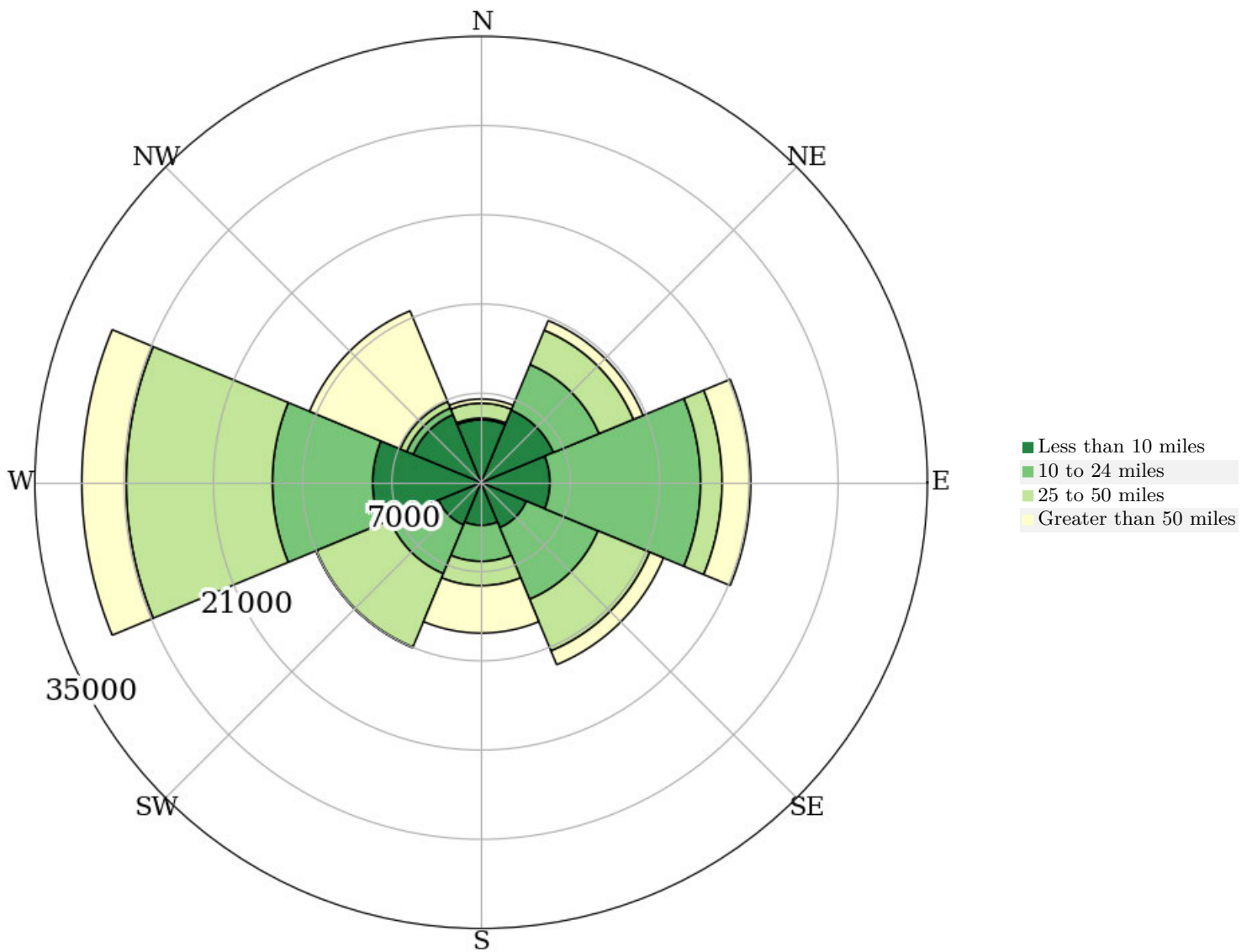
Selection Areas

- 🔴 Analysis Selection



All Jobs for All Workers in 2018

Distance and Direction from Work Census Block to Home Census Block, Employed in Selection Area



All Jobs for All Workers in 2018

Distance from Work Census Block to Home Census Block, Employed in Selection Area

Distance	2018	
	Count	Share
Total All Jobs	128,637	100.0
Less than 10 miles	41,528	32.3
10 to 24 miles	37,284	29.0
25 to 50 miles	30,324	23.6
Greater than 50 miles	19,501	15.2

Additional Information

Analysis Settings

Analysis Type	Distance/Direction
Selection area as	Work
Year(s)	2018
Job Type	All Jobs
Selection Area	Ontario city, CA from Places (Cities, CDPs, etc.)
Selected Census Blocks	1,478
Analysis Generation Date	10/14/2021 11:25 - OnTheMap 6.8
Code Revision	5dc8e60ec2609d78ebfa7d4b188db13aacbb1ba6
LODES Data Version	20201117_1559

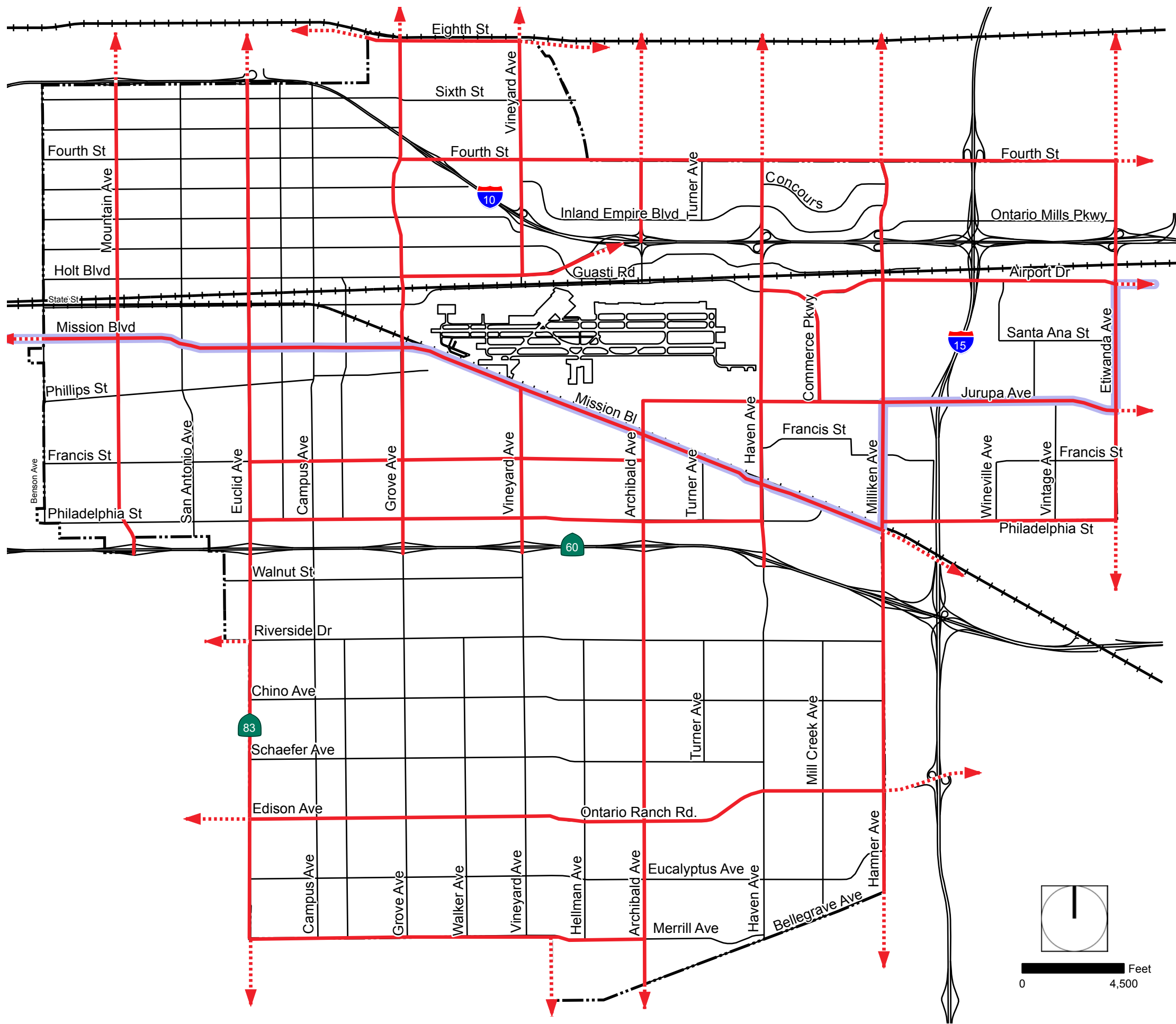
Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2018).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011 and in 2018.

Figure M-5
Truck Routes



- Truck Routes
- State of California DOT Extralegal Load Network
- - - Railroad
- - - ▶ Adjacent Agency Truck Route

Appendix B
Turning Movement Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Euclid
EAST & WEST: Mission

PROJECT #: SC3147
LOCATION #: 1
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☑ Add U-Turns to Left Turns

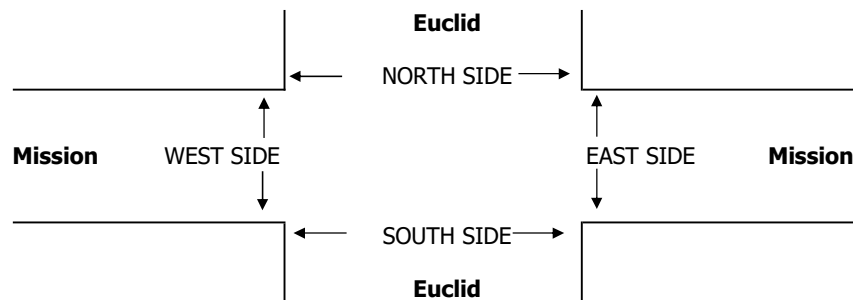
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Euclid			Euclid			Mission			Mission			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	1	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	17	111	12	32	123	33	42	105	16	25	142	38	696
	7:15 AM	25	147	10	37	137	35	44	114	19	22	104	34	728
	7:30 AM	39	170	8	42	199	55	70	164	12	36	152	51	998
	7:45 AM	26	185	27	52	208	37	66	186	26	31	144	50	1,038
	8:00 AM	40	174	14	47	178	33	55	113	17	19	118	36	844
	8:15 AM	30	154	9	45	122	26	53	136	20	21	104	43	763
	8:30 AM	21	160	20	40	149	19	44	91	20	22	103	39	728
	8:45 AM	20	187	21	33	123	21	41	84	25	25	96	31	707
	VOLUMES	218	1,288	121	328	1,239	259	415	993	155	201	963	322	6,502
	APPROACH %	13%	79%	7%	18%	68%	14%	27%	64%	10%	14%	65%	22%	
APP/DEPART	1,627	/	2,027	1,826	/	1,597	1,563	/	1,436	1,486	/	1,442	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	135	683	58	186	707	151	244	599	75	107	518	180	3,643	
APPROACH %	15%	78%	7%	18%	68%	14%	27%	65%	8%	13%	64%	22%		
PEAK HR FACTOR	0.920			0.879			0.826			0.842			0.877	
APP/DEPART	876	/	1,107	1,044	/	889	918	/	841	805	/	806	0	
PM	4:00 PM	20	207	20	30	211	30	48	149	36	28	135	53	967
	4:15 PM	29	189	21	29	236	40	58	169	29	30	152	53	1,035
	4:30 PM	24	214	18	34	186	32	43	189	37	36	160	52	1,025
	4:45 PM	22	219	13	49	240	24	44	181	47	37	187	68	1,131
	5:00 PM	28	181	13	44	183	36	50	177	38	34	175	58	1,017
	5:15 PM	20	223	13	30	219	28	51	187	31	37	159	51	1,049
	5:30 PM	21	194	12	36	227	34	44	193	36	34	126	58	1,015
	5:45 PM	31	186	12	49	231	41	54	152	41	39	127	53	1,016
	VOLUMES	195	1,613	122	301	1,733	265	392	1,397	295	275	1,221	446	8,255
	APPROACH %	10%	84%	6%	13%	75%	12%	19%	67%	14%	14%	63%	23%	
APP/DEPART	1,930	/	2,471	2,299	/	2,308	2,084	/	1,799	1,942	/	1,677	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	94	837	57	157	828	120	188	734	153	144	681	229	4,222	
APPROACH %	10%	85%	6%	14%	75%	11%	17%	68%	14%	14%	65%	22%		
PEAK HR FACTOR	0.965			0.883			0.988			0.902			0.933	
APP/DEPART	988	/	1,258	1,105	/	1,127	1,075	/	943	1,054	/	894	0	

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0	1	1	0	2
0	1	1	0	2
2	6	4	0	12

1	6	0	0	7
2	2	0	0	4
1	3	0	0	4
0	0	0	0	0
1	2	1	0	4
0	0	0	0	0
0	5	0	0	5
0	3	0	0	3
5	21	1	0	27



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION:
NORTH & SOUTH: Ontario
EAST & WEST: Sultana
Mission

PROJECT #: SC3147
LOCATION #: 2
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☑ Add U-Turns to Left Turns

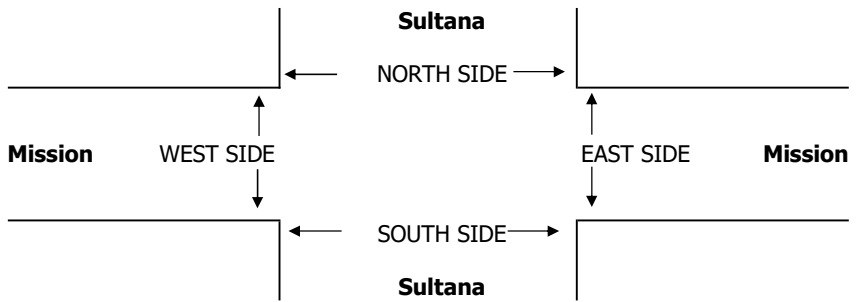
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	Sultana			Sultana			Mission			Mission			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	17	13	17	9	23	4	7	144	8	7	179	11	439
	7:15 AM	11	14	5	8	23	10	3	166	4	13	154	9	420
	7:30 AM	5	24	19	6	15	4	13	229	10	12	235	8	580
	7:45 AM	9	39	15	18	43	10	20	227	11	15	197	10	614
	8:00 AM	13	40	9	11	37	9	8	187	11	10	163	9	507
	8:15 AM	7	21	7	12	20	15	9	191	5	6	135	8	436
	8:30 AM	7	21	15	6	17	8	7	157	7	3	139	8	395
	8:45 AM	8	5	8	16	20	9	9	123	3	9	134	10	354
	VOLUMES	77	177	95	86	198	69	76	1,424	59	75	1,336	73	3,745
	APPROACH %	22%	51%	27%	24%	56%	20%	5%	91%	4%	5%	90%	5%	
APP/DEPART	349	/	322	353	/	332	1,559	/	1,605	1,484	/	1,486	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	34	124	50	47	115	38	50	834	37	43	730	35	2,137	
APPROACH %	16%	60%	24%	24%	58%	19%	5%	91%	4%	5%	90%	4%		
PEAK HR FACTOR	0.825			0.704			0.892			0.792			0.870	
APP/DEPART	208	/	208	200	/	195	921	/	931	808	/	803	0	
PM	4:00 PM	5	51	9	20	36	13	10	198	4	21	217	17	601
	4:15 PM	10	42	7	17	40	8	3	227	5	12	211	13	595
	4:30 PM	4	28	13	14	41	18	8	224	8	16	226	16	616
	4:45 PM	5	33	8	15	41	14	16	204	11	17	249	19	632
	5:00 PM	6	32	6	5	48	15	9	205	7	14	204	16	567
	5:15 PM	4	33	8	17	42	17	10	224	7	13	212	16	603
	5:30 PM	10	28	5	12	30	7	9	211	6	15	219	8	560
	5:45 PM	8	27	8	11	29	13	17	210	13	14	190	16	556
	VOLUMES	52	274	64	111	307	105	82	1,703	61	122	1,728	121	4,730
	APPROACH %	13%	70%	16%	21%	59%	20%	4%	92%	3%	6%	88%	6%	
APP/DEPART	390	/	473	523	/	489	1,846	/	1,879	1,971	/	1,889	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	24	154	37	66	158	53	37	853	28	66	903	65	2,444	
APPROACH %	11%	72%	17%	24%	57%	19%	4%	93%	3%	6%	87%	6%		
PEAK HR FACTOR	0.827			0.949			0.956			0.907			0.967	
APP/DEPART	215	/	254	277	/	251	918	/	957	1,034	/	982	0	

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0	0	4	0	4

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0	0	2	0	2
0	0	4	1	5



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Campus
EAST & WEST: Mission

PROJECT #: SC3147
LOCATION #: 3
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☑ Add U-Turns to Left Turns

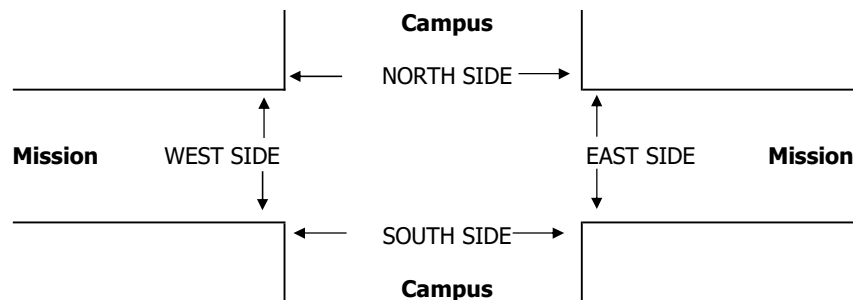
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Campus			Campus			Mission			Mission			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	2	0	1	2	1	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	10	30	9	13	36	13	5	154	11	12	175	9	477
	7:15 AM	22	38	7	23	29	6	5	174	13	6	168	13	504
	7:30 AM	24	50	15	13	48	21	7	225	14	12	216	14	659
	7:45 AM	31	60	7	24	58	13	5	234	20	10	172	11	645
	8:00 AM	13	50	13	23	61	5	6	178	26	6	150	11	542
	8:15 AM	17	40	8	18	41	9	4	193	16	12	124	9	491
	8:30 AM	18	42	14	11	29	12	6	154	11	7	136	5	445
	8:45 AM	12	42	13	11	24	17	4	120	17	3	124	8	395
	VOLUMES	147	352	86	136	326	96	42	1,432	128	68	1,265	80	4,158
	APPROACH %	25%	60%	15%	24%	58%	17%	3%	89%	8%	5%	90%	6%	
	APP/DEPART	585	/	472	558	/	522	1,602	/	1,654	1,413	/	1,510	0
	BEGIN PEAK HR	7:15 AM												
VOLUMES	90	198	42	83	196	45	23	811	73	34	706	49	2,350	
APPROACH %	27%	60%	13%	26%	60%	14%	3%	89%	8%	4%	89%	6%		
PEAK HR FACTOR	0.842			0.853			0.875			0.815			0.892	
APP/DEPART	330	/	268	324	/	303	907	/	936	789	/	843	0	
PM	4:00 PM	15	82	8	17	62	10	10	199	28	11	195	11	648
	4:15 PM	10	62	14	7	65	9	6	208	14	16	227	14	652
	4:30 PM	19	77	6	14	57	10	10	239	23	11	232	12	710
	4:45 PM	28	84	13	16	55	10	13	200	13	11	236	26	705
	5:00 PM	19	69	8	14	67	5	3	197	15	11	212	17	637
	5:15 PM	14	77	11	10	54	11	13	214	13	5	222	18	662
	5:30 PM	15	72	10	13	70	7	6	210	28	9	215	13	668
	5:45 PM	15	51	15	15	45	8	11	205	26	16	187	19	613
	VOLUMES	135	574	85	106	475	70	72	1,672	160	90	1,726	130	5,295
	APPROACH %	17%	72%	11%	16%	73%	11%	4%	88%	8%	5%	89%	7%	
	APP/DEPART	794	/	773	651	/	724	1,904	/	1,864	1,946	/	1,934	0
	BEGIN PEAK HR	4:00 PM												
VOLUMES	72	305	41	54	239	39	39	846	78	49	890	63	2,715	
APPROACH %	17%	73%	10%	16%	72%	12%	4%	88%	8%	5%	89%	6%		
PEAK HR FACTOR	0.836			0.933			0.885			0.918			0.956	
APP/DEPART	418	/	405	332	/	365	963	/	942	1,002	/	1,003	0	

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

0	0	2	0	2
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	3	1	4



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION:
NORTH & SOUTH: Ontario
EAST & WEST: Bon View
Mission

PROJECT #: SC3147
LOCATION #: 4
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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☑ Add U-Turns to Left Turns

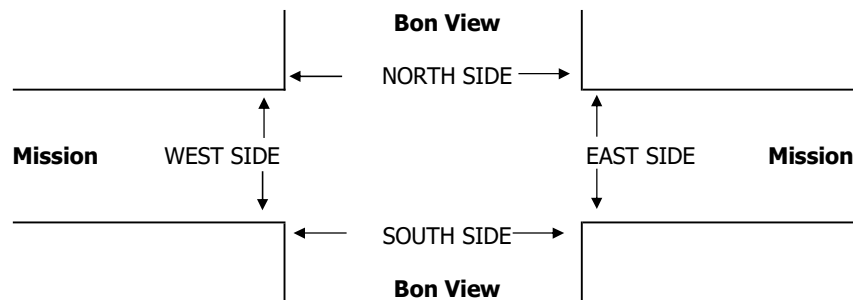
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Bon View			Bon View			Mission			Mission			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	1	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Bon View			Bon View			Mission			Mission			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	8	17	1	12	17	1	6	165	16	4	186	17	450
7:15 AM	9	15	1	6	13	3	6	170	22	3	192	15	455
7:30 AM	10	25	5	17	37	12	5	213	14	10	204	9	561
7:45 AM	7	35	7	17	33	9	9	247	17	11	183	15	590
8:00 AM	15	33	3	16	31	6	10	191	15	7	146	12	485
8:15 AM	4	32	5	10	31	7	4	179	15	7	135	12	441
8:30 AM	12	30	8	9	24	10	8	174	13	8	129	12	437
8:45 AM	4	24	8	10	19	5	8	137	11	7	131	12	376
VOLUMES	69	211	38	97	205	53	56	1,476	123	57	1,306	104	3,795
APPROACH %	22%	66%	12%	27%	58%	15%	3%	89%	7%	4%	89%	7%	
APP/DEPART	318	/	371	355	/	384	1,655	/	1,612	1,467	/	1,428	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	41	108	16	56	114	30	30	821	68	31	725	51	2,091
APPROACH %	25%	65%	10%	28%	57%	15%	3%	89%	7%	4%	90%	6%	
PEAK HR FACTOR	0.809			0.758			0.842			0.905			0.886
APP/DEPART	165	/	189	200	/	212	919	/	894	807	/	796	0
PM													
4:00 PM	12	102	10	15	43	10	8	187	9	7	216	27	646
4:15 PM	22	56	10	11	44	18	7	216	10	4	215	28	641
4:30 PM	20	83	8	20	47	25	14	216	6	9	206	26	680
4:45 PM	14	75	7	12	32	14	13	226	5	7	261	11	677
5:00 PM	10	67	7	19	28	17	12	228	7	3	201	19	618
5:15 PM	14	62	5	12	34	17	14	214	10	4	210	21	617
5:30 PM	17	55	7	17	32	20	8	186	7	9	205	20	583
5:45 PM	6	34	10	16	31	19	8	214	16	8	206	23	591
VOLUMES	115	534	64	122	291	140	84	1,687	70	51	1,720	175	5,053
APPROACH %	16%	75%	9%	22%	53%	25%	5%	92%	4%	3%	88%	9%	
APP/DEPART	713	/	793	553	/	411	1,841	/	1,874	1,946	/	1,975	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	68	316	35	58	166	67	42	845	30	27	898	92	2,644
APPROACH %	16%	75%	8%	20%	57%	23%	5%	92%	3%	3%	88%	9%	
PEAK HR FACTOR	0.845			0.791			0.940			0.911			0.972
APP/DEPART	419	/	450	291	/	223	917	/	938	1,017	/	1,033	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	1	1

0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Grove
EAST & WEST: Mission

PROJECT #: SC3147
LOCATION #: 5
CONTROL: SIGNAL

NOTES:

AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

Add U-Turns to Left Turns

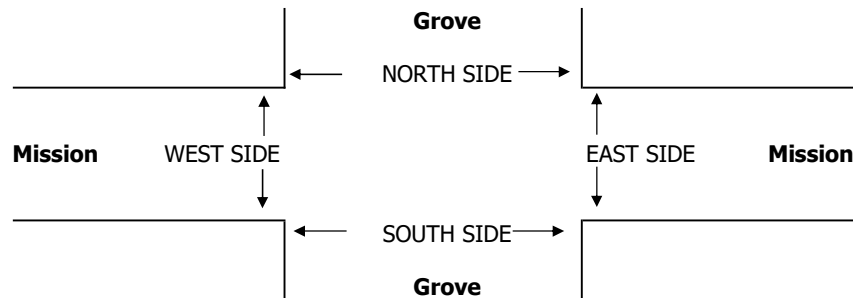
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Grove			Grove			Mission			Mission			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	1	2	2	1	2	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	28	99	9	61	167	62	51	102	25	7	150	82	843
7:15 AM	16	131	6	89	177	55	50	109	33	10	165	84	925
7:30 AM	24	157	5	85	244	64	57	109	30	11	171	100	1,057
7:45 AM	31	150	5	123	225	47	85	176	45	12	134	75	1,108
8:00 AM	30	143	9	117	197	44	49	116	36	9	111	100	961
8:15 AM	31	139	6	87	183	51	35	124	42	18	100	71	887
8:30 AM	24	133	8	69	174	37	64	115	38	9	101	93	865
8:45 AM	32	120	8	74	136	28	53	72	25	12	92	65	717
VOLUMES	216	1,072	56	705	1,503	388	444	923	274	88	1,024	670	7,363
APPROACH %	16%	80%	4%	27%	58%	15%	27%	56%	17%	5%	57%	38%	
APP/DEPART	1,344	/	2,190	2,596	/	1,872	1,641	/	1,693	1,782	/	1,608	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	101	581	25	414	843	210	241	510	144	42	581	359	4,051
APPROACH %	14%	82%	4%	28%	57%	14%	27%	57%	16%	4%	59%	37%	
PEAK HR FACTOR	0.950			0.928			0.731			0.871			0.914
APP/DEPART	707	/	1,182	1,467	/	1,033	895	/	951	982	/	885	0
PM													
4:00 PM	53	189	7	113	182	67	45	141	28	6	127	95	1,053
4:15 PM	24	218	7	83	204	47	58	159	29	8	182	135	1,154
4:30 PM	52	256	17	101	182	41	60	157	36	7	147	97	1,153
4:45 PM	43	207	17	103	197	64	55	171	19	5	156	124	1,161
5:00 PM	66	206	9	97	185	38	60	171	19	7	171	115	1,144
5:15 PM	37	195	13	90	195	34	41	182	26	8	162	86	1,069
5:30 PM	33	179	10	97	185	49	49	163	18	11	156	94	1,044
5:45 PM	23	183	7	81	192	47	49	175	24	8	150	100	1,039
VOLUMES	331	1,633	87	765	1,522	387	417	1,319	199	60	1,251	846	8,817
APPROACH %	16%	80%	4%	29%	57%	14%	22%	68%	10%	3%	58%	39%	
APP/DEPART	2,051	/	2,897	2,674	/	1,776	1,935	/	2,184	2,157	/	1,960	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	185	887	50	384	768	190	233	658	103	27	656	471	4,612
APPROACH %	16%	79%	4%	29%	57%	14%	23%	66%	10%	2%	57%	41%	
PEAK HR FACTOR	0.863			0.922			0.982			0.888			0.993
APP/DEPART	1,122	/	1,591	1,342	/	894	994	/	1,099	1,154	/	1,028	0

4	1	0	4	9
2	0	0	2	4
2	0	0	1	3
0	0	0	0	0
3	1	0	0	4
3	0	0	1	4
3	1	0	3	7
3	1	0	2	6
20	4	0	13	37

2	0	0	3	5
1	0	0	4	5
0	0	0	1	1
3	1	1	1	6
0	0	0	2	2
0	0	0	1	1
2	1	0	1	4
2	0	0	2	4
10	2	1	15	28



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Baker
EAST & WEST: Mission

PROJECT #: SC3147
LOCATION #: 6
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☑ Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Baker			Baker			Mission			Mission			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	X	1	X	X	X	X	2	1	1	2	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	14	0	8	0	0	0	142	24	16	215	0	419
	7:15 AM	10	0	4	0	0	0	149	21	11	261	0	456
	7:30 AM	6	0	1	0	0	0	175	29	8	273	0	492
	7:45 AM	7	0	1	0	0	0	268	34	29	234	0	573
	8:00 AM	10	0	6	0	0	0	206	26	15	215	0	478
	8:15 AM	14	0	4	0	0	0	178	22	14	181	0	413
	8:30 AM	11	0	7	0	0	0	149	21	11	183	0	382
	8:45 AM	9	0	7	0	0	0	143	23	9	156	0	347
	VOLUMES	81	0	38	0	0	0	1,410	200	113	1,718	0	3,560
	APPROACH %	68%	0%	32%	0%	0%	0%	88%	12%	6%	94%	0%	

0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2

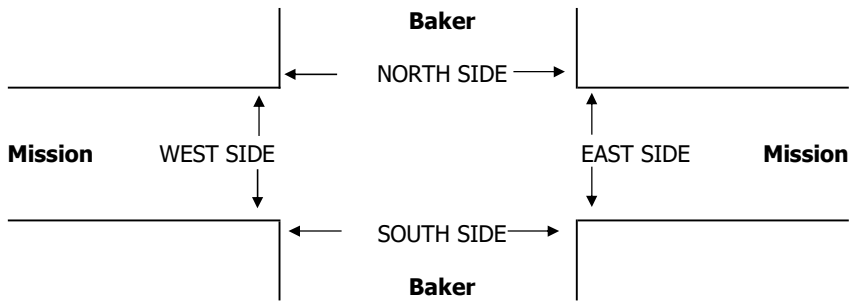
PM	VOLUMES	119	/	0	0	/	311	1,610	/	1,450	1,831	/	1,799	0
	APP/DEPART													
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	33	0	12	0	0	0	0	798	110	63	983	0	1,999
	APPROACH %	73%	0%	27%	0%	0%	0%	0%	88%	12%	6%	94%	0%	
	PEAK HR FACTOR	0.703		0.000		0.752		0.931		0.872				

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

PM	4:00 PM	34	0	12	0	0	0	239	17	4	220	0	526
	4:15 PM	17	0	13	0	0	0	241	13	5	266	0	555
	4:30 PM	51	0	25	0	0	0	281	19	2	236	0	614
	4:45 PM	18	0	13	0	0	0	312	16	6	253	0	618
	5:00 PM	35	0	14	0	0	0	273	11	4	235	0	572
	5:15 PM	21	0	10	0	0	0	273	16	7	237	0	564
	5:30 PM	20	0	16	0	0	0	286	10	5	227	0	564
	5:45 PM	7	0	7	0	0	0	268	9	7	234	0	532
	VOLUMES	203	0	110	0	0	0	2,173	111	40	1,908	0	4,545
	APPROACH %	65%	0%	35%	0%	0%	0%	95%	5%	2%	98%	0%	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

PM	APP/DEPART	313	/	0	0	/	152	2,284	/	2,283	1,948	/	2,110	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	125	0	62	0	0	0	1,139	62	19	961	0	2,368	
	APPROACH %	67%	0%	33%	0%	0%	0%	95%	5%	2%	98%	0%		
	PEAK HR FACTOR	0.615		0.000		0.915		0.946		0.958				
	APP/DEPART	187	/	0	0	/	82	1,201	/	1,201	980	/	1,085	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Vineyard
EAST & WEST: Avion

PROJECT #: SC3147
LOCATION #: 7
CONTROL: STOP ALL

NOTES: 	AM PM MD OTHER OTHER	◀ W S ▶	▲ N ▼	E ▶
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☑ Add U-Turns to Left Turns

LANES:	NORTHBOUND Vineyard			SOUTHBOUND Vineyard			EASTBOUND Avion			WESTBOUND Avion			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	1	0	2	0	0	1	0	1.5	0	0.5	

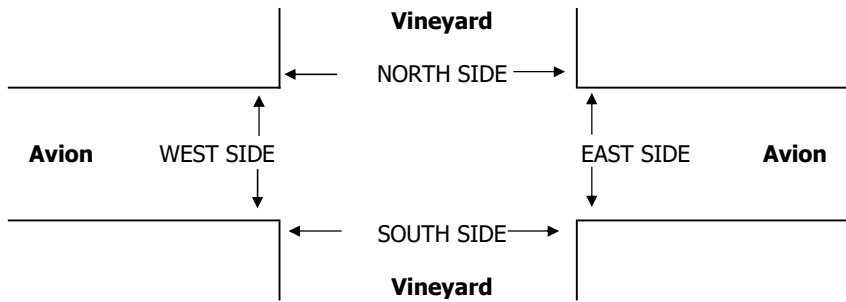
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	0	2	18	0	1	0	0	0	0	11	1	1	34
	7:15 AM	0	0	9	0	3	0	0	0	0	17	1	0	30
	7:30 AM	0	0	7	5	3	0	0	2	0	15	0	1	33
	7:45 AM	0	0	10	0	2	0	0	0	0	14	1	0	27
	8:00 AM	2	0	14	0	0	0	0	0	0	22	2	0	40
	8:15 AM	2	3	9	0	2	1	0	3	0	12	1	1	34
	8:30 AM	4	1	6	1	1	0	0	0	1	8	0	0	22
	8:45 AM	3	5	10	1	1	0	0	0	0	10	0	0	30
	VOLUMES	11	11	83	7	13	1	0	5	1	109	6	3	250
	APPROACH %	10%	10%	79%	33%	62%	5%	0%	83%	17%	92%	5%	3%	
APP/DEPART	105	/	14	21	/	125	6	/	95	118	/	16	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	4	3	40	5	7	1	0	5	0	63	4	2	134	
APPROACH %	9%	6%	85%	38%	54%	8%	0%	100%	0%	91%	6%	3%		
PEAK HR FACTOR	0.734			0.406			0.417			0.719			0.838	
APP/DEPART	47	/	5	13	/	71	5	/	50	69	/	8	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
2	0	0	0	2

PM	4:00 PM	3	0	26	0	1	0	0	1	1	19	0	0	51
	4:15 PM	1	0	15	0	0	0	0	2	7	0	0	25	
	4:30 PM	1	1	25	0	3	0	0	2	0	13	4	1	50
	4:45 PM	0	1	17	0	0	0	0	0	1	17	0	0	36
	5:00 PM	0	0	25	0	2	0	0	1	0	27	0	0	55
	5:15 PM	0	0	14	1	1	0	0	0	0	14	0	2	32
	5:30 PM	1	0	12	1	0	0	0	1	2	13	0	1	31
	5:45 PM	2	2	18	0	2	0	0	1	3	7	1	1	37
	VOLUMES	8	4	152	2	9	0	0	6	9	117	5	5	317
	APPROACH %	5%	2%	93%	18%	82%	0%	0%	40%	60%	92%	4%	4%	
APP/DEPART	164	/	9	11	/	138	15	/	160	127	/	10	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	1	2	81	1	6	0	0	3	1	71	4	3	173	
APPROACH %	1%	2%	96%	14%	86%	0%	0%	75%	25%	91%	5%	4%		
PEAK HR FACTOR	0.778			0.583			0.500			0.722			0.786	
APP/DEPART	84	/	5	7	/	78	4	/	85	78	/	5	0	

3	0	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
3	0	0	0	3



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Vineyard
EAST & WEST: Avion

PROJECT #: SC3147
LOCATION #: 8
CONTROL: STOP E/W

NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼	
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☑ Add U-Turns to Left Turns

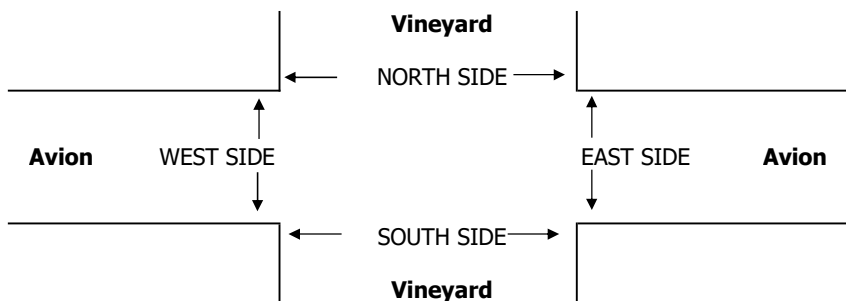
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Vineyard			Vineyard			Avion			Avion			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	1	2	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Vineyard			Vineyard			Avion			Avion			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	0	19	0	0	11	1	0	0	0	0	0	0	31
7:15 AM	0	9	0	0	20	0	0	0	0	0	0	0	29
7:30 AM	0	8	0	0	18	0	0	0	0	0	0	0	26
7:45 AM	0	10	0	0	16	0	0	0	0	0	0	0	26
8:00 AM	0	16	0	0	20	0	0	0	0	0	0	0	36
8:15 AM	0	14	0	0	14	0	0	0	0	0	0	0	28
8:30 AM	0	11	0	0	10	0	0	0	0	0	0	0	21
8:45 AM	0	18	0	0	12	0	0	0	0	0	0	0	30
VOLUMES	0	105	0	0	121	1	0	0	0	0	0	0	227
APPROACH %	0%	100%	0%	0%	99%	1%	0%	0%	0%	0%	0%	0%	
APP/DEPART	105	/	105	122	/	121	0	/	0	0	/	1	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	0	43	0	0	74	0	0	0	0	0	0	0	117
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.672			0.925			0.000			0.000			0.813
APP/DEPART	43	/	43	74	/	74	0	/	0	0	/	0	0
PM													
4:00 PM	1	29	0	0	23	1	0	0	0	0	0	0	54
4:15 PM	0	16	0	0	9	0	0	0	0	0	0	0	25
4:30 PM	0	27	0	0	16	0	0	0	0	0	0	0	43
4:45 PM	0	19	0	0	18	0	0	0	0	0	0	0	37
5:00 PM	0	24	0	0	28	1	0	0	0	0	0	1	54
5:15 PM	0	14	0	0	15	0	0	0	0	0	0	0	29
5:30 PM	1	13	0	0	15	0	0	0	0	0	0	0	29
5:45 PM	0	22	0	0	12	0	0	0	0	0	0	0	34
VOLUMES	2	164	0	0	136	2	0	0	0	0	0	1	305
APPROACH %	1%	99%	0%	0%	99%	1%	0%	0%	0%	0%	0%	100%	
APP/DEPART	166	/	165	138	/	138	0	/	0	1	/	2	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	84	0	0	77	1	0	0	0	0	0	1	163
APPROACH %	0%	100%	0%	0%	99%	1%	0%	0%	0%	0%	0%	100%	
PEAK HR FACTOR	0.778			0.672			0.000			0.250			0.755
APP/DEPART	84	/	85	78	/	77	0	/	0	1	/	1	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
2	0	0	0	2



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Vineyard
EAST & WEST: Mission

PROJECT #: SC3147
LOCATION #: 9
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☑ Add U-Turns to Left Turns

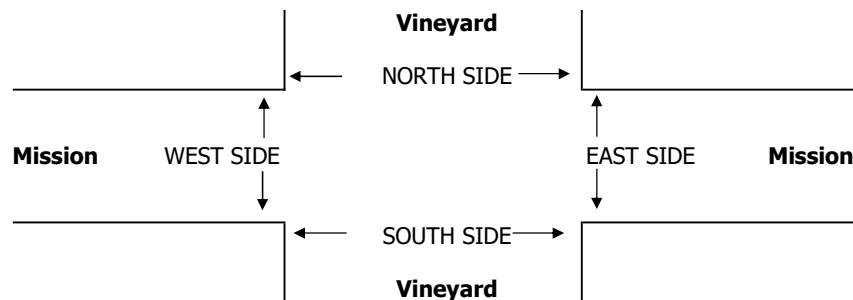
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Vineyard			Vineyard			Mission			Mission			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	1	1	2	1	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	27	9	10	1	9	2	10	119	24	15	208	1	435
	7:15 AM	29	6	7	1	1	14	3	128	26	15	244	1	475
	7:30 AM	32	2	6	2	9	10	4	146	28	16	217	0	472
	7:45 AM	22	2	4	0	6	10	4	230	39	10	231	2	560
	8:00 AM	34	10	3	3	11	7	6	145	51	15	197	3	485
	8:15 AM	22	8	8	1	6	9	3	141	44	13	164	2	421
	8:30 AM	29	5	10	0	4	5	3	107	34	8	159	4	368
	8:45 AM	33	11	6	0	4	5	6	107	38	14	126	1	351
	VOLUMES	228	53	54	8	50	62	39	1,123	284	106	1,546	14	3,567
	APPROACH %	68%	16%	16%	7%	42%	52%	3%	78%	20%	6%	93%	1%	
	APP/DEPART	335	/	105	120	/	429	1,446	/	1,196	1,666	/	1,837	0
	BEGIN PEAK HR	7:15 AM												
VOLUMES	117	20	20	6	27	41	17	649	144	56	889	6	1,992	
APPROACH %	75%	13%	13%	8%	36%	55%	2%	80%	18%	6%	93%	1%		
PEAK HR FACTOR	0.835			0.881			0.742			0.914			0.889	
APP/DEPART	157	/	43	74	/	222	810	/	680	951	/	1,047	0	
PM	4:00 PM	79	13	18	2	10	12	17	209	34	9	137	1	541
	4:15 PM	43	7	21	0	4	6	6	211	50	16	216	1	581
	4:30 PM	61	11	26	1	6	5	16	251	38	7	193	3	618
	4:45 PM	37	9	16	0	5	14	9	272	27	14	186	0	589
	5:00 PM	73	11	16	3	13	14	13	249	32	8	156	0	588
	5:15 PM	35	7	9	0	4	10	7	232	35	9	202	0	550
	5:30 PM	37	5	10	0	9	6	9	260	22	15	194	0	567
	5:45 PM	35	10	13	1	6	5	13	247	23	7	199	0	559
	VOLUMES	400	73	129	7	57	72	90	1,931	261	85	1,483	5	4,593
	APPROACH %	66%	12%	21%	5%	42%	53%	4%	85%	11%	5%	94%	0%	
	APP/DEPART	602	/	166	136	/	401	2,282	/	2,069	1,573	/	1,957	0
	BEGIN PEAK HR	4:15 PM												
VOLUMES	214	38	79	4	28	39	44	983	147	45	751	4	2,376	
APPROACH %	65%	11%	24%	6%	39%	55%	4%	84%	13%	6%	94%	1%		
PEAK HR FACTOR	0.828			0.592			0.953			0.858			0.961	
APP/DEPART	331	/	85	71	/	218	1,174	/	1,068	800	/	1,005	0	

0	0	0	3	3
0	0	0	1	1
0	0	0	2	2
0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	1	0	1
0	0	0	3	3
0	0	1	11	12

0	0	0	0	0
0	0	0	1	1
0	0	1	0	1
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	2	2	4



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Vineyard
EAST & WEST: Francis

PROJECT #: SC3147
LOCATION #: 10
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☑ Add U-Turns to Left Turns

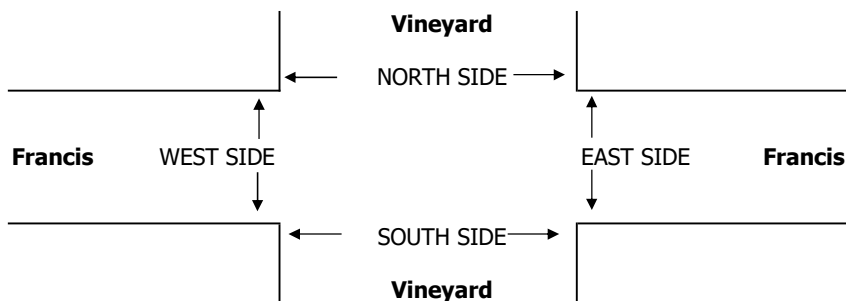
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Vineyard			Vineyard			Francis			Francis			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	18	57	15	6	36	2	2	7	4	7	18	2	174
	7:15 AM	14	44	16	4	36	3	4	15	5	5	26	3	175
	7:30 AM	12	50	23	3	39	0	1	21	5	4	15	3	176
	7:45 AM	25	49	24	3	52	3	3	33	13	4	34	5	248
	8:00 AM	32	58	21	3	62	2	3	26	10	10	30	3	260
	8:15 AM	18	57	26	4	57	2	2	23	18	5	22	2	236
	8:30 AM	19	57	21	4	38	4	4	11	11	2	28	0	199
	8:45 AM	21	59	13	0	44	6	4	19	18	6	13	1	204
	VOLUMES	159	431	159	27	364	22	23	155	84	43	186	19	1,672
	APPROACH %	21%	58%	21%	7%	88%	5%	9%	59%	32%	17%	75%	8%	
APP/DEPART	749	/	473	413	/	491	262	/	341	248	/	367	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	94	221	92	14	209	11	12	93	52	21	114	10	943	
APPROACH %	23%	54%	23%	6%	89%	5%	8%	59%	33%	14%	79%	7%		
PEAK HR FACTOR	0.917			0.873			0.801			0.843			0.907	
APP/DEPART	407	/	243	234	/	282	157	/	199	145	/	219	0	
PM	4:00 PM	13	77	7	4	69	3	5	61	14	24	54	16	347
	4:15 PM	9	48	8	7	82	0	6	53	20	16	41	10	300
	4:30 PM	7	53	7	5	68	5	5	81	26	31	54	17	359
	4:45 PM	6	43	7	3	60	2	4	40	13	20	30	2	230
	5:00 PM	8	75	13	2	66	2	5	63	20	40	46	8	348
	5:15 PM	8	48	14	7	59	5	6	49	12	16	18	2	244
	5:30 PM	6	43	5	4	52	4	4	32	16	22	31	5	224
	5:45 PM	5	41	4	4	40	1	4	28	8	9	27	2	173
	VOLUMES	62	428	65	36	496	22	39	407	129	178	301	62	2,225
	APPROACH %	11%	77%	12%	6%	90%	4%	7%	71%	22%	33%	56%	11%	
APP/DEPART	555	/	529	554	/	803	575	/	508	541	/	385	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	30	219	35	17	276	9	20	237	79	107	171	37	1,237	
APPROACH %	11%	77%	12%	6%	91%	3%	6%	71%	24%	34%	54%	12%		
PEAK HR FACTOR	0.740			0.848			0.750			0.772			0.861	
APP/DEPART	284	/	276	302	/	462	336	/	289	315	/	210	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION:
NORTH & SOUTH: Ontario
EAST & WEST: Vineyard Philadelphia

PROJECT #: SC3147
LOCATION #: 11
CONTROL: SIGNAL

NOTES: Queue SB PM	AM	▲ N	▶ E
	PM		
	MD	◀ W	▶ E
	OTHER	▼ S	▶ E
	OTHER		

Add U-Turns to Left Turns

LANES:	NORTHBOUND Vineyard			SOUTHBOUND Vineyard			EASTBOUND Philadelphia			WESTBOUND Philadelphia			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	23	95	18	6	43	1	1	29	17	15	50	11	309
	7:15 AM	21	92	24	7	43	2	4	30	16	16	60	12	327
	7:30 AM	31	109	17	9	37	3	2	41	31	17	69	11	377
	7:45 AM	37	126	29	10	56	1	5	41	24	15	63	9	416
	8:00 AM	26	125	27	21	58	4	4	48	29	16	55	17	430
	8:15 AM	20	125	23	14	57	7	10	43	36	11	56	11	413
	8:30 AM	27	127	28	9	49	1	4	29	41	14	48	16	393
	8:45 AM	29	102	35	7	53	1	4	27	37	15	28	9	347

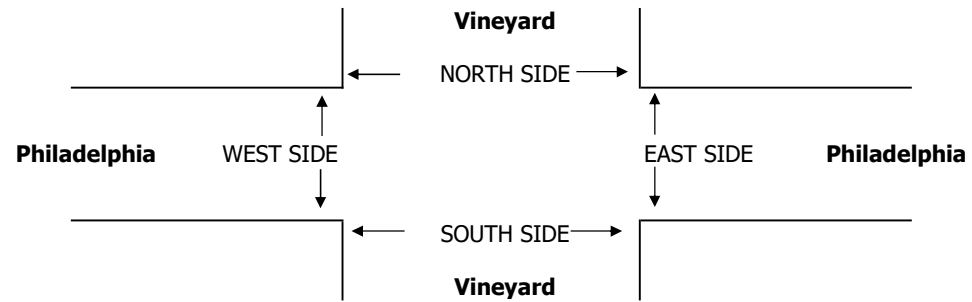
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	214	901	201	83	396	20	34	288	231	119	429	96	3,012
APPROACH %	16%	68%	15%	17%	79%	4%	6%	52%	42%	18%	67%	15%	
APP/DEPART	1,316	/	1,031	499	/	746	553	/	572	644	/	663	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	110	503	107	54	220	13	23	161	130	56	222	53	1,652
APPROACH %	15%	70%	15%	19%	77%	5%	7%	51%	41%	17%	67%	16%	
PEAK HR FACTOR	0.938			0.864			0.882			0.940			0.960
APP/DEPART	720	/	579	287	/	406	314	/	322	331	/	345	0

PM	4:00 PM	32	78	15	4	109	6	4	75	64	36	92	14	529
	4:15 PM	24	50	26	8	109	4	2	80	49	37	82	8	479
	4:30 PM	25	48	19	16	142	4	4	101	74	46	87	8	574
	4:45 PM	25	45	10	13	107	7	4	83	46	37	62	5	444
	5:00 PM	21	51	17	16	148	4	5	89	51	37	107	23	569
	5:15 PM	26	60	24	11	123	6	3	78	33	32	63	13	472
	5:30 PM	17	40	21	4	92	6	2	90	51	60	69	11	463
	5:45 PM	22	51	30	10	65	1	1	58	40	33	79	4	394

3	0	0	0	3
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
0	0	0	1	1
6	0	0	1	7

VOLUMES	192	423	162	82	895	38	25	654	408	318	641	86	3,924
APPROACH %	25%	54%	21%	8%	88%	4%	2%	60%	38%	30%	61%	8%	
APP/DEPART	777	/	534	1,015	/	1,626	1,087	/	899	1,045	/	865	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	95	194	72	53	506	19	15	353	220	157	338	44	2,066
APPROACH %	26%	54%	20%	9%	88%	3%	3%	60%	37%	29%	63%	8%	
PEAK HR FACTOR	0.903			0.860			0.821			0.807			0.900
APP/DEPART	361	/	253	578	/	884	588	/	478	539	/	451	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Vineyard
EAST & WEST: Raymond Kay

PROJECT #: SC3147
LOCATION #: 12
CONTROL: SIGNAL

NOTES:	AM	▲ N	E ►
	PM		
	MD	◀ W	S
	OTHER	▼	OTHER

☑ Add U-Turns to Left Turns

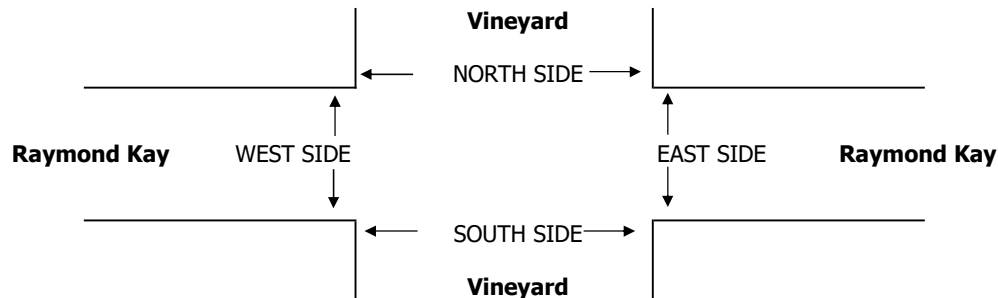
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Vineyard			Vineyard			Raymond Kay			Raymond Kay			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	0	1	1	0	1.5	0.5	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	3	134	57	5	58	0	0	0	0	9	0	2	268
	7:15 AM	1	135	52	11	67	1	0	0	2	15	0	6	290
	7:30 AM	4	151	55	5	77	2	0	0	0	23	0	6	323
	7:45 AM	1	187	85	11	70	1	0	0	3	26	0	5	389
	8:00 AM	1	169	102	28	90	3	0	0	0	17	0	9	419
	8:15 AM	2	158	134	20	78	0	0	1	1	25	2	9	430
	8:30 AM	2	174	96	15	90	0	0	1	1	26	1	8	414
	8:45 AM	7	153	85	25	73	1	3	1	3	37	2	10	400
	VOLUMES	21	1,261	666	120	603	8	3	3	10	178	5	55	2,933
	APPROACH %	1%	65%	34%	16%	82%	1%	19%	19%	63%	75%	2%	23%	
APP/DEPART	1,948	/	1,320	731	/	791	16	/	788	238	/	34	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	12	654	417	88	331	4	3	3	5	105	5	36	1,663	
APPROACH %	1%	60%	39%	21%	78%	1%	27%	27%	45%	72%	3%	25%		
PEAK HR FACTOR	0.921			0.874			0.393			0.745			0.967	
APP/DEPART	1,083	/	694	423	/	441	11	/	507	146	/	21	0	
PM	4:00 PM	5	93	42	10	186	0	2	0	6	82	2	29	457
	4:15 PM	3	73	23	15	180	2	2	1	7	65	1	24	396
	4:30 PM	4	67	23	11	227	1	3	0	14	99	2	21	472
	4:45 PM	3	62	22	9	200	1	1	1	4	80	0	17	400
	5:00 PM	5	68	25	6	214	3	3	1	9	86	1	18	439
	5:15 PM	5	96	21	6	192	1	1	0	6	56	0	12	396
	5:30 PM	3	64	17	12	176	2	2	1	6	47	1	13	344
	5:45 PM	8	90	10	3	148	2	1	0	6	38	0	12	318
	VOLUMES	36	613	183	72	1,523	12	15	4	58	553	7	146	3,222
	APPROACH %	4%	74%	22%	4%	95%	1%	19%	5%	75%	78%	1%	21%	
APP/DEPART	832	/	781	1,607	/	2,135	77	/	253	706	/	53	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	15	295	110	45	793	4	8	2	31	326	5	91	1,725	
APPROACH %	4%	70%	26%	5%	94%	0%	20%	5%	76%	77%	1%	22%		
PEAK HR FACTOR	0.750			0.881			0.603			0.865			0.914	
APP/DEPART	420	/	397	842	/	1,150	41	/	155	422	/	23	0	

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1	3	0	0	4
0	0	0	0	0
2	7	0	1	10



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Vineyard
EAST & WEST: SR-60 WB Ramps

PROJECT #: SC3147
LOCATION #: 13
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☑ Add U-Turns to Left Turns

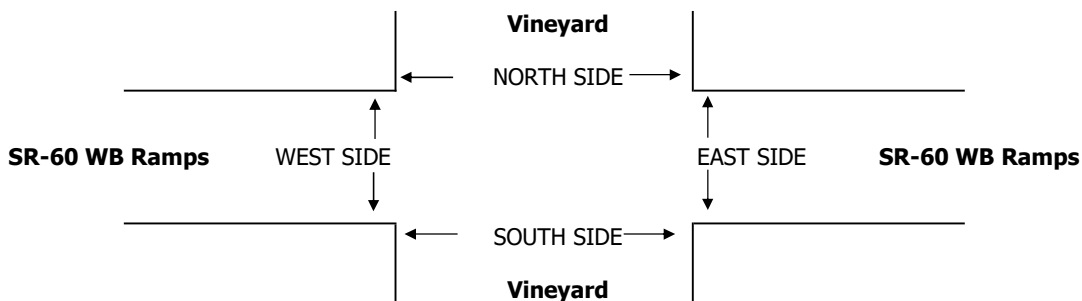
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Vineyard			Vineyard			SR-60 WB Ramps			SR-60 WB Ramps			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	X	X	2	0	X	X	X	0.5	0.5	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM															
	7:00 AM	68	130	0	0	64	21	0	0	0	29	0	64	376	
	7:15 AM	54	136	0	0	65	18	0	0	0	23	0	56	352	
	7:30 AM	54	155	0	0	79	23	0	0	0	35	1	55	402	
	7:45 AM	46	194	0	0	65	15	0	0	0	30	1	79	430	
	8:00 AM	59	202	0	0	85	29	0	0	0	38	0	70	483	
	8:15 AM	53	190	0	0	81	26	0	0	0	39	0	104	493	
	8:30 AM	28	185	0	0	87	30	0	0	0	48	0	87	465	
	8:45 AM	43	166	0	0	74	36	0	0	0	33	0	79	431	
	VOLUMES	405	1,358	0	0	600	198	0	0	0	275	2	594	3,432	
	APPROACH %	23%	77%	0%	0%	75%	25%	0%	0%	0%	32%	0%	68%		
	APP/DEPART	1,763	/	1,952	798	/	875	0	/	0	871	/	605	0	
	BEGIN PEAK HR	8:00 AM													
	VOLUMES	183	743	0	0	327	121	0	0	0	158	0	340	1,872	
	APPROACH %	20%	80%	0%	0%	73%	27%	0%	0%	0%	32%	0%	68%		
	PEAK HR FACTOR	0.887			0.957			0.000			0.871			0.949	
	APP/DEPART	926	/	1,083	448	/	485	0	/	0	498	/	304	0	
PM	4:00 PM	47	97	0	0	203	101	0	0	0	42	0	43	533	
	4:15 PM	39	70	0	0	174	94	0	0	0	59	0	29	465	
	4:30 PM	54	60	0	0	209	130	0	0	0	57	1	34	545	
	4:45 PM	50	61	0	0	168	105	0	0	0	55	0	26	465	
	5:00 PM	49	74	0	0	173	128	0	0	0	63	1	27	515	
	5:15 PM	43	97	0	0	179	99	0	0	0	55	0	25	498	
	5:30 PM	49	63	0	0	151	82	0	0	0	44	0	21	410	
	5:45 PM	46	84	0	0	114	74	0	0	0	40	0	24	382	
		VOLUMES	377	606	0	0	1,371	813	0	0	0	415	2	229	3,813
		APPROACH %	38%	62%	0%	0%	63%	37%	0%	0%	0%	64%	0%	35%	
		APP/DEPART	983	/	835	2,184	/	1,786	0	/	0	646	/	1,192	0
		BEGIN PEAK HR	4:30 PM												
		VOLUMES	196	292	0	0	729	462	0	0	0	230	2	112	2,023
	APPROACH %	40%	60%	0%	0%	61%	39%	0%	0%	0%	67%	1%	33%		
	PEAK HR FACTOR	0.871			0.878			0.000			0.935			0.928	
	APP/DEPART	488	/	404	1,191	/	959	0	/	0	344	/	660	0	

0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Vineyard
EAST & WEST: SR-60 EB Ramps

PROJECT #: SC3147
LOCATION #: 14
CONTROL: SIGNAL

<p>NOTES:</p> <p style="text-align: center; color: blue;">Queue SB AM/PM</p>	AM PM MD OTHER OTHER	◀ W S ▶ E	▲ N ▼ S	
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Add U-Turns to Left Turns

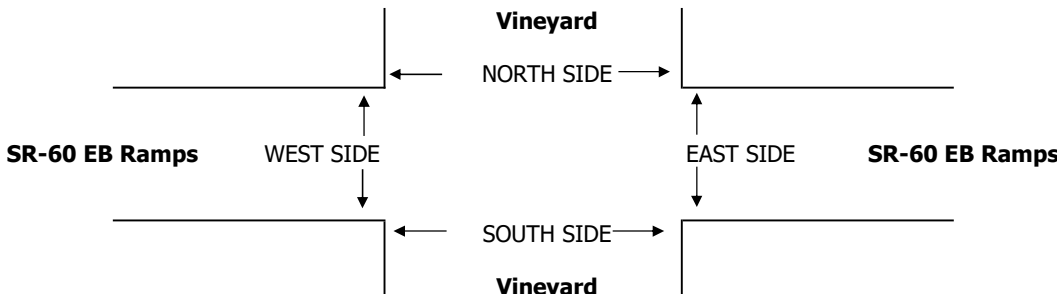
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Vineyard			Vineyard			SR-60 EB Ramps			SR-60 EB Ramps			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	2	0	1	2	X	0.5	0.5	1	X	X	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	0	110	67	32	61	0	88	2	30	0	0	0	390
7:15 AM	0	117	69	21	67	0	73	1	25	0	0	0	373
7:30 AM	0	125	59	38	76	0	84	0	31	0	0	0	413
7:45 AM	0	141	77	35	60	0	99	0	39	0	0	0	451
8:00 AM	0	142	72	30	90	0	119	0	32	0	0	0	485
8:15 AM	0	120	70	23	97	0	123	0	35	0	0	0	468
8:30 AM	0	97	52	41	94	0	120	1	42	0	0	0	447
8:45 AM	0	124	52	29	78	0	85	0	29	0	0	0	397
VOLUMES	0	976	518	249	623	0	791	4	263	0	0	0	3,424
APPROACH %	0%	65%	35%	29%	71%	0%	75%	0%	25%	0%	0%	0%	
APP/DEPART	1,494	/	1,767	872	/	886	1,058	/	771	0	/	0	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	500	271	129	341	0	461	1	148	0	0	0	1,851
APPROACH %	0%	65%	35%	27%	73%	0%	76%	0%	24%	0%	0%	0%	
PEAK HR FACTOR	0.884			0.870			0.936			0.000			0.954
APP/DEPART	771	/	961	470	/	489	610	/	401	0	/	0	0
PM													
4:00 PM	0	119	79	93	150	0	25	2	31	0	0	0	499
4:15 PM	0	88	78	75	158	0	25	1	37	0	0	0	462
4:30 PM	0	101	67	102	164	0	13	1	38	0	0	0	486
4:45 PM	0	94	66	86	137	0	17	2	34	0	0	0	436
5:00 PM	0	104	86	82	154	0	19	0	34	0	0	0	479
5:15 PM	0	119	85	55	179	0	21	0	54	0	0	0	513
5:30 PM	0	97	70	105	90	0	15	2	45	0	0	0	424
5:45 PM	0	103	76	56	98	0	27	1	50	0	0	0	411
VOLUMES	0	825	607	654	1,130	0	162	9	323	0	0	0	3,711
APPROACH %	0%	58%	42%	37%	63%	0%	33%	2%	65%	0%	0%	0%	
APP/DEPART	1,433	/	987	1,784	/	1,454	494	/	1,270	0	/	0	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	418	304	325	634	0	70	3	160	0	0	0	1,914
APPROACH %	0%	58%	42%	34%	66%	0%	30%	1%	69%	0%	0%	0%	
PEAK HR FACTOR	0.885			0.901			0.777			0.000			0.933
APP/DEPART	722	/	488	959	/	794	233	/	632	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Archibald
EAST & WEST: Jurupa

PROJECT #: SC3147
LOCATION #: 15
CONTROL: STOP ALL

NOTES:	AM	▲ N	E ▶
	PM		
	MD	◀ W	S
	OTHER	OTHER	▼

Add U-Turns to Left Turns

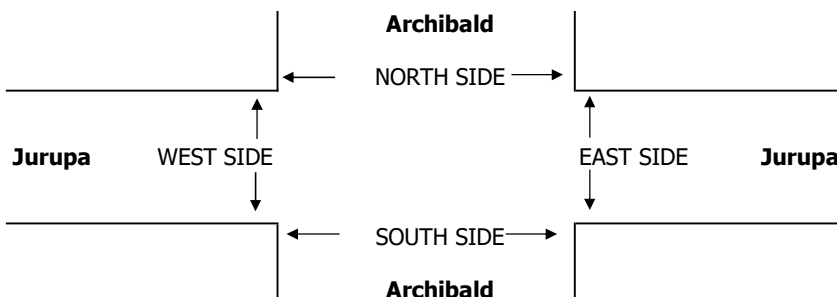
LANES:	NORTHBOUND Archibald			SOUTHBOUND Archibald			EASTBOUND Jurupa			WESTBOUND Jurupa			TOTAL
	NL 1	NT 1	NR 2	SL 1	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1.5	WT 0.5	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
7:00 AM	4	25	20	23	6	0	1	11	2	70	24	37	223	
7:15 AM	3	35	29	21	8	0	2	20	1	58	30	58	265	
7:30 AM	4	17	35	12	3	3	0	29	5	66	17	28	219	
7:45 AM	5	10	36	12	1	1	0	17	2	83	16	10	193	
8:00 AM	6	12	48	5	4	1	0	15	3	71	26	6	197	
8:15 AM	2	5	45	12	4	2	0	8	3	67	20	7	175	
8:30 AM	8	2	38	4	1	0	0	16	1	57	20	1	148	
8:45 AM	4	2	40	7	0	0	0	8	1	42	26	5	135	
VOLUMES	36	108	291	96	27	7	3	124	18	514	179	152	1,555	
APPROACH %	8%	25%	67%	74%	21%	5%	2%	86%	12%	61%	21%	18%		
APP/DEPART	435	/	267	130	/	560	145	/	510	845	/	218	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	16	87	120	68	18	4	3	77	10	277	87	133	900	
APPROACH %	7%	39%	54%	76%	20%	4%	3%	86%	11%	56%	18%	27%		
PEAK HR FACTOR	0.832			0.776			0.662			0.851			0.849	
APP/DEPART	223	/	223	90	/	303	90	/	268	497	/	106	0	
PM	4:00 PM	7	20	57	5	4	5	6	25	6	91	27	42	295
	4:15 PM	2	15	75	4	1	1	5	19	5	72	9	20	228
	4:30 PM	1	11	78	3	3	1	2	36	4	51	13	14	217
	4:45 PM	4	19	72	3	0	1	1	26	1	71	12	19	229
	5:00 PM	4	8	78	5	3	2	4	24	5	56	19	8	216
	5:15 PM	3	6	69	6	2	0	1	25	5	80	13	9	219
	5:30 PM	5	7	67	7	2	2	2	21	3	85	15	3	219
	5:45 PM	2	3	52	1	1	0	0	19	0	77	12	3	170
	VOLUMES	28	89	548	34	16	12	21	195	29	583	120	118	1,793
	APPROACH %	4%	13%	82%	55%	26%	19%	9%	80%	12%	71%	15%	14%	
APP/DEPART	665	/	227	62	/	626	245	/	785	821	/	155	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	14	65	282	15	8	8	14	106	16	285	61	95	969	
APPROACH %	4%	18%	78%	48%	26%	26%	10%	78%	12%	65%	14%	22%		
PEAK HR FACTOR	0.950			0.554			0.810			0.689			0.821	
APP/DEPART	361	/	173	31	/	307	136	/	409	441	/	80	0	

0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
1	0	0	2	3
1	2	0	0	3
1	0	0	0	1
1	2	0	0	3
0	0	0	0	0
4	4	0	3	11

2	0	1	1	4
0	0	0	2	2
0	0	0	2	2
2	0	0	1	3
0	0	0	1	1
1	0	0	0	1
1	0	0	1	2
0	0	0	0	0
6	0	1	8	15



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Oct 27, 21

LOCATION: Ontario Archibald Tracy Paseo

PROJECT #: SC3147 LOCATION #: 16 CONTROL: SIGNAL

NOTES: Queue SB AM/PM. Orientation diagram with directions N, S, E, W and AM, PM, MD, OTHER.

Add U-Turns to Left Turns

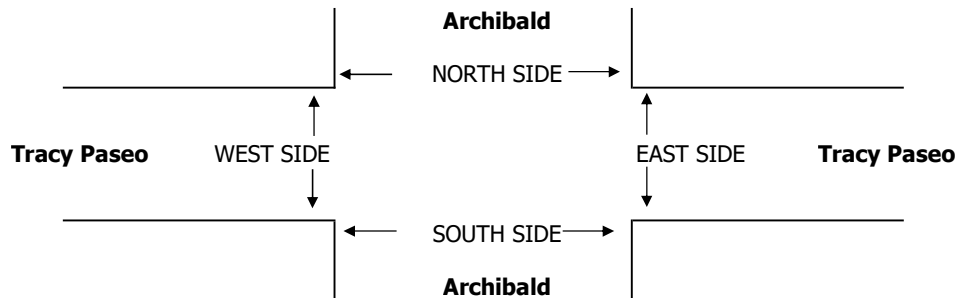
Summary table for Northbound, Southbound, Eastbound, and Westbound lanes.

Summary table for U-TURNs (NB, SB, EB, WB, TTL).

Main data table for AM and PM periods, including hourly volumes, approach percentages, and peak factors.

Hourly U-TURN data for AM period.

Hourly U-TURN data for PM period.



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Archibald
EAST & WEST: Mission

PROJECT #: SC3147
LOCATION #: 17
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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☑ Add U-Turns to Left Turns

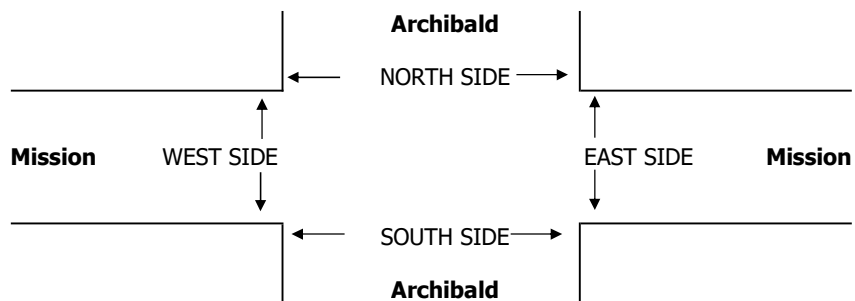
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Archibald			Archibald			Mission			Mission			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	0	1	1	1	2	1	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	39	42	8	3	40	19	17	78	26	14	184	3	473
	7:15 AM	42	39	11	0	48	37	24	78	18	23	194	11	525
	7:30 AM	46	49	13	4	37	21	22	74	27	21	189	6	509
	7:45 AM	40	51	15	4	54	30	16	90	52	29	172	10	563
	8:00 AM	39	45	9	4	39	24	21	108	27	24	171	8	519
	8:15 AM	50	41	11	5	53	22	9	82	33	12	126	8	452
	8:30 AM	27	30	7	1	38	17	29	81	24	17	143	10	424
	8:45 AM	23	33	5	3	30	14	16	66	28	14	115	0	347
	VOLUMES	306	330	79	24	339	184	154	657	235	154	1,294	56	3,812
	APPROACH %	43%	46%	11%	4%	62%	34%	15%	63%	22%	10%	86%	4%	
APP/DEPART	715	/	539	547	/	718	1,046	/	770	1,504	/	1,785	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	167	184	48	12	178	112	83	350	124	97	726	35	2,116	
APPROACH %	42%	46%	12%	4%	59%	37%	15%	63%	22%	11%	85%	4%		
PEAK HR FACTOR	0.924			0.858			0.881			0.941				
APP/DEPART	399	/	301	302	/	393	557	/	416	858	/	1,006	0	
PM	4:00 PM	45	49	15	2	74	34	40	135	42	26	121	11	594
	4:15 PM	29	48	26	2	56	36	27	223	48	17	132	3	647
	4:30 PM	38	52	21	2	59	27	27	192	40	6	145	9	618
	4:45 PM	41	70	17	2	59	23	26	140	42	17	116	4	557
	5:00 PM	38	75	34	7	54	18	22	171	48	11	94	2	574
	5:15 PM	35	48	23	4	64	19	23	207	51	15	173	1	663
	5:30 PM	30	45	19	1	91	30	25	175	66	16	129	3	630
	5:45 PM	28	35	13	6	48	20	20	185	59	14	157	4	589
	VOLUMES	284	422	168	26	505	207	210	1,428	396	122	1,067	37	4,872
	APPROACH %	32%	48%	19%	4%	68%	28%	10%	70%	19%	10%	87%	3%	
APP/DEPART	874	/	667	738	/	1,020	2,034	/	1,625	1,226	/	1,560	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	131	203	89	18	257	87	90	738	224	56	553	10	2,456	
APPROACH %	31%	48%	21%	5%	71%	24%	9%	70%	21%	9%	89%	2%		
PEAK HR FACTOR	0.719			0.742			0.936			0.819				
APP/DEPART	423	/	301	362	/	535	1,052	/	847	619	/	773	0	

0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
0	0	1	3	4
0	0	0	2	2
0	0	0	1	1
0	0	0	2	2
0	0	0	0	0
0	0	1	10	11

0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	2	0	2
0	0	0	1	1
0	0	0	0	0
0	0	2	3	5



INTERSECTION TURNING MOVEMENT COUNTS

PR+C3:R3EPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION:
NORTH & SOUTH: Ontario
EAST & WEST: Archibald
Francis

PROJECT #: SC3147
LOCATION #: 18
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☑ Add U-Turns to Left Turns

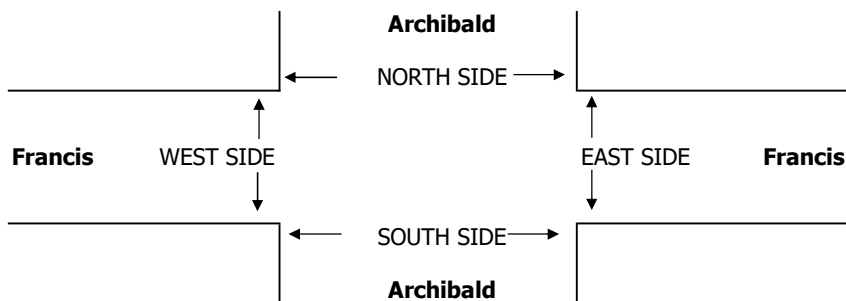
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Archibald			Archibald			Francis			Francis			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	3	1	1	2	0	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	49	84	0	1	52	22	10	1	10	1	3	1	234
	7:15 AM	37	84	2	1	44	36	9	3	11	0	3	1	231
	7:30 AM	35	98	5	3	59	16	8	3	15	0	1	0	243
	7:45 AM	43	92	5	3	91	30	10	3	21	2	2	1	303
	8:00 AM	45	86	4	1	57	31	7	4	23	1	1	0	260
	8:15 AM	51	103	5	1	68	25	6	3	18	0	2	0	282
	8:30 AM	33	64	5	4	47	25	4	7	10	0	4	3	206
	8:45 AM	36	65	5	1	58	17	7	3	6	0	3	3	204
	VOLUMES	329	676	31	15	476	202	61	27	114	4	19	9	1,963
	APPROACH %	32%	65%	3%	2%	69%	29%	30%	13%	56%	13%	59%	28%	
APP/DEPART	1,036	/	748	693	/	599	202	/	71	32	/	545	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	174	379	19	8	275	102	31	13	77	3	6	1	1,088	
APPROACH %	30%	66%	3%	2%	71%	26%	26%	11%	64%	30%	60%	10%		
PEAK HR FACTOR	0.899			0.776										
APP/DEPART	572	/	412	385	/	358	121	/	39	10	/	279	0	
PM	4:00 PM	26	102	7	11	114	24	39	47	66	0	6	1	443
	4:15 PM	20	51	0	2	107	14	39	29	48	2	3	4	319
	4:30 PM	32	91	4	4	90	6	45	39	63	8	15	10	407
	4:45 PM	11	92	1	6	111	15	27	20	54	2	11	2	352
	5:00 PM	29	103	1	3	100	9	47	36	74	5	10	6	423
	5:15 PM	15	62	2	0	128	5	31	23	54	0	2	1	323
	5:30 PM	13	66	0	3	154	13	18	17	42	10	9	3	348
	5:45 PM	17	51	1	1	109	11	12	8	21	2	2	1	236
	VOLUMES	163	618	16	30	913	97	258	219	422	29	58	28	2,851
	APPROACH %	20%	78%	2%	3%	88%	9%	29%	24%	47%	25%	50%	24%	
APP/DEPART	797	/	919	1,040	/	1,390	899	/	250	115	/	292	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	89	336	12	23	422	59	150	135	231	12	35	17	1,521	
APPROACH %	20%	77%	3%	5%	84%	12%	29%	26%	45%	19%	55%	27%		
PEAK HR FACTOR	0.809			0.846										
APP/DEPART	437	/	513	504	/	682	516	/	160	64	/	166	0	

1	0	0	0	1
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
0	0	0	0	0
2	0	0	0	2
1	1	0	0	2
0	0	0	0	0
5	2	0	0	7

2	5	0	0	7
3	0	0	0	3
10	1	0	0	11
2	4	0	0	6
7	2	0	0	9
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0	2	0	0	2
1	1	0	0	2
26	15	0	0	41



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Archibald
EAST & WEST: Cedar

PROJECT #: SC3147
LOCATION #: 19
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☑ Add U-Turns to Left Turns

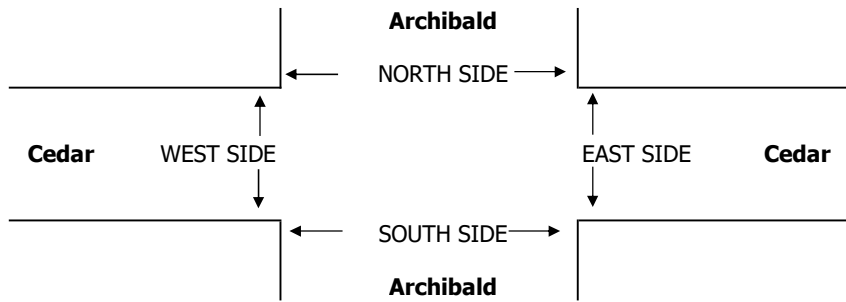
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Archibald			Archibald			Cedar			Cedar			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	1	1	3	0	1	2	0	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	10	138	5	4	57	3	0	0	3	1	0	1	222
	7:15 AM	12	134	1	1	52	4	0	0	0	4	0	2	210
	7:30 AM	6	124	15	4	59	7	2	0	2	2	0	7	228
	7:45 AM	11	146	13	18	85	7	1	0	2	1	0	4	288
	8:00 AM	10	152	12	5	61	4	1	0	2	1	0	8	256
	8:15 AM	21	137	9	6	72	3	3	1	4	4	1	3	264
	8:30 AM	13	100	6	3	47	11	2	0	3	3	0	1	189
	8:45 AM	14	107	12	3	51	3	2	0	1	2	0	0	195
	VOLUMES	97	1,038	73	44	484	42	11	1	17	18	1	26	1,852
	APPROACH %	8%	86%	6%	8%	85%	7%	38%	3%	59%	40%	2%	58%	
APP/DEPART	1,208	/	1,091	570	/	531	29	/	102	45	/	128	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	48	559	49	33	277	21	7	1	10	8	1	22	1,036	
APPROACH %	7%	85%	7%	10%	84%	6%	39%	6%	56%	26%	3%	71%		
PEAK HR FACTOR	0.943			0.752			0.563			0.861			0.899	
APP/DEPART	656	/	600	331	/	303	18	/	71	31	/	62	0	
PM	4:00 PM	9	116	2	6	166	2	8	2	11	5	0	8	335
	4:15 PM	8	59	4	5	158	4	8	1	8	4	1	3	263
	4:30 PM	7	92	7	10	158	2	13	0	13	16	1	2	321
	4:45 PM	7	100	8	3	157	4	4	2	11	9	1	2	308
	5:00 PM	22	103	5	4	191	2	17	2	19	4	1	4	374
	5:15 PM	15	73	4	4	176	1	6	1	10	7	2	2	301
	5:30 PM	13	71	1	0	205	3	5	1	10	4	0	2	315
	5:45 PM	3	66	0	1	138	1	3	0	5	4	1	1	223
	VOLUMES	84	680	31	33	1,349	19	64	9	87	53	7	24	2,440
	APPROACH %	11%	86%	4%	2%	96%	1%	40%	6%	54%	63%	8%	29%	
APP/DEPART	795	/	787	1,401	/	1,545	160	/	54	84	/	54	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	51	368	24	21	682	9	40	5	53	36	5	10	1,304	
APPROACH %	12%	83%	5%	3%	96%	1%	41%	5%	54%	71%	10%	20%		
PEAK HR FACTOR	0.852			0.904			0.645			0.671			0.872	
APP/DEPART	443	/	429	712	/	811	98	/	39	51	/	25	0	

0	3	0	0	3
2	0	0	0	2
0	2	0	0	2
2	5	0	0	7
0	1	0	0	1
6	4	0	0	10
1	0	0	0	1
1	1	0	0	2
12	16	0	0	28

2	3	0	0	5
3	4	0	0	7
6	6	0	0	12
3	1	0	0	4
22	1	0	0	23
9	3	0	0	12
10	0	0	0	10
1	1	0	0	2
56	19	0	0	75



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Archibald
EAST & WEST: Philadelphia

PROJECT #: SC3147
LOCATION #: 20
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☑ Add U-Turns to Left Turns

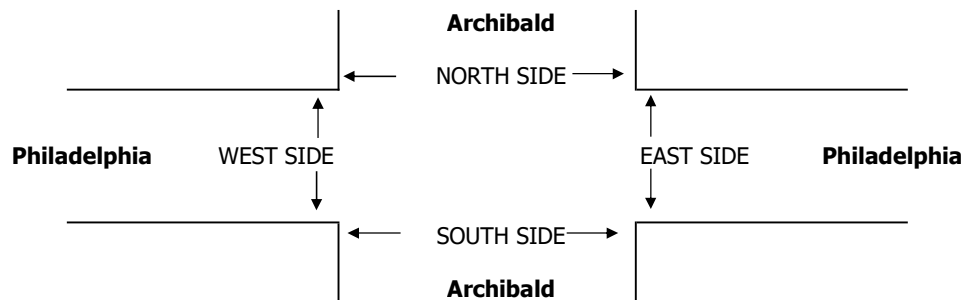
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Archibald			Archibald			Philadelphia			Philadelphia			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	1	2	3	1	2	2	1	2	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	45	130	25	6	53	5	10	15	7	13	63	15	387
	7:15 AM	60	125	36	6	39	11	4	22	14	17	96	9	439
	7:30 AM	53	136	48	7	55	5	8	28	24	37	77	8	486
	7:45 AM	75	158	41	13	67	9	10	46	22	30	108	17	596
	8:00 AM	98	172	42	8	57	6	8	37	37	17	73	10	565
	8:15 AM	72	141	47	8	59	12	7	42	31	20	87	12	538
	8:30 AM	56	111	29	8	51	7	3	16	18	12	64	9	384
	8:45 AM	51	119	32	6	48	2	5	23	22	20	38	3	369
	VOLUMES	510	1,092	300	62	429	57	55	229	175	166	606	83	3,764
	APPROACH %	27%	57%	16%	11%	78%	10%	12%	50%	38%	19%	71%	10%	
APP/DEPART	1,902	/	1,240	548	/	773	459	/	580	855	/	1,171	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	298	607	178	36	238	32	33	153	114	104	345	47	2,185	
APPROACH %	28%	56%	16%	12%	78%	10%	11%	51%	38%	21%	70%	9%		
PEAK HR FACTOR	0.868			0.860			0.915			0.800			0.917	
APP/DEPART	1,083	/	695	306	/	457	300	/	359	496	/	674	0	
PM	4:00 PM	41	104	26	11	141	12	12	94	80	50	74	11	656
	4:15 PM	35	57	20	11	174	5	11	79	81	43	63	4	583
	4:30 PM	42	75	24	5	177	12	13	110	90	67	66	13	694
	4:45 PM	65	95	21	10	152	11	18	68	80	41	78	8	647
	5:00 PM	43	66	16	9	215	14	12	95	94	53	64	12	693
	5:15 PM	33	61	18	10	175	11	8	110	111	47	55	5	644
	5:30 PM	40	58	12	7	209	10	5	75	73	51	75	8	623
	5:45 PM	58	65	19	6	138	10	2	55	52	24	61	4	494
	VOLUMES	357	581	156	69	1,381	85	81	686	661	376	536	65	5,034
	APPROACH %	33%	53%	14%	4%	90%	6%	6%	48%	46%	38%	55%	7%	
APP/DEPART	1,094	/	734	1,535	/	2,433	1,428	/	906	977	/	961	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	183	297	79	34	719	48	51	383	375	208	263	38	2,678	
APPROACH %	33%	53%	14%	4%	90%	6%	6%	47%	46%	41%	52%	7%		
PEAK HR FACTOR	0.772			0.841			0.883			0.872			0.965	
APP/DEPART	559	/	393	801	/	1,313	809	/	491	509	/	481	0	

0	0	0	0	0
1	2	0	0	3
0	3	1	0	4
0	4	0	0	4
1	0	0	0	1
1	2	0	1	4
0	1	1	0	2
1	0	0	0	1
4	12	2	1	19

0	0	0	0	0
0	0	0	0	0
1	2	0	1	4
4	1	0	0	5
4	3	0	1	8
4	1	0	0	5
3	0	0	0	3
1	0	0	0	1
17	7	0	2	26



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Archibald
EAST & WEST: SR-60 WB Ramps

PROJECT #: SC3147
LOCATION #: 21
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☑ Add U-Turns to Left Turns

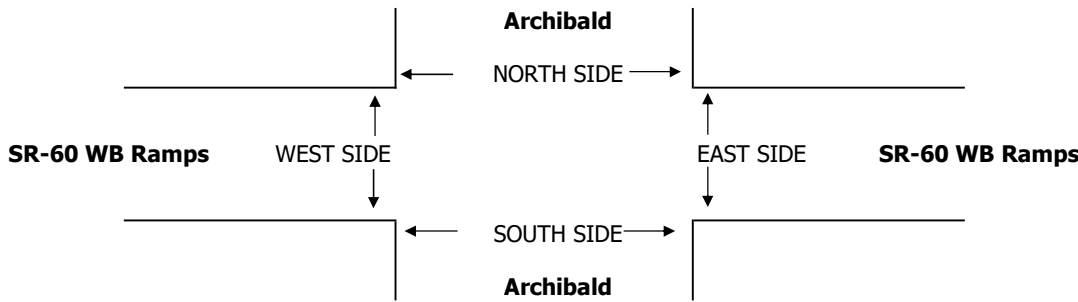
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Archibald			Archibald			SR-60 WB Ramps			SR-60 WB Ramps			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	X	X	4	1	X	X	X	1.3	0.3	1.3	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	151	149	0	0	49	35	0	0	0	54	2	59	499
	7:15 AM	173	159	0	0	54	20	0	0	0	51	2	58	517
7:30 AM	162	203	0	0	71	33	0	0	0	61	3	61	594	
7:45 AM	139	219	0	0	103	24	0	0	0	75	3	85	648	
8:00 AM	151	227	0	0	89	22	0	0	0	53	4	100	646	
8:15 AM	143	232	0	0	89	28	0	0	0	75	1	81	649	
8:30 AM	144	147	0	0	69	23	0	0	0	53	6	62	504	
8:45 AM	132	169	0	0	52	24	0	0	0	54	1	50	482	
VOLUMES	1,195	1,505	0	0	576	209	0	0	0	476	22	556	4,539	
APPROACH %	44%	56%	0%	0%	73%	27%	0%	0%	0%	45%	2%	53%		
APP/DEPART	2,700	/	2,061	785	/	1,052	0	/	0	1,054	/	1,426	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	595	881	0	0	352	107	0	0	0	264	11	327	2,537	
APPROACH %	40%	60%	0%	0%	77%	23%	0%	0%	0%	44%	2%	54%		
PEAK HR FACTOR	0.976		0.904		0.000		0.923		0.977					
APP/DEPART	1,476	/	1,208	459	/	616	0	/	0	602	/	713	0	
PM	4:00 PM	117	121	0	0	237	71	0	0	0	72	2	66	686
	4:15 PM	108	94	0	0	250	51	0	0	0	70	2	43	618
	4:30 PM	83	102	0	0	250	88	0	0	0	77	2	36	638
	4:45 PM	101	123	0	0	234	81	0	0	0	69	1	52	661
	5:00 PM	114	97	0	0	252	86	0	0	0	89	4	41	683
	5:15 PM	118	95	0	0	313	77	0	0	0	69	7	32	711
	5:30 PM	112	77	0	0	240	87	0	0	0	77	4	38	635
	5:45 PM	89	102	0	0	207	51	0	0	0	66	3	40	558
	VOLUMES	842	811	0	0	1,983	592	0	0	0	589	25	348	5,190
	APPROACH %	51%	49%	0%	0%	77%	23%	0%	0%	0%	61%	3%	36%	
APP/DEPART	1,653	/	1,159	2,575	/	2,574	0	/	0	962	/	1,457	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	416	417	0	0	1,049	332	0	0	0	304	14	161	2,693	
APPROACH %	50%	50%	0%	0%	76%	24%	0%	0%	0%	63%	3%	34%		
PEAK HR FACTOR	0.930		0.885		0.000		0.894		0.947					
APP/DEPART	833	/	578	1,381	/	1,354	0	/	0	479	/	761	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Archibald
EAST & WEST: SR-60 EB Ramps

PROJECT #: SC3147
LOCATION #: 22
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

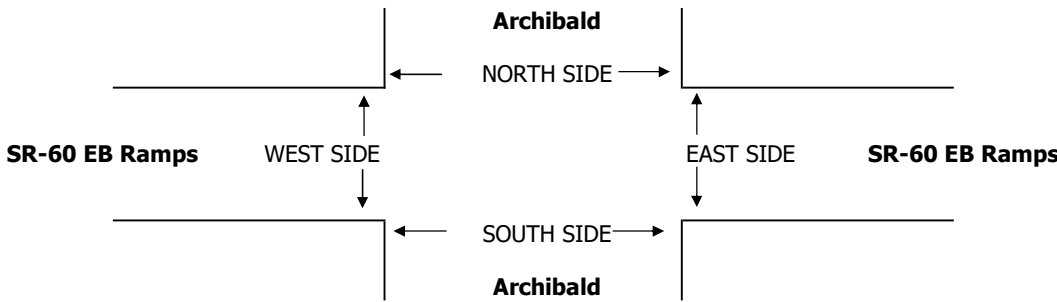
☑ Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Archibald			Archibald			SR-60 EB Ramps			SR-60 EB Ramps			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	4	1	2	3	X	1.3	0.3	1.3	X	X	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM					TOTAL	
AM	0	251	83	20	82	0	55	0	85	0	0	0	576	
	0	283	98	10	97	0	44	0	81	0	0	0	613	
	0	299	110	23	120	0	64	0	76	0	0	0	692	
	0	281	107	20	148	0	81	1	100	0	0	0	738	
	0	302	119	29	123	0	73	0	79	0	0	0	725	
	0	310	102	19	133	0	64	0	96	0	0	0	724	
	0	244	102	16	106	0	47	0	109	0	0	0	624	
	0	248	69	16	88	0	50	1	86	0	0	0	558	
	VOLUMES	0	2,218	790	153	897	0	478	2	712	0	0	0	5,250
	APPROACH %	0%	74%	26%	15%	85%	0%	40%	0%	60%	0%	0%	0%	
APP/DEPART	3,008	/	2,696	1,050	/	1,609	1,192	/	945	0	/	0	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	1,192	438	91	524	0	282	1	351	0	0	0	2,879	
APPROACH %	0%	73%	27%	15%	85%	0%	44%	0%	55%	0%	0%	0%		
PEAK HR FACTOR	0.968			0.915			0.871			0.000			0.975	
APP/DEPART	1,630	/	1,474	615	/	875	634	/	530	0	/	0	0	
PM	0	205	108	67	236	0	29	1	84	0	0	0	730	
	0	191	102	104	218	0	14	0	94	0	0	0	723	
	0	180	114	100	222	0	12	0	70	0	0	0	698	
	0	207	99	93	226	0	17	0	89	0	0	0	731	
	0	193	104	89	243	0	18	0	88	0	0	0	735	
	0	199	90	124	254	0	7	0	95	0	0	0	769	
	0	176	106	88	239	0	17	0	87	0	0	0	713	
	0	173	70	78	195	0	16	0	98	0	0	0	630	
	VOLUMES	0	1,524	793	743	1,833	0	130	1	705	0	0	0	5,729
	APPROACH %	0%	66%	34%	29%	71%	0%	16%	0%	84%	0%	0%	0%	
APP/DEPART	2,317	/	1,654	2,576	/	2,538	836	/	1,537	0	/	0	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	0	775	399	394	962	0	59	0	359	0	0	0	2,948	
APPROACH %	0%	66%	34%	29%	71%	0%	14%	0%	86%	0%	0%	0%		
PEAK HR FACTOR	0.959			0.897			0.986			0.000			0.958	
APP/DEPART	1,174	/	834	1,356	/	1,321	418	/	793	0	/	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

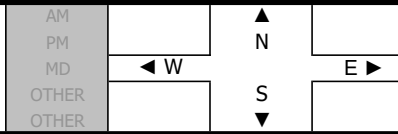
DATE:
Wed, Oct 27, 21

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Ontario
Haven
I-10 WB Ramps

PROJECT #: SC3147
LOCATION #: 23
CONTROL: SIGNAL

NOTES:



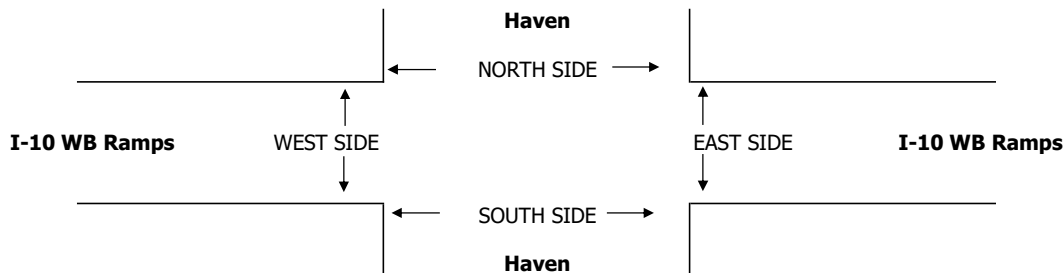
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Haven			Haven			I-10 WB Ramps			I-10 WB Ramps			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	4	1	X	3.5	1.5	X	X	X	1.5	X	1.5	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	0	258	48	0	282	82	0	0	0	106	0	104	880
7:15 AM	0	304	65	0	301	95	0	0	0	91	0	118	974
7:30 AM	0	390	78	0	225	107	0	0	0	116	0	125	1,041
7:45 AM	0	538	60	0	274	100	0	0	0	118	0	136	1,226
8:00 AM	0	485	76	0	302	89	0	0	0	110	0	131	1,193
8:15 AM	0	429	101	0	303	100	0	0	0	97	0	129	1,159
8:30 AM	0	428	87	0	356	102	0	0	0	71	0	148	1,192
8:45 AM	0	467	103	0	244	94	0	0	0	89	0	134	1,131
VOLUMES	0	3,299	618	0	2,287	769	0	0	0	798	0	1,025	8,796
APPROACH %	0%	84%	16%	0%	75%	25%	0%	0%	0%	44%	0%	56%	
APP/DEPART	3,917	/	4,324	3,056	/	3,085	0	/	618	1,823	/	769	0
BEGIN PEAK HR		7:45 AM											
VOLUMES	0	1,880	324	0	1,235	391	0	0	0	396	0	544	4,770
APPROACH %	0%	85%	15%	0%	76%	24%	0%	0%	0%	42%	0%	58%	
PEAK HR FACTOR		0.921			0.888			0.000			0.925		0.973
APP/DEPART	2,204	/	2,424	1,626	/	1,631	0	/	324	940	/	391	0
PM													
4:00 PM	0	543	116	0	382	184	0	0	0	74	0	96	1,395
4:15 PM	0	427	112	0	338	171	0	0	0	75	0	109	1,232
4:30 PM	0	506	141	0	385	199	0	0	0	53	0	91	1,375
4:45 PM	0	507	147	0	351	197	0	0	0	62	0	82	1,346
5:00 PM	0	533	137	0	442	220	0	0	0	64	0	83	1,479
5:15 PM	0	501	136	0	412	217	0	0	0	44	0	100	1,410
5:30 PM	0	530	115	0	363	182	0	0	0	55	0	113	1,358
5:45 PM	0	530	100	0	287	152	0	0	0	41	0	111	1,221
VOLUMES	0	4,077	1,004	0	2,960	1,522	0	0	0	468	0	785	10,818
APPROACH %	0%	80%	20%	0%	66%	34%	0%	0%	0%	37%	0%	63%	
APP/DEPART	5,082	/	4,863	4,483	/	3,429	0	/	1,004	1,253	/	1,522	0
BEGIN PEAK HR		4:30 PM											
VOLUMES	0	2,047	561	0	1,590	833	0	0	0	223	0	356	5,611
APPROACH %	0%	78%	22%	0%	66%	34%	0%	0%	0%	39%	0%	61%	
PEAK HR FACTOR		0.974			0.915			0.000			0.985		0.948
APP/DEPART	2,609	/	2,403	2,423	/	1,814	0	/	561	579	/	833	0

NB	SB	EB	WB	TTL
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Ontario
Haven
I-10 EB Ramps

PROJECT #: SC3147
LOCATION #: 24
CONTROL: SIGNAL

NOTES:

Queue SB AM/PM

AM	▲	N
PM	▲	N
MD	◀	W
OTHER	▶	E
OTHER	▼	S

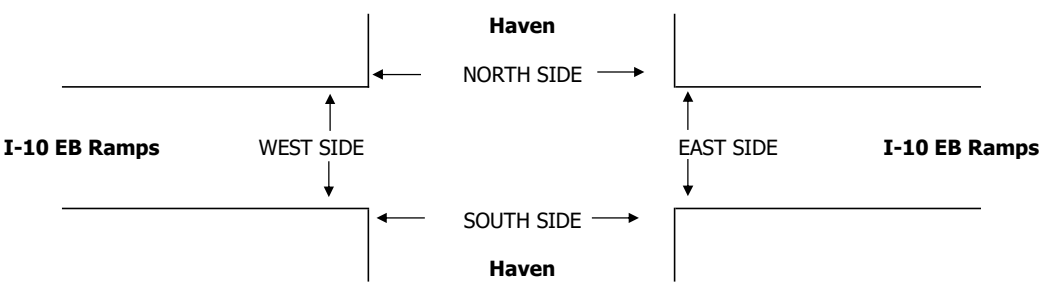
 Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Haven			Haven			I-10 EB Ramps			I-10 EB Ramps			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	4	1	X	4	1	1.5	X	1.5	X	X	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	216	57	0	283	102	92	0	99	0	0	0	849
	7:15 AM	0	241	65	0	296	104	130	0	95	0	0	0	931
	7:30 AM	0	280	72	0	242	97	188	0	129	0	0	0	1,008
	7:45 AM	0	380	62	0	306	85	219	0	133	0	0	0	1,185
	8:00 AM	0	369	60	0	316	96	194	0	136	0	0	0	1,171
	8:15 AM	0	366	55	0	315	82	165	0	127	0	0	0	1,110
	8:30 AM	0	312	94	0	341	83	200	0	89	0	0	0	1,119
	8:45 AM	0	376	98	0	225	105	194	0	104	0	0	0	1,102
	VOLUMES	0	2,540	563	0	2,324	754	1,382	0	912	0	0	0	8,475
	APPROACH %	0%	82%	18%	0%	76%	24%	60%	0%	40%	0%	0%	0%	
APP/DEPART	3,103	/	3,922	3,078	/	3,236	2,294	/	563	0	/	754	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	0	1,427	271	0	1,278	346	778	0	485	0	0	0	4,585	
APPROACH %	0%	84%	16%	0%	79%	21%	62%	0%	38%	0%	0%	0%		
PEAK HR FACTOR	0.960			0.958			0.897			0.000			0.967	
APP/DEPART	1,698	/	2,205	1,624	/	1,763	1,263	/	271	0	/	346	0	
PM	4:00 PM	0	547	144	0	343	110	114	0	55	0	0	0	1,313
	4:15 PM	0	418	204	0	324	86	112	0	59	0	0	0	1,203
	4:30 PM	0	536	157	0	336	109	113	0	45	0	0	0	1,296
	4:45 PM	0	530	218	0	324	87	121	0	41	0	0	0	1,321
	5:00 PM	0	562	172	0	383	120	109	0	40	0	0	0	1,386
	5:15 PM	0	559	204	0	350	105	80	0	47	0	0	0	1,345
	5:30 PM	0	549	169	0	332	84	97	0	58	0	0	0	1,289
	5:45 PM	0	498	164	0	258	68	140	0	60	0	0	0	1,188
	VOLUMES	0	4,199	1,432	0	2,650	769	886	0	405	0	0	0	10,341
	APPROACH %	0%	75%	25%	0%	78%	22%	69%	0%	31%	0%	0%	0%	
APP/DEPART	5,631	/	5,085	3,419	/	3,055	1,291	/	1,432	0	/	769	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	2,187	751	0	1,393	421	423	0	173	0	0	0	5,348	
APPROACH %	0%	74%	26%	0%	77%	23%	71%	0%	29%	0%	0%	0%		
PEAK HR FACTOR	0.963			0.902			0.920			0.000			0.965	
APP/DEPART	2,938	/	2,610	1,814	/	1,566	596	/	751	0	/	421	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

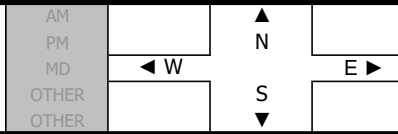
LOCATION:
NORTH & SOUTH:
EAST & WEST:

Ontario
Haven
Guasti

PROJECT #: SC3147
LOCATION #: 25
CONTROL: SIGNAL

NOTES:

Queue NB AM/PM; Queue SB PM



Add U-Turns to Left Turns

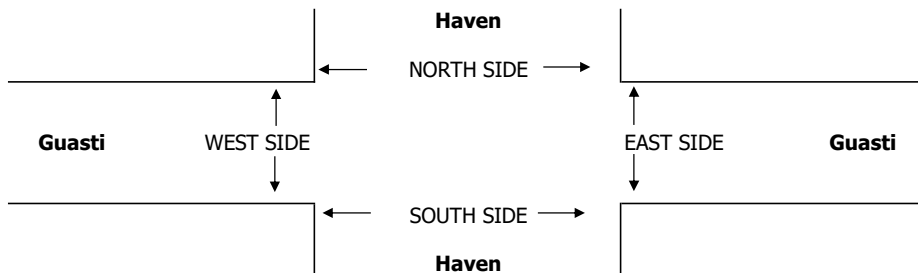
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	4	1	2	4	1	2	1	1	2	1	2	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

	Haven			Haven			Guasti			Guasti			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	13	243	19	41	303	38	4	5	3	11	3	20	703
7:15 AM	32	261	20	36	304	50	13	3	6	12	7	28	772
7:30 AM	24	303	22	29	289	51	7	6	5	13	3	41	793
7:45 AM	39	390	29	34	340	65	15	6	5	15	11	38	987
8:00 AM	51	374	26	40	332	78	9	8	5	15	11	45	994
8:15 AM	60	367	34	39	332	71	9	4	5	16	4	42	983
8:30 AM	42	358	37	52	311	66	9	4	5	21	14	39	958
8:45 AM	31	386	32	48	216	63	21	6	6	17	8	57	891
VOLUMES	292	2,682	219	319	2,427	482	87	42	40	120	61	310	7,081
APPROACH %	9%	84%	7%	10%	75%	15%	51%	25%	24%	24%	12%	63%	
APP/DEPART	3,193	/	3,114	3,228	/	2,591	169	/	545	491	/	831	0
BEGIN PEAK HR		7:45 AM											
VOLUMES	192	1,489	126	165	1,315	280	42	22	20	67	40	164	3,922
APPROACH %	11%	82%	7%	9%	75%	16%	50%	26%	24%	25%	15%	61%	
PEAK HR FACTOR		0.980			0.978			0.808			0.916		0.986
APP/DEPART	1,807	/	1,706	1,760	/	1,403	84	/	302	271	/	511	0
PM													
4:00 PM	23	560	21	31	332	33	79	17	39	13	9	49	1,206
4:15 PM	13	494	17	41	310	30	82	12	38	18	9	37	1,101
4:30 PM	17	570	23	33	325	23	71	13	32	3	8	48	1,166
4:45 PM	14	606	24	36	302	27	84	25	40	19	9	53	1,239
5:00 PM	13	562	24	51	352	18	98	20	60	15	12	69	1,294
5:15 PM	17	593	28	40	334	22	98	28	45	9	15	63	1,292
5:30 PM	10	555	30	46	303	39	83	9	43	17	9	68	1,212
5:45 PM	13	543	19	29	271	18	73	12	19	10	5	37	1,049
VOLUMES	120	4,483	186	307	2,529	210	668	136	316	104	76	424	9,559
APPROACH %	3%	94%	4%	10%	83%	7%	60%	12%	28%	17%	13%	70%	
APP/DEPART	4,789	/	5,640	3,046	/	2,961	1,120	/	564	604	/	394	0
BEGIN PEAK HR		4:45 PM											
VOLUMES	54	2,316	106	173	1,291	106	363	82	188	60	45	253	5,037
APPROACH %	2%	94%	4%	11%	82%	7%	57%	13%	30%	17%	13%	71%	
PEAK HR FACTOR		0.961			0.932			0.889			0.932		0.973
APP/DEPART	2,476	/	2,966	1,570	/	1,545	633	/	327	358	/	199	0

2	6	0	0	8
1	6	0	0	7
0	2	0	0	2
0	2	0	0	2
1	2	0	0	3
0	5	0	0	5
0	2	0	0	2
0	10	0	0	10
4	35	0	0	39

0	6	0	0	6
3	10	0	0	13
1	6	0	0	7
1	5	0	0	6
1	6	0	0	7
2	9	0	0	11
2	14	0	0	16
2	9	0	0	11
12	65	0	0	77



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Ontario
Haven
Airport

PROJECT #: SC3147
LOCATION #: 26
CONTROL: SIGNAL

<p>NOTES:</p> <p style="color: blue; text-align: center;">Queue NB PM</p>	AM PM MD OTHER OTHER	◀ W S ▶ E	▲ N S ▼	
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Add U-Turns to Left Turns

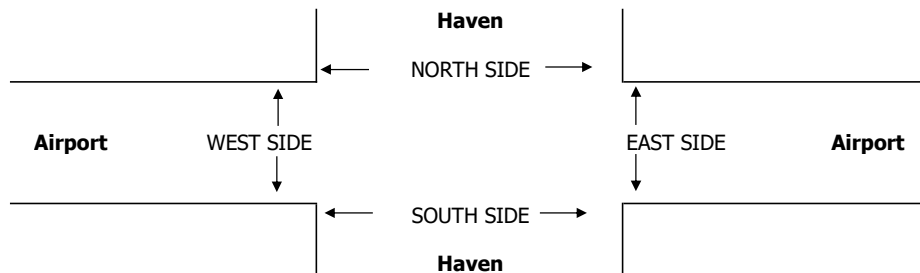
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Haven			Haven			Airport			Airport			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	4	1	2	4	1	2	2	0	2	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	35	215	26	82	227	7	4	41	26	34	26	56	779
	7:15 AM	15	268	19	57	258	5	3	54	23	25	44	42	813
	7:30 AM	28	278	27	75	232	0	6	29	47	28	50	66	866
	7:45 AM	49	372	27	88	264	5	2	32	36	40	57	83	1,055
	8:00 AM	26	373	20	96	255	2	6	35	31	37	48	74	1,003
	8:15 AM	32	417	22	124	221	8	3	43	43	20	37	41	1,011
	8:30 AM	37	373	29	93	238	6	5	29	31	38	40	59	978
	8:45 AM	30	391	33	67	167	5	7	32	30	41	44	52	899
	VOLUMES	252	2,687	203	682	1,862	38	36	295	267	263	346	473	7,427
	APPROACH %	8%	85%	6%	26%	72%	1%	6%	49%	45%	24%	32%	43%	
APP/DEPART	3,153	/	3,199	2,585	/	2,403	600	/	1,187	1,089	/	638	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	144	1,535	98	401	978	21	16	139	141	135	182	257	4,057	
APPROACH %	8%	86%	5%	29%	70%	1%	5%	47%	48%	23%	32%	45%		
PEAK HR FACTOR	0.941			0.978			0.831			0.796			0.960	
APP/DEPART	1,784	/	1,809	1,401	/	1,261	296	/	640	576	/	347	0	
PM	4:00 PM	122	446	7	0	348	35	65	105	95	9	128	93	1,453
	4:15 PM	83	360	8	2	311	55	74	117	78	10	106	91	1,295
	4:30 PM	96	415	5	1	332	28	93	118	120	19	122	104	1,453
	4:45 PM	104	504	8	0	323	38	76	98	121	5	87	65	1,429
	5:00 PM	88	429	9	3	381	42	77	97	124	19	86	94	1,449
	5:15 PM	83	436	9	2	359	27	90	93	137	13	105	114	1,468
	5:30 PM	78	448	6	2	336	25	72	112	140	9	97	75	1,400
	5:45 PM	84	444	9	27	251	22	68	121	134	7	61	62	1,290
	VOLUMES	738	3,482	61	37	2,641	272	615	861	949	91	792	698	11,255
	APPROACH %	17%	81%	1%	1%	89%	9%	25%	35%	39%	6%	50%	44%	
APP/DEPART	4,282	/	4,797	2,952	/	3,682	2,436	/	963	1,585	/	1,813	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	371	1,784	31	6	1,395	135	336	406	502	56	400	377	5,808	
APPROACH %	17%	82%	1%	0%	91%	9%	27%	32%	40%	7%	48%	45%		
PEAK HR FACTOR	0.886			0.901			0.938			0.852			0.986	
APP/DEPART	2,187	/	2,497	1,536	/	1,954	1,250	/	445	835	/	912	0	

0	1	1	1	3
1	1	0	1	3
1	0	0	1	2
0	1	0	1	2
2	0	0	0	2
3	0	0	1	4
2	0	0	0	2
2	0	1	2	5
11	3	2	7	23

0	0	1	0	1
0	0	2	2	4
0	0	2	0	2
1	0	0	0	1
0	0	1	1	2
0	0	3	1	4
0	0	1	0	1
0	2	1	0	3
1	2	11	4	18



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Hofer Ranch
EAST & WEST: Jurupa

PROJECT #: SC3147
LOCATION #: 27
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	◀ W S ▶	▲ N ▼	E ▶
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☑ Add U-Turns to Left Turns

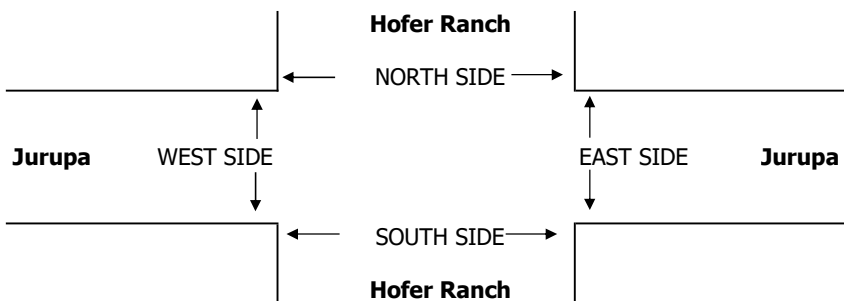
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Hofer Ranch			Hofer Ranch			Jurupa			Jurupa			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	0	1	0	1	3	0	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	1	0	2	0	0	1	2	51	0	2	132	1	192
	7:15 AM	0	0	7	3	1	1	4	67	3	9	154	5	254
	7:30 AM	0	0	5	3	0	0	3	63	3	11	114	0	202
	7:45 AM	2	0	4	1	0	1	4	66	0	5	115	6	204
	8:00 AM	0	0	6	1	0	1	3	67	2	11	104	3	198
	8:15 AM	0	0	2	2	0	1	3	60	1	3	95	1	168
	8:30 AM	0	0	8	1	0	1	0	54	4	11	77	3	159
	8:45 AM	1	0	11	1	0	0	2	52	0	10	73	2	152
	VOLUMES	4	0	45	12	1	6	21	480	13	62	864	21	1,529
	APPROACH %	8%	0%	92%	63%	5%	32%	4%	93%	3%	7%	91%	2%	
APP/DEPART	49	/	41	19	/	75	514	/	538	947	/	875	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	2	0	22	8	1	3	14	263	8	36	487	14	858	
APPROACH %	8%	0%	92%	67%	8%	25%	5%	92%	3%	7%	91%	3%		
PEAK HR FACTOR	0.857			0.600			0.963			0.799			0.844	
APP/DEPART	24	/	28	12	/	45	285	/	293	537	/	492	0	
PM	4:00 PM	1	0	9	4	0	0	0	107	1	3	163	5	293
	4:15 PM	0	0	6	3	0	3	1	75	1	6	84	7	186
	4:30 PM	2	0	12	17	0	0	1	110	1	3	72	4	222
	4:45 PM	4	0	7	9	0	2	2	111	2	5	103	4	249
	5:00 PM	1	0	13	10	0	2	1	115	1	6	74	2	225
	5:15 PM	4	0	7	5	0	1	1	97	1	6	101	2	225
	5:30 PM	5	0	10	8	0	3	3	101	3	5	88	5	231
	5:45 PM	1	0	10	3	0	1	2	63	0	10	83	0	173
	VOLUMES	18	0	74	59	0	12	11	779	10	44	768	29	1,804
	APPROACH %	20%	0%	80%	83%	0%	17%	1%	97%	1%	5%	91%	3%	
APP/DEPART	92	/	40	71	/	48	800	/	918	841	/	798	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	7	0	34	33	0	5	4	403	5	17	422	20	950	
APPROACH %	17%	0%	83%	87%	0%	13%	1%	98%	1%	4%	92%	4%		
PEAK HR FACTOR	0.732			0.559			0.896			0.671			0.811	
APP/DEPART	41	/	24	38	/	18	412	/	474	459	/	434	0	

0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	1	1	2

0	0	0	1	1
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0	0	0	0	0
0	0	0	2	2
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	6	6



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

LOCATION: Ontario
NORTH & SOUTH: Turner
EAST & WEST: Jurupa

PROJECT #: SC3147
LOCATION #: 28
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☑ Add U-Turns to Left Turns

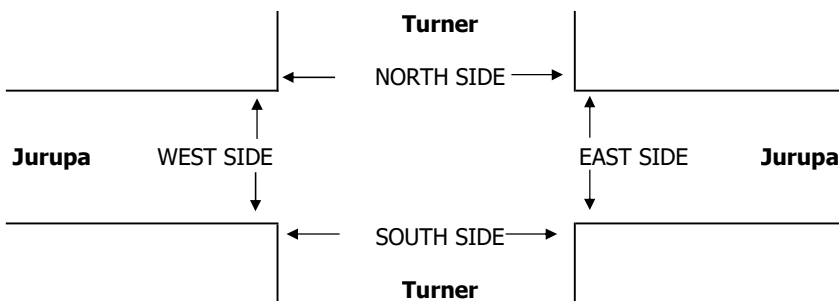
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Turner			Turner			Jurupa			Jurupa			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0.5	0.5	1	0	1	0	1	3	0	1	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	6	0	6	0	0	0	0	51	3	6	145	1	218
	7:15 AM	10	0	9	0	0	0	0	68	11	7	149	0	254
	7:30 AM	6	0	2	0	0	0	0	66	12	5	121	0	212
	7:45 AM	16	0	3	0	0	0	0	54	7	16	126	0	222
	8:00 AM	6	0	2	0	0	0	1	63	9	19	110	0	210
	8:15 AM	4	0	6	0	0	2	0	55	9	20	95	1	192
	8:30 AM	11	0	2	0	0	0	1	57	9	11	71	1	163
	8:45 AM	13	0	8	0	0	0	0	52	10	9	79	0	171
	VOLUMES	72	0	38	0	0	2	2	466	70	93	896	3	1,642
	APPROACH %	65%	0%	35%	0%	0%	100%	0%	87%	13%	9%	90%	0%	
APP/DEPART	110	/	3	2	/	157	538	/	510	992	/	972	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	38	0	20	0	0	0	0	239	33	34	541	1	906	
APPROACH %	66%	0%	34%	0%	0%	0%	0%	88%	12%	6%	94%	0%		
PEAK HR FACTOR	0.763			0.000			0.861			0.923			0.892	
APP/DEPART	58	/	1	0	/	66	272	/	260	576	/	579	0	
PM	4:00 PM	15	0	9	3	0	0	0	94	6	20	165	1	313
	4:15 PM	7	0	13	0	0	1	0	104	14	12	99	0	250
	4:30 PM	15	0	15	1	0	0	0	134	9	8	57	0	239
	4:45 PM	14	0	8	0	0	0	0	101	13	17	88	0	241
	5:00 PM	17	0	22	1	0	0	0	129	11	6	71	0	257
	5:15 PM	13	0	13	1	0	0	0	95	14	10	93	0	239
	5:30 PM	12	0	14	0	0	0	0	102	12	11	86	0	237
	5:45 PM	6	0	13	0	0	0	0	77	9	11	92	0	208
	VOLUMES	99	0	107	6	0	1	0	836	88	95	751	1	1,984
	APPROACH %	48%	0%	52%	86%	0%	14%	0%	90%	10%	11%	89%	0%	
APP/DEPART	206	/	1	7	/	178	924	/	954	847	/	851	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	51	0	45	4	0	1	0	433	42	57	409	1	1,043	
APPROACH %	53%	0%	47%	80%	0%	20%	0%	91%	9%	12%	88%	0%		
PEAK HR FACTOR	0.800			0.417			0.830			0.628			0.833	
APP/DEPART	96	/	1	5	/	94	475	/	487	467	/	461	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	1	1	2
0	0	0	1	1
0	0	1	1	2
0	0	0	2	2
0	0	2	6	8

0	0	0	2	2
0	0	0	3	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	5	5



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

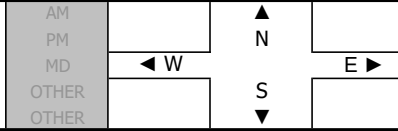
LOCATION:
NORTH & SOUTH:
EAST & WEST:

Ontario
Haven
Jurupa

PROJECT #: SC3147
LOCATION #: 29
CONTROL: SIGNAL

NOTES:

Construction SL, WL till 4:30 PM



Add U-Turns to Left Turns

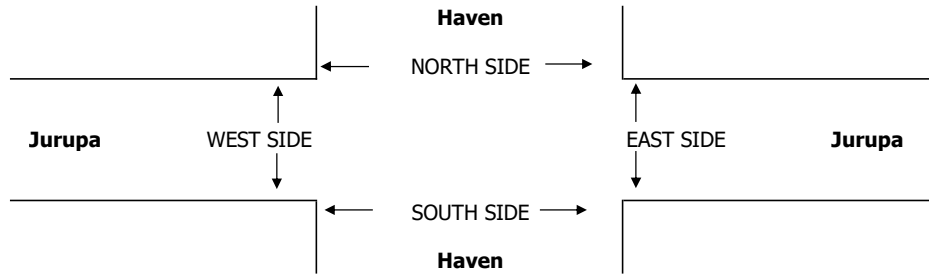
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Haven			Haven			Jurupa			Jurupa			
	NL 1	NT 4	NR 1	SL 1	ST 4	SR 2	EL 2	ET 3	ER 0	WL 2	WT 2	WR 1	

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	21	235	36	0	234	84	2	76	21	54	76	26	865
7:15 AM	34	318	32	1	270	87	6	86	16	63	93	31	1,037
7:30 AM	16	381	40	1	287	104	7	75	20	55	65	37	1,088
7:45 AM	14	435	52	0	307	92	1	93	22	50	67	35	1,168
8:00 AM	24	424	48	2	314	118	5	82	11	40	72	22	1,162
8:15 AM	15	432	39	0	261	130	7	67	9	48	74	34	1,116
8:30 AM	12	453	47	1	207	109	6	71	8	37	53	18	1,022
8:45 AM	25	401	45	0	183	61	6	101	6	41	58	38	965
VOLUMES	161	3,079	339	5	2,063	785	40	651	113	388	558	241	8,423
APPROACH %	4%	86%	9%	0%	72%	28%	5%	81%	14%	33%	47%	20%	
APP/DEPART	3,579	/	3,361	2,853	/	2,611	804	/	996	1,187	/	1,455	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	69	1,672	179	3	1,169	444	20	317	62	193	278	128	4,534
APPROACH %	4%	87%	9%	0%	72%	27%	5%	79%	16%	32%	46%	21%	
PEAK HR FACTOR	0.958			0.931			0.860			0.954			0.970
APP/DEPART	1,920	/	1,821	1,616	/	1,447	399	/	500	599	/	766	0
PM													
4:00 PM	26	370	44	0	288	145	3	170	23	48	80	82	1,279
4:15 PM	8	343	55	5	364	98	26	142	16	42	56	53	1,208
4:30 PM	21	379	47	51	358	67	80	70	12	49	26	38	1,198
4:45 PM	6	447	44	41	343	93	88	75	5	61	51	23	1,277
5:00 PM	8	487	51	56	399	52	70	50	13	48	26	25	1,285
5:15 PM	12	342	59	39	338	83	94	68	6	60	51	36	1,188
5:30 PM	14	430	32	54	416	62	65	54	9	66	42	23	1,267
5:45 PM	20	311	45	51	375	61	63	51	11	41	61	16	1,106
VOLUMES	115	3,109	377	297	2,881	661	489	680	95	415	393	296	9,808
APPROACH %	3%	86%	10%	8%	75%	17%	39%	54%	8%	38%	36%	27%	
APP/DEPART	3,601	/	3,934	3,839	/	3,433	1,264	/	1,314	1,104	/	1,127	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	40	1,706	186	190	1,496	290	317	247	33	235	170	107	5,017
APPROACH %	2%	88%	10%	10%	76%	15%	53%	41%	6%	46%	33%	21%	
PEAK HR FACTOR	0.885			0.929			0.888			0.871			0.976
APP/DEPART	1,932	/	2,156	1,976	/	1,776	597	/	597	512	/	488	0

5	0	0	0	5
5	0	0	0	5
4	0	0	0	4
3	0	0	1	4
10	1	0	0	11
8	0	0	1	9
3	0	0	0	3
11	0	0	0	11
49	1	0	2	52

12	0	0	0	12
3	1	0	1	5
9	5	1	0	15
2	7	0	0	9
2	8	0	0	10
2	8	0	0	10
6	3	0	0	9
7	9	0	0	16
43	41	1	1	86



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

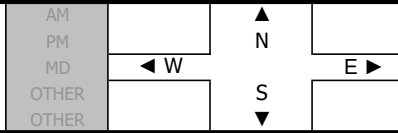
DATE:
Wed, Oct 27, 21

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Ontario
Carnegie
Jurupa

PROJECT #: SC3147
LOCATION #: 30
CONTROL: SIGNAL

NOTES:



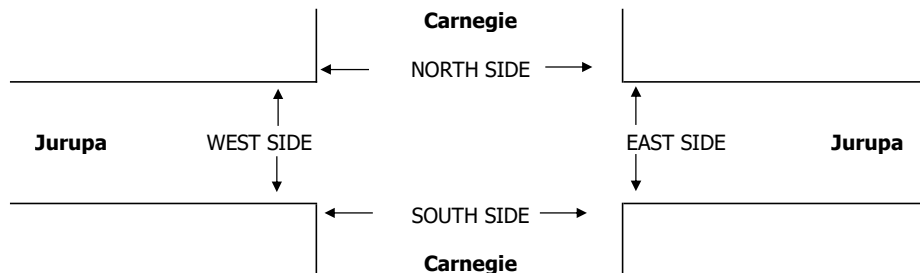
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Carnegie			Carnegie			Jurupa			Jurupa			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	1	1	3	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	2	0	1	7	90	0	0	132	3	235
	7:15 AM	0	0	0	0	0	1	10	88	0	0	154	6	259
	7:30 AM	0	0	1	2	0	3	6	82	1	1	134	5	235
	7:45 AM	0	0	0	5	0	6	11	111	1	1	131	10	276
	8:00 AM	0	0	0	0	1	2	8	106	1	2	112	1	233
	8:15 AM	0	0	2	0	0	2	7	94	2	0	127	5	239
	8:30 AM	1	0	0	3	0	3	5	101	1	0	85	5	204
	8:45 AM	0	0	2	1	0	4	12	98	1	0	115	5	238
	VOLUMES	1	0	5	13	1	22	66	770	7	4	990	40	1,919
	APPROACH %	17%	0%	83%	36%	3%	61%	8%	91%	1%	0%	96%	4%	
APP/DEPART	6	/	102	36	/	11	843	/	789	1,034	/	1,017	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	0	0	1	9	0	11	34	371	2	2	551	24	1,005	
APPROACH %	0%	0%	100%	45%	0%	55%	8%	91%	0%	0%	95%	4%		
PEAK HR FACTOR	0.250			0.455			0.827			0.902			0.910	
APP/DEPART	1	/	57	20	/	3	407	/	382	577	/	563	0	
PM	4:00 PM	1	0	0	4	0	6	14	155	3	0	120	2	305
	4:15 PM	0	0	0	3	0	5	12	147	4	2	105	3	281
	4:30 PM	1	1	1	2	0	4	4	164	1	1	117	1	297
	4:45 PM	1	0	0	4	0	9	2	161	0	0	113	3	293
	5:00 PM	0	0	1	3	0	4	3	184	2	0	100	0	297
	5:15 PM	3	0	1	2	0	6	3	142	4	0	115	4	280
	5:30 PM	0	0	1	2	0	5	7	152	0	0	113	0	280
	5:45 PM	0	0	0	0	0	2	1	132	0	0	108	0	243
	VOLUMES	6	1	4	20	0	41	46	1,237	14	3	891	13	2,276
	APPROACH %	55%	9%	36%	33%	0%	67%	4%	95%	1%	0%	98%	1%	
APP/DEPART	11	/	56	61	/	16	1,297	/	1,262	907	/	942	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	3	1	1	13	0	24	32	627	8	3	455	9	1,176	
APPROACH %	60%	20%	20%	35%	0%	65%	5%	94%	1%	1%	97%	2%		
PEAK HR FACTOR	0.417			0.712			0.969			0.957			0.964	
APP/DEPART	5	/	39	37	/	10	667	/	642	467	/	485	0	

0	0	3	0	3
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	4	1	5



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

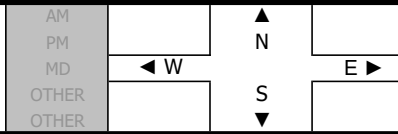
DATE:
Wed, Oct 27, 21

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Ontario
Commerce
Jurupa

PROJECT #: SC3147
LOCATION #: 31
CONTROL: SIGNAL

NOTES:



Add U-Turns to Left Turns

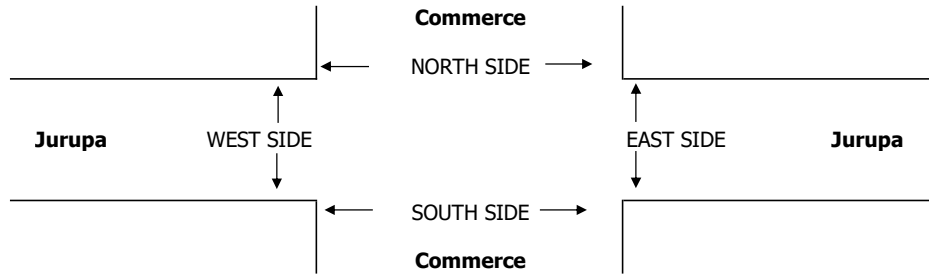
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Commerce			Commerce			Jurupa			Jurupa			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	2	1	1	1	3	0	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Commerce			Commerce			Jurupa			Jurupa			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	1	1	1	14	0	2	10	80	1	12	133	38	293
7:15 AM	1	0	4	26	1	6	6	80	1	10	153	37	325
7:30 AM	0	1	2	15	1	4	7	78	0	4	136	34	282
7:45 AM	1	1	3	24	2	2	16	100	0	3	139	43	334
8:00 AM	0	3	2	11	1	2	16	87	3	7	115	26	273
8:15 AM	1	2	2	17	1	3	15	78	2	5	127	30	283
8:30 AM	0	0	4	11	2	1	14	89	1	1	90	25	238
8:45 AM	1	0	2	11	0	3	11	87	2	4	118	37	276
VOLUMES	5	8	20	129	8	23	95	679	10	46	1,011	270	2,304
APPROACH %	15%	24%	61%	81%	5%	14%	12%	87%	1%	3%	76%	20%	
APP/DEPART	33	/	373	160	/	62	784	/	829	1,327	/	1,040	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	3	3	10	79	4	14	39	338	2	29	561	152	1,234
APPROACH %	19%	19%	63%	81%	4%	14%	10%	89%	1%	4%	76%	20%	
PEAK HR FACTOR	0.800			0.735			0.817			0.928			0.924
APP/DEPART	16	/	195	97	/	33	379	/	428	742	/	578	0
PM													
4:00 PM	1	4	9	56	3	7	12	141	6	6	115	53	413
4:15 PM	1	8	8	70	6	6	15	129	5	9	104	63	424
4:30 PM	7	12	27	51	6	7	14	147	5	0	105	50	431
4:45 PM	2	5	15	49	4	7	13	149	3	2	107	37	393
5:00 PM	2	3	8	49	3	11	17	169	2	2	86	58	410
5:15 PM	1	2	6	59	0	8	17	125	1	0	112	73	404
5:30 PM	1	3	7	50	2	14	18	136	1	1	99	66	398
5:45 PM	0	1	6	67	2	11	13	117	0	1	97	44	359
VOLUMES	15	38	86	451	26	71	119	1,113	23	21	825	444	3,232
APPROACH %	11%	27%	62%	82%	5%	13%	9%	89%	2%	2%	64%	34%	
APP/DEPART	139	/	601	548	/	70	1,255	/	1,650	1,290	/	911	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	11	29	59	226	19	27	54	566	19	17	431	203	1,661
APPROACH %	11%	29%	60%	83%	7%	10%	8%	89%	3%	3%	66%	31%	
PEAK HR FACTOR	0.538			0.829			0.962			0.925			0.963
APP/DEPART	99	/	286	272	/	55	639	/	851	651	/	469	0

0	1	0	1	2
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	1	1	2	4

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

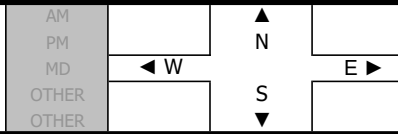
DATE:
Wed, Oct 27, 21

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Ontario
Dupont
Jurupa

PROJECT #: SC3147
LOCATION #: 32
CONTROL: SIGNAL

NOTES:



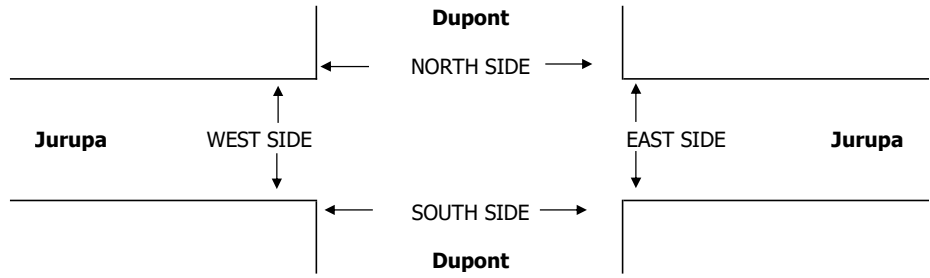
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Dupont			Dupont			Jurupa			Jurupa			
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL 0

AM	7:00 AM	2	2	9	1	0	1	7	85	3	12	180	7	309
	7:15 AM	2	0	7	2	1	2	7	98	2	16	197	9	343
	7:30 AM	6	2	7	0	1	1	12	88	4	15	168	7	311
	7:45 AM	10	2	6	1	1	2	15	97	9	16	174	4	337
	8:00 AM	6	5	7	2	1	3	10	85	4	8	139	9	279
	8:15 AM	4	4	7	3	3	3	13	80	4	15	155	13	304
	8:30 AM	3	2	9	2	0	2	9	86	9	12	114	9	257
	8:45 AM	7	2	8	2	1	2	9	82	7	10	150	9	289
	VOLUMES	40	19	60	13	8	16	82	701	42	104	1,277	67	2,429
	APPROACH %	34%	16%	50%	35%	22%	43%	10%	85%	5%	7%	88%	5%	
APP/DEPART	119	/	168	37	/	143	825	/	785	1,448	/	1,333	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	20	6	29	4	3	6	41	368	18	59	719	27	1,300	
APPROACH %	36%	11%	53%	31%	23%	46%	10%	86%	4%	7%	89%	3%		
PEAK HR FACTOR	0.764			0.650			0.882			0.907			0.948	
APP/DEPART	55	/	74	13	/	76	427	/	405	805	/	745	0	
PM	4:00 PM	11	5	22	14	5	7	8	190	7	8	156	3	436
	4:15 PM	8	8	21	5	2	7	10	194	5	7	162	5	434
	4:30 PM	10	5	38	16	3	8	6	213	4	8	137	3	451
	4:45 PM	3	4	14	7	6	8	7	200	4	11	135	5	404
	5:00 PM	9	8	24	17	7	5	5	214	6	14	133	9	451
	5:15 PM	7	6	15	8	5	8	7	180	1	13	169	10	429
	5:30 PM	3	3	11	10	6	12	3	186	2	9	151	3	399
	5:45 PM	9	4	15	3	3	5	2	186	1	21	130	4	383
	VOLUMES	60	43	160	80	37	60	48	1,563	30	91	1,173	42	3,387
	APPROACH %	23%	16%	61%	45%	21%	34%	3%	95%	2%	7%	90%	3%	
APP/DEPART	263	/	131	177	/	134	1,641	/	1,827	1,306	/	1,295	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	30	25	97	45	18	28	28	821	19	40	567	22	1,740	
APPROACH %	20%	16%	64%	49%	20%	31%	3%	95%	2%	6%	90%	3%		
PEAK HR FACTOR	0.717			0.784			0.964			0.904			0.965	
APP/DEPART	152	/	74	91	/	64	868	/	976	629	/	626	0	

0	0	0	1	1
0	0	0	1	1
0	0	0	2	2
0	0	1	4	5
0	0	0	6	6
0	0	1	3	4
0	0	0	5	5
0	0	0	2	2
0	0	2	24	26



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

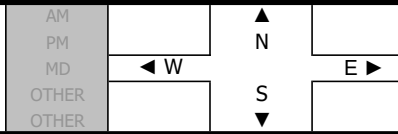
DATE:
Wed, Oct 27, 21

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Ontario
Milliken
Jurupa

PROJECT #: SC3147
LOCATION #: 33
CONTROL: SIGNAL

NOTES:



Add U-Turns to Left Turns

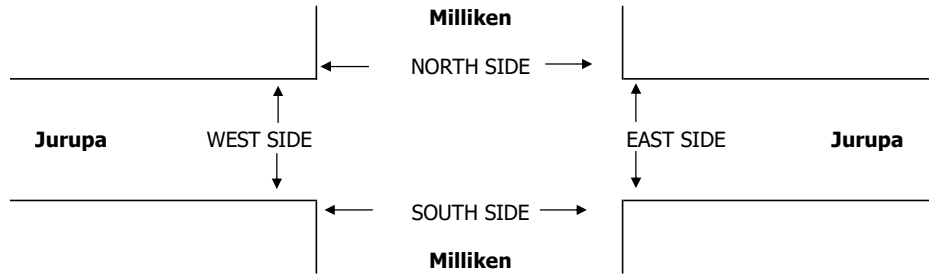
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Milliken			Milliken			Jurupa			Jurupa			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	1	2	3	1	2	3	1	2	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	25	71	39	19	53	9	11	85	6	78	165	15	576
	7:15 AM	28	108	54	11	59	9	19	70	17	71	189	14	649
	7:30 AM	28	131	50	13	64	4	21	58	8	76	158	26	637
	7:45 AM	35	170	70	19	75	13	21	76	8	88	147	20	742
	8:00 AM	26	179	70	12	75	12	13	84	8	91	118	25	713
	8:15 AM	31	168	69	14	56	7	18	58	8	77	142	17	665
	8:30 AM	25	150	63	12	64	8	13	71	10	76	100	18	610
	8:45 AM	24	159	39	21	55	10	21	71	15	72	134	13	634
	VOLUMES	222	1,136	454	121	501	72	137	573	80	629	1,153	148	5,287
	APPROACH %	12%	61%	24%	17%	72%	10%	17%	72%	10%	33%	60%	8%	
APP/DEPART	1,865	/	1,422	695	/	1,263	796	/	1,149	1,931	/	1,453	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	120	648	259	58	270	36	73	276	32	332	565	88	2,794	
APPROACH %	11%	61%	24%	16%	74%	10%	19%	72%	8%	34%	57%	9%		
PEAK HR FACTOR	0.918		0.845											
APP/DEPART	1,061	/	810	365	/	668	383	/	593	985	/	723	0	
PM	4:00 PM	29	135	75	51	180	15	24	181	24	85	127	24	950
	4:15 PM	36	121	73	44	177	8	29	166	24	79	97	22	876
	4:30 PM	32	171	87	43	209	13	26	187	30	76	82	22	978
	4:45 PM	19	169	87	43	178	14	22	166	25	55	108	24	910
	5:00 PM	58	149	74	58	167	4	23	188	21	80	95	22	939
	5:15 PM	56	160	71	32	124	1	15	160	24	84	112	16	855
	5:30 PM	46	148	66	45	182	8	25	142	45	80	87	12	886
	5:45 PM	31	139	54	31	136	4	11	183	32	57	124	16	818
	VOLUMES	307	1,192	587	347	1,353	67	175	1,373	225	596	832	158	7,232
	APPROACH %	15%	57%	28%	20%	76%	4%	10%	77%	13%	38%	52%	10%	
APP/DEPART	2,096	/	1,530	1,772	/	2,184	1,777	/	2,308	1,587	/	1,210	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	116	596	322	181	744	50	101	700	103	295	414	92	3,730	
APPROACH %	11%	57%	31%	19%	76%	5%	11%	77%	11%	37%	52%	11%		
PEAK HR FACTOR	0.894		0.922											
APP/DEPART	1,044	/	791	977	/	1,152	907	/	1,204	802	/	583	0	

1	0	0	0	1
5	0	0	0	5
7	0	1	0	8
11	1	0	0	12
14	0	0	0	14
2	0	1	0	3
3	0	1	0	4
10	0	3	1	14
53	1	6	1	61

2	2	0	0	4
5	0	1	0	6
2	0	2	1	5
1	0	0	0	1
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
0	1	1	0	2
10	5	4	1	20



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

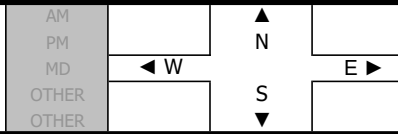
DATE:
Thu, Nov 4, 21

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Ontario
Rockefeller
Jurupa

PROJECT #: SC3147
LOCATION #: 34
CONTROL: SIGNAL

NOTES:



Add U-Turns to Left Turns

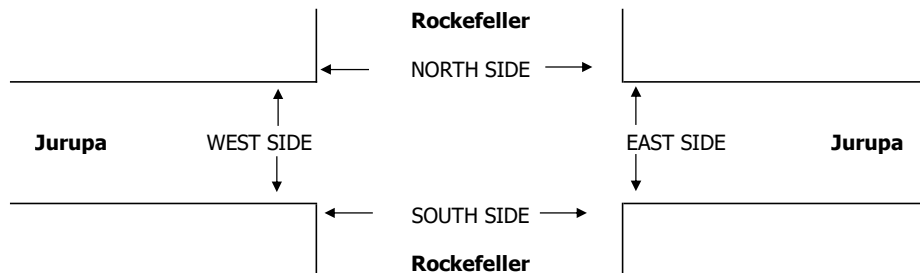
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Rockefeller - Toyota			Rockefeller - Toyota			Jurupa			Jurupa			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0.5	1.5	1	1	1	1	3	0	1	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	0	0	1	23	0	11	22	114	0	4	209	19	403
	7:15 AM	0	1	1	27	0	14	16	96	1	7	232	33	428
	7:30 AM	0	2	4	28	0	15	28	105	0	3	233	21	439
	7:45 AM	0	1	0	22	0	13	21	111	0	4	262	37	471
	8:00 AM	0	4	5	23	0	14	30	121	0	3	209	24	433
	8:15 AM	0	3	4	21	1	10	24	121	3	2	229	33	451
	8:30 AM	0	2	1	35	1	12	24	135	0	5	193	22	430
	8:45 AM	0	0	3	31	1	13	21	139	0	10	213	26	457
	VOLUMES	0	13	19	210	3	102	186	942	4	38	1,780	215	3,512
	APPROACH %	0%	41%	59%	67%	1%	32%	16%	83%	0%	2%	88%	11%	
APP/DEPART	32	/	413	315	/	25	1,132	/	1,190	2,033	/	1,884	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	10	13	94	1	52	103	458	3	12	933	115	1,794	
APPROACH %	0%	43%	57%	64%	1%	35%	18%	81%	1%	1%	88%	11%		
PEAK HR FACTOR	0.639			0.855			0.934			0.875			0.952	
APP/DEPART	23	/	227	147	/	7	564	/	574	1,060	/	986	0	
PM	4:00 PM	1	5	29	92	1	27	17	301	0	13	174	9	669
	4:15 PM	0	1	18	64	1	25	25	268	0	8	177	8	595
	4:30 PM	0	3	15	98	1	33	26	290	0	15	160	7	648
	4:45 PM	0	2	16	61	4	21	26	270	0	12	161	10	583
	5:00 PM	1	5	21	105	4	31	12	288	0	16	145	7	635
	5:15 PM	1	18	86	56	1	14	17	279	0	12	122	10	616
	5:30 PM	0	4	17	51	0	13	23	259	0	12	162	5	546
	5:45 PM	0	0	6	58	0	11	16	254	0	8	115	6	474
	VOLUMES	3	38	208	585	12	175	162	2,209	0	96	1,216	62	4,766
	APPROACH %	1%	15%	84%	76%	2%	23%	7%	93%	0%	7%	89%	5%	
APP/DEPART	249	/	259	772	/	27	2,371	/	3,082	1,374	/	1,398	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	1	11	78	315	7	106	94	1,129	0	48	672	34	2,495	
APPROACH %	1%	12%	87%	74%	2%	25%	8%	92%	0%	6%	89%	5%		
PEAK HR FACTOR	0.643			0.811			0.961			0.962			0.932	
APP/DEPART	90	/	137	428	/	14	1,223	/	1,563	754	/	781	0	

0	1	0	2	3
0	0	0	2	2
0	0	0	3	3
0	0	0	2	2
0	0	1	3	4
0	0	0	1	1
0	0	0	2	2
0	0	1	5	6
0	1	2	20	23

0	0	1	12	13
0	0	1	7	8
0	0	0	13	13
0	0	0	9	9
0	0	1	14	15
0	0	0	10	10
0	1	0	9	10
0	0	1	7	8
0	1	4	81	86



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Wed, Oct 27, 21

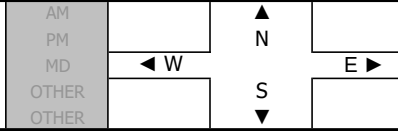
LOCATION:
NORTH & SOUTH:
EAST & WEST:

Ontario
I-15 SB Ramps
Jurupa

PROJECT #: SC3147
LOCATION #: 35
CONTROL: SIGNAL

NOTES:

Queue SB PM



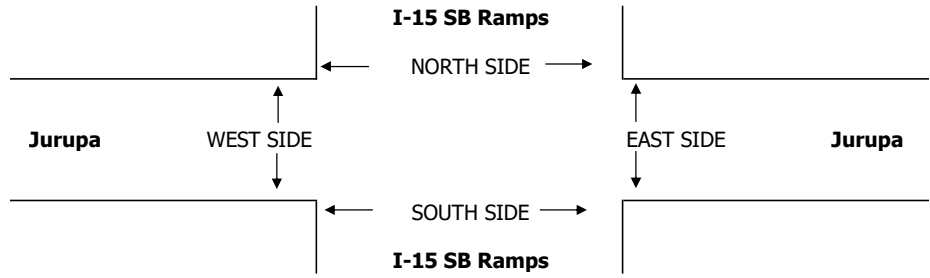
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	I-15 SB Ramps			I-15 SB Ramps			Jurupa			Jurupa			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	X	1.3	0.3	1.3	X	2.5	1.5	2	3	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	I-15 SB Ramps			I-15 SB Ramps			Jurupa			Jurupa			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	0	0	0	114	1	210	0	117	38	46	136	0	662
7:15 AM	0	0	0	111	2	188	0	113	25	52	121	0	612
7:30 AM	0	0	0	95	2	163	0	101	24	51	111	0	547
7:45 AM	0	0	0	144	1	226	0	141	32	47	112	0	703
8:00 AM	0	0	0	117	0	193	0	148	32	58	91	0	639
8:15 AM	0	0	0	112	0	163	0	123	32	42	115	0	587
8:30 AM	0	0	0	102	1	161	0	112	41	46	93	0	556
8:45 AM	0	0	0	99	1	171	0	102	30	58	90	0	551
VOLUMES	0	0	0	894	8	1,475	0	957	254	400	869	0	4,857
APPROACH %	0%	0%	0%	38%	0%	62%	0%	79%	21%	32%	68%	0%	
APP/DEPART	0	/	0	2,377	/	662	1,211	/	1,851	1,269	/	2,344	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	0	0	464	6	787	0	472	119	196	480	0	2,524
APPROACH %	0%	0%	0%	37%	0%	63%	0%	80%	20%	29%	71%	0%	
PEAK HR FACTOR	0.000			0.847			0.854			0.929			0.898
APP/DEPART	0	/	0	1,257	/	321	591	/	936	676	/	1,267	0
PM													
4:00 PM	0	0	0	56	0	83	0	271	119	104	131	0	764
4:15 PM	0	0	0	32	1	74	0	253	105	82	124	0	671
4:30 PM	0	0	0	46	1	70	0	292	133	94	126	0	762
4:45 PM	0	0	0	47	2	61	0	261	84	103	128	0	686
5:00 PM	0	0	0	45	3	77	0	280	113	117	111	0	746
5:15 PM	0	0	0	47	1	97	0	316	95	85	138	0	779
5:30 PM	0	0	0	37	2	81	0	245	111	81	113	0	670
5:45 PM	0	0	0	32	1	77	0	223	93	68	98	0	592
VOLUMES	0	0	0	342	11	620	0	2,141	853	734	969	0	5,670
APPROACH %	0%	0%	0%	35%	1%	64%	0%	72%	28%	43%	57%	0%	
APP/DEPART	0	/	0	973	/	1,598	2,994	/	2,483	1,703	/	1,589	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	185	7	305	0	1,149	425	399	503	0	2,973
APPROACH %	0%	0%	0%	37%	1%	61%	0%	73%	27%	44%	56%	0%	
PEAK HR FACTOR	0.000			0.857			0.926			0.976			0.954
APP/DEPART	0	/	0	497	/	831	1,574	/	1,334	902	/	808	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Oct 27, 21	LOCATION: NORTH & SOUTH: EAST & WEST:	Ontario I-15 NB Ramps Jurupa	PROJECT #: LOCATION #: CONTROL:	SC3147 36 SIGNAL
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NOTES: <div style="text-align: center; color: blue; font-weight: bold;">Queue NB PM</div>	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼	
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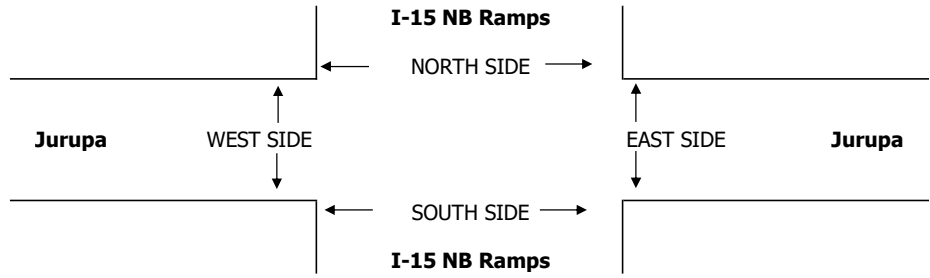
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	I-15 NB Ramps			I-15 NB Ramps			Jurupa			Jurupa			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1.3	0.3	1.3	X	X	X	2	3	X	X	3	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	I-15 NB Ramps			I-15 NB Ramps			Jurupa			Jurupa				
AM	7:00 AM	62	2	108	0	0	0	70	159	0	0	120	46	567
	7:15 AM	59	0	101	0	0	0	65	158	0	0	114	93	590
	7:30 AM	55	2	105	0	0	0	62	133	0	0	108	72	537
	7:45 AM	47	0	84	0	0	0	72	213	0	0	113	92	621
	8:00 AM	38	0	81	0	0	0	79	186	0	0	111	82	577
	8:15 AM	55	0	90	0	0	0	75	159	0	0	103	59	541
	8:30 AM	41	1	90	0	0	0	57	157	0	0	101	77	524
	8:45 AM	34	0	91	0	0	0	62	139	0	0	115	62	503
	VOLUMES	391	5	750	0	0	0	542	1,304	0	0	885	583	4,460
	APPROACH %	34%	0%	65%	0%	0%	0%	29%	71%	0%	0%	60%	40%	
APP/DEPART	1,146	/	1,130	0	/	0	1,846	/	2,054	1,468	/	1,276	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	199	2	371	0	0	0	278	690	0	0	446	339	2,325	
APPROACH %	35%	0%	65%	0%	0%	0%	29%	71%	0%	0%	57%	43%		
PEAK HR FACTOR	0.883			0.000			0.849			0.948			0.936	
APP/DEPART	572	/	619	0	/	0	968	/	1,061	785	/	645	0	
PM	4:00 PM	19	0	46	0	0	0	127	197	0	0	216	139	744
	4:15 PM	17	1	54	0	0	0	105	179	0	0	190	118	664
	4:30 PM	13	0	50	0	0	0	97	240	0	0	208	113	721
	4:45 PM	16	0	56	0	0	0	98	209	0	0	215	100	694
	5:00 PM	19	1	53	0	0	0	107	218	0	0	208	99	705
	5:15 PM	20	1	57	0	0	0	115	248	0	0	204	98	743
	5:30 PM	16	0	41	0	0	0	116	166	0	0	179	124	642
	5:45 PM	16	0	33	0	0	0	99	155	0	0	153	77	533
	VOLUMES	136	3	390	0	0	0	864	1,612	0	0	1,573	868	5,446
	APPROACH %	26%	1%	74%	0%	0%	0%	35%	65%	0%	0%	64%	36%	
APP/DEPART	529	/	1,733	0	/	0	2,476	/	2,002	2,441	/	1,711	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	68	2	216	0	0	0	417	915	0	0	835	410	2,863	
APPROACH %	24%	1%	76%	0%	0%	0%	31%	69%	0%	0%	67%	33%		
PEAK HR FACTOR	0.917			0.000			0.917			0.970			0.963	
APP/DEPART	286	/	827	0	/	0	1,332	/	1,131	1,245	/	905	0	

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2



Appendix C
Roadway Classification Counts

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wednesday, October 27, 2021
JOB #: SC3147

CITY: Ontario
LOCATION: CLASS4 Jurupa east of Milliken_v2

Main data table with columns for AM TIME, EASTBOUND (1-13), TOTAL, PM Time, EASTBOUND (1-13), and TOTAL. Rows represent 15-minute intervals from 0:00 to 11:45 AM and 12:00 to 23:45 PM.

AM PEAK HOUR 6:45 AM
AM PEAK VOLUME 1,072

PM PEAK HOUR 3:15 PM
PM PEAK VOLUME 942

Legend table for CLASS 1 through CLASS 13, defining vehicle categories such as Motorcycles, Passenger Cars, Buses, and various axle configurations.

TOTAL: AM+PM and % OF TOTAL summary table showing counts and percentages for classes 1 through 13.

Summary table for Class 1 through 13, including TOTAL: ALL and % OF TOTAL.

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thursday, November 04, 2021
JOB #: SC3147

CITY: Ontario
LOCATION: CLASS9 Grove Ave south of I St

Main data table with columns for AM TIME, SOUTHBOUND (1-13), TOTAL, PM Time, SOUTHBOUND (1-13), and TOTAL. It lists vehicle counts for 15-minute intervals from 0:00 to 11:45 AM and 12:00 to 23:45 PM.

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 840

PM PEAK HOUR 4:00 PM
PM PEAK VOLUME 855

CLASS 1 Class 1 — Motorcycles
CLASS 2 Passenger Cars
CLASS 3 2 Axles, 4-Tire Single Units
CLASS 4 Buses
CLASS 5 2 Axles, 6-Tire Single Units
CLASS 6 3 Axles, Single Unit
CLASS 7 4 or More Axles, Single Unit
CLASS 8 3 to 4 Axles, Single Trailer
CLASS 9 5 Axles, Single Trailer
CLASS 10 6 or More Axles, Single Trailer
CLASS 11 5 or Less Axles, Multi-Trailers
CLASS 12 6 Axles, Multi-Trailers
CLASS 13 7 or More Axles, Multi-Trailers

TOTAL: AM+PM 28 9,239 1,521 42 222 25 1 5 47 0 24 1 0 11,155
% OF TOTAL 0.3% 82.8% 13.6% 0.4% 2.0% 0.2% 0.0% 0.0% 0.4% 0.0% 0.2% 0.0% 0.0% 100.0%

Class 1 2 3 4 5 6 7 8 9 10 11 12 13

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wednesday, October 27, 2021
JOB #: SC3147

CITY: Ontario
LOCATION: CLASS10 Haven south of Airport

Main data table with columns: AM TIME, SOUTHBOUND (1-13), TOTAL, PM Time, SOUTHBOUND (1-13), TOTAL. Includes summary rows for AM PEAK HOUR (7:15 AM, 1,280) and PM PEAK HOUR (4:45 PM, 1,968).

CLASS 1 Class 1 — Motorcycles
CLASS 2 Passenger Cars
CLASS 3 2 Axles, 4-Tire Single Units
CLASS 4 Buses
CLASS 5 2 Axles, 6-Tire Single Units
CLASS 6 3 Axles, Single Unit
CLASS 7 4 or More Axles, Single Unit
CLASS 8 3 to 4 Axles, Single Trailer
CLASS 9 5 Axles, Single Trailer
CLASS 10 6 or More Axles, Single Trailer
CLASS 11 5 or Less Axles, Multi-Trailers
CLASS 12 6 Axles, Multi-Trailers
CLASS 13 7 or More Axles, Multi-Trailers

TOTAL: AM+PM 41 #### 2,772 30 899 270 4 127 ### 0 16 0 0 23,132
% OF TOTAL 0.2% 77.2% 12.0% 0.1% 3.9% 1.2% 0.0% 0.5% 4.8% 0.0% 0.1% 0.0% 0.0%

Class 1 2 3 4 5 6 7 8 9 10 11 12 13

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wednesday, October 27, 2021

JOB #: SC3147

CITY: Ontario

LOCATION: CLASS11 UPS Driveway south of Jurupa

Table with columns: AM TIME, NORTHBOUND (1-13), TOTAL, PM Time, NORTHBOUND (1-13), TOTAL. Rows represent 15-minute intervals from 0:00 to 23:45, followed by a TOTAL row.

AM PEAK HOUR 12:15 AM
AM PEAK VOLUME 253

PM PEAK HOUR 8:00 PM
PM PEAK VOLUME 306

Legend table mapping CLASS 1 through CLASS 13 to vehicle types such as Motorcycles, Passenger Cars, Buses, etc.

Summary table showing TOTAL: AM+PM, % OF TOTAL, and TOTAL: ALL, % OF TOTAL with corresponding volume and percentage for each class.

Appendix D
At Grade Crossing Train Counts

Train Delay at Vineyard

Ontario

10/27/2021

Wednesday

No	Start	Finish	Delay
1	12:09:54 AM	12:10:22 AM	0:00:28
2	1:56:18 AM	1:58:31 AM	0:02:13
3	3:15:07 AM	3:18:14 AM	0:03:07
4	3:45:23 AM	3:49:01 AM	0:03:38
5	4:59:22 AM	4:59:47 AM	0:00:25
6	5:56:03 AM	5:56:28 AM	0:00:25
7	6:42:44 AM	6:44:45 AM	0:02:01
8	7:09:49 AM	7:13:58 AM	0:04:09
9	7:17:14 AM	7:17:38 AM	0:00:24
10	8:33:08 AM	8:33:32 AM	0:00:24
11	9:03:28 AM	9:06:41 AM	0:03:13
12	9:43:55 AM	9:44:30 AM	0:00:35
13	10:32:23 AM	10:35:19 AM	0:02:56
14	10:56:28 AM	10:57:11 AM	0:00:43
15	12:51:57 PM	12:55:25 PM	0:03:28
16	2:39:53 PM	2:42:30 PM	0:02:37
17	5:48:32 PM	5:48:54 PM	0:00:22
18	6:19:15 PM	6:19:36 PM	0:00:21
19	7:15:40 PM	7:16:02 PM	0:00:22
20	10:06:12 PM	10:09:04 PM	0:02:52
21	10:24:46 PM	10:27:28 PM	0:02:42
22	11:50:07 PM	11:54:18 PM	0:04:11

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Train Delay at Archibald

Ontario

10/27/2021

Wednesday

No	Start	Finish	Delay
1	12:07:19 AM	12:07:54 AM	0:00:35
2	1:54:44 AM	1:57:02 AM	0:02:18
3	3:12:05 AM	3:15:45 AM	0:03:40
4	3:46:46 AM	3:50:33 AM	0:03:47
5	4:58:15 AM	4:58:49 AM	0:00:34
6	5:55:00 AM	5:55:26 AM	0:00:26
7	6:43:33 AM	6:45:44 AM	0:02:11
8	7:06:24 AM	7:10:10 AM	0:03:46
9	7:16:03 AM	7:16:30 AM	0:00:27
10	8:32:14 AM	8:32:40 AM	0:00:26
11	9:05:04 AM	9:07:51 AM	0:02:47
12	9:44:35 AM	9:45:58 AM	0:01:23
13	10:35:52 AM	10:38:31 AM	0:02:39
14	10:57:13 AM	10:58:28 AM	0:01:15
15	12:53:18 PM	12:56:38 PM	0:03:20
16	2:41:14 PM	2:43:42 PM	0:02:28
17	5:49:17 PM	5:49:45 PM	0:00:28
18	6:19:49 PM	6:20:33 PM	0:00:44
19	7:16:26 PM	7:16:54 PM	0:00:28
20	10:07:32 PM	10:10:22 PM	0:02:50
21	10:20:33 PM	10:24:00 PM	0:03:27
22	11:51:32 PM	11:55:27 PM	0:03:55

Prepared by AimTD LLC

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Appendix E

Cumulative Projects

























Ontario Projects within a 2-Mile Radius

Map Number	Project Description	Location/APN	Residential Units	Commercial Building SF	Industrial Building SF	Entitled	Under Construction	In Process
1	File No. PDEV20-008 - Industrial Development	NEC of Airport Drive/Haven Avenue APN:0211-222-66			200,291	X		
2	Top Golf - Recreation	2714 East 4th Street		50,000 (Site 600,000 SF)			X	
3	Palmer Apartments / Commercial Retail APNs: 0110-311-52, 53, 54 and 55.	SEC of Vineyard and Inland Empire Blvd. APN:	950	5,000			X	
4	File No. PDEV19-024: IKEA-Retail Development	APNS: 0110-321-74, 75, 76 and 0110-321-29 and 77		329,850				X
5	File PDEV19-067: Hyatt Dual Hotel 265 Rooms	SEC of Archibald/Inland Empire, APNs:0210-191-29 thru 32		157,370		X		
6	File No. PDEV19-054- Townhomes	SWC of Via Alba/Via Villagio - APN 0210-204-40	72				X	
7	File No. PDEV19-061 - Townhomes	NEC of Ontario Center Parkway/ Via Alba, APN:0210-204-26	110				X	
8	File No. 21-013 - Retail Shopping Center	SEC of Haven Ave. and 4th Street. APNS:0210-531-06 thru 14.		91,163		X		
9	File No. PDEV21-021 - Extended Stay Hotel 138 rooms	5060 East 4th Street, APN 0238-012-30		57,060				X
10	File No. PDEV17-016 - Cambria Hotel 124 Rooms	535 N Turner Avenue, APN: 0210-192-24		83,500		X		
11	PDEV21-018 - Industrial Development	SEC of Jurupa/Milliken - APN:0238-121-75			168,172			X
12	PDEV19-057	NEC of Haven Ave. and 60FWY			281,000	X		
13	PDEV21-007	SWC of Milliken and 60 FWY			393,334	X		
14	PDEV19-059	NWC of Riverside Dr. and Milliken Ave.			295,991	X		
15	PDEV18-031	SWC Riverside Dr. and Hamner Ave.			968,092	X		
16	Adept	4th Street south to Concoours' between Via Asti and Via Oiemonte	691	70,538				X
17	California Logistic Center	Airport Drive south to Jurupa Street between Haven Avenue and Double Day Avenue			4,285,380			X
18	PDEV20-020	NEC of Euclid Ave. And C Street	144	4,500		X		
19	PDEV21-003	1486 East Holt Blvd.			26,000	X		
20	PDEV21-038	1001 East Holt	42	12,119				X
21	PDEV21-007	1516 South Bon View			31,500			X
22	PDEV21-035	Sec of Sultana Ave. and Belmont			60,455			X
23	PDEV20-003	2862 South Campus Avenue	92				X	
24	PDEV19-040	1612 South Cucamonga Ave.			211,358		X	
25	PDEV19-048	1650 East Holt Blvd.			83,416		X	
Totals			2,101	811,100	7,004,989			

Appendix F
Level of Service (LOS) and Queue Worksheets

HCM 6th Signalized Intersection Summary
 1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	653	82	117	565	196	147	744	63	203	771	165
Future Volume (veh/h)	266	653	82	117	565	196	147	744	63	203	771	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	302	742	25	133	642	114	167	845	63	231	876	48
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	879	390	213	863	383	343	1341	100	396	989	439
Arrive On Green	0.12	0.24	0.24	0.12	0.24	0.24	0.13	0.27	0.27	0.13	0.27	0.27
Sat Flow, veh/h	1810	3610	1600	1810	3610	1600	1810	4924	366	1810	3610	1601
Grp Volume(v), veh/h	302	742	25	133	642	114	167	593	315	231	876	48
Grp Sat Flow(s),veh/h/ln	1810	1805	1600	1810	1805	1600	1810	1729	1832	1810	1805	1601
Q Serve(g_s), s	11.0	17.6	1.1	6.3	14.8	5.3	5.5	13.5	13.6	7.8	20.9	2.0
Cycle Q Clear(g_c), s	11.0	17.6	1.1	6.3	14.8	5.3	5.5	13.5	13.6	7.8	20.9	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	221	879	390	213	863	383	343	942	499	396	989	439
V/C Ratio(X)	1.37	0.84	0.06	0.62	0.74	0.30	0.49	0.63	0.63	0.58	0.89	0.11
Avail Cap(c_a), veh/h	221	963	427	221	963	427	347	942	499	397	989	439
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	32.4	26.2	37.8	31.7	28.0	20.7	28.8	28.8	19.9	31.3	24.5
Incr Delay (d2), s/veh	190.7	6.9	0.1	4.9	2.6	0.5	1.5	3.2	6.0	2.6	11.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.3	7.9	0.4	2.9	6.3	1.9	2.3	5.7	6.5	3.3	10.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	230.2	39.3	26.3	42.7	34.3	28.5	22.2	31.9	34.8	22.5	42.8	25.0
LnGrp LOS	F	D	C	D	C	C	C	C	C	C	D	C
Approach Vol, veh/h		1069			889			1075			1155	
Approach Delay, s/veh		92.9			34.8			31.3			38.0	
Approach LOS		F			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	30.3	15.3	27.7	16.5	30.5	15.7	27.3				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.0	* 11	24.0	* 12	22.0	* 11	24.0				
Max Q Clear Time (g_c+I1), s	9.8	15.6	8.3	19.6	7.5	22.9	13.0	16.8				
Green Ext Time (p_c), s	0.2	4.6	0.1	2.2	0.3	0.0	0.0	3.2				
Intersection Summary												
HCM 6th Ctrl Delay				49.6								
HCM 6th LOS				D								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	909	40	47	796	38	37	135	55	51	125	41
Future Volume (veh/h)	55	909	40	47	796	38	37	135	55	51	125	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	1045	23	54	915	21	43	155	54	59	144	40
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1770	790	95	1751	777	125	267	84	153	260	64
Arrive On Green	0.06	0.49	0.49	0.05	0.48	0.48	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1810	3610	1610	1810	3610	1602	189	1195	378	296	1166	288
Grp Volume(v), veh/h	63	1045	23	54	915	21	252	0	0	243	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1602	1762	0	0	1750	0	0
Q Serve(g_s), s	1.7	10.6	0.4	1.5	9.0	0.4	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.7	10.6	0.4	1.5	9.0	0.4	6.3	0.0	0.0	6.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.17		0.21	0.24		0.16
Lane Grp Cap(c), veh/h	105	1770	790	95	1751	777	475	0	0	478	0	0
V/C Ratio(X)	0.60	0.59	0.03	0.57	0.52	0.03	0.53	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	1236	2466	1100	1236	2466	1094	1244	0	0	1221	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.6	9.4	6.8	23.7	9.1	6.9	17.9	0.0	0.0	17.8	0.0	0.0
Incr Delay (d2), s/veh	11.4	0.7	0.0	11.0	0.5	0.0	2.0	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	0.1	0.8	2.4	0.1	2.6	0.0	0.0	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	10.0	6.8	34.7	9.6	6.9	19.9	0.0	0.0	19.6	0.0	0.0
LnGrp LOS	C	B	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		1131			990			252			243	
Approach Delay, s/veh		11.4			10.9			19.9			19.6	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	29.1		15.4	7.0	28.8		15.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	35.0	35.0		35.0	35.0	35.0		35.0				
Max Q Clear Time (g_c+1), s	13.5	12.6		8.0	3.7	11.0		8.3				
Green Ext Time (p_c), s	0.3	12.5		2.8	0.3	11.3		2.9				

Intersection Summary

HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	884	80	37	770	53	98	216	46	90	214	49
Future Volume (veh/h)	25	884	80	37	770	53	98	216	46	90	214	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	993	44	42	865	30	110	243	44	101	240	34
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	71	1643	729	91	1684	749	310	417	76	226	847	119
Arrive On Green	0.04	0.45	0.45	0.10	0.93	0.93	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3610	1601	1810	3610	1605	1119	1564	283	1107	3178	444
Grp Volume(v), veh/h	28	993	44	42	865	30	110	0	287	101	135	139
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1605	1119	0	1847	1107	1805	1817
Q Serve(g_s), s	1.4	18.6	1.4	2.0	2.8	0.1	7.8	0.0	12.1	7.8	5.3	5.5
Cycle Q Clear(g_c), s	1.4	18.6	1.4	2.0	2.8	0.1	13.3	0.0	12.1	20.0	5.3	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.24
Lane Grp Cap(c), veh/h	71	1643	729	91	1684	749	310	0	493	226	481	485
V/C Ratio(X)	0.40	0.60	0.06	0.46	0.51	0.04	0.35	0.00	0.58	0.45	0.28	0.29
Avail Cap(c_a), veh/h	181	1643	729	181	1684	749	310	0	493	226	481	485
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	18.4	13.7	39.3	1.7	1.6	31.5	0.0	28.7	37.3	26.2	26.2
Incr Delay (d2), s/veh	7.5	1.7	0.2	6.8	1.0	0.1	3.1	0.0	5.0	6.3	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.3	0.5	1.0	0.8	0.1	2.3	0.0	5.8	2.4	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	20.1	13.9	46.1	2.7	1.7	34.6	0.0	33.6	43.6	27.6	27.7
LnGrp LOS	D	C	B	D	A	A	C	A	C	D	C	C
Approach Vol, veh/h		1065			937			397			375	
Approach Delay, s/veh		20.6			4.6			33.9			32.0	
Approach LOS		C			A			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.5	10.5	49.0		30.5	11.6	47.9				
Change Period (Y+Rc), s		6.5	7.0	7.0		* 6.5	7.0	* 7				
Max Green Setting (Gmax), s		22.5	9.0	38.0		* 24	9.0	* 39				
Max Q Clear Time (g_c+I1), s		15.3	3.4	4.8		22.0	4.0	20.6				
Green Ext Time (p_c), s		2.0	0.0	12.5		0.6	0.0	10.6				

Intersection Summary

HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	895	74	34	790	56	45	118	17	61	124	33
Future Volume (veh/h)	33	895	74	34	790	56	45	118	17	61	124	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	1006	45	38	888	35	51	133	4	69	139	8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	1738	771	74	1740	772	51	107	368	53	84	368
Arrive On Green	0.05	0.64	0.64	0.04	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	0	421	1441	0	330	1441
Grp Volume(v), veh/h	37	1006	45	38	888	35	184	0	4	208	0	8
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	421	0	1441	330	0	1441
Q Serve(g_s), s	1.8	14.3	0.9	1.9	15.2	1.0	0.0	0.0	0.2	0.0	0.0	0.4
Cycle Q Clear(g_c), s	1.8	14.3	0.9	1.9	15.2	1.0	23.0	0.0	0.2	23.0	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	0.28		1.00	0.33		1.00
Lane Grp Cap(c), veh/h	73	1738	771	74	1740	772	159	0	368	138	0	368
V/C Ratio(X)	0.51	0.58	0.06	0.51	0.51	0.05	1.16	0.00	0.01	1.51	0.00	0.02
Avail Cap(c_a), veh/h	181	1738	771	181	1740	772	159	0	368	138	0	368
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.63	0.63	0.63	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.7	11.0	8.6	42.3	16.0	12.3	31.1	0.0	25.0	32.1	0.0	25.1
Incr Delay (d2), s/veh	1.7	1.2	0.1	1.3	0.7	0.1	121.1	0.0	0.0	264.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.3	0.3	0.8	5.7	0.4	7.9	0.0	0.1	13.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	12.2	8.7	43.6	16.7	12.4	152.3	0.0	25.0	296.6	0.0	25.1
LnGrp LOS	D	B	A	D	B	B	F	A	C	F	A	C
Approach Vol, veh/h		1088			961			188			216	
Approach Delay, s/veh		13.1			17.6			149.6			286.5	
Approach LOS		B			B			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	50.3		29.0	10.6	50.4		29.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	38.0	38.0		23.0	9.0	38.0		23.0				
Max Q Clear Time (g_c+1/3), s	16.3	16.3		25.0	3.8	17.2		25.0				
Green Ext Time (p_c), s	0.0	8.2		0.0	0.0	6.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶↷	↑↑	↶	↶↷	↑↑	↶	↶↑↑↷			↶	↑↑↑	↶
Traffic Volume (veh/h)	263	556	157	46	633	391	110	633	27	451	919	229
Future Volume (veh/h)	263	556	157	46	633	391	110	633	27	451	919	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	289	611	62	51	696	88	121	696	29	496	1010	214
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	347	965	428	190	804	356	145	964	40	523	2063	797
Arrive On Green	0.10	0.27	0.27	0.05	0.22	0.22	0.08	0.19	0.19	0.29	0.40	0.40
Sat Flow, veh/h	3510	3610	1601	3510	3610	1599	1810	5106	212	1810	5187	1604
Grp Volume(v), veh/h	289	611	62	51	696	88	121	471	254	496	1010	214
Grp Sat Flow(s),veh/h/ln	1755	1805	1601	1755	1805	1599	1810	1729	1860	1810	1729	1604
Q Serve(g_s), s	11.7	21.6	4.3	2.0	26.8	6.5	9.5	18.5	18.6	38.8	21.0	11.2
Cycle Q Clear(g_c), s	11.7	21.6	4.3	2.0	26.8	6.5	9.5	18.5	18.6	38.8	21.0	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	347	965	428	190	804	356	145	653	351	523	2063	797
V/C Ratio(X)	0.83	0.63	0.14	0.27	0.87	0.25	0.84	0.72	0.72	0.95	0.49	0.27
Avail Cap(c_a), veh/h	729	1124	499	486	875	387	250	838	451	689	2513	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.9	46.7	40.3	65.6	54.1	46.2	65.5	55.0	55.1	50.3	32.5	21.1
Incr Delay (d2), s/veh	3.9	1.0	0.2	0.6	8.8	0.4	9.1	2.7	5.2	18.6	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	9.5	1.7	0.9	12.9	2.6	4.7	8.1	9.1	19.8	8.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	47.7	40.5	66.1	62.9	46.6	74.6	57.8	60.2	68.9	32.8	21.4
LnGrp LOS	E	D	D	E	E	D	E	E	E	E	C	C
Approach Vol, veh/h		962			835			846			1720	
Approach Delay, s/veh		53.3			61.4			60.9			41.8	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	48.8	34.3	15.3	46.1	18.6	64.5	21.8	39.7				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+Rc), s	40.8	20.6	4.0	23.6	11.5	23.0	13.7	28.8				
Green Ext Time (p_c), s	1.0	4.9	0.1	4.5	0.1	13.9	0.6	2.7				

Intersection Summary

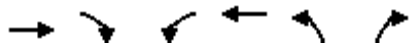
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↗↖	↗
Traffic Volume (veh/h)	870	120	69	1071	36	13
Future Volume (veh/h)	870	120	69	1071	36	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1000	86	79	1231	41	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2364	1050	104	2872	152	70
Arrive On Green	0.65	0.65	0.06	0.80	0.04	0.04
Sat Flow, veh/h	3705	1604	1810	3705	3510	1610
Grp Volume(v), veh/h	1000	86	79	1231	41	1
Grp Sat Flow(s),veh/h/ln	1805	1604	1810	1805	1755	1610
Q Serve(g_s), s	11.9	1.8	3.9	9.5	1.0	0.1
Cycle Q Clear(g_c), s	11.9	1.8	3.9	9.5	1.0	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2364	1050	104	2872	152	70
V/C Ratio(X)	0.42	0.08	0.76	0.43	0.27	0.01
Avail Cap(c_a), veh/h	2364	1050	251	2872	702	322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	7.4	5.7	41.8	2.9	41.7	41.2
Incr Delay (d2), s/veh	0.3	0.1	6.6	0.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.4	1.8	1.2	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.8	5.8	48.4	3.2	42.4	41.3
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1086			1310	42	
Approach Delay, s/veh	7.6			5.9	42.3	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.7	66.4		10.9		79.1
Change Period (Y+Rc), s	7.5	* 7.5		7.0		7.5
Max Green Setting (Gmax), s	12.5	* 38		18.0		57.5
Max Q Clear Time (g_c+I), s	11.9	13.9		3.0		11.5
Green Ext Time (p_c), s	0.0	5.4		0.0		10.0

Intersection Summary

HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	7.8											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↑	↗		↕	
Traffic Vol, veh/h	0	6	0	77	5	0	5	4	49	6	9	0
Future Vol, veh/h	0	6	0	77	5	0	5	4	49	6	9	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	7	0	92	6	0	6	5	58	7	11	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	7.9	8.2	7.2	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	56%	0%	0%	100%	88%	67%	0%
Vol Thru, %	44%	0%	100%	0%	12%	33%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	49	6	41	41	9	6
LT Vol	5	0	0	41	36	6	0
Through Vol	4	0	6	0	5	3	6
RT Vol	0	49	0	0	0	0	0
Lane Flow Rate	11	58	7	49	49	11	7
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.015	0.066	0.009	0.07	0.069	0.015	0.01
Departure Headway (Hd)	5.077	4.097	4.722	5.152	5.091	5.168	4.834
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	709	880	747	692	700	697	745
Service Time	2.777	1.797	2.818	2.906	2.845	2.869	2.535
HCM Lane V/C Ratio	0.016	0.066	0.009	0.071	0.07	0.016	0.009
HCM Control Delay	7.9	7.1	7.9	8.3	8.2	7.9	7.6
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.2	0	0.2	0.2	0	0

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	52	0	0	90	0
Future Vol, veh/h	0	0	0	0	0	0	0	52	0	0	90	0
Conflicting Peds, #/hr	0	0	5	0	0	5	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	64	0	0	111	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	153	185	66	130	185	42	116	0	0	69	0	0
Stage 1	116	116	-	69	69	-	-	-	-	-	-	-
Stage 2	37	69	-	61	116	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	805	713	991	835	713	1026	1485	-	-	1545	-	-
Stage 1	882	803	-	939	841	-	-	-	-	-	-	-
Stage 2	980	841	-	949	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	797	706	982	827	706	1016	1478	-	-	1538	-	-
Mov Cap-2 Maneuver	797	706	-	827	706	-	-	-	-	-	-	-
Stage 1	878	799	-	934	837	-	-	-	-	-	-	-
Stage 2	975	837	-	944	799	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	-	-	1538	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

HCM 6th Signalized Intersection Summary
9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑	↗		↘↑↑	↗
Traffic Volume (veh/h)	19	720	160	62	987	7	143	24	24	7	33	50
Future Volume (veh/h)	19	720	160	62	987	7	143	24	24	7	33	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	809	99	70	1109	0	161	27	1	8	37	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	1362	607	150	1536	0	346	589	263	180	706	
Arrive On Green	0.03	0.38	0.38	0.08	0.43	0.00	0.16	0.16	0.16	0.16	0.16	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3705	0	1393	3610	1610	535	4323	1610
Grp Volume(v), veh/h	21	809	99	70	1109	0	161	27	1	18	27	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	0	1393	1805	1610	1711	1573	1610
Q Serve(g_s), s	0.6	10.0	2.3	2.1	14.2	0.0	6.2	0.4	0.0	0.0	0.4	0.0
Cycle Q Clear(g_c), s	0.6	10.0	2.3	2.1	14.2	0.0	6.6	0.4	0.0	0.5	0.4	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.44		1.00
Lane Grp Cap(c), veh/h	63	1362	607	150	1536	0	346	589	263	372	514	
V/C Ratio(X)	0.33	0.59	0.16	0.47	0.72	0.00	0.46	0.05	0.00	0.05	0.05	
Avail Cap(c_a), veh/h	649	1942	866	649	1942	0	618	1294	577	693	1128	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.3	13.9	11.5	24.4	13.3	0.0	22.5	19.7	19.5	19.7	19.7	0.0
Incr Delay (d2), s/veh	1.1	0.6	0.2	0.8	1.2	0.0	1.7	0.1	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.0	0.6	0.8	4.2	0.0	2.1	0.1	0.0	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	14.5	11.7	25.2	14.5	0.0	24.1	19.7	19.5	19.8	19.8	0.0
LnGrp LOS	C	B	B	C	B	A	C	B	B	B	B	
Approach Vol, veh/h		929			1179			189			45	A
Approach Delay, s/veh		14.5			15.2			23.5			19.8	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	28.0		16.1	8.9	30.7		16.1				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	20.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	4.1	12.0		2.5	2.6	16.2		8.6				
Green Ext Time (p_c), s	0.1	6.8		0.2	0.0	7.5		0.8				

Intersection Summary

HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	102	57	23	125	11	103	243	101	15	230	12
Future Volume (veh/h)	13	102	57	23	125	11	103	243	101	15	230	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	112	9	25	137	2	113	267	60	16	253	6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	378	166	247	421	186	681	1788	795	611	1616	718
Arrive On Green	0.02	0.10	0.10	0.03	0.12	0.12	0.07	0.50	0.50	0.02	0.45	0.45
Sat Flow, veh/h	1810	3610	1587	1810	3610	1589	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	14	112	9	25	137	2	113	267	60	16	253	6
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1805	1589	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	0.5	2.2	0.4	0.9	2.7	0.1	2.5	3.2	1.5	0.4	3.3	0.2
Cycle Q Clear(g_c), s	0.5	2.2	0.4	0.9	2.7	0.1	2.5	3.2	1.5	0.4	3.3	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	378	166	247	421	186	681	1788	795	611	1616	718
V/C Ratio(X)	0.06	0.30	0.05	0.10	0.33	0.01	0.17	0.15	0.08	0.03	0.16	0.01
Avail Cap(c_a), veh/h	542	1616	710	536	1616	712	901	1788	795	917	1616	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	32.3	31.5	29.6	31.7	30.5	9.8	10.8	10.3	11.1	12.8	12.0
Incr Delay (d2), s/veh	0.1	0.6	0.2	0.2	0.6	0.0	0.1	0.2	0.2	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.2	0.4	1.1	0.0	0.8	1.1	0.5	0.1	1.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	33.0	31.7	29.7	32.3	30.6	9.9	10.9	10.5	11.1	13.0	12.0
LnGrp LOS	C	C	C	C	C	C	A	B	B	B	B	B
Approach Vol, veh/h		135			164			440			275	
Approach Delay, s/veh		32.6			31.9			10.6			12.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	45.7	9.0	14.7	12.5	42.0	8.1	15.6				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0				
Max Q Clear Time (g_c+1), s	12.4	5.2	2.9	4.2	4.5	5.3	2.5	4.7				
Green Ext Time (p_c), s	0.0	2.5	0.0	0.9	0.2	2.1	0.0	1.1				

Intersection Summary												
HCM 6th Ctrl Delay											17.6	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	177	143	62	244	58	121	553	118	59	242	14
Future Volume (veh/h)	25	177	143	62	244	58	121	553	118	59	242	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	184	26	65	254	34	126	576	45	61	252	11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	192	358	50	236	437	58	157	1571	701	84	1392	61
Arrive On Green	0.02	0.11	0.11	0.04	0.14	0.14	0.17	0.87	0.87	0.05	0.40	0.40
Sat Flow, veh/h	1810	3177	442	1810	3200	423	1810	3610	1610	1810	3524	153
Grp Volume(v), veh/h	26	103	107	65	142	146	126	576	45	61	129	134
Grp Sat Flow(s),veh/h/ln	1810	1805	1813	1810	1805	1818	1810	1805	1610	1810	1805	1872
Q Serve(g_s), s	1.0	4.3	4.4	2.5	5.9	6.0	5.4	2.4	0.3	2.7	3.7	3.7
Cycle Q Clear(g_c), s	1.0	4.3	4.4	2.5	5.9	6.0	5.4	2.4	0.3	2.7	3.7	3.7
Prop In Lane	1.00		0.24	1.00		0.23	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	192	203	204	236	247	248	157	1571	701	84	713	739
V/C Ratio(X)	0.14	0.51	0.52	0.28	0.58	0.59	0.80	0.37	0.06	0.73	0.18	0.18
Avail Cap(c_a), veh/h	237	395	397	237	395	398	204	1571	701	113	713	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	0.99	0.99	0.99
Uniform Delay (d), s/veh	30.7	33.4	33.5	29.7	32.4	32.4	32.4	3.1	2.9	37.6	15.8	15.8
Incr Delay (d2), s/veh	0.1	1.5	1.5	0.2	1.6	1.6	11.7	0.6	0.2	8.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.8	1.9	1.0	2.5	2.6	2.5	0.8	0.1	1.3	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	34.9	35.0	29.9	33.9	34.1	44.1	3.7	3.1	45.7	16.3	16.3
LnGrp LOS	C	C	C	C	C	C	D	A	A	D	B	B
Approach Vol, veh/h		236			353			747			324	
Approach Delay, s/veh		34.5			33.2			10.5			21.8	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	41.8	11.0	16.5	13.9	38.6	9.0	18.4				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	25.0	3.5	17.5	9.0	21.0	3.5	17.5				
Max Q Clear Time (g_c+1), s	11.7	4.4	4.5	6.4	7.4	5.7	3.0	8.0				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.5	0.0	0.9	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3	6	116	6	40	13	719	459	97	364	4
Future Volume (veh/h)	3	3	6	116	6	40	13	719	459	97	364	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	3	1	124	0	5	13	741	224	100	375	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	23	17	6	325	0	142	34	1932	858	113	2118	23
Arrive On Green	0.01	0.01	0.01	0.09	0.00	0.09	0.01	0.18	0.18	0.13	1.00	1.00
Sat Flow, veh/h	1810	1364	455	3619	0	1583	1810	3610	1603	1810	3659	39
Grp Volume(v), veh/h	3	0	4	124	0	5	13	741	224	100	185	194
Grp Sat Flow(s),veh/h/ln	1810	0	1818	1810	0	1583	1810	1805	1603	1810	1805	1893
Q Serve(g_s), s	0.1	0.0	0.2	2.6	0.0	0.2	0.6	14.5	9.7	4.3	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.2	2.6	0.0	0.2	0.6	14.5	9.7	4.3	0.0	0.0
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	23	0	23	325	0	142	34	1932	858	113	1045	1096
V/C Ratio(X)	0.13	0.00	0.17	0.38	0.00	0.04	0.38	0.38	0.26	0.88	0.18	0.18
Avail Cap(c_a), veh/h	181	0	182	769	0	336	136	1932	858	113	1045	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.85	0.85	0.85	0.99	0.99	0.99
Uniform Delay (d), s/veh	39.1	0.0	39.1	34.3	0.0	33.3	39.3	21.3	19.3	34.7	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	1.3	0.5	0.0	0.1	7.1	0.5	0.6	48.9	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	1.2	0.0	0.1	0.3	6.9	3.7	3.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	0.0	40.4	34.9	0.0	33.3	46.3	21.8	19.9	83.6	0.4	0.3
LnGrp LOS	D	A	D	C	A	C	D	C	B	F	A	A
Approach Vol, veh/h		7			129			978			479	
Approach Delay, s/veh		40.2			34.8			21.7			17.7	
Approach LOS		D			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	49.8		6.0	8.5	53.3		12.2				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	5.0	26.0		8.0	6.0	25.0		17.0				
Max Q Clear Time (g_c+I), s	10.3	16.5		2.2	2.6	2.0		4.6				
Green Ext Time (p_c), s	0.0	4.3		0.0	0.0	1.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↶	↶	↶			↷	↷
Traffic Volume (veh/h)	0	0	0	174	0	374	201	817	0	0	360	133
Future Volume (veh/h)	0	0	0	174	0	374	201	817	0	0	360	133
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				183	0	274	212	860	0	0	379	53
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				378	0	337	362	2332	0	0	1384	613
Arrive On Green				0.21	0.00	0.21	0.40	1.00	0.00	0.00	0.13	0.13
Sat Flow, veh/h				1810	0	1610	1810	3705	0	0	3705	1600
Grp Volume(v), veh/h				183	0	274	212	860	0	0	379	53
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1600
Q Serve(g_s), s				7.1	0.0	13.0	7.3	0.0	0.0	0.0	7.6	2.3
Cycle Q Clear(g_c), s				7.1	0.0	13.0	7.3	0.0	0.0	0.0	7.6	2.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				378	0	337	362	2332	0	0	1384	613
V/C Ratio(X)				0.48	0.00	0.81	0.59	0.37	0.00	0.00	0.27	0.09
Avail Cap(c_a), veh/h				461	0	411	362	2332	0	0	1384	613
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.63	0.63	0.00	0.00	0.99	0.99
Uniform Delay (d), s/veh				27.8	0.0	30.2	21.4	0.0	0.0	0.0	24.9	22.6
Incr Delay (d2), s/veh				2.0	0.0	13.0	4.3	0.3	0.0	0.0	0.5	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.2	0.0	6.1	2.9	0.1	0.0	0.0	3.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.9	0.0	43.2	25.7	0.3	0.0	0.0	25.3	22.8
LnGrp LOS				C	A	D	C	A	A	A	C	C
Approach Vol, veh/h					457			1072			432	
Approach Delay, s/veh					37.8			5.3			25.0	
Approach LOS					D			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		57.5			21.0	36.5		22.5				
Change Period (Y+Rc), s		5.8			5.0	5.8		5.8				
Max Green Setting (Gmax), s		48.0			16.0	27.0		20.4				
Max Q Clear Time (g_c+I1), s		2.0			9.3	9.6		15.0				
Green Ext Time (p_c), s		5.1			0.2	1.8		1.8				
Intersection Summary												
HCM 6th Ctrl Delay											17.2	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary
 14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕		↗	↕	
Traffic Volume (veh/h)	507	0	163	0	0	0	0	550	298	142	375	0
Future Volume (veh/h)	507	0	163	0	0	0	0	550	298	142	375	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	534	0	55				0	579	225	149	395	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	575	0	511				0	933	362	194	1940	0
Arrive On Green	0.32	0.00	0.32				0.00	0.37	0.37	0.04	0.18	0.00
Sat Flow, veh/h	1810	0	1610				0	2631	984	1810	3705	0
Grp Volume(v), veh/h	534	0	55				0	412	392	149	395	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1715	1810	1805	0
Q Serve(g_s), s	22.9	0.0	1.9				0.0	14.9	15.0	6.5	7.5	0.0
Cycle Q Clear(g_c), s	22.9	0.0	1.9				0.0	14.9	15.0	6.5	7.5	0.0
Prop In Lane	1.00		1.00				0.00		0.57	1.00		0.00
Lane Grp Cap(c), veh/h	575	0	511				0	664	631	194	1940	0
V/C Ratio(X)	0.93	0.00	0.11				0.00	0.62	0.62	0.77	0.20	0.00
Avail Cap(c_a), veh/h	575	0	511				0	664	631	271	1940	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.96	0.96	0.00
Uniform Delay (d), s/veh	26.4	0.0	19.3				0.0	20.7	20.7	37.6	18.3	0.0
Incr Delay (d2), s/veh	23.7	0.0	0.4				0.0	4.3	4.6	4.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.8				0.0	6.4	6.1	3.1	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	0.0	19.7				0.0	25.0	25.3	42.4	18.5	0.0
LnGrp LOS	D	A	B				A	C	C	D	B	A
Approach Vol, veh/h		589						804			544	
Approach Delay, s/veh		47.3						25.2			25.0	
Approach LOS		D						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	13.6	35.2	31.2	48.8								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	12.0	26.0	25.4	43.0								
Max Q Clear Time (g_c+I), s	10.5	17.0	24.9	9.5								
Green Ext Time (p_c), s	0.1	2.6	0.3	2.0								
Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↗	↖		↗	↖	↖	↗	
Traffic Vol, veh/h	4	94	12	338	106	162	20	106	146	83	22	5
Future Vol, veh/h	4	94	12	338	106	162	20	106	146	83	22	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	111	14	398	125	191	24	125	172	98	26	6
Number of Lanes	0	1	1	1	1	1	0	1	2	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	2
HCM Control Delay	12.9	15.3	12.1	13
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	16%	0%	0%	4%	0%	100%	53%	0%	100%	0%
Vol Thru, %	84%	0%	0%	96%	0%	0%	47%	0%	0%	81%
Vol Right, %	0%	100%	100%	0%	100%	0%	0%	100%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	73	73	98	12	220	224	162	83	27
LT Vol	20	0	0	4	0	220	118	0	83	0
Through Vol	106	0	0	94	0	0	106	0	0	22
RT Vol	0	73	73	0	12	0	0	162	0	5
Lane Flow Rate	148	86	86	115	14	258	264	191	98	32
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.311	0.161	0.161	0.251	0.028	0.511	0.505	0.313	0.228	0.069
Departure Headway (Hd)	7.543	6.753	6.753	7.827	7.096	7.122	6.883	5.91	8.416	7.776
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	477	531	531	459	504	509	528	612	427	460
Service Time	5.288	4.498	4.498	5.576	4.845	4.822	4.583	3.61	6.167	5.527
HCM Lane V/C Ratio	0.31	0.162	0.162	0.251	0.028	0.507	0.5	0.312	0.23	0.07
HCM Control Delay	13.7	10.8	10.8	13.2	10.1	17	16.4	11.3	13.6	11.1
HCM Lane LOS	B	B	B	B	B	C	C	B	B	B
HCM 95th-tile Q	1.3	0.6	0.6	1	0.1	2.9	2.8	1.3	0.9	0.2

HCM 6th Signalized Intersection Summary
 16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	2	0	5	1	0	4	15	323	28	15	366	16
Future Volume (veh/h)	2	0	5	1	0	4	15	323	28	15	366	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.98	0.96		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	0	1	1	0	5	18	389	27	18	441	15
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.84	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	0	57	40	4	47	68	2712	1205	68	2712	1205
Arrive On Green	0.04	0.00	0.04	0.04	0.00	0.04	0.04	0.75	0.75	0.04	0.75	0.75
Sat Flow, veh/h	1375	0	1581	142	119	1304	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	2	0	1	6	0	0	18	389	27	18	441	15
Grp Sat Flow(s),veh/h/ln	1375	0	1581	1564	0	0	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	0.0	0.0	0.1	0.0	0.0	0.0	1.2	3.6	0.5	1.2	4.2	0.3
Cycle Q Clear(g_c), s	0.1	0.0	0.1	0.4	0.0	0.0	1.2	3.6	0.5	1.2	4.2	0.3
Prop In Lane	1.00		1.00	0.17		0.83	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	0	57	92	0	0	68	2712	1205	68	2712	1205
V/C Ratio(X)	0.02	0.00	0.02	0.07	0.00	0.00	0.26	0.14	0.02	0.26	0.16	0.01
Avail Cap(c_a), veh/h	430	0	435	457	0	0	196	2712	1205	196	2712	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	0.0	55.8	55.9	0.0	0.0	56.1	4.2	3.8	56.1	4.2	3.8
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.4	0.0	0.0	2.2	0.1	0.0	2.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.0	0.6	1.1	0.1	0.6	1.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	0.0	55.9	56.3	0.0	0.0	58.3	4.3	3.8	58.6	4.4	3.8
LnGrp LOS	E	A	E	E	A	A	E	A	A	E	A	A
Approach Vol, veh/h		3			6			434			474	
Approach Delay, s/veh		55.9			56.3			6.5			6.4	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	97.1		11.4	11.5	97.1		11.4				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.0	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+1/2), s	13.2	5.6		2.1	3.2	6.2		2.4				
Green Ext Time (p_c), s	0.0	5.3		0.0	0.0	6.0		0.0				

Intersection Summary























HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	389	138	108	806	39	195	215	56	15	217	137
Future Volume (veh/h)	92	389	138	108	806	39	195	215	56	15	217	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	414	47	115	857	41	207	229	10	16	231	146
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	142	964	428	145	942	45	277	290	244	18	254	160
Arrive On Green	0.08	0.27	0.27	0.08	0.27	0.27	0.15	0.15	0.15	0.24	0.24	0.24
Sat Flow, veh/h	1810	3610	1601	1810	3506	168	1810	1900	1594	72	1042	659
Grp Volume(v), veh/h	98	414	47	115	441	457	207	229	10	393	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1869	1810	1900	1594	1773	0	0
Q Serve(g_s), s	5.8	10.4	2.4	6.8	25.8	25.8	11.9	12.7	0.6	23.5	0.0	0.0
Cycle Q Clear(g_c), s	5.8	10.4	2.4	6.8	25.8	25.8	11.9	12.7	0.6	23.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	0.04		0.37
Lane Grp Cap(c), veh/h	142	964	428	145	485	502	277	290	244	431	0	0
V/C Ratio(X)	0.69	0.43	0.11	0.79	0.91	0.91	0.75	0.79	0.04	0.91	0.00	0.00
Avail Cap(c_a), veh/h	415	993	440	332	497	514	498	523	439	488	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.0	33.1	30.2	49.3	38.6	38.6	44.2	44.5	39.4	40.1	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.6	0.2	3.7	21.5	20.9	4.8	5.7	0.1	20.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.3	0.9	3.1	13.5	13.9	5.6	6.3	0.2	12.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	33.7	30.4	53.0	60.1	59.5	49.0	50.2	39.5	60.3	0.0	0.0
LnGrp LOS	D	C	C	D	E	E	D	D	D	E	A	A
Approach Vol, veh/h		559			1013			446			393	
Approach Delay, s/veh		36.9			59.0			49.4			60.3	
Approach LOS		D			E			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.2	36.6		33.0	16.0	36.8		23.2				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	20.0	30.0		30.0	25.0	30.0		30.0				
Max Q Clear Time (g_c+I1), s	8.8	12.4		25.5	7.8	27.8		14.7				
Green Ext Time (p_c), s	0.1	4.2		1.0	0.1	1.5		2.0				

Intersection Summary

HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	15	90	4	7	1	204	443	22	9	322	119
Future Volume (veh/h)	36	15	90	4	7	1	204	443	22	9	322	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	17	14	4	8	0	227	492	14	10	358	58
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	292	211	17	333	148	265	1911	850	31	2075	642
Arrive On Green	0.06	0.15	0.15	0.01	0.09	0.00	0.15	0.53	0.53	0.02	0.40	0.40
Sat Flow, veh/h	1810	1991	1437	1810	3610	1610	1810	3610	1606	1810	5187	1604
Grp Volume(v), veh/h	40	15	16	4	8	0	227	492	14	10	358	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1624	1810	1805	1610	1810	1805	1606	1810	1729	1604
Q Serve(g_s), s	1.9	0.6	0.7	0.2	0.2	0.0	10.7	6.5	0.4	0.5	3.9	2.0
Cycle Q Clear(g_c), s	1.9	0.6	0.7	0.2	0.2	0.0	10.7	6.5	0.4	0.5	3.9	2.0
Prop In Lane	1.00		0.89	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	265	238	17	333	148	265	1911	850	31	2075	642
V/C Ratio(X)	0.35	0.06	0.07	0.23	0.02	0.00	0.86	0.26	0.02	0.32	0.17	0.09
Avail Cap(c_a), veh/h	414	516	464	414	1031	460	414	1911	850	414	2075	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	32.1	32.2	43.0	36.1	0.0	36.4	11.2	9.8	42.5	16.9	16.3
Incr Delay (d2), s/veh	0.7	0.1	0.1	2.5	0.0	0.0	6.2	0.3	0.0	2.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.3	0.3	0.1	0.1	0.0	4.9	2.3	0.1	0.2	1.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	32.2	32.3	45.5	36.2	0.0	42.6	11.5	9.8	44.7	17.1	16.6
LnGrp LOS	D	C	C	D	D	A	D	B	A	D	B	B
Approach Vol, veh/h		71			12			733			426	
Approach Delay, s/veh		36.5			39.3			21.1			17.7	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	52.8	7.3	19.3	19.3	41.5	12.1	14.6				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+1), s	12.5	8.5	2.2	2.7	12.7	5.9	3.9	2.2				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.1	0.2	2.9	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑		↙	↑↑	↗	↙	↑↑↑	↗	↙	↑↑↑	↗
Traffic Volume (veh/h)	8	1	12	9	1	26	56	654	57	39	324	25
Future Volume (veh/h)	8	1	12	9	1	26	56	654	57	39	324	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	1	1	10	1	2	62	727	39	43	360	26
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	37	137	116	40	276	121	115	2817	872	95	2630	187
Arrive On Green	0.02	0.07	0.07	0.02	0.08	0.08	0.06	0.54	0.54	0.05	0.53	0.53
Sat Flow, veh/h	1810	1844	1555	1810	3610	1587	1810	5187	1606	1810	4941	352
Grp Volume(v), veh/h	9	1	1	10	1	2	62	727	39	43	251	135
Grp Sat Flow(s),veh/h/ln	1810	1805	1594	1810	1805	1587	1810	1729	1606	1810	1729	1835
Q Serve(g_s), s	0.4	0.0	0.1	0.5	0.0	0.1	2.8	6.3	1.0	1.9	3.1	3.2
Cycle Q Clear(g_c), s	0.4	0.0	0.1	0.5	0.0	0.1	2.8	6.3	1.0	1.9	3.1	3.2
Prop In Lane	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	37	135	119	40	276	121	115	2817	872	95	1840	977
V/C Ratio(X)	0.25	0.01	0.01	0.25	0.00	0.02	0.54	0.26	0.04	0.45	0.14	0.14
Avail Cap(c_a), veh/h	535	769	679	535	1537	676	535	2817	872	535	1840	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	36.2	36.2	40.6	36.1	36.1	38.4	10.3	9.0	38.9	10.0	10.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.2	0.0	0.0	1.5	0.2	0.1	1.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.2	0.0	0.0	1.2	2.1	0.3	0.9	1.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	36.2	36.3	41.8	36.1	36.1	39.9	10.5	9.1	40.1	10.1	10.3
LnGrp LOS	D	D	D	D	D	D	D	B	A	D	B	B
Approach Vol, veh/h		11			13			828			429	
Approach Delay, s/veh		41.0			40.5			12.6			13.2	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	52.4	8.4	12.8	11.9	51.5	8.2	13.0				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	25.0	45.0	25.0	36.0	25.0	45.0	25.0	36.0				
Max Q Clear Time (g_c+1), s	13.5	8.3	2.5	2.1	4.8	5.2	2.4	2.1				
Green Ext Time (p_c), s	0.0	6.4	0.0	0.0	0.1	2.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	39	179	133	122	404	55	349	710	208	42	278	37
Future Volume (veh/h)	39	179	133	122	404	55	349	710	208	42	278	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	195	30	133	439	15	379	772	93	46	302	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	248	546	241	360	661	292	467	2066	639	182	1646	508
Arrive On Green	0.07	0.15	0.15	0.10	0.18	0.18	0.13	0.40	0.40	0.05	0.32	0.32
Sat Flow, veh/h	3510	3610	1594	3510	3610	1597	3510	5187	1604	3510	5187	1603
Grp Volume(v), veh/h	42	195	30	133	439	15	379	772	93	46	302	14
Grp Sat Flow(s),veh/h/ln	1755	1805	1594	1755	1805	1597	1755	1729	1604	1755	1729	1603
Q Serve(g_s), s	1.1	4.6	1.5	3.3	10.7	0.7	9.9	9.9	3.5	1.2	4.0	0.6
Cycle Q Clear(g_c), s	1.1	4.6	1.5	3.3	10.7	0.7	9.9	9.9	3.5	1.2	4.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	546	241	360	661	292	467	2066	639	182	1646	508
V/C Ratio(X)	0.17	0.36	0.12	0.37	0.66	0.05	0.81	0.37	0.15	0.25	0.18	0.03
Avail Cap(c_a), veh/h	743	1145	506	743	1145	507	743	2066	639	743	1646	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	36.0	34.7	39.6	35.9	31.9	39.8	20.1	18.2	43.1	23.4	22.2
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.5	1.4	0.1	2.9	0.5	0.5	0.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.9	0.6	1.4	4.5	0.3	4.3	3.8	1.3	0.5	1.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	36.5	35.0	40.0	37.3	31.9	42.7	20.6	18.6	43.6	23.6	22.3
LnGrp LOS	D	D	C	D	D	C	D	C	B	D	C	C
Approach Vol, veh/h		267			587			1244			362	
Approach Delay, s/veh		37.1			37.8			27.2			26.1	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	44.2	17.2	21.8	19.1	36.5	14.2	24.8				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1), s	13.2	11.9	5.3	6.6	11.9	6.0	3.1	12.7				
Green Ext Time (p_c), s	0.1	5.8	0.2	1.3	0.6	2.2	0.0	2.8				

Intersection Summary

HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘ ↙	↔	↗	↘ ↙	↕			↕	↗
Traffic Volume (veh/h)	0	0	0	309	0	383	696	1031	0	0	412	125
Future Volume (veh/h)	0	0	0	309	0	383	696	1031	0	0	412	125
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				No
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				414	0	211	710	1052	0	0	420	20
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				941	0	419	1170	3170	0	0	1452	354
Arrive On Green				0.26	0.00	0.26	0.22	0.41	0.00	0.00	0.22	0.22
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1592
Grp Volume(v), veh/h				414	0	211	710	1052	0	0	420	20
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1592
Q Serve(g_s), s				8.6	0.0	10.0	16.4	12.5	0.0	0.0	4.8	0.9
Cycle Q Clear(g_c), s				8.6	0.0	10.0	16.4	12.5	0.0	0.0	4.8	0.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				941	0	419	1170	3170	0	0	1452	354
V/C Ratio(X)				0.44	0.00	0.50	0.61	0.33	0.00	0.00	0.29	0.06
Avail Cap(c_a), veh/h				941	0	419	1170	3170	0	0	1452	354
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.72	0.72	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				27.8	0.0	28.4	29.7	14.0	0.0	0.0	29.1	27.6
Incr Delay (d2), s/veh				1.5	0.0	4.3	1.7	0.2	0.0	0.0	0.5	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.8	0.0	9.7	7.3	4.8	0.0	0.0	1.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.3	0.0	32.6	31.3	14.2	0.0	0.0	29.6	27.9
LnGrp LOS				C	A	C	C	B	A	A	C	C
Approach Vol, veh/h						625		1762			440	
Approach Delay, s/veh						30.4		21.1			29.5	
Approach LOS						C		C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		60.8		29.2	35.0	25.8						
Change Period (Y+Rc), s		5.8		5.8	5.0	5.8						
Max Green Setting (Gmax), s		55.0		23.4	30.0	20.0						
Max Q Clear Time (g_c+I1), s		14.5		12.0	18.4	6.8						
Green Ext Time (p_c), s		8.3		1.8	1.2	2.1						

Intersection Summary

HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	0	411	0	0	0	0	1395	512	106	613	0
Future Volume (veh/h)	330	0	411	0	0	0	0	1395	512	106	613	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	421	0	179				0	1423	166	108	626	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1222	0	544				0	2106	515	546	2766	0
Arrive On Green	0.34	0.00	0.34				0.00	0.32	0.32	0.05	0.18	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	1598	3510	5358	0
Grp Volume(v), veh/h	421	0	179				0	1423	166	108	626	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1598	1755	1729	0
Q Serve(g_s), s	7.8	0.0	7.5				0.0	17.0	7.1	2.7	9.3	0.0
Cycle Q Clear(g_c), s	7.8	0.0	7.5				0.0	17.0	7.1	2.7	9.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1222	0	544				0	2106	515	546	2766	0
V/C Ratio(X)	0.34	0.00	0.33				0.00	0.68	0.32	0.20	0.23	0.00
Avail Cap(c_a), veh/h	1222	0	544				0	2106	515	546	2766	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	22.3	0.0	22.2				0.0	26.4	23.1	37.3	21.1	0.0
Incr Delay (d2), s/veh	0.8	0.0	1.6				0.0	1.8	1.7	0.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.0				0.0	6.3	2.7	1.2	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	23.8				0.0	28.2	24.7	38.1	21.3	0.0
LnGrp LOS	C	A	C				A	C	C	D	C	A
Approach Vol, veh/h		600						1589			734	
Approach Delay, s/veh		23.3						27.8			23.8	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	19.0	34.8					53.8	36.2				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	14.0	29.0					48.0	30.4				
Max Q Clear Time (g_c+14), s	14.5	19.0					11.3	9.8				
Green Ext Time (p_c), s	0.1	6.4					4.3	2.1				

Intersection Summary

HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	436	0	598	0	2068	0	0	1359	430	0	0
Future Volume (veh/h)	436	0	598	0	2068	0	0	1359	430	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	449	449	601	0	2132	0	0	1401	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	925	925	1641	0	2484	0	0	2888			
Arrive On Green	0.51	0.51	0.51	0.00	0.38	0.00	0.00	0.38	0.00		
Sat Flow, veh/h	1810	1810	3211	0	7068	0	0	7600	1610		
Grp Volume(v), veh/h	449	449	601	0	2132	0	0	1401	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1605	0	1634	0	0	1900	1610		
Q Serve(g_s), s	16.1	16.1	11.3	0.0	30.0	0.0	0.0	14.0	0.0		
Cycle Q Clear(g_c), s	16.1	16.1	11.3	0.0	30.0	0.0	0.0	14.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	925	925	1641	0	2484	0	0	2888			
V/C Ratio(X)	0.49	0.49	0.37	0.00	0.86	0.00	0.00	0.49			
Avail Cap(c_a), veh/h	925	925	1641	0	2484	0	0	2888			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	15.9	15.9	14.7	0.0	28.5	0.0	0.0	23.6	0.0		
Incr Delay (d2), s/veh	1.8	1.8	0.6	0.0	4.1	0.0	0.0	0.6	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.9	6.9	4.1	0.0	11.5	0.0	0.0	6.1	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	17.7	17.7	15.3	0.0	32.7	0.0	0.0	24.1	0.0		
LnGrp LOS	B	B	B	A	C	A	A	C			
Approach Vol, veh/h	1050	1050			2132			1401	A		
Approach Delay, s/veh	16.4	16.4			32.7			24.1			
Approach LOS	B	B			C			C			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	43.8		56.2		43.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	38.0		51.1		38.0						
Max Q Clear Time (g_c+I1), s	32.0		18.1		16.0						
Green Ext Time (p_c), s	4.5		2.2		6.9						

Intersection Summary

HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	856	0	534	0	1570	298	0	1406	0	0	0
Future Volume (veh/h)	856	0	534	0	1570	298	0	1406	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	882	882	537	0	1619	0	0	1449	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	961	961	1710	0	2353		0	2353	0		
Arrive On Green	0.53	0.53	0.53	0.00	0.36	0.00	0.00	0.36	0.00		
Sat Flow, veh/h	1810	1810	3220	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	882	882	537	0	1619	0	0	1449	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	1610	0	1634	0		
Q Serve(g_s), s	44.6	44.6	9.4	0.0	21.1	0.0	0.0	18.2	0.0		
Cycle Q Clear(g_c), s	44.6	44.6	9.4	0.0	21.1	0.0	0.0	18.2	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	961	961	1710	0	2353		0	2353	0		
V/C Ratio(X)	0.92	0.92	0.31	0.00	0.69		0.00	0.62	0.00		
Avail Cap(c_a), veh/h	961	961	1710	0	2353		0	2353	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.89	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	21.5	21.5	13.2	0.0	27.2	0.0	0.0	26.3	0.0		
Incr Delay (d2), s/veh	14.9	14.9	0.5	0.0	1.5	0.0	0.0	1.2	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	21.4	21.4	3.4	0.0	8.2	0.0	0.0	6.9	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	36.4	36.4	13.7	0.0	28.7	0.0	0.0	27.5	0.0		
LnGrp LOS	D	D	B	A	C		A	C	A		
Approach Vol, veh/h	1419	1419			1619	A		1449			
Approach Delay, s/veh	27.8	27.8			28.7			27.5			
Approach LOS	C	C			C			C			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	41.8		58.2		41.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	36.0		53.1		36.0						
Max Q Clear Time (g_c+I1), s	23.1		46.6		20.2						
Green Ext Time (p_c), s	7.0		3.3		6.3						

Intersection Summary

HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↗	↔	↑	↗	↔	↑↑↑	↗	↔	↑↑↑	↗
Traffic Volume (veh/h)	46	24	22	74	44	180	211	1638	139	182	1447	308
Future Volume (veh/h)	46	24	22	74	44	180	211	1638	139	182	1447	308
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	24	2	75	44	14	213	1655	75	184	1462	238
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	252	164	136	295	187	275	272	3500	860	243	3446	846
Arrive On Green	0.07	0.09	0.09	0.08	0.10	0.10	0.08	0.54	0.54	0.07	0.53	0.53
Sat Flow, veh/h	3510	1900	1582	3510	1900	2791	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	46	24	2	75	44	14	213	1655	75	184	1462	238
Grp Sat Flow(s),veh/h/ln	1755	1900	1582	1755	1900	1395	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	1.5	1.4	0.1	2.4	2.6	0.5	7.2	18.9	2.7	6.2	16.3	9.9
Cycle Q Clear(g_c), s	1.5	1.4	0.1	2.4	2.6	0.5	7.2	18.9	2.7	6.2	16.3	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	164	136	295	187	275	272	3500	860	243	3446	846
V/C Ratio(X)	0.18	0.15	0.01	0.25	0.24	0.05	0.78	0.47	0.09	0.76	0.42	0.28
Avail Cap(c_a), veh/h	453	372	310	453	372	547	556	3500	860	556	3446	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.65	0.65	0.65	0.80	0.80	0.80
Uniform Delay (d), s/veh	52.4	50.8	50.2	51.4	49.9	49.0	54.3	17.3	13.6	54.9	17.3	15.7
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.2	0.2	0.0	1.2	0.3	0.1	1.5	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.7	0.1	1.0	1.2	0.2	3.1	6.7	0.9	2.7	5.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.5	50.9	50.2	51.6	50.2	49.0	55.6	17.6	13.7	56.3	17.6	16.4
LnGrp LOS	D	D	D	D	D	D	E	B	B	E	B	B
Approach Vol, veh/h		72			133			1943			1884	
Approach Delay, s/veh		51.9			50.9			21.6			21.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	71.3	16.6	16.8	16.3	70.3	15.1	18.3				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	19.0	35.0	15.5	23.5	19.0	35.0	15.5	23.5				
Max Q Clear Time (g_c+1), s	19.2	20.9	4.4	3.4	9.2	18.3	3.5	4.6				
Green Ext Time (p_c), s	0.1	8.1	0.0	0.0	0.2	8.2	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↓		↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	18	153	155	149	200	283	158	1689	108	441	1076	23
Future Volume (veh/h)	18	153	155	149	200	283	158	1689	108	441	1076	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	159	65	155	208	115	165	1759	29	459	1121	8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	346	135	225	653	289	236	2341	574	541	2908	714
Arrive On Green	0.02	0.14	0.14	0.06	0.18	0.18	0.07	0.36	0.36	0.15	0.44	0.44
Sat Flow, veh/h	3510	2526	989	3510	3610	1597	3510	6536	1603	3510	6536	1605
Grp Volume(v), veh/h	19	112	112	155	208	115	165	1759	29	459	1121	8
Grp Sat Flow(s),veh/h/ln	1755	1805	1709	1755	1805	1597	1755	1634	1603	1755	1634	1605
Q Serve(g_s), s	0.5	5.8	6.2	4.4	5.1	6.5	4.7	24.2	1.2	13.1	11.8	0.3
Cycle Q Clear(g_c), s	0.5	5.8	6.2	4.4	5.1	6.5	4.7	24.2	1.2	13.1	11.8	0.3
Prop In Lane	1.00		0.58	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	247	234	225	653	289	236	2341	574	541	2908	714
V/C Ratio(X)	0.27	0.45	0.48	0.69	0.32	0.40	0.70	0.75	0.05	0.85	0.39	0.01
Avail Cap(c_a), veh/h	1027	704	666	1027	1408	623	1027	2549	625	1027	2908	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	40.7	40.9	47.0	36.5	37.1	46.8	28.9	21.5	42.2	19.1	15.9
Incr Delay (d2), s/veh	0.7	1.3	1.5	1.4	0.3	0.9	1.4	1.2	0.0	1.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.6	2.6	1.9	2.2	2.5	2.0	8.8	0.4	5.5	4.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	42.0	42.4	48.4	36.8	38.0	48.2	30.2	21.6	43.7	19.2	15.9
LnGrp LOS	D	D	D	D	D	D	D	C	C	D	B	B
Approach Vol, veh/h		243			478			1953			1588	
Approach Delay, s/veh		42.8			40.8			31.6			26.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.3	44.2	13.6	21.5	14.4	53.1	9.1	26.0				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+1/5), s	11.5	26.2	6.4	8.2	6.7	13.8	2.5	8.5				
Green Ext Time (p_c), s	0.7	10.0	0.2	1.2	0.2	9.7	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗		↖ ↗	↖ ↗	↖ ↗			↖ ↗	
Traffic Volume (veh/h)	17	321	10	44	594	17	2	0	27	10	1	4
Future Volume (veh/h)	17	321	10	44	594	17	2	0	27	10	1	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	382	8	52	707	6	2	0	15	12	1	3
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	1520	32	99	1147	507	613	0	571	472	46	99
Arrive On Green	0.03	0.29	0.29	0.05	0.32	0.32	0.36	0.00	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1810	5228	109	1810	3610	1597	1429	0	1603	1074	129	278
Grp Volume(v), veh/h	20	252	138	52	707	6	2	0	15	16	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1879	1810	1805	1597	1429	0	1603	1480	0	0
Q Serve(g_s), s	0.8	3.9	3.9	2.0	11.7	0.2	0.0	0.0	0.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	3.9	3.9	2.0	11.7	0.2	0.1	0.0	0.4	0.4	0.0	0.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	0.75		0.19
Lane Grp Cap(c), veh/h	50	1006	547	99	1147	507	613	0	571	616	0	0
V/C Ratio(X)	0.40	0.25	0.25	0.53	0.62	0.01	0.00	0.00	0.03	0.03	0.00	0.00
Avail Cap(c_a), veh/h	386	3199	1739	386	3340	1478	613	0	571	616	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.6	19.1	19.1	32.3	20.3	16.4	14.6	0.0	14.7	14.7	0.0	0.0
Incr Delay (d2), s/veh	5.1	0.2	0.3	4.3	0.8	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	1.6	0.9	4.4	0.1	0.0	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	19.2	19.4	36.7	21.1	16.4	14.6	0.0	14.8	14.8	0.0	0.0
LnGrp LOS	D	B	B	D	C	B	B	A	B	B	A	A
Approach Vol, veh/h		410			765			17			16	
Approach Delay, s/veh		20.2			22.1			14.8			14.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.0	10.8	27.4		32.0	8.9	29.3				
Change Period (Y+Rc), s		7.0	7.0	7.0		7.0	7.0	7.0				
Max Green Setting (Gmax), s		25.0	15.0	65.0		25.0	15.0	65.0				
Max Q Clear Time (g_c+1), s		2.4	4.0	5.9		2.4	2.8	13.7				
Green Ext Time (p_c), s		0.0	0.1	3.5		0.0	0.0	7.6				

Intersection Summary

HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	
Traffic Volume (veh/h)	0	292	40	41	660	1	46	0	24	0	0	0
Future Volume (veh/h)	0	292	40	41	660	1	46	0	24	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	328	28	46	742	1	52	0	11	0	0	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	3179	267	82	1471	2	177	0	108	0	131	0
Arrive On Green	0.00	0.65	0.65	0.05	0.78	0.78	0.07	0.00	0.07	0.00	0.00	0.00
Sat Flow, veh/h	1810	4873	409	1810	1897	3	1409	0	1575	0	1900	0
Grp Volume(v), veh/h	0	231	125	46	0	743	52	0	11	0	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1824	1810	0	1900	1409	0	1575	0	1900	0
Q Serve(g_s), s	0.0	2.2	2.3	2.2	0.0	13.0	3.2	0.0	0.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.2	2.3	2.2	0.0	13.0	3.2	0.0	0.6	0.0	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	2256	1190	82	0	1473	177	0	108	0	131	0
V/C Ratio(X)	0.00	0.10	0.10	0.56	0.00	0.50	0.29	0.00	0.10	0.00	0.00	0.00
Avail Cap(c_a), veh/h	322	2256	1190	322	0	1473	659	0	648	0	781	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	5.8	5.8	42.1	0.0	3.7	40.5	0.0	39.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	5.8	0.0	1.2	0.9	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.7	1.1	0.0	3.0	1.2	0.0	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.9	6.0	47.8	0.0	5.0	41.4	0.0	39.7	0.0	0.0	0.0
LnGrp LOS	A	A	A	D	A	A	D	A	D	A	A	A
Approach Vol, veh/h	356		789		63		0					
Approach Delay, s/veh	6.0		7.5		41.1		0.0					
Approach LOS	A		A		D							
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	13.2		11.1		65.7		13.2		0.0		76.8	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	37.0		16.0		16.0		37.0		16.0		16.0	
Max Q Clear Time (g_c+1), s	5.2		4.2		4.3		0.0		0.0		15.0	
Green Ext Time (p_c), s	0.3		0.0		1.5		0.0		0.0		0.5	

Intersection Summary

HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Volume (veh/h)	24	387	76	235	339	156	76	1839	197	3	1286	488
Future Volume (veh/h)	24	387	76	235	339	156	76	1839	197	3	1286	488
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	399	20	242	349	51	78	1896	75	3	1326	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	737	226	445	763	340	159	2464	605	13	1935	
Arrive On Green	0.06	0.14	0.14	0.13	0.21	0.21	0.09	0.38	0.38	0.01	0.30	0.00
Sat Flow, veh/h	3510	5187	1593	3510	3610	1610	1810	6536	1604	1810	6536	1610
Grp Volume(v), veh/h	25	399	20	242	349	51	78	1896	75	3	1326	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1593	1755	1805	1610	1810	1634	1604	1810	1634	1610
Q Serve(g_s), s	0.6	6.2	0.9	5.6	7.3	2.2	3.6	22.0	2.6	0.1	15.5	0.0
Cycle Q Clear(g_c), s	0.6	6.2	0.9	5.6	7.3	2.2	3.6	22.0	2.6	0.1	15.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	737	226	445	763	340	159	2464	605	13	1935	
V/C Ratio(X)	0.12	0.54	0.09	0.54	0.46	0.15	0.49	0.77	0.12	0.23	0.69	
Avail Cap(c_a), veh/h	548	1950	599	711	1399	624	199	2464	605	199	2306	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.7	34.5	32.2	35.4	29.8	27.8	37.6	23.6	17.6	42.7	26.9	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.2	0.4	0.4	0.2	0.9	1.6	0.1	3.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.5	0.4	2.3	3.0	0.8	1.5	7.6	0.9	0.1	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	35.1	32.4	35.8	30.2	28.0	38.4	25.2	17.7	45.9	27.6	0.0
LnGrp LOS	D	D	C	D	C	C	D	C	B	D	C	
Approach Vol, veh/h		444			642			2049			1329	A
Approach Delay, s/veh		35.2			32.1			25.5			27.7	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.1	18.5	19.8	15.1	33.1	12.5	25.8					
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5					
Max Green Setting (Gmax), s	30.5	17.5	32.5	9.5	30.5	13.5	33.5					
Max Q Clear Time (g_c+1/2), s	24.0	7.6	8.2	5.6	17.5	2.6	9.3					
Green Ext Time (p_c), s	0.0	5.5	0.3	2.5	0.0	7.5	0.0	2.2				

Intersection Summary

HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑		↖ ↗	↑ ↑	↖	↖	↖	↖	↖	↑	↖
Traffic Volume (veh/h)	41	453	2	2	672	29	0	0	1	11	0	13
Future Volume (veh/h)	41	453	2	2	672	29	0	0	1	11	0	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	498	1	2	738	10	0	0	1	12	0	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	379	2073	4	508	1400	620	212	0	415	582	492	415
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.00	0.00	0.26	0.26	0.00	0.26
Sat Flow, veh/h	723	5345	11	910	3610	1600	1428	0	1601	1430	1900	1601
Grp Volume(v), veh/h	45	322	177	2	738	10	0	0	1	12	0	9
Grp Sat Flow(s),veh/h/ln	723	1729	1898	910	1805	1600	1428	0	1601	1430	1900	1601
Q Serve(g_s), s	1.7	2.1	2.1	0.1	5.3	0.1	0.0	0.0	0.0	0.2	0.0	0.1
Cycle Q Clear(g_c), s	7.1	2.1	2.1	2.2	5.3	0.1	0.0	0.0	0.0	0.2	0.0	0.1
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	379	1341	736	508	1400	620	212	0	415	582	492	415
V/C Ratio(X)	0.12	0.24	0.24	0.00	0.53	0.02	0.00	0.00	0.00	0.02	0.00	0.02
Avail Cap(c_a), veh/h	843	3563	1955	1093	3719	1648	893	0	1178	1264	1398	1178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	7.0	7.0	7.8	8.0	6.4	0.0	0.0	9.3	9.4	0.0	9.4
Incr Delay (d2), s/veh	0.1	0.1	0.2	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.5	0.0	1.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.9	7.1	7.2	7.8	8.3	6.4	0.0	0.0	9.3	9.4	0.0	9.4
LnGrp LOS	B	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		544			750			1				21
Approach Delay, s/veh		7.4			8.3			9.3				9.4
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.8		20.2		13.8		20.2				
Change Period (Y+Rc), s		5.0		7.0		5.0		7.0				
Max Green Setting (Gmax), s		25.0		35.0		25.0		35.0				
Max Q Clear Time (g_c+1), s		2.0		9.1		2.2		7.3				
Green Ext Time (p_c), s		0.0		3.2		0.0		5.0				

Intersection Summary

HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖	↗		↖↗	↑	↗
Traffic Volume (veh/h)	48	412	2	35	684	185	4	4	12	96	5	17
Future Volume (veh/h)	48	412	2	35	684	185	4	4	12	96	5	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	448	1	38	743	0	4	4	3	104	5	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	2589	800	86	1770		15	60	45	289	254	213
Arrive On Green	0.06	0.50	0.50	0.02	0.16	0.00	0.01	0.06	0.06	0.08	0.13	0.13
Sat Flow, veh/h	1810	5187	1602	1810	3610	1610	1810	1000	750	3510	1900	1592
Grp Volume(v), veh/h	52	448	1	38	743	0	4	0	7	104	5	6
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1805	1610	1810	0	1750	1755	1900	1592
Q Serve(g_s), s	2.5	4.3	0.0	1.9	16.7	0.0	0.2	0.0	0.3	2.5	0.2	0.3
Cycle Q Clear(g_c), s	2.5	4.3	0.0	1.9	16.7	0.0	0.2	0.0	0.3	2.5	0.2	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	102	2589	800	86	1770		15	0	104	289	254	213
V/C Ratio(X)	0.51	0.17	0.00	0.44	0.42		0.26	0.00	0.07	0.36	0.02	0.03
Avail Cap(c_a), veh/h	161	2589	800	161	1770		161	0	389	312	422	354
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.97	0.97	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	12.4	11.3	43.1	26.2	0.0	44.3	0.0	39.9	39.1	33.9	33.9
Incr Delay (d2), s/veh	4.5	0.1	0.0	4.1	0.7	0.0	3.3	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.5	0.0	0.9	8.1	0.0	0.1	0.0	0.1	1.1	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	12.5	11.3	47.2	26.9	0.0	47.6	0.0	40.1	39.3	33.9	34.0
LnGrp LOS	D	B	B	D	C		D	A	D	D	C	C
Approach Vol, veh/h		501			781	A		11			115	
Approach Delay, s/veh		15.9			27.9			42.9			38.8	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.4	12.4	11.3	51.9	7.8	19.0	12.1	51.1				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	20.0	20.0	8.0	26.0	8.0	20.0	8.0	26.0				
Max Q Clear Time (g_c+1), s	14.5	2.3	3.9	6.3	2.2	2.3	4.5	18.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.1	0.0	0.0	0.0	3.0				

Intersection Summary

HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗			↖ ↑	↑ ↗		↖ ↑	↑ ↗	
Traffic Volume (veh/h)	50	449	22	72	877	33	24	7	35	5	4	7
Future Volume (veh/h)	50	449	22	72	877	33	24	7	35	5	4	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	473	18	76	923	31	25	7	17	5	4	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	74	3317	126	99	3404	114	185	138	121	172	183	84
Arrive On Green	0.01	0.21	0.21	0.05	0.66	0.66	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1810	5128	194	1810	5154	173	1405	1805	1579	1384	2391	1091
Grp Volume(v), veh/h	53	318	173	76	619	335	25	7	17	5	3	3
Grp Sat Flow(s),veh/h/ln	1810	1729	1865	1810	1729	1868	1405	1805	1579	1384	1805	1678
Q Serve(g_s), s	2.6	6.7	6.8	3.7	6.7	6.7	1.5	0.3	0.9	0.3	0.1	0.2
Cycle Q Clear(g_c), s	2.6	6.7	6.8	3.7	6.7	6.7	1.7	0.3	0.9	1.2	0.1	0.2
Prop In Lane	1.00		0.10	1.00		0.09	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	74	2236	1206	99	2284	1234	185	138	121	172	138	128
V/C Ratio(X)	0.72	0.14	0.14	0.77	0.27	0.27	0.14	0.05	0.14	0.03	0.02	0.02
Avail Cap(c_a), veh/h	241	2236	1206	281	2284	1234	530	582	509	512	582	541
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	15.1	15.2	42.0	6.3	6.3	39.2	38.5	38.8	39.4	38.4	38.4
Incr Delay (d2), s/veh	4.8	0.1	0.2	3.7	0.2	0.4	0.3	0.2	0.5	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.4	2.6	1.7	1.9	2.2	0.5	0.1	0.4	0.1	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	15.3	15.4	45.7	6.6	6.8	39.5	38.7	39.3	39.4	38.5	38.5
LnGrp LOS	D	B	B	D	A	A	D	D	D	D	D	D
Approach Vol, veh/h	544		1030				49		11			
Approach Delay, s/veh	18.6		9.5				39.3		38.9			
Approach LOS	B		A				D		D			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	12.9	11.9	65.2		12.9	10.7	66.4					
Change Period (Y+Rc), s	6.0	7.0	7.0		6.0	7.0	7.0					
Max Green Setting (Gmax), s	29.0	14.0	27.0		29.0	12.0	29.0					
Max Q Clear Time (g_c+I1), s	3.7	5.7	8.8		3.2	4.6	8.7					
Green Ext Time (p_c), s	0.1	0.0	3.6		0.0	0.0	7.9					
Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	89	337	39	405	689	107	146	791	316	71	329	44
Future Volume (veh/h)	89	337	39	405	689	107	146	791	316	71	329	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	362	7	435	741	102	157	851	128	76	354	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	360	1058	326	524	1156	158	347	1340	414	309	1284	396
Arrive On Green	0.10	0.20	0.20	0.15	0.25	0.25	0.10	0.26	0.26	0.09	0.25	0.25
Sat Flow, veh/h	3510	5187	1598	3510	4611	629	3510	5187	1601	3510	5187	1600
Grp Volume(v), veh/h	96	362	7	435	554	289	157	851	128	76	354	17
Grp Sat Flow(s),veh/h/ln	1755	1729	1598	1755	1729	1782	1755	1729	1601	1755	1729	1600
Q Serve(g_s), s	2.5	6.0	0.3	12.0	14.3	14.5	4.2	14.5	6.4	2.0	5.5	0.8
Cycle Q Clear(g_c), s	2.5	6.0	0.3	12.0	14.3	14.5	4.2	14.5	6.4	2.0	5.5	0.8
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	360	1058	326	524	867	447	347	1340	414	309	1284	396
V/C Ratio(X)	0.27	0.34	0.02	0.83	0.64	0.65	0.45	0.63	0.31	0.25	0.28	0.04
Avail Cap(c_a), veh/h	879	2078	640	879	1385	714	879	2078	641	879	2078	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	34.0	31.8	41.3	33.4	33.5	42.4	32.8	29.8	42.5	30.3	28.6
Incr Delay (d2), s/veh	0.3	0.2	0.0	2.6	1.0	1.9	0.7	0.6	0.5	0.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.4	0.1	5.2	5.8	6.2	1.8	5.8	2.4	0.8	2.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	34.2	31.8	43.9	34.3	35.4	43.1	33.5	30.4	42.8	30.5	28.6
LnGrp LOS	D	C	C	D	C	D	D	C	C	D	C	C
Approach Vol, veh/h		465			1278			1136			447	
Approach Delay, s/veh		35.7			37.8			34.4			32.5	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	32.2	17.7	32.5	16.3	33.3	22.4	27.9				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+1), s	10.2	7.5	4.5	16.5	4.0	16.5	14.0	8.0				
Green Ext Time (p_c), s	0.3	2.7	0.2	6.3	0.1	7.1	0.9	2.8				

Intersection Summary

HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	126	559	4	15	1138	140	0	12	16	115	1	63
Future Volume (veh/h)	126	559	4	15	1138	140	0	12	16	115	1	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	588	3	16	1198	136	0	13	5	121	1	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	2448	12	62	1798	204	2	164	137	178	478	403
Arrive On Green	0.11	0.46	0.46	0.03	0.38	0.38	0.00	0.09	0.09	0.10	0.25	0.25
Sat Flow, veh/h	1810	5326	27	1810	4723	536	1810	1900	1588	1810	1900	1601
Grp Volume(v), veh/h	133	382	209	16	877	457	0	13	5	121	1	27
Grp Sat Flow(s),veh/h/ln	1810	1729	1895	1810	1729	1801	1810	1900	1588	1810	1900	1601
Q Serve(g_s), s	5.3	5.0	5.0	0.6	15.7	15.7	0.0	0.5	0.2	4.8	0.0	1.0
Cycle Q Clear(g_c), s	5.3	5.0	5.0	0.6	15.7	15.7	0.0	0.5	0.2	4.8	0.0	1.0
Prop In Lane	1.00		0.01	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	204	1589	871	62	1317	686	2	164	137	178	478	403
V/C Ratio(X)	0.65	0.24	0.24	0.26	0.67	0.67	0.00	0.08	0.04	0.68	0.00	0.07
Avail Cap(c_a), veh/h	485	1854	1016	485	1854	965	485	509	426	606	637	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	12.2	12.2	35.1	19.2	19.2	0.0	31.4	31.3	32.5	20.9	21.3
Incr Delay (d2), s/veh	1.3	0.1	0.2	0.8	0.7	1.4	0.0	0.2	0.1	3.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.7	1.8	0.3	5.6	5.9	0.0	0.2	0.1	2.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	12.3	12.4	35.9	19.9	20.5	0.0	31.5	31.3	35.8	20.9	21.3
LnGrp LOS	C	B	B	D	B	C	A	C	C	D	C	C
Approach Vol, veh/h	724			1350			18			149		
Approach Delay, s/veh	16.2			20.3			31.5			33.1		
Approach LOS	B			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	11.4	9.5	41.3	0.0	23.8	15.4	35.4				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	25.0	20.0	20.0	40.0	20.0	25.0	20.0	40.0				
Max Q Clear Time (g_c+1), s	10.8	2.5	2.6	7.0	0.0	3.0	7.3	17.7				
Green Ext Time (p_c), s	0.2	0.0	0.0	4.4	0.0	0.0	0.1	10.5				

Intersection Summary

HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑↓	↑	
Traffic Volume (veh/h)	0	576	145	239	586	0	0	0	0	566	0	960	
Future Volume (veh/h)	0	576	145	239	586	0	0	0	0	566	0	960	
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00	
Work Zone On Approach		No			No						No		
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900	
Adj Flow Rate, veh/h	0	640	45	266	651	0				419	0	1193	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90	
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0	
Cap, veh/h	0	1393	391	585	2421	0				704	0	1252	
Arrive On Green	0.00	0.24	0.24	0.33	0.93	0.00				0.39	0.00	0.39	
Sat Flow, veh/h	0	5700	1600	3510	5358	0				1810	0	3220	
Grp Volume(v), veh/h	0	640	45	266	651	0				419	0	1193	
Grp Sat Flow(s),veh/h/ln	0	1900	1600	1755	1729	0				1810	0	1610	
Q Serve(g_s), s	0.0	8.6	2.0	5.4	1.0	0.0				16.6	0.0	32.4	
Cycle Q Clear(g_c), s	0.0	8.6	2.0	5.4	1.0	0.0				16.6	0.0	32.4	
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00	
Lane Grp Cap(c), veh/h	0	1393	391	585	2421	0				704	0	1252	
V/C Ratio(X)	0.00	0.46	0.12	0.45	0.27	0.00				0.60	0.00	0.95	
Avail Cap(c_a), veh/h	0	1393	391	585	2421	0				704	0	1252	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00	
Upstream Filter(I)	0.00	0.98	0.98	0.95	0.95	0.00				1.00	0.00	1.00	
Uniform Delay (d), s/veh	0.0	28.9	26.4	26.8	1.6	0.0				21.9	0.0	26.7	
Incr Delay (d2), s/veh	0.0	1.1	0.6	2.4	0.3	0.0				3.7	0.0	16.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.0	3.8	0.8	2.1	0.3	0.0				7.5	0.0	14.6	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	0.0	30.0	27.0	29.2	1.9	0.0				25.6	0.0	43.0	
LnGrp LOS		A	C	C	C	A	A			C	A	D	
Approach Vol, veh/h		685				917				1612			
Approach Delay, s/veh		29.8				9.8				38.5			
Approach LOS		C				A				D			
Timer - Assigned Phs	1	2	4				6						
Phs Duration (G+Y+Rc), s	20.0	28.5	41.5				48.5						
Change Period (Y+Rc), s	5.0	6.5	6.5				6.5						
Max Green Setting (Gmax), s	15.0	22.0	35.0				42.0						
Max Q Clear Time (g_c+1), s	17.4	10.6	34.4				3.0						
Green Ext Time (p_c), s	0.3	2.7	0.5				3.6						

Intersection Summary

HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 36: Jurupa St & I-15 NB Ramps





























Ontario Airport South Cargo Center
 Existing (2021) - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	339	842	0	0	544	414	243	0	453	0	0	0
Future Volume (veh/h)	339	842	0	0	544	414	243	0	453	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	361	896	0	0	579	86	173	0	514			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	390	2824	0	0	1960	608	563	0	1002			
Arrive On Green	0.22	1.00	0.00	0.00	0.38	0.38	0.31	0.00	0.31			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	1810	0	3220			
Grp Volume(v), veh/h	361	896	0	0	579	86	173	0	514			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	9.1	0.0	0.0	0.0	7.0	3.2	6.6	0.0	11.8			
Cycle Q Clear(g_c), s	9.1	0.0	0.0	0.0	7.0	3.2	6.6	0.0	11.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	390	2824	0	0	1960	608	563	0	1002			
V/C Ratio(X)	0.93	0.32	0.00	0.00	0.30	0.14	0.31	0.00	0.51			
Avail Cap(c_a), veh/h	390	2824	0	0	1960	608	563	0	1002			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.6	0.0	0.0	0.0	19.6	18.4	23.6	0.0	25.4			
Incr Delay (d2), s/veh	22.8	0.2	0.0	0.0	0.4	0.5	1.4	0.0	1.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.5	0.1	0.0	0.0	2.7	1.2	3.0	0.0	4.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	0.2	0.0	0.0	20.0	18.9	25.0	0.0	27.3			
LnGrp LOS	E	A	A	A	B	B	C	A	C			
Approach Vol, veh/h		1257			665			687				
Approach Delay, s/veh		16.6			19.9			26.7				
Approach LOS		B			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		55.5			15.0	40.5		34.5				
Change Period (Y+Rc), s		6.5			5.0	6.5		6.5				
Max Green Setting (Gmax), s		49.0			10.0	34.0		28.0				
Max Q Clear Time (g_c+I1), s		2.0			11.1	9.0		13.8				
Green Ext Time (p_c), s		5.3			0.0	3.2		2.4				
Intersection Summary												
HCM 6th Ctrl Delay					20.1							
HCM 6th LOS					C							
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary
 1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			  			 	
Traffic Volume (veh/h)	199	778	162	153	722	243	100	887	60	166	878	127
Future Volume (veh/h)	199	778	162	153	722	243	100	887	60	166	878	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	214	837	65	165	776	152	108	954	57	178	944	37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	935	415	218	928	414	306	1279	76	364	950	421
Arrive On Green	0.12	0.26	0.26	0.12	0.26	0.26	0.12	0.26	0.26	0.13	0.26	0.26
Sat Flow, veh/h	1810	3610	1601	1810	3610	1610	1810	5004	298	1810	3610	1601
Grp Volume(v), veh/h	214	837	65	165	776	152	108	659	352	178	944	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1610	1810	1729	1844	1810	1805	1601
Q Serve(g_s), s	10.6	20.1	2.8	7.9	18.3	7.0	3.5	15.8	15.8	6.0	23.5	1.6
Cycle Q Clear(g_c), s	10.6	20.1	2.8	7.9	18.3	7.0	3.5	15.8	15.8	6.0	23.5	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	221	935	415	218	928	414	306	884	472	364	950	421
V/C Ratio(X)	0.97	0.90	0.16	0.76	0.84	0.37	0.35	0.75	0.75	0.49	0.99	0.09
Avail Cap(c_a), veh/h	221	963	427	221	963	429	323	884	472	367	950	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	32.2	25.8	38.3	31.6	27.4	21.3	30.8	30.8	20.8	33.1	25.0
Incr Delay (d2), s/veh	51.3	10.9	0.2	12.0	5.3	0.6	1.0	5.7	10.3	1.5	27.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	9.5	1.0	4.0	8.0	2.5	1.5	6.9	8.0	2.5	13.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.7	43.1	26.0	50.3	37.0	28.0	22.3	36.5	41.2	22.2	60.9	25.4
LnGrp LOS	F	D	C	D	D	C	C	D	D	C	E	C
Approach Vol, veh/h		1116			1093			1119			1159	
Approach Delay, s/veh		51.2			37.8			36.6			53.8	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	28.8	15.5	29.1	15.9	29.5	15.7	28.9				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.0	* 11	24.0	* 12	22.0	* 11	24.0				
Max Q Clear Time (g_c+I1), s	8.0	17.8	9.9	22.1	5.5	25.5	12.6	20.3				
Green Ext Time (p_c), s	0.2	3.3	0.1	1.2	0.2	0.0	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay			45.0									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	904	30	70	957	69	25	163	39	70	167	56
Future Volume (veh/h)	39	904	30	70	957	69	25	163	39	70	167	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	932	13	72	987	37	26	168	35	72	172	52
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	76	1622	720	112	1695	752	104	367	71	163	287	78
Arrive On Green	0.04	0.45	0.45	0.06	0.47	0.47	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1601	1810	3610	1602	104	1423	275	298	1114	301
Grp Volume(v), veh/h	40	932	13	72	987	37	229	0	0	296	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1602	1802	0	0	1713	0	0
Q Serve(g_s), s	1.1	10.0	0.2	2.0	10.4	0.7	0.0	0.0	0.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	1.1	10.0	0.2	2.0	10.4	0.7	5.5	0.0	0.0	7.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.11		0.15	0.24		0.18
Lane Grp Cap(c), veh/h	76	1622	720	112	1695	752	541	0	0	527	0	0
V/C Ratio(X)	0.52	0.57	0.02	0.64	0.58	0.05	0.42	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1218	2430	1078	1218	2430	1078	1260	0	0	1199	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.4	10.6	7.9	23.8	10.1	7.5	16.4	0.0	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	11.4	0.7	0.0	12.2	0.7	0.1	1.1	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.9	0.1	1.1	2.9	0.2	2.2	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	11.3	8.0	36.1	10.8	7.6	17.5	0.0	0.0	19.1	0.0	0.0
LnGrp LOS	D	B	A	D	B	A	B	A	A	B	A	A
Approach Vol, veh/h		985			1096			229			296	
Approach Delay, s/veh		12.3			12.3			17.5			19.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	27.4		17.4	6.2	28.4		17.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	35.0	35.0		35.0	35.0	35.0		35.0				
Max Q Clear Time (g_c+14), s	14.0	12.0		9.7	3.1	12.4		7.5				
Green Ext Time (p_c), s	0.4	11.2		3.4	0.2	12.0		2.6				
Intersection Summary												
HCM 6th Ctrl Delay												13.5
HCM 6th LOS												B

HCM 6th Signalized Intersection Summary
3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	897	83	52	943	67	76	323	43	57	253	41
Future Volume (veh/h)	41	897	83	52	943	67	76	323	43	57	253	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	934	40	54	982	35	79	336	41	59	264	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	1768	786	104	1791	795	303	443	54	162	878	92
Arrive On Green	0.05	0.49	0.49	0.02	0.16	0.16	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3610	1605	1810	3610	1602	1101	1660	203	1020	3294	346
Grp Volume(v), veh/h	43	934	40	54	982	35	79	0	377	59	144	148
Grp Sat Flow(s),veh/h/ln	1810	1805	1605	1810	1805	1602	1101	0	1862	1020	1805	1835
Q Serve(g_s), s	2.1	16.0	1.2	2.7	22.5	1.7	5.6	0.0	16.8	5.1	5.7	5.8
Cycle Q Clear(g_c), s	2.1	16.0	1.2	2.7	22.5	1.7	11.4	0.0	16.8	21.8	5.7	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.19
Lane Grp Cap(c), veh/h	93	1768	786	104	1791	795	303	0	497	162	481	489
V/C Ratio(X)	0.46	0.53	0.05	0.52	0.55	0.04	0.26	0.00	0.76	0.36	0.30	0.30
Avail Cap(c_a), veh/h	141	1768	786	141	1791	795	303	0	497	162	481	489
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	15.8	12.0	42.9	28.4	19.7	30.9	0.0	30.3	40.4	26.3	26.3
Incr Delay (d2), s/veh	7.5	1.1	0.1	7.1	1.0	0.1	2.1	0.0	10.4	6.2	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.1	0.4	1.4	10.9	0.6	1.6	0.0	8.5	1.5	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	16.9	12.1	50.0	29.4	19.7	33.0	0.0	40.8	46.6	27.9	27.9
LnGrp LOS	D	B	B	D	C	B	C	A	D	D	C	C
Approach Vol, veh/h		1017			1071			456			351	
Approach Delay, s/veh		18.1			30.1			39.4			31.0	
Approach LOS		B			C			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.5	12.2	51.2		30.5	11.6	51.8				
Change Period (Y+Rc), s		6.5	7.0	7.0		* 6.5	7.0	* 7				
Max Green Setting (Gmax), s		22.5	7.0	40.0		* 24	7.0	* 41				
Max Q Clear Time (g_c+I1), s		18.8	4.7	18.0		23.8	4.1	24.5				
Green Ext Time (p_c), s		1.4	0.0	11.1		0.1	0.0	9.7				

Intersection Summary

HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	896	32	29	952	98	72	335	37	61	176	71
Future Volume (veh/h)	45	896	32	29	952	98	72	335	37	61	176	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	924	17	30	981	48	74	345	10	63	181	19
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	1758	780	64	1721	763	47	81	368	50	101	368
Arrive On Green	0.02	0.16	0.16	0.04	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	0	317	1441	0	395	1441
Grp Volume(v), veh/h	46	924	17	30	981	48	419	0	10	244	0	19
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	317	0	1441	395	0	1441
Q Serve(g_s), s	2.3	21.1	0.8	1.5	17.6	1.5	0.0	0.0	0.5	0.0	0.0	0.9
Cycle Q Clear(g_c), s	2.3	21.1	0.8	1.5	17.6	1.5	23.0	0.0	0.5	23.0	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	0.18		1.00	0.26		1.00
Lane Grp Cap(c), veh/h	82	1758	780	64	1721	763	128	0	368	151	0	368
V/C Ratio(X)	0.56	0.53	0.02	0.47	0.57	0.06	3.27	0.00	0.03	1.61	0.00	0.05
Avail Cap(c_a), veh/h	141	1758	780	141	1721	763	128	0	368	151	0	368
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.58	0.58	0.58	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	28.2	19.7	42.6	16.9	12.7	31.7	0.0	25.1	31.2	0.0	25.3
Incr Delay (d2), s/veh	1.8	0.9	0.0	1.2	0.8	0.1	1041.7	0.0	0.0	304.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0	10.2	0.3	0.6	6.6	0.5	39.8	0.0	0.2	15.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	29.2	19.8	43.8	17.7	12.8	1073.4	0.0	25.1	335.7	0.0	25.3
LnGrp LOS	D	C	B	D	B	B	F	A	C	F	A	C
Approach Vol, veh/h		987			1059			429			263	
Approach Delay, s/veh		29.8			18.2			1048.9			313.3	
Approach LOS		C			B			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.2	50.8		29.0	11.1	49.9		29.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	40.0	40.0		23.0	7.0	40.0		23.0				
Max Q Clear Time (g_c+1), s	23.1	23.1		25.0	4.3	19.6		25.0				
Green Ext Time (p_c), s	0.0	6.5		0.0	0.0	7.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	212.2
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↑↑↑			↖↑↑↑		↖
Traffic Volume (veh/h)	247	697	109	29	695	499	196	940	53	407	814	201
Future Volume (veh/h)	247	697	109	29	695	499	196	940	53	407	814	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	249	704	30	29	702	107	198	949	52	411	822	171
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	984	436	153	824	365	222	1165	64	440	1823	705
Arrive On Green	0.09	0.27	0.27	0.04	0.23	0.23	0.12	0.23	0.23	0.24	0.35	0.35
Sat Flow, veh/h	3510	3610	1601	3510	3610	1600	1810	5031	275	1810	5187	1603
Grp Volume(v), veh/h	249	704	30	29	702	107	198	652	349	411	822	171
Grp Sat Flow(s),veh/h/ln	1755	1805	1601	1755	1805	1600	1810	1729	1848	1810	1729	1603
Q Serve(g_s), s	9.6	24.4	1.9	1.1	25.8	7.7	14.9	24.7	24.8	30.8	16.9	9.3
Cycle Q Clear(g_c), s	9.6	24.4	1.9	1.1	25.8	7.7	14.9	24.7	24.8	30.8	16.9	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	309	984	436	153	824	365	222	800	428	440	1823	705
V/C Ratio(X)	0.81	0.72	0.07	0.19	0.85	0.29	0.89	0.81	0.82	0.93	0.45	0.24
Avail Cap(c_a), veh/h	760	1173	520	507	912	404	261	874	467	719	2621	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	45.5	37.4	63.9	51.2	44.2	59.8	50.4	50.4	51.4	34.6	24.4
Incr Delay (d2), s/veh	3.8	1.9	0.1	0.4	7.4	0.5	25.6	6.0	10.8	11.8	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	10.7	0.8	0.5	12.2	3.0	8.3	11.1	12.5	15.0	7.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	47.4	37.4	64.3	58.6	44.7	85.4	56.4	61.2	63.1	34.9	24.6
LnGrp LOS	E	D	D	E	E	D	F	E	E	E	C	C
Approach Vol, veh/h		983			838			1199			1404	
Approach Delay, s/veh		51.7			57.1			62.6			41.9	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.7	39.1	13.6	45.2	24.0	55.7	19.7	39.1				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+Rc), s	62.8	26.8	3.1	26.4	16.9	18.9	11.6	27.8				
Green Ext Time (p_c), s	0.8	4.6	0.0	4.8	0.1	10.6	0.5	3.1				

Intersection Summary

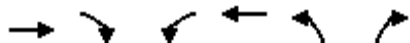
HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↗↖	↗
Traffic Volume (veh/h)	1207	66	20	1019	133	66
Future Volume (veh/h)	1207	66	20	1019	133	66
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1257	48	21	1061	139	8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2483	1104	50	2890	222	102
Arrive On Green	0.69	0.69	0.03	0.80	0.06	0.06
Sat Flow, veh/h	3705	1604	1810	3705	3510	1610
Grp Volume(v), veh/h	1257	48	21	1061	139	8
Grp Sat Flow(s),veh/h/ln	1805	1604	1810	1805	1755	1610
Q Serve(g_s), s	14.7	0.8	1.0	7.3	3.4	0.4
Cycle Q Clear(g_c), s	14.7	0.8	1.0	7.3	3.4	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2483	1104	50	2890	222	102
V/C Ratio(X)	0.51	0.04	0.42	0.37	0.63	0.08
Avail Cap(c_a), veh/h	2483	1104	257	2890	718	329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	6.6	4.4	42.1	2.5	40.2	38.8
Incr Delay (d2), s/veh	0.5	0.0	3.4	0.3	2.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.2	0.5	0.8	1.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.0	4.5	45.5	2.8	43.1	39.1
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1305			1082	147	
Approach Delay, s/veh	6.9			3.6	42.9	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.9	68.0			77.9	10.1
Change Period (Y+Rc), s	7.5	* 7.5			7.5	4.5
Max Green Setting (Gmax), s	12.5	* 38			57.5	18.0
Max Q Clear Time (g_c+1), s	13.0	16.7			9.3	5.4
Green Ext Time (p_c), s	0.0	6.9			8.0	0.3

Intersection Summary

HCM 6th Ctrl Delay		7.6	
HCM 6th LOS		A	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	
Traffic Vol, veh/h	0	4	0	84	5	0	1	2	96	1	7	0
Future Vol, veh/h	0	4	0	84	5	0	1	2	96	1	7	0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	5	0	106	6	0	1	3	122	1	9	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	8	8.5	7.5	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	33%	0%	0%	100%	89%	30%	0%
Vol Thru, %	67%	0%	100%	0%	11%	70%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	96	4	45	44	3	5
LT Vol	1	0	0	45	39	1	0
Through Vol	2	0	4	0	5	2	5
RT Vol	0	96	0	0	0	0	0
Lane Flow Rate	4	122	5	56	56	4	6
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.005	0.139	0.007	0.082	0.081	0.006	0.008
Departure Headway (Hd)	5	4.131	4.935	5.232	5.176	5.065	4.915
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	720	874	728	680	687	710	732
Service Time	2.7	1.831	2.943	3.005	2.949	2.768	2.617
HCM Lane V/C Ratio	0.006	0.14	0.007	0.082	0.082	0.006	0.008
HCM Control Delay	7.7	7.5	8	8.5	8.4	7.8	7.7
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.5	0	0.3	0.3	0	0

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	99	0	0	91	0
Future Vol, veh/h	0	0	0	0	0	0	0	99	0	0	91	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	132	0	0	121	0























Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	187	253	61	193	253	66	121	0	0	132	0	0
Stage 1	121	121	-	132	132	-	-	-	-	-	-	-
Stage 2	66	132	-	61	121	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	762	654	998	755	654	991	1479	-	-	1466	-	-
Stage 1	876	800	-	864	791	-	-	-	-	-	-	-
Stage 2	943	791	-	949	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	762	654	998	755	654	991	1479	-	-	1466	-	-
Mov Cap-2 Maneuver	762	654	-	755	654	-	-	-	-	-	-	-
Stage 1	876	800	-	864	791	-	-	-	-	-	-	-
Stage 2	943	791	-	949	800	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1479	-	-	-	1466	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	-	-
HCM Lane LOS	A	-	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-

HCM 6th Signalized Intersection Summary
9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1081	162	50	826	4	253	45	93	5	33	46
Future Volume (veh/h)	48	1081	162	50	826	4	253	45	93	5	33	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	1126	76	52	860	3	264	47	20	5	34	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	1422	634	117	1663	6	419	826	369	166	1022	
Arrive On Green	0.05	0.39	0.39	0.06	0.45	0.45	0.23	0.23	0.23	0.23	0.23	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3690	13	1396	3610	1610	415	4465	1610
Grp Volume(v), veh/h	50	1126	76	52	421	442	264	47	20	15	24	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1898	1396	1805	1610	1733	1573	1610
Q Serve(g_s), s	1.8	18.5	2.0	1.9	11.2	11.2	12.2	0.7	0.7	0.0	0.4	0.0
Cycle Q Clear(g_c), s	1.8	18.5	2.0	1.9	11.2	11.2	12.6	0.7	0.7	0.4	0.4	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.33		1.00
Lane Grp Cap(c), veh/h	82	1422	634	117	814	855	419	826	369	468	720	
V/C Ratio(X)	0.61	0.79	0.12	0.44	0.52	0.52	0.63	0.06	0.05	0.03	0.03	
Avail Cap(c_a), veh/h	606	1611	719	538	814	855	514	1074	479	583	936	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.5	17.9	13.0	30.3	13.2	13.2	25.0	20.2	20.2	20.1	20.1	0.0
Incr Delay (d2), s/veh	7.2	2.7	0.1	1.0	0.8	0.7	2.4	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	6.5	0.6	0.8	3.6	3.8	4.1	0.3	0.2	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	20.7	13.1	31.3	14.0	14.0	27.4	20.3	20.3	20.2	20.2	0.0
LnGrp LOS	D	C	B	C	B	B	C	C	C	C	C	
Approach Vol, veh/h		1252			915			331			39	A
Approach Delay, s/veh		20.9			15.0			25.9			20.2	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	33.5		22.4	7.5	37.3		22.4				
Change Period (Y+Rc), s	7.0	7.0		7.0	4.5	7.0		7.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	22.5	30.0		20.0				
Max Q Clear Time (g_c+I1), s	3.9	20.5		2.4	3.8	13.2		14.6				
Green Ext Time (p_c), s	0.0	6.0		0.1	0.1	6.0		0.8				

Intersection Summary

HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	258	86	117	186	40	33	239	38	19	301	10
Future Volume (veh/h)	22	258	86	117	186	40	33	239	38	19	301	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	300	21	136	216	13	38	278	17	22	350	6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	318	547	242	316	734	325	518	1520	676	545	1473	654
Arrive On Green	0.03	0.15	0.15	0.08	0.20	0.20	0.04	0.42	0.42	0.03	0.41	0.41
Sat Flow, veh/h	1810	3610	1594	1810	3610	1598	1810	3610	1604	1810	3610	1604
Grp Volume(v), veh/h	26	300	21	136	216	13	38	278	17	22	350	6
Grp Sat Flow(s),veh/h/ln	1810	1805	1594	1810	1805	1598	1810	1805	1604	1810	1805	1604
Q Serve(g_s), s	1.0	6.6	1.0	5.3	4.3	0.6	1.0	4.1	0.5	0.6	5.5	0.2
Cycle Q Clear(g_c), s	1.0	6.6	1.0	5.3	4.3	0.6	1.0	4.1	0.5	0.6	5.5	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	547	242	316	734	325	518	1520	676	545	1473	654
V/C Ratio(X)	0.08	0.55	0.09	0.43	0.29	0.04	0.07	0.18	0.03	0.04	0.24	0.01
Avail Cap(c_a), veh/h	576	1473	650	480	1473	652	759	1520	676	810	1473	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	33.7	31.3	27.4	29.0	27.4	13.5	15.6	14.5	13.8	16.6	15.1
Incr Delay (d2), s/veh	0.1	1.2	0.2	0.9	0.3	0.1	0.1	0.3	0.1	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.8	0.4	2.2	1.8	0.2	0.4	1.6	0.2	0.2	2.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	34.9	31.5	28.3	29.3	27.5	13.5	15.8	14.6	13.9	17.0	15.1
LnGrp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		347			365			333			378	
Approach Delay, s/veh		34.3			28.9			15.5			16.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	43.1	13.7	19.5	10.6	42.0	9.3	23.9				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0				
Max Q Clear Time (g_c+I), s	12.6	6.1	7.3	8.6	3.0	7.5	3.0	6.3				
Green Ext Time (p_c), s	0.0	2.4	0.2	2.6	0.0	3.0	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay											23.9	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	385	240	171	368	48	104	211	78	58	552	21
Future Volume (veh/h)	16	385	240	171	368	48	104	211	78	58	552	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	428	156	190	409	42	116	234	23	64	613	21
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	261	502	181	264	873	89	145	1138	507	86	1005	34
Arrive On Green	0.01	0.19	0.19	0.08	0.26	0.26	0.16	0.63	0.63	0.05	0.28	0.28
Sat Flow, veh/h	1810	2593	935	1810	3304	338	1810	3610	1610	1810	3560	122
Grp Volume(v), veh/h	18	297	287	190	222	229	116	234	23	64	311	323
Grp Sat Flow(s),veh/h/ln	1810	1805	1723	1810	1805	1837	1810	1805	1610	1810	1805	1877
Q Serve(g_s), s	0.6	12.7	12.9	6.5	8.3	8.4	4.9	2.2	0.4	2.8	11.9	12.0
Cycle Q Clear(g_c), s	0.6	12.7	12.9	6.5	8.3	8.4	4.9	2.2	0.4	2.8	11.9	12.0
Prop In Lane	1.00		0.54	1.00		0.18	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	261	350	334	264	477	485	145	1138	507	86	509	530
V/C Ratio(X)	0.07	0.85	0.86	0.72	0.47	0.47	0.80	0.21	0.05	0.75	0.61	0.61
Avail Cap(c_a), veh/h	298	372	355	264	477	485	204	1138	507	113	509	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	0.97	0.97	0.97
Uniform Delay (d), s/veh	25.6	31.1	31.2	25.2	24.7	24.7	32.9	10.5	10.2	37.6	24.9	24.9
Incr Delay (d2), s/veh	0.0	15.5	17.7	7.9	0.5	0.5	9.1	0.4	0.2	11.0	5.2	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	6.5	6.5	3.2	3.3	3.4	2.3	0.8	0.2	1.4	5.4	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	46.6	48.9	33.1	25.2	25.3	42.0	10.9	10.4	48.6	30.1	29.9
LnGrp LOS	C	D	D	C	C	C	D	B	B	D	C	C
Approach Vol, veh/h		602			641			373			698	
Approach Delay, s/veh		47.1			27.6			20.6			31.7	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	32.2	14.0	23.0	13.4	29.6	8.4	28.6				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	23.0	6.5	16.5	9.0	19.0	2.5	20.5				
Max Q Clear Time (g_c+14), s	14.8	4.2	8.5	14.9	6.9	14.0	2.6	10.4				
Green Ext Time (p_c), s	0.0	1.0	0.0	0.5	0.0	1.3	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	2	34	355	5	99	16	322	120	49	864	4
Future Volume (veh/h)	9	2	34	355	5	99	16	322	120	49	864	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	2	3	394	0	21	18	354	54	54	949	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	17	26	532	0	234	22	1771	786	68	1904	6
Arrive On Green	0.02	0.02	0.02	0.15	0.00	0.15	0.00	0.16	0.16	0.08	1.00	1.00
Sat Flow, veh/h	1810	686	1029	3619	0	1594	1810	3610	1602	1810	3691	12
Grp Volume(v), veh/h	10	0	5	394	0	21	18	354	54	54	464	488
Grp Sat Flow(s),veh/h/ln	1810	0	1715	1810	0	1594	1810	1805	1602	1810	1805	1898
Q Serve(g_s), s	0.4	0.0	0.2	8.3	0.0	0.9	0.8	6.8	2.3	2.3	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.2	8.3	0.0	0.9	0.8	6.8	2.3	2.3	0.0	0.0
Prop In Lane	1.00		0.60	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	45	0	43	532	0	234	22	1771	786	68	931	979
V/C Ratio(X)	0.22	0.00	0.12	0.74	0.00	0.09	0.80	0.20	0.07	0.80	0.50	0.50
Avail Cap(c_a), veh/h	158	0	150	950	0	418	68	1771	786	68	931	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.71	0.71	0.71
Uniform Delay (d), s/veh	38.3	0.0	38.2	32.6	0.0	29.5	39.7	19.9	18.0	36.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.5	1.5	0.0	0.1	53.3	0.3	0.2	33.6	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	3.7	0.0	0.4	0.7	2.8	0.8	1.6	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	0.0	38.6	34.2	0.0	29.6	93.0	20.2	18.2	70.3	1.4	1.3
LnGrp LOS	D	A	D	C	A	C	F	C	B	E	A	A
Approach Vol, veh/h		15			415			426			1006	
Approach Delay, s/veh		39.0			33.9			23.0			5.0	
Approach LOS		D			C			C			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	46.2		7.0	8.0	48.3		16.8				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	10.0	25.0		7.0	3.0	25.0		21.0				
Max Q Clear Time (g_c+1/3), s	11.3	8.8		2.4	2.8	2.0		10.3				
Green Ext Time (p_c), s	0.0	2.4		0.0	0.0	4.5		0.9				

Intersection Summary

HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↕	↕	↕↕			↕↕	↕
Traffic Volume (veh/h)	0	0	0	251	0	122	214	318	0	0	795	504
Future Volume (veh/h)	0	0	0	251	0	122	214	318	0	0	795	504
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				270	0	33	230	342	0	0	855	264
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				338	0	301	362	2412	0	0	1464	649
Arrive On Green				0.19	0.00	0.19	0.40	1.00	0.00	0.00	0.13	0.13
Sat Flow, veh/h				1810	0	1610	1810	3705	0	0	3705	1600
Grp Volume(v), veh/h				270	0	33	230	342	0	0	855	264
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1805	0	0	1805	1600
Q Serve(g_s), s				11.4	0.0	1.4	8.2	0.0	0.0	0.0	17.8	12.1
Cycle Q Clear(g_c), s				11.4	0.0	1.4	8.2	0.0	0.0	0.0	17.8	12.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				338	0	301	362	2412	0	0	1464	649
V/C Ratio(X)				0.80	0.00	0.11	0.64	0.14	0.00	0.00	0.58	0.41
Avail Cap(c_a), veh/h				461	0	411	362	2412	0	0	1464	649
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.65	0.65	0.00	0.00	0.85	0.85
Uniform Delay (d), s/veh				31.1	0.0	27.0	21.7	0.0	0.0	0.0	28.3	25.8
Incr Delay (d2), s/veh				10.5	0.0	0.3	5.5	0.1	0.0	0.0	1.5	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.8	0.0	0.5	3.3	0.0	0.0	0.0	8.7	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.5	0.0	27.3	27.1	0.1	0.0	0.0	29.8	27.4
LnGrp LOS				D	A	C	C	A	A	A	C	C
Approach Vol, veh/h					303			572			1119	
Approach Delay, s/veh					40.0			10.9			29.2	
Approach LOS					D			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		59.2			21.0	38.2		20.8				
Change Period (Y+Rc), s		5.8			5.0	5.8		5.8				
Max Green Setting (Gmax), s		48.0			16.0	27.0		20.4				
Max Q Clear Time (g_c+I1), s		2.0			10.2	19.8		13.4				
Green Ext Time (p_c), s		1.7			0.2	3.1		1.6				
Intersection Summary												
HCM 6th Ctrl Delay											25.6	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕			↗	↕
Traffic Volume (veh/h)	76	0	174	0	0	0	0	456	331	354	691	0
Future Volume (veh/h)	76	0	174	0	0	0	0	456	331	354	691	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	82	0	41				0	490	193	381	743	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	385	0	342				0	864	338	431	2319	0
Arrive On Green	0.21	0.00	0.21				0.00	0.34	0.34	0.08	0.21	0.00
Sat Flow, veh/h	1810	0	1610				0	2624	990	1810	3705	0
Grp Volume(v), veh/h	82	0	41				0	349	334	381	743	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1713	1810	1805	0
Q Serve(g_s), s	3.0	0.0	1.6				0.0	12.6	12.8	16.7	13.9	0.0
Cycle Q Clear(g_c), s	3.0	0.0	1.6				0.0	12.6	12.8	16.7	13.9	0.0
Prop In Lane	1.00		1.00				0.00		0.58	1.00		0.00
Lane Grp Cap(c), veh/h	385	0	342				0	617	585	431	2319	0
V/C Ratio(X)	0.21	0.00	0.12				0.00	0.57	0.57	0.88	0.32	0.00
Avail Cap(c_a), veh/h	385	0	342				0	617	585	611	2319	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.65	0.65	0.00
Uniform Delay (d), s/veh	26.0	0.0	25.5				0.0	21.5	21.5	35.8	16.8	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.7				0.0	3.7	4.0	5.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4	0.0	0.7				0.0	5.4	5.2	8.6	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	26.2				0.0	25.2	25.5	41.5	17.0	0.0
LnGrp LOS	C	A	C				A	C	C	D	B	A
Approach Vol, veh/h		123						683			1124	
Approach Delay, s/veh		26.9						25.4			25.3	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	24.1	33.1	22.8	57.2								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	27.0	19.0	17.0	51.4								
Max Q Clear Time (g_c+110), s	11.0	14.8	5.0	15.9								
Green Ext Time (p_c), s	0.4	1.3	0.7	4.1								

Intersection Summary

HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection

Intersection Delay, s/veh 14.7

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↘	↖	↗		↖	↗	↘	↖	↗
Traffic Vol, veh/h	17	125	19	336	72	112	17	77	333	18	9	9
Future Vol, veh/h	17	125	19	336	72	112	17	77	333	18	9	9
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	152	23	410	88	137	21	94	406	22	11	11
Number of Lanes	0	1	1	1	1	1	0	1	2	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	3	2	3
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	2	3	2
HCM Control Delay	15	16.1	13.1	11.9
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	18%	0%	0%	12%	0%	100%	65%	0%	100%	0%
Vol Thru, %	82%	0%	0%	88%	0%	0%	35%	0%	0%	50%
Vol Right, %	0%	100%	100%	0%	100%	0%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	94	167	167	142	19	202	206	112	18	18
LT Vol	17	0	0	17	0	202	134	0	18	0
Through Vol	77	0	0	125	0	0	72	0	0	9
RT Vol	0	167	167	0	19	0	0	112	0	9
Lane Flow Rate	115	203	203	173	23	246	252	137	22	22
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.236	0.373	0.373	0.382	0.046	0.509	0.509	0.237	0.055	0.05
Departure Headway (Hd)	7.42	6.62	6.62	7.951	7.18	7.457	7.281	6.244	9.061	8.192
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	485	544	544	452	499	484	496	575	395	437
Service Time	5.155	4.355	4.355	5.696	4.925	5.192	5.015	3.978	6.815	5.946
HCM Lane V/C Ratio	0.237	0.373	0.373	0.383	0.046	0.508	0.508	0.238	0.056	0.05
HCM Control Delay	12.4	13.3	13.3	15.6	10.3	17.7	17.4	10.9	12.3	11.4
HCM Lane LOS	B	B	B	C	B	C	C	B	B	B
HCM 95th-tile Q	0.9	1.7	1.7	1.8	0.1	2.8	2.8	0.9	0.2	0.2

HCM 6th Signalized Intersection Summary
 16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	12	0	20	11	0	8	18	395	8	9	413	7
Future Volume (veh/h)	12	0	20	11	0	8	18	395	8	9	413	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.98		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	0	2	13	0	9	21	459	7	10	480	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	150	0	98	92	11	39	76	2668	1186	43	2602	1157
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.04	0.74	0.74	0.02	0.72	0.72
Sat Flow, veh/h	1449	0	1581	711	185	620	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	14	0	2	22	0	0	21	459	7	10	480	7
Grp Sat Flow(s),veh/h/ln	1449	0	1581	1515	0	0	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	0.0	0.0	0.1	0.1	0.0	0.0	1.3	4.6	0.1	0.7	5.1	0.1
Cycle Q Clear(g_c), s	0.9	0.0	0.1	1.5	0.0	0.0	1.3	4.6	0.1	0.7	5.1	0.1
Prop In Lane	1.00		1.00	0.59		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	0	98	142	0	0	76	2668	1186	43	2602	1157
V/C Ratio(X)	0.09	0.00	0.02	0.15	0.00	0.00	0.28	0.17	0.01	0.23	0.18	0.01
Avail Cap(c_a), veh/h	443	0	435	454	0	0	196	2668	1186	196	2602	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	0.0	52.8	53.4	0.0	0.0	55.7	4.7	4.1	57.5	5.4	4.7
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.6	0.0	0.0	2.0	0.1	0.0	3.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.7	0.0	0.0	0.6	1.4	0.0	0.3	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	0.0	52.9	54.0	0.0	0.0	57.7	4.8	4.1	60.8	5.5	4.7
LnGrp LOS	D	A	D	D	A	A	E	A	A	E	A	A
Approach Vol, veh/h		16			22			487			497	
Approach Delay, s/veh		53.4			54.0			7.1			6.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	95.7		14.5	12.0	93.5		14.5				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.0	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+1), s	12.5	6.6		2.9	3.3	7.1		3.5				
Green Ext Time (p_c), s	0.0	6.2		0.0	0.0	6.5		0.1				

Intersection Summary























HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	812	246	62	608	11	148	229	101	21	303	103
Future Volume (veh/h)	99	812	246	62	608	11	148	229	101	21	303	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	106	873	169	67	654	12	159	246	20	23	326	111
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	943	418	126	923	17	288	302	254	24	339	115
Arrive On Green	0.08	0.26	0.26	0.07	0.25	0.25	0.16	0.16	0.16	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1601	1810	3626	67	1810	1900	1595	91	1285	438
Grp Volume(v), veh/h	106	873	169	67	325	341	159	246	20	460	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1888	1810	1900	1595	1814	0	0
Q Serve(g_s), s	6.5	26.8	9.9	4.1	18.6	18.7	9.2	14.2	1.2	28.5	0.0	0.0
Cycle Q Clear(g_c), s	6.5	26.8	9.9	4.1	18.6	18.7	9.2	14.2	1.2	28.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	0.05		0.24
Lane Grp Cap(c), veh/h	138	943	418	126	459	481	288	302	254	478	0	0
V/C Ratio(X)	0.77	0.93	0.40	0.53	0.71	0.71	0.55	0.81	0.08	0.96	0.00	0.00
Avail Cap(c_a), veh/h	398	952	422	318	476	498	477	501	421	478	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.5	40.9	34.7	51.1	38.6	38.6	44.1	46.2	40.7	41.3	0.0	0.0
Incr Delay (d2), s/veh	6.5	14.9	1.3	1.3	6.0	5.8	2.0	6.3	0.2	31.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	13.1	3.8	1.8	8.5	8.9	4.2	7.1	0.5	16.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	55.9	36.0	52.4	44.6	44.3	46.1	52.5	40.9	72.8	0.0	0.0
LnGrp LOS	E	E	D	D	D	D	D	D	D	E	A	A
Approach Vol, veh/h		1148			733			425			460	
Approach Delay, s/veh		53.1			45.2			49.5			72.8	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.4	37.2		36.5	16.2	36.5		24.6				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	20.0	30.0		30.0	25.0	30.0		30.0				
Max Q Clear Time (g_c+I1), s	6.1	28.8		30.5	8.5	20.7		16.2				
Green Ext Time (p_c), s	0.0	0.9		0.0	0.1	4.0		1.9				
Intersection Summary												
HCM 6th Ctrl Delay				53.7								
HCM 6th LOS				D								
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	153	261	14	40	19	101	380	14	26	477	67
Future Volume (veh/h)	170	153	261	14	40	19	101	380	14	26	477	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	178	75	16	47	3	117	442	8	30	555	29
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	235	542	219	60	433	191	148	1533	681	74	1989	615
Arrive On Green	0.13	0.22	0.22	0.03	0.12	0.12	0.08	0.42	0.42	0.04	0.38	0.38
Sat Flow, veh/h	1810	2502	1012	1810	3610	1590	1810	3610	1604	1810	5187	1604
Grp Volume(v), veh/h	198	126	127	16	47	3	117	442	8	30	555	29
Grp Sat Flow(s),veh/h/ln	1810	1805	1709	1810	1805	1590	1810	1805	1604	1810	1729	1604
Q Serve(g_s), s	9.8	5.4	5.7	0.8	1.1	0.2	5.8	7.3	0.3	1.5	6.7	1.0
Cycle Q Clear(g_c), s	9.8	5.4	5.7	0.8	1.1	0.2	5.8	7.3	0.3	1.5	6.7	1.0
Prop In Lane	1.00		0.59	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	391	370	60	433	191	148	1533	681	74	1989	615
V/C Ratio(X)	0.84	0.32	0.34	0.27	0.11	0.02	0.79	0.29	0.01	0.41	0.28	0.05
Avail Cap(c_a), veh/h	397	494	468	397	989	436	397	1533	681	397	1989	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	30.1	30.2	43.1	35.8	35.4	41.1	17.2	15.2	42.7	19.4	17.7
Incr Delay (d2), s/veh	3.2	0.4	0.4	0.9	0.1	0.0	3.5	0.5	0.0	1.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	2.2	2.3	0.4	0.5	0.1	2.6	2.9	0.1	0.7	2.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	30.5	30.6	43.9	35.9	35.4	44.6	17.7	15.2	44.0	19.8	17.8
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		451			66			567			614	
Approach Delay, s/veh		35.6			37.8			23.2			20.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	45.3	9.5	26.3	14.0	41.5	18.3	17.4				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+1), s	13.5	9.3	2.8	7.7	7.8	8.7	11.8	3.1				
Green Ext Time (p_c), s	0.0	3.3	0.0	0.9	0.1	4.4	0.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖	↖↗↘	↖↗↘	↖	↖↗↘	↖↗↘	
Traffic Volume (veh/h)	45	6	60	41	6	11	58	416	27	24	771	10
Future Volume (veh/h)	45	6	60	41	6	11	58	416	27	24	771	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	7	9	47	7	3	67	478	16	28	886	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	220	194	122	428	189	111	2581	799	70	2511	28
Arrive On Green	0.07	0.12	0.12	0.07	0.12	0.12	0.06	0.50	0.50	0.04	0.47	0.47
Sat Flow, veh/h	1810	1805	1590	1810	3610	1590	1810	5187	1605	1810	5287	60
Grp Volume(v), veh/h	52	7	9	47	7	3	67	478	16	28	579	317
Grp Sat Flow(s),veh/h/ln	1810	1805	1590	1810	1805	1590	1810	1729	1605	1810	1729	1889
Q Serve(g_s), s	2.6	0.3	0.5	2.4	0.2	0.2	3.4	4.8	0.5	1.4	10.0	10.0
Cycle Q Clear(g_c), s	2.6	0.3	0.5	2.4	0.2	0.2	3.4	4.8	0.5	1.4	10.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	128	220	194	122	428	189	111	2581	799	70	1642	897
V/C Ratio(X)	0.41	0.03	0.05	0.39	0.02	0.02	0.60	0.19	0.02	0.40	0.35	0.35
Avail Cap(c_a), veh/h	477	686	604	477	1372	604	477	2581	799	477	1642	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	36.7	36.7	42.3	36.9	36.9	43.4	13.2	12.1	44.5	15.7	15.7
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.7	0.0	0.0	2.0	0.2	0.0	1.4	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.1	0.2	1.1	0.1	0.1	1.5	1.7	0.2	0.6	3.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	36.7	36.8	43.0	36.9	36.9	45.3	13.3	12.1	45.9	16.3	16.8
LnGrp LOS	D	D	D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		68			57			561			924	
Approach Delay, s/veh		41.4			42.0			17.1			17.4	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	53.6	12.9	18.1	12.3	51.5	13.2	17.7				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	25.0	45.0	25.0	36.0	25.0	45.0	25.0	36.0				
Max Q Clear Time (g_c+1), s	13.4	6.8	4.4	2.5	5.4	12.0	4.6	2.2				
Green Ext Time (p_c), s	0.0	3.9	0.0	0.0	0.1	7.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	58	433	424	235	297	43	207	336	89	38	812	54
Future Volume (veh/h)	58	433	424	235	297	43	207	336	89	38	812	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	451	163	245	309	12	216	350	38	40	846	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	295	692	306	373	772	342	299	1846	571	169	1655	511
Arrive On Green	0.08	0.19	0.19	0.11	0.21	0.21	0.09	0.36	0.36	0.05	0.32	0.32
Sat Flow, veh/h	3510	3610	1598	3510	3610	1599	3510	5187	1603	3510	5187	1603
Grp Volume(v), veh/h	60	451	163	245	309	12	216	350	38	40	846	20
Grp Sat Flow(s),veh/h/ln	1755	1805	1598	1755	1805	1599	1755	1729	1603	1755	1729	1603
Q Serve(g_s), s	1.5	10.8	8.6	6.3	6.9	0.6	5.6	4.4	1.5	1.0	12.5	0.8
Cycle Q Clear(g_c), s	1.5	10.8	8.6	6.3	6.9	0.6	5.6	4.4	1.5	1.0	12.5	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	295	692	306	373	772	342	299	1846	571	169	1655	511
V/C Ratio(X)	0.20	0.65	0.53	0.66	0.40	0.04	0.72	0.19	0.07	0.24	0.51	0.04
Avail Cap(c_a), veh/h	747	1152	510	747	1152	510	747	1846	571	747	1655	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	35.1	34.2	40.4	31.8	29.3	41.9	20.9	20.0	43.1	26.0	22.1
Incr Delay (d2), s/veh	0.2	1.3	1.7	1.5	0.4	0.0	2.5	0.2	0.2	0.5	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.6	3.3	2.6	2.9	0.2	2.4	1.7	0.5	0.4	5.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	36.3	35.9	41.8	32.2	29.3	44.4	21.1	20.2	43.6	27.2	22.2
LnGrp LOS	D	D	D	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		674			566			604			906	
Approach Delay, s/veh		36.6			36.3			29.4			27.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	40.0	17.5	25.5	14.5	36.5	15.4	27.6				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1/3), s	13.0	6.4	8.3	12.8	7.6	14.5	3.5	8.9				
Green Ext Time (p_c), s	0.0	2.6	0.4	3.5	0.4	5.6	0.1	2.0				

Intersection Summary

HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙↗	↑↑↑			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	344	0	182	470	471	0	0	1185	375
Future Volume (veh/h)	0	0	0	344	0	182	470	471	0	0	1185	375
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				381	0	42	495	496	0	0	1247	142
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				901	0	401	1014	3227	0	0	1816	443
Arrive On Green				0.25	0.00	0.25	0.10	0.21	0.00	0.00	0.28	0.28
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1596
Grp Volume(v), veh/h				381	0	42	495	496	0	0	1247	142
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1596
Q Serve(g_s), s				8.0	0.0	1.8	12.0	7.1	0.0	0.0	15.3	6.3
Cycle Q Clear(g_c), s				8.0	0.0	1.8	12.0	7.1	0.0	0.0	15.3	6.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				901	0	401	1014	3227	0	0	1816	443
V/C Ratio(X)				0.42	0.00	0.10	0.49	0.15	0.00	0.00	0.69	0.32
Avail Cap(c_a), veh/h				901	0	401	1014	3227	0	0	1816	443
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	0.78	0.78
Uniform Delay (d), s/veh				28.4	0.0	26.1	34.4	16.3	0.0	0.0	29.0	25.8
Incr Delay (d2), s/veh				1.5	0.0	0.5	1.5	0.1	0.0	0.0	1.7	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.6	0.0	1.9	5.7	2.6	0.0	0.0	5.8	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.8	0.0	26.6	35.9	16.4	0.0	0.0	30.7	27.3
LnGrp LOS				C	A	C	D	B	A	A	C	C
Approach Vol, veh/h					423			991			1389	
Approach Delay, s/veh					29.5			26.2			30.3	
Approach LOS					C			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		61.8		28.2	31.0	30.8						
Change Period (Y+Rc), s		5.8		5.8	5.0	5.8						
Max Green Setting (Gmax), s		56.0		22.4	26.0	25.0						
Max Q Clear Time (g_c+I1), s		9.1		10.0	14.0	17.3						
Green Ext Time (p_c), s		3.4		1.2	0.8	4.7						

Intersection Summary

HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	0	406	0	0	0	0	876	451	445	1087	0
Future Volume (veh/h)	67	0	406	0	0	0	0	876	451	445	1087	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	47	0	385				0	912	151	464	1132	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	611	0	1088				0	2106	515	546	2766	0
Arrive On Green	0.34	0.00	0.34				0.00	0.32	0.32	0.21	0.71	0.00
Sat Flow, veh/h	1810	0	3220				0	6802	1598	3510	5358	0
Grp Volume(v), veh/h	47	0	385				0	912	151	464	1132	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1598	1755	1729	0
Q Serve(g_s), s	1.6	0.0	8.1				0.0	9.9	6.4	11.4	8.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	8.1				0.0	9.9	6.4	11.4	8.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	611	0	1088				0	2106	515	546	2766	0
V/C Ratio(X)	0.08	0.00	0.35				0.00	0.43	0.29	0.85	0.41	0.00
Avail Cap(c_a), veh/h	611	0	1088				0	2106	515	546	2766	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.71	0.71	0.00
Uniform Delay (d), s/veh	20.3	0.0	22.4				0.0	24.0	22.8	34.7	7.3	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.9				0.0	0.7	1.4	11.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	3.1				0.0	3.6	2.4	5.2	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	23.3				0.0	24.7	24.3	46.0	7.6	0.0
LnGrp LOS	C	A	C				A	C	C	D	A	A
Approach Vol, veh/h		432						1063			1596	
Approach Delay, s/veh		23.0						24.6			18.8	
Approach LOS		C						C			B	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	19.0	34.8					53.8	36.2				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	14.0	29.0					48.0	30.4				
Max Q Clear Time (g_c+I), s	11.0	11.9					10.0	10.1				
Green Ext Time (p_c), s	0.1	5.9					9.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	241	0	384	0	2211	0	0	1717	900	0	0
Future Volume (veh/h)	241	0	384	0	2211	0	0	1717	900	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	254	254	384	0	2327	0	0	2154	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	563	563	1002	0	3791	0	0	4408			
Arrive On Green	0.31	0.31	0.31	0.00	0.58	0.00	0.00	0.58	0.00		
Sat Flow, veh/h	1810	1810	3220	0	7068	0	0	7600	1610		
Grp Volume(v), veh/h	254	254	384	0	2327	0	0	2154	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	0	0	1900	1610		
Q Serve(g_s), s	11.3	11.3	9.3	0.0	23.2	0.0	0.0	16.6	0.0		
Cycle Q Clear(g_c), s	11.3	11.3	9.3	0.0	23.2	0.0	0.0	16.6	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	563	563	1002	0	3791	0	0	4408			
V/C Ratio(X)	0.45	0.45	0.38	0.00	0.61	0.00	0.00	0.49			
Avail Cap(c_a), veh/h	563	563	1002	0	3791	0	0	4408			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	27.6	27.6	26.9	0.0	13.7	0.0	0.0	12.3	0.0		
Incr Delay (d2), s/veh	2.6	2.6	1.1	0.0	0.8	0.0	0.0	0.4	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.2	5.2	3.7	0.0	7.5	0.0	0.0	6.4	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	30.2	30.2	28.1	0.0	14.4	0.0	0.0	12.7	0.0		
LnGrp LOS	C	C	C	A	B	A	A	B			
Approach Vol, veh/h	638	638			2327			2154	A		
Approach Delay, s/veh	28.9	28.9			14.4			12.7			
Approach LOS	C	C			B			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	63.8		36.2		63.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	58.0		31.1		58.0						
Max Q Clear Time (g_c+I1), s	25.2		13.3		18.6						
Green Ext Time (p_c), s	16.1		1.2		16.0						

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	457	0	187	0	2362	811	0	1504	0	0	0
Future Volume (veh/h)	457	0	187	0	2362	811	0	1504	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No		No		No		No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	476	476	174	0	2460	0	0	1567	0		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	581	581	1034	0	3726		0	3726	0		
Arrive On Green	0.32	0.32	0.32	0.00	0.57	0.00	0.00	0.57	0.00		
Sat Flow, veh/h	1810	1810	3220	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	476	476	174	0	2460	0	0	1567	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	1610	0	1634	0		
Q Serve(g_s), s	24.2	24.2	3.9	0.0	26.0	0.0	0.0	13.6	0.0		
Cycle Q Clear(g_c), s	24.2	24.2	3.9	0.0	26.0	0.0	0.0	13.6	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	581	581	1034	0	3726		0	3726	0		
V/C Ratio(X)	0.82	0.82	0.17	0.00	0.66		0.00	0.42	0.00		
Avail Cap(c_a), veh/h	581	581	1034	0	3726		0	3726	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.54	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	31.3	31.3	24.4	0.0	14.8	0.0	0.0	12.2	0.0		
Incr Delay (d2), s/veh	12.2	12.2	0.4	0.0	0.5	0.0	0.0	0.4	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	12.3	12.3	1.5	0.0	9.0	0.0	0.0	4.5	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	43.5	43.5	24.7	0.0	15.3	0.0	0.0	12.5	0.0		
LnGrp LOS	D	D	C	A	B		A	B	A		
Approach Vol, veh/h	650	650			2460	A		1567			
Approach Delay, s/veh	38.5	38.5			15.3			12.5			
Approach LOS	D	D			B			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	62.8		37.2		62.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	57.0		32.1		57.0						
Max Q Clear Time (g_c+I1), s	28.0		26.2		15.6						
Green Ext Time (p_c), s	18.7		1.3		9.4						

Intersection Summary

HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↔↔	↑	↗↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	392	89	203	65	49	273	58	2501	114	187	1394	114
Future Volume (veh/h)	392	89	203	65	49	273	58	2501	114	187	1394	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	404	92	35	67	51	27	60	2578	59	193	1437	63
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	449	214	179	255	109	162	181	3610	887	244	3728	916
Arrive On Green	0.13	0.11	0.11	0.07	0.06	0.06	0.05	0.55	0.55	0.07	0.57	0.57
Sat Flow, veh/h	3510	1900	1589	3510	1900	2834	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	404	92	35	67	51	27	60	2578	59	193	1437	63
Grp Sat Flow(s),veh/h/ln	1755	1900	1589	1755	1900	1417	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	15.9	6.3	2.8	2.5	3.6	1.3	2.3	40.8	2.4	7.6	17.0	2.5
Cycle Q Clear(g_c), s	15.9	6.3	2.8	2.5	3.6	1.3	2.3	40.8	2.4	7.6	17.0	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	449	214	179	255	109	162	181	3610	887	244	3728	916
V/C Ratio(X)	0.90	0.43	0.20	0.26	0.47	0.17	0.33	0.71	0.07	0.79	0.39	0.07
Avail Cap(c_a), veh/h	464	387	323	464	387	577	602	3610	887	602	3728	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71	0.92	0.92	0.92
Uniform Delay (d), s/veh	60.1	58.0	56.4	61.4	63.9	62.8	64.1	23.2	14.6	64.1	16.6	13.4
Incr Delay (d2), s/veh	19.1	0.5	0.2	0.2	1.2	0.2	0.3	0.9	0.1	2.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	3.0	1.1	1.1	1.8	0.5	1.0	15.0	0.9	3.4	6.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.3	58.5	56.6	61.6	65.1	63.0	64.3	24.0	14.7	66.1	16.8	13.6
LnGrp LOS	E	E	E	E	E	E	E	C	B	E	B	B
Approach Vol, veh/h		531			145			2697			1693	
Approach Delay, s/veh		74.2			63.1			24.7			22.3	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	84.3	16.7	22.2	14.2	86.9	24.4	14.5				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	24.0	42.0	18.5	28.5	24.0	42.0	18.5	28.5				
Max Q Clear Time (g_c+1), s	19.6	42.8	4.5	8.3	4.3	19.0	17.9	5.6				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.2	0.0	8.9	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↓		↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	363	438	542	60	432	407	401	1927	33	6	1507	146
Future Volume (veh/h)	363	438	542	60	432	407	401	1927	33	6	1507	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	367	442	435	61	436	153	405	1946	15	6	1522	60
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	432	539	478	123	761	339	470	2769	680	26	1943	476
Arrive On Green	0.12	0.30	0.30	0.04	0.21	0.21	0.13	0.42	0.42	0.01	0.30	0.30
Sat Flow, veh/h	3510	1805	1602	3510	3610	1610	3510	6536	1604	3510	6536	1602
Grp Volume(v), veh/h	367	442	435	61	436	153	405	1946	15	6	1522	60
Grp Sat Flow(s),veh/h/ln	1755	1805	1602	1755	1805	1610	1755	1634	1604	1755	1634	1602
Q Serve(g_s), s	12.8	28.4	32.7	2.1	13.6	10.4	14.1	30.6	0.7	0.2	26.7	3.4
Cycle Q Clear(g_c), s	12.8	28.4	32.7	2.1	13.6	10.4	14.1	30.6	0.7	0.2	26.7	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	432	539	478	123	761	339	470	2769	680	26	1943	476
V/C Ratio(X)	0.85	0.82	0.91	0.49	0.57	0.45	0.86	0.70	0.02	0.23	0.78	0.13
Avail Cap(c_a), veh/h	842	577	512	842	1155	515	842	2769	680	842	2090	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	40.7	42.2	59.2	44.3	43.0	53.0	29.6	21.0	61.7	40.2	32.1
Incr Delay (d2), s/veh	1.8	8.7	19.5	1.1	0.7	0.9	1.9	0.9	0.0	1.6	2.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	13.5	15.0	0.9	5.9	4.1	6.1	11.2	0.2	0.1	10.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	49.4	61.7	60.4	45.0	44.0	54.9	30.4	21.0	63.3	42.2	32.2
LnGrp LOS	E	D	E	E	D	D	D	C	C	E	D	C
Approach Vol, veh/h		1244			650			2366			1588	
Approach Delay, s/veh		55.5			46.2			34.6			41.9	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	60.5	11.4	44.7	24.2	44.7	22.4	33.8				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+1), s	12.2	32.6	4.1	34.7	16.1	28.7	14.8	15.6				
Green Ext Time (p_c), s	0.0	6.3	0.1	2.4	0.6	8.0	0.6	3.0				

Intersection Summary

HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗		↖ ↑ ↗	↖ ↗	↑			↔	
Traffic Volume (veh/h)	5	476	6	20	498	24	8	0	40	39	0	6
Future Volume (veh/h)	5	476	6	20	498	24	8	0	40	39	0	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	588	6	25	615	9	10	0	23	48	0	7
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	1347	14	61	1006	449	676	0	623	577	7	70
Arrive On Green	0.01	0.25	0.25	0.03	0.28	0.28	0.39	0.00	0.39	0.39	0.00	0.39
Sat Flow, veh/h	1810	5294	54	1810	3610	1610	1431	0	1610	1222	19	181
Grp Volume(v), veh/h	6	384	210	25	615	9	10	0	23	55	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1890	1810	1805	1610	1431	0	1610	1422	0	0
Q Serve(g_s), s	0.2	6.0	6.0	0.9	9.6	0.3	0.0	0.0	0.6	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.2	6.0	6.0	0.9	9.6	0.3	0.2	0.0	0.6	1.8	0.0	0.0
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	0.87		0.13
Lane Grp Cap(c), veh/h	17	880	481	61	1006	449	676	0	623	654	0	0
V/C Ratio(X)	0.35	0.44	0.44	0.41	0.61	0.02	0.01	0.00	0.04	0.08	0.00	0.00
Avail Cap(c_a), veh/h	420	3479	1902	420	3632	1620	676	0	623	654	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.8	20.2	20.2	30.6	20.3	16.9	12.2	0.0	12.3	12.7	0.0	0.0
Incr Delay (d2), s/veh	11.7	0.5	0.9	4.4	0.9	0.0	0.0	0.0	0.1	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.2	2.4	0.4	3.6	0.1	0.1	0.0	0.2	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	20.7	21.1	35.0	21.1	16.9	12.3	0.0	12.4	13.0	0.0	0.0
LnGrp LOS	D	C	C	C	C	B	B	A	B	B	A	A
Approach Vol, veh/h	600				649		33		55			
Approach Delay, s/veh	21.1				21.6		12.4		13.0			
Approach LOS	C				C		B		B			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	32.0		9.2		23.4		32.0		7.6		25.0	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	25.0		15.0		65.0		25.0		15.0		65.0	
Max Q Clear Time (g_c+1), s	2.6		2.9		8.0		3.8		2.2		11.6	
Green Ext Time (p_c), s	0.1		0.0		5.7		0.2		0.0		6.4	

Intersection Summary

HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	
Traffic Volume (veh/h)	0	511	50	67	483	1	60	0	53	5	0	1
Future Volume (veh/h)	0	511	50	67	483	1	60	0	53	5	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	616	49	81	582	1	72	0	27	6	0	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	3095	244	106	1456	3	203	0	121	120	6	9
Arrive On Green	0.00	0.63	0.63	0.06	0.77	0.77	0.08	0.00	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1810	4900	387	1810	1896	3	1604	0	1579	595	77	112
Grp Volume(v), veh/h	0	433	232	81	0	583	72	0	27	7	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1829	1810	0	1899	1604	0	1579	783	0	0
Q Serve(g_s), s	0.0	4.7	4.8	4.0	0.0	9.2	0.0	0.0	1.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.7	4.8	4.0	0.0	9.2	3.5	0.0	1.4	3.5	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.00	1.00		1.00	0.86		0.14
Lane Grp Cap(c), veh/h	2	2184	1155	106	0	1459	203	0	121	134	0	0
V/C Ratio(X)	0.00	0.20	0.20	0.76	0.00	0.40	0.36	0.00	0.22	0.05	0.00	0.00
Avail Cap(c_a), veh/h	322	2184	1155	322	0	1459	677	0	649	606	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.0	7.0	41.8	0.0	3.5	40.0	0.0	39.0	38.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.3	10.8	0.0	0.8	1.1	0.0	0.9	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	1.6	2.0	0.0	2.2	1.6	0.0	0.6	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.2	7.3	52.6	0.0	4.3	41.0	0.0	40.0	38.7	0.0	0.0
LnGrp LOS	A	A	A	D	A	A	D	A	D	D	A	A
Approach Vol, veh/h		665			664			99			7	
Approach Delay, s/veh		7.2			10.2			40.8			38.7	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.9	12.3	63.8		13.9	0.0	76.1				
Change Period (Y+Rc), s		7.0	7.0	7.0		7.0	7.0	7.0				
Max Green Setting (Gmax), s		37.0	16.0	16.0		37.0	16.0	16.0				
Max Q Clear Time (g_c+1), s		5.5	6.0	6.8		5.5	0.0	11.2				
Green Ext Time (p_c), s		0.5	0.1	2.6		0.0	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Volume (veh/h)	384	229	40	284	206	129	43	1842	201	205	1616	313
Future Volume (veh/h)	384	229	40	284	206	129	43	1842	201	205	1616	313
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	392	234	10	290	210	33	44	1880	58	209	1649	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	444	657	201	391	402	179	116	2126	521	241	2578	
Arrive On Green	0.13	0.13	0.13	0.11	0.11	0.11	0.06	0.33	0.33	0.13	0.39	0.00
Sat Flow, veh/h	3510	5187	1591	3510	3610	1610	1810	6536	1603	1810	6536	1610
Grp Volume(v), veh/h	392	234	10	290	210	33	44	1880	58	209	1649	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1591	1755	1805	1610	1810	1634	1603	1810	1634	1610
Q Serve(g_s), s	10.8	4.1	0.5	7.9	5.4	1.8	2.3	26.9	2.5	11.2	20.2	0.0
Cycle Q Clear(g_c), s	10.8	4.1	0.5	7.9	5.4	1.8	2.3	26.9	2.5	11.2	20.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	444	657	201	391	402	179	116	2126	521	241	2578	
V/C Ratio(X)	0.88	0.36	0.05	0.74	0.52	0.18	0.38	0.88	0.11	0.87	0.64	
Avail Cap(c_a), veh/h	444	1654	507	444	1151	514	211	2151	527	247	2578	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.4	39.5	37.9	42.5	41.4	39.8	44.4	31.6	23.3	42.0	24.2	0.0
Incr Delay (d2), s/veh	17.8	0.3	0.1	4.6	1.1	0.5	0.8	4.8	0.1	24.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	1.7	0.2	3.5	2.4	0.7	1.0	10.3	0.9	6.3	7.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	39.8	38.0	47.1	42.5	40.3	45.1	36.4	23.4	66.7	24.8	0.0
LnGrp LOS	E	D	D	D	D	D	D	D	C	E	C	
Approach Vol, veh/h		636			533			1982			1858	A
Approach Delay, s/veh		52.4			44.9			36.2			29.5	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.6	39.6	18.5	20.0	13.8	46.5	20.0	18.5				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	13.5	32.5	12.5	31.5	11.5	34.5	12.5	31.5				
Max Q Clear Time (g_c+1/3), s	11.2	28.9	9.9	6.1	4.3	22.2	12.8	7.4				
Green Ext Time (p_c), s	0.0	3.2	0.2	1.4	0.0	8.6	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗ ↘	↖ ↗ ↘		↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗
Traffic Volume (veh/h)	39	759	10	4	551	11	1	1	4	16	0	29
Future Volume (veh/h)	39	759	10	4	551	11	1	1	4	16	0	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	791	9	4	574	4	1	1	3	17	0	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	444	2065	23	406	1410	625	574	107	322	576	490	413
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.26	0.26	0.26	0.26	0.00	0.26
Sat Flow, veh/h	847	5287	60	689	3610	1600	1409	417	1250	1427	1900	1601
Grp Volume(v), veh/h	41	517	283	4	574	4	1	0	4	17	0	18
Grp Sat Flow(s),veh/h/ln	847	1729	1889	689	1805	1600	1409	0	1666	1427	1900	1601
Q Serve(g_s), s	1.3	3.7	3.7	0.1	3.9	0.1	0.0	0.0	0.1	0.3	0.0	0.3
Cycle Q Clear(g_c), s	5.2	3.7	3.7	3.8	3.9	0.1	0.0	0.0	0.1	0.4	0.0	0.3
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	444	1350	738	406	1410	625	574	0	430	576	490	413
V/C Ratio(X)	0.09	0.38	0.38	0.01	0.41	0.01	0.00	0.00	0.01	0.03	0.00	0.04
Avail Cap(c_a), veh/h	982	3546	1937	844	3702	1641	1243	0	1221	1253	1392	1173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	7.5	7.5	8.8	7.5	6.4	9.4	0.0	9.4	9.6	0.0	9.5
Incr Delay (d2), s/veh	0.1	0.2	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.8	0.0	0.8	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.5	7.6	7.8	8.8	7.7	6.4	9.4	0.0	9.4	9.6	0.0	9.5
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		841			582			5				35
Approach Delay, s/veh		7.8			7.7			9.4				9.6
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.8		20.3		13.8		20.3				
Change Period (Y+Rc), s		5.0		7.0		5.0		7.0				
Max Green Setting (Gmax), s		25.0		35.0		25.0		35.0				
Max Q Clear Time (g_c+I1), s		2.1		7.2		2.4		5.9				
Green Ext Time (p_c), s		0.0		5.3		0.1		3.8				

Intersection Summary

HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖	↖		↖↗	↑	↗
Traffic Volume (veh/h)	65	685	23	21	522	246	13	35	71	273	23	33
Future Volume (veh/h)	65	685	23	21	522	246	13	35	71	273	23	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	714	7	22	544	0	14	36	22	284	24	12
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	2425	749	60	1577		47	109	67	312	308	259
Arrive On Green	0.06	0.47	0.47	0.04	0.58	0.00	0.03	0.10	0.10	0.09	0.16	0.16
Sat Flow, veh/h	1810	5187	1602	1810	3610	1610	1810	1097	670	3510	1900	1595
Grp Volume(v), veh/h	68	714	7	22	544	0	14	0	58	284	24	12
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1805	1610	1810	0	1767	1755	1900	1595
Q Serve(g_s), s	3.3	7.6	0.2	1.1	7.1	0.0	0.7	0.0	2.7	7.2	1.0	0.6
Cycle Q Clear(g_c), s	3.3	7.6	0.2	1.1	7.1	0.0	0.7	0.0	2.7	7.2	1.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	115	2425	749	60	1577		47	0	176	312	308	259
V/C Ratio(X)	0.59	0.29	0.01	0.37	0.34		0.29	0.00	0.33	0.91	0.08	0.05
Avail Cap(c_a), veh/h	161	2425	749	161	1577		161	0	393	312	422	355
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.98	0.98	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	14.8	12.8	42.1	12.1	0.0	43.0	0.0	37.7	40.6	32.0	31.8
Incr Delay (d2), s/veh	5.2	0.3	0.0	4.5	0.6	0.0	1.3	0.0	0.8	28.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.8	0.1	0.5	2.5	0.0	0.3	0.0	1.2	4.3	0.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	15.1	12.8	46.6	12.7	0.0	44.3	0.0	38.5	69.2	32.1	31.9
LnGrp LOS	D	B	B	D	B		D	A	D	E	C	C
Approach Vol, veh/h		789			566	A		72			320	
Approach Delay, s/veh		17.7			14.0			39.6			65.0	
Approach LOS		B			B			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	16.0	10.0	49.1	9.4	21.6	12.7	46.3				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	19.0	20.0	8.0	26.0	8.0	20.0	8.0	26.0				
Max Q Clear Time (g_c+1), s	19.2	4.7	3.1	9.6	2.7	3.0	5.3	9.1				
Green Ext Time (p_c), s	0.0	0.1	0.0	4.8	0.0	0.1	0.0	3.6				

Intersection Summary

HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑			↖ ↑↑	↖ ↑↑		↖ ↑↑		
Traffic Volume (veh/h)	34	993	23	48	686	27	36	30	117	54	22	34
Future Volume (veh/h)	34	993	23	48	686	27	36	30	117	54	22	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1034	22	50	715	24	38	31	53	56	23	15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	3218	68	72	3211	107	234	221	195	202	267	156
Arrive On Green	0.06	1.00	1.00	0.04	0.62	0.62	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1810	5227	111	1810	5154	173	1376	1805	1590	1322	2178	1278
Grp Volume(v), veh/h	35	684	372	50	479	260	38	31	53	56	19	19
Grp Sat Flow(s),veh/h/ln	1810	1729	1880	1810	1729	1868	1376	1805	1590	1322	1805	1651
Q Serve(g_s), s	1.7	0.0	0.0	2.5	5.5	5.5	2.3	1.4	2.7	3.6	0.8	0.9
Cycle Q Clear(g_c), s	1.7	0.0	0.0	2.5	5.5	5.5	3.2	1.4	2.7	6.3	0.8	0.9
Prop In Lane	1.00		0.06	1.00		0.09	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	59	2129	1157	72	2154	1164	234	221	195	202	221	202
V/C Ratio(X)	0.60	0.32	0.32	0.70	0.22	0.22	0.16	0.14	0.27	0.28	0.08	0.10
Avail Cap(c_a), veh/h	201	2129	1157	281	2154	1164	509	582	512	466	582	532
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	0.0	42.7	7.4	7.4	36.5	35.3	35.9	38.7	35.0	35.1
Incr Delay (d2), s/veh	3.2	0.4	0.7	4.1	0.2	0.4	0.3	0.3	0.7	0.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.2	1.1	1.7	1.9	0.8	0.6	1.1	1.2	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	0.4	0.7	46.8	7.6	7.8	36.8	35.6	36.6	39.5	35.2	35.3
LnGrp LOS	D	A	A	D	A	A	D	D	D	D	D	D
Approach Vol, veh/h	1091			789			122			94		
Approach Delay, s/veh	1.9			10.2			36.4			37.8		
Approach LOS	A			B			D			D		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	17.0	10.6	62.4		17.0	9.9	63.1					
Change Period (Y+Rc), s	6.0	7.0	7.0		6.0	7.0	7.0					
Max Green Setting (Gmax), s	29.0	14.0	27.0		29.0	10.0	31.0					
Max Q Clear Time (g_c+1), s	5.2	4.5	2.0		8.3	3.7	7.5					
Green Ext Time (p_c), s	0.5	0.0	9.7		0.3	0.0	6.3					
Intersection Summary												
HCM 6th Ctrl Delay			8.6									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	122	847	125	357	501	111	140	721	390	219	900	61
Future Volume (veh/h)	122	847	125	357	501	111	140	721	390	219	900	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	892	30	376	527	97	147	759	169	231	947	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	339	1310	404	453	1258	227	311	1352	417	314	1356	574
Arrive On Green	0.10	0.25	0.25	0.13	0.29	0.29	0.09	0.26	0.26	0.09	0.26	0.26
Sat Flow, veh/h	3510	5187	1601	3510	4414	796	3510	5187	1601	3510	5187	1601
Grp Volume(v), veh/h	128	892	30	376	411	213	147	759	169	231	947	26
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1752	1755	1729	1601	1755	1729	1601
Q Serve(g_s), s	3.8	17.4	1.6	11.7	10.8	11.1	4.5	14.2	9.8	7.2	18.4	1.2
Cycle Q Clear(g_c), s	3.8	17.4	1.6	11.7	10.8	11.1	4.5	14.2	9.8	7.2	18.4	1.2
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	339	1310	404	453	986	499	311	1352	417	314	1356	574
V/C Ratio(X)	0.38	0.68	0.07	0.83	0.42	0.43	0.47	0.56	0.41	0.74	0.70	0.05
Avail Cap(c_a), veh/h	785	1856	573	785	1237	627	785	1856	573	785	1856	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	37.7	31.8	47.5	32.4	32.5	48.5	35.8	34.2	49.6	37.3	23.4
Incr Delay (d2), s/veh	0.5	0.8	0.1	3.0	0.3	0.7	0.8	0.4	0.8	2.5	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	7.2	0.6	5.1	4.4	4.6	1.9	5.7	3.8	3.1	7.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	38.5	31.9	50.5	32.8	33.2	49.3	36.2	34.9	52.1	38.1	23.5
LnGrp LOS	D	D	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h		1050			1000			1075			1204	
Approach Delay, s/veh		39.4			39.5			37.8			40.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	36.6	21.9	35.7	17.4	36.7	18.3	39.4				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+1), s	19.2	16.2	13.7	19.4	6.5	20.4	5.8	13.1				
Green Ext Time (p_c), s	0.5	6.5	0.8	6.9	0.3	6.9	0.2	4.6				

Intersection Summary

HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	114	1366	0	58	813	41	1	13	94	381	8	128
Future Volume (veh/h)	114	1366	0	58	813	41	1	13	94	381	8	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	1469	0	62	874	41	1	14	30	410	9	64
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	1839	0	133	1735	81	4	176	146	439	632	533
Arrive On Green	0.09	0.35	0.00	0.07	0.34	0.34	0.00	0.09	0.09	0.24	0.33	0.33
Sat Flow, veh/h	1810	5358	0	1810	5076	238	1810	1900	1584	1810	1900	1603
Grp Volume(v), veh/h	123	1469	0	62	595	320	1	14	30	410	9	64
Grp Sat Flow(s),veh/h/ln	1810	1729	0	1810	1729	1856	1810	1900	1584	1810	1900	1603
Q Serve(g_s), s	6.7	25.8	0.0	3.3	13.8	13.9	0.1	0.7	1.8	22.5	0.3	2.8
Cycle Q Clear(g_c), s	6.7	25.8	0.0	3.3	13.8	13.9	0.1	0.7	1.8	22.5	0.3	2.8
Prop In Lane	1.00		0.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	1839	0	133	1182	634	4	176	146	439	632	533
V/C Ratio(X)	0.79	0.80	0.00	0.47	0.50	0.50	0.25	0.08	0.20	0.93	0.01	0.12
Avail Cap(c_a), veh/h	358	2051	0	358	1367	734	358	376	313	447	632	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	29.4	0.0	45.0	26.5	26.5	50.4	42.0	42.5	37.5	22.6	23.5
Incr Delay (d2), s/veh	3.3	2.2	0.0	0.9	0.4	0.8	11.9	0.1	0.5	26.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	10.3	0.0	1.5	5.4	5.9	0.0	0.3	0.7	13.1	0.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	31.6	0.0	45.9	26.9	27.2	62.3	42.1	43.0	64.1	22.6	23.5
LnGrp LOS	D	C	A	D	C	C	E	D	D	E	C	C
Approach Vol, veh/h	1592		977		45		483					
Approach Delay, s/veh	32.9		28.2		43.1		57.9					
Approach LOS	C		C		D		E					
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.5	14.4	14.4	42.9	5.2	38.7	15.7	41.6				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	25.0	20.0	20.0	40.0	20.0	25.0	20.0	40.0				
Max Q Clear Time (g_c+24.5), s	24.5	3.8	5.3	27.8	2.1	4.8	8.7	15.9				
Green Ext Time (p_c), s	0.1	0.1	0.0	8.1	0.0	0.1	0.1	6.9				

Intersection Summary

HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1390	514	483	609	0	0	0	0	224	0	369
Future Volume (veh/h)	0	1390	514	483	609	0	0	0	0	224	0	369
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1463	250	508	641	0				307	0	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1963	552	741	3170	0				885	0	394
Arrive On Green	0.00	0.34	0.34	0.07	0.20	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	5700	1603	3510	5358	0				3619	0	1610
Grp Volume(v), veh/h	0	1463	250	508	641	0				307	0	153
Grp Sat Flow(s),veh/h/ln	0	1900	1603	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	20.4	10.9	12.7	9.3	0.0				6.3	0.0	7.1
Cycle Q Clear(g_c), s	0.0	20.4	10.9	12.7	9.3	0.0				6.3	0.0	7.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1963	552	741	3170	0				885	0	394
V/C Ratio(X)	0.00	0.75	0.45	0.69	0.20	0.00				0.35	0.00	0.39
Avail Cap(c_a), veh/h	0	1963	552	741	3170	0				885	0	394
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.49	0.49	0.88	0.88	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.0	22.9	38.9	17.7	0.0				28.1	0.0	28.4
Incr Delay (d2), s/veh	0.0	1.3	1.3	4.5	0.1	0.0				1.1	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.6	4.0	6.3	3.7	0.0				2.8	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.3	24.2	43.5	17.8	0.0				29.1	0.0	31.3
LnGrp LOS		A	C	C	D	B	A			C	A	C
Approach Vol, veh/h		1713			1149					460		
Approach Delay, s/veh		26.9			29.1					29.9		
Approach LOS		C			C					C		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.0	37.5		28.5		61.5						
Change Period (Y+Rc), s	5.0	6.5		6.5		6.5						
Max Green Setting (Gmax), s	19.0	31.0		22.0		55.0						
Max Q Clear Time (g_c+1/4), s	14.75	22.4		9.1		11.3						
Green Ext Time (p_c), s	0.5	6.0		1.4		3.6						

Intersection Summary

HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
 Existing (2021) - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	505	1107	0	0	1010	496	82	0	261	0	0	0
Future Volume (veh/h)	505	1107	0	0	1010	496	82	0	261	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	526	1153	0	0	1052	214	57	0	215			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	702	3458	0	0	2132	662	342	0	608			
Arrive On Green	0.20	0.67	0.00	0.00	0.41	0.41	0.19	0.00	0.19			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	1810	0	3220			
Grp Volume(v), veh/h	526	1153	0	0	1052	214	57	0	215			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	12.7	8.6	0.0	0.0	13.5	8.1	2.4	0.0	5.2			
Cycle Q Clear(g_c), s	12.7	8.6	0.0	0.0	13.5	8.1	2.4	0.0	5.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	702	3458	0	0	2132	662	342	0	608			
V/C Ratio(X)	0.75	0.33	0.00	0.00	0.49	0.32	0.17	0.00	0.35			
Avail Cap(c_a), veh/h	702	3458	0	0	2132	662	342	0	608			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.36	0.36	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	33.9	6.4	0.0	0.0	19.6	18.0	30.6	0.0	31.7			
Incr Delay (d2), s/veh	2.7	0.1	0.0	0.0	0.8	1.3	1.1	0.0	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.3	2.4	0.0	0.0	5.1	3.0	1.1	0.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	6.5	0.0	0.0	20.4	19.3	31.6	0.0	33.3			
LnGrp LOS	D	A	A	A	C	B	C	A	C			
Approach Vol, veh/h		1679			1266			272				
Approach Delay, s/veh		15.9			20.2			33.0				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.5			23.0	43.5		23.5				
Change Period (Y+Rc), s		6.5			5.0	6.5		6.5				
Max Green Setting (Gmax), s		60.0			18.0	37.0		17.0				
Max Q Clear Time (g_c+I1), s		10.6			14.7	15.5		7.2				
Green Ext Time (p_c), s		7.5			0.4	7.8		0.5				

Intersection Summary

HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	787	91	132	609	217	161	801	74	259	836	188
Future Volume (veh/h)	291	787	91	132	609	217	161	801	74	259	836	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	331	894	28	150	692	139	183	910	76	294	950	53
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	959	426	216	949	421	319	837	70	321	901	399
Arrive On Green	0.12	0.27	0.27	0.12	0.26	0.26	0.13	0.25	0.25	0.13	0.25	0.25
Sat Flow, veh/h	1810	3610	1601	1810	3610	1601	1810	3371	282	1810	3610	1600
Grp Volume(v), veh/h	331	894	28	150	692	139	183	487	499	294	950	53
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1601	1810	1805	1847	1810	1805	1600
Q Serve(g_s), s	11.0	21.8	1.2	7.2	15.7	6.3	6.3	22.3	22.3	10.8	22.5	2.3
Cycle Q Clear(g_c), s	11.0	21.8	1.2	7.2	15.7	6.3	6.3	22.3	22.3	10.8	22.5	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	221	959	426	216	949	421	319	448	459	321	901	399
V/C Ratio(X)	1.50	0.93	0.07	0.69	0.73	0.33	0.57	1.09	1.09	0.92	1.05	0.13
Avail Cap(c_a), veh/h	221	963	427	221	963	427	321	448	459	321	901	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	32.2	24.7	38.1	30.2	26.8	22.0	33.8	33.8	23.3	33.8	26.2
Incr Delay (d2), s/veh	245.8	15.4	0.1	7.8	2.4	0.5	3.0	68.3	67.8	29.9	45.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.7	10.7	0.4	3.4	6.6	2.3	2.7	17.7	18.0	6.9	14.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	285.3	47.6	24.8	45.8	32.6	27.3	25.0	102.1	101.6	53.2	79.1	26.9
LnGrp LOS	F	D	C	D	C	C	C	F	F	D	F	C
Approach Vol, veh/h		1253			981			1169			1297	
Approach Delay, s/veh		109.9			33.9			89.8			71.1	
Approach LOS		F			C			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	28.1	15.4	29.7	16.6	28.3	15.7	29.5				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.0	* 11	24.0	* 12	22.0	* 11	24.0				
Max Q Clear Time (g_c+I1), s	12.8	24.3	9.2	23.8	8.3	24.5	13.0	17.7				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.2	0.2	0.0	0.0	3.1				

Intersection Summary

HCM 6th Ctrl Delay	78.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1101	50	50	857	40	40	150	60	60	140	50
Future Volume (veh/h)	60	1101	50	50	857	40	40	150	60	60	140	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	1266	33	57	985	22	46	172	60	69	161	50
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	1841	821	93	1819	807	116	282	90	149	259	72
Arrive On Green	0.06	0.51	0.51	0.05	0.50	0.50	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	3610	1602	190	1202	383	311	1104	308
Grp Volume(v), veh/h	69	1266	33	57	985	22	278	0	0	280	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1602	1776	0	0	1723	0	0
Q Serve(g_s), s	2.2	15.6	0.6	1.8	11.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	2.2	15.6	0.6	1.8	11.0	0.4	8.0	0.0	0.0	8.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.17		0.22	0.25		0.18
Lane Grp Cap(c), veh/h	104	1841	821	93	1819	807	488	0	0	481	0	0
V/C Ratio(X)	0.66	0.69	0.04	0.61	0.54	0.03	0.57	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1075	2145	957	1075	2145	952	1087	0	0	1055	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.2	10.9	7.2	27.4	10.0	7.3	20.3	0.0	0.0	20.4	0.0	0.0
Incr Delay (d2), s/veh	14.4	1.2	0.0	13.1	0.5	0.0	2.2	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.6	0.2	1.0	3.2	0.1	3.4	0.0	0.0	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	12.1	7.3	40.5	10.5	7.4	22.5	0.0	0.0	22.7	0.0	0.0
LnGrp LOS	D	B	A	D	B	A	C	A	A	C	A	A
Approach Vol, veh/h		1368			1064			278			280	
Approach Delay, s/veh		13.5			12.0			22.5			22.7	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	34.0		17.8	7.4	33.7		17.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	35.0	35.0		35.0	35.0	35.0		35.0				
Max Q Clear Time (g_c+1), s	13.8	17.6		10.3	4.2	13.0		10.0				
Green Ext Time (p_c), s	0.3	12.4		3.2	0.4	11.6		3.2				

Intersection Summary

HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1058	103	40	836	60	112	240	50	115	271	60
Future Volume (veh/h)	30	1058	103	40	836	60	112	240	50	115	271	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	1189	55	45	939	31	126	270	48	129	304	47
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1635	725	95	1664	740	275	418	74	203	836	128
Arrive On Green	0.04	0.45	0.45	0.11	0.92	0.92	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3610	1601	1810	3610	1605	1043	1569	279	1076	3136	479
Grp Volume(v), veh/h	34	1189	55	45	939	31	126	0	318	129	174	177
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1605	1043	0	1848	1076	1805	1810
Q Serve(g_s), s	1.6	24.2	1.8	2.1	3.8	0.1	10.1	0.0	13.7	10.3	7.0	7.2
Cycle Q Clear(g_c), s	1.6	24.2	1.8	2.1	3.8	0.1	17.2	0.0	13.7	24.0	7.0	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.26
Lane Grp Cap(c), veh/h	81	1635	725	95	1664	740	275	0	493	203	481	483
V/C Ratio(X)	0.42	0.73	0.08	0.47	0.56	0.04	0.46	0.00	0.65	0.64	0.36	0.37
Avail Cap(c_a), veh/h	181	1635	725	181	1664	740	275	0	493	203	481	483
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	20.1	13.9	39.1	2.0	1.9	33.8	0.0	29.2	40.1	26.8	26.8
Incr Delay (d2), s/veh	7.3	2.9	0.2	6.7	1.2	0.1	5.4	0.0	6.4	14.2	2.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.6	0.6	1.1	1.0	0.1	2.8	0.0	6.6	3.6	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	22.9	14.1	45.8	3.3	2.0	39.2	0.0	35.6	54.3	28.9	29.0
LnGrp LOS	D	C	B	D	A	A	D	A	D	D	C	C
Approach Vol, veh/h		1278			1015			444			480	
Approach Delay, s/veh		23.3			5.1			36.6			35.8	
Approach LOS		C			A			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.5	11.0	48.5		30.5	11.7	47.8				
Change Period (Y+Rc), s		6.5	7.0	7.0		* 6.5	7.0	* 7				
Max Green Setting (Gmax), s		22.5	9.0	38.0		* 24	9.0	* 39				
Max Q Clear Time (g_c+1), s		19.2	3.6	5.8		26.0	4.1	26.2				
Green Ext Time (p_c), s		1.2	0.0	13.6		0.0	0.1	9.4				

Intersection Summary

HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1081	93	40	854	60	52	133	20	70	144	40
Future Volume (veh/h)	40	1081	93	40	854	60	52	133	20	70	144	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	1215	53	45	960	34	58	149	5	79	162	10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1723	764	81	1723	764	51	106	368	53	73	368
Arrive On Green	0.05	0.48	0.48	0.05	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	0	415	1441	0	286	1441
Grp Volume(v), veh/h	45	1215	53	45	960	34	207	0	5	241	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	415	0	1441	286	0	1441
Q Serve(g_s), s	2.2	23.9	1.6	2.2	17.0	1.0	0.0	0.0	0.2	0.0	0.0	0.5
Cycle Q Clear(g_c), s	2.2	23.9	1.6	2.2	17.0	1.0	23.0	0.0	0.2	23.0	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	0.28		1.00	0.33		1.00
Lane Grp Cap(c), veh/h	81	1723	764	81	1723	764	157	0	368	126	0	368
V/C Ratio(X)	0.55	0.71	0.07	0.55	0.56	0.04	1.32	0.00	0.01	1.91	0.00	0.03
Avail Cap(c_a), veh/h	181	1723	764	181	1723	764	157	0	368	126	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.48	0.48	0.48	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	18.5	12.7	42.1	16.8	12.6	31.2	0.0	25.0	32.7	0.0	25.1
Incr Delay (d2), s/veh	1.5	1.7	0.1	1.0	0.6	0.1	180.2	0.0	0.0	436.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0	9.1	0.5	1.0	6.4	0.3	10.4	0.0	0.1	18.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	20.3	12.8	43.1	17.4	12.6	211.4	0.0	25.0	469.4	0.0	25.1
LnGrp LOS	D	C	B	D	B	B	F	A	C	F	A	C
Approach Vol, veh/h		1313			1039			212			251	
Approach Delay, s/veh		20.8			18.3			207.0			451.7	
Approach LOS		C			B			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	49.9		29.0	11.1	49.9		29.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	38.0	38.0		23.0	9.0	38.0		23.0				
Max Q Clear Time (g_c+1/2), s	14.2	25.9		25.0	4.2	19.0		25.0				
Green Ext Time (p_c), s	0.0	7.1		0.0	0.0	7.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	72.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↑↑↑			↖	↑↑↑	↖
Traffic Volume (veh/h)	293	703	175	50	677	424	122	687	30	557	1035	245
Future Volume (veh/h)	293	703	175	50	677	424	122	687	30	557	1035	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	322	773	85	55	744	114	134	755	32	612	1137	235
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	372	957	425	174	753	334	155	942	40	593	2215	856
Arrive On Green	0.11	0.27	0.27	0.05	0.21	0.21	0.09	0.18	0.18	0.33	0.43	0.43
Sat Flow, veh/h	3510	3610	1601	3510	3610	1599	1810	5102	216	1810	5187	1605
Grp Volume(v), veh/h	322	773	85	55	744	114	134	511	276	612	1137	235
Grp Sat Flow(s),veh/h/ln	1755	1805	1601	1755	1805	1599	1810	1729	1859	1810	1729	1605
Q Serve(g_s), s	15.1	33.6	6.9	2.5	34.5	10.2	12.3	23.7	23.8	55.0	27.0	13.4
Cycle Q Clear(g_c), s	15.1	33.6	6.9	2.5	34.5	10.2	12.3	23.7	23.8	55.0	27.0	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	372	957	425	174	753	334	155	638	343	593	2215	856
V/C Ratio(X)	0.87	0.81	0.20	0.32	0.99	0.34	0.87	0.80	0.80	1.03	0.51	0.27
Avail Cap(c_a), veh/h	628	968	430	419	753	334	216	722	388	593	2215	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.8	57.6	47.8	77.0	66.2	56.6	75.7	65.4	65.5	56.4	35.3	21.4
Incr Delay (d2), s/veh	5.2	5.2	0.3	0.8	29.6	0.7	20.4	6.3	11.5	45.3	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	15.6	2.8	1.2	18.7	4.2	6.5	10.9	12.2	32.0	11.3	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.0	62.9	48.1	77.7	95.8	57.3	96.2	71.8	77.0	101.6	35.6	21.7
LnGrp LOS	E	E	D	E	F	E	F	E	E	F	D	C
Approach Vol, veh/h		1180			913			921			1984	
Approach Delay, s/veh		66.2			89.9			76.9			54.3	
Approach LOS		E			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.0	38.0	15.8	52.0	21.3	78.6	25.3	42.5				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+Y), s	57.0	25.8	4.5	35.6	14.3	29.0	17.1	36.5				
Green Ext Time (p_c), s	0.0	4.0	0.1	3.8	0.1	15.8	0.6	0.0				

Intersection Summary

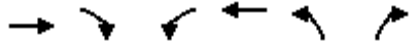
HCM 6th Ctrl Delay	67.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↗↖	↗
Traffic Volume (veh/h)	1109	140	80	1148	43	20
Future Volume (veh/h)	1109	140	80	1148	43	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1275	106	92	1320	49	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2317	1030	119	2855	169	77
Arrive On Green	0.64	0.64	0.07	0.79	0.05	0.05
Sat Flow, veh/h	3705	1604	1810	3705	3510	1610
Grp Volume(v), veh/h	1275	106	92	1320	49	2
Grp Sat Flow(s),veh/h/ln	1805	1604	1810	1805	1755	1610
Q Serve(g_s), s	17.6	2.3	4.5	10.9	1.2	0.1
Cycle Q Clear(g_c), s	17.6	2.3	4.5	10.9	1.2	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2317	1030	119	2855	169	77
V/C Ratio(X)	0.55	0.10	0.77	0.46	0.29	0.03
Avail Cap(c_a), veh/h	2317	1030	251	2855	702	322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.72	0.72	1.00	1.00
Uniform Delay (d), s/veh	8.9	6.2	41.4	3.1	41.4	40.8
Incr Delay (d2), s/veh	0.3	0.1	5.7	0.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.6	2.1	1.4	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.3	6.3	47.1	3.5	42.1	40.9
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1381			1412	51	
Approach Delay, s/veh	9.0			6.3	42.0	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	33.4	65.3		11.3		78.7
Change Period (Y+Rc), s	7.5	* 7.5		7.0		7.5
Max Green Setting (Gmax), s	12.5	* 38		18.0		57.5
Max Q Clear Time (g_c+I), s	10.5	19.6		3.2		12.9
Green Ext Time (p_c), s	0.1	6.8		0.1		11.2

Intersection Summary

HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	
Traffic Vol, veh/h	0	10	0	80	10	0	10	10	60	10	10	0
Future Vol, veh/h	0	10	0	80	10	0	10	10	60	10	10	0
Peak Hour Factor	0.92	0.92	0.92	0.84	0.92	0.84	0.92	0.84	0.84	0.84	0.84	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	0	95	11	0	11	12	71	12	12	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	8	8.4	7.4	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	50%	0%	0%	100%	78%	75%	0%
Vol Thru, %	50%	0%	100%	0%	22%	25%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	60	10	45	45	13	7
LT Vol	10	0	0	45	35	10	0
Through Vol	10	0	10	0	10	3	7
RT Vol	0	60	0	0	0	0	0
Lane Flow Rate	23	71	11	53	53	16	8
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.032	0.082	0.015	0.077	0.075	0.023	0.011
Departure Headway (Hd)	5.089	4.136	4.901	5.203	5.092	5.265	4.889
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	707	871	733	682	696	683	736
Service Time	2.791	1.839	2.909	2.988	2.877	2.969	2.593
HCM Lane V/C Ratio	0.033	0.082	0.015	0.078	0.076	0.023	0.011
HCM Control Delay	8	7.2	8	8.4	8.3	8.1	7.6
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0	0.2	0.2	0.1	0

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	60	0	0	100	0
Future Vol, veh/h	0	0	0	0	0	0	0	60	0	0	100	0
Conflicting Peds, #/hr	0	0	5	0	0	5	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	74	0	0	123	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	170	207	72	146	207	47	128	0	0	79	0	0
Stage 1	128	128	-	79	79	-	-	-	-	-	-	-
Stage 2	42	79	-	67	128	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	783	693	982	814	693	1019	1470	-	-	1532	-	-
Stage 1	868	794	-	927	833	-	-	-	-	-	-	-
Stage 2	973	833	-	941	794	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	775	686	973	806	686	1009	1463	-	-	1525	-	-
Mov Cap-2 Maneuver	775	686	-	806	686	-	-	-	-	-	-	-
Stage 1	864	790	-	922	829	-	-	-	-	-	-	-
Stage 2	968	829	-	937	790	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1463	-	-	-	-	1525	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

HCM 6th Signalized Intersection Summary
 9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1019	200	80	1154	10	143	30	30	10	40	50
Future Volume (veh/h)	30	1019	200	80	1154	10	143	30	30	10	40	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	1145	153	90	1297	11	161	34	7	11	45	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	1494	667	159	1659	14	328	596	266	332	596	
Arrive On Green	0.05	0.41	0.41	0.09	0.45	0.45	0.17	0.17	0.17	0.17	0.17	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3668	31	1383	3610	1610	1388	3610	1610
Grp Volume(v), veh/h	34	1145	153	90	638	670	161	34	7	11	45	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1894	1383	1805	1610	1388	1805	1610
Q Serve(g_s), s	1.1	17.2	3.9	3.0	18.9	18.9	7.0	0.5	0.2	0.4	0.7	0.0
Cycle Q Clear(g_c), s	1.1	17.2	3.9	3.0	18.9	18.9	7.7	0.5	0.2	0.9	0.7	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	1494	667	159	816	857	328	596	266	332	596	
V/C Ratio(X)	0.38	0.77	0.23	0.56	0.78	0.78	0.49	0.06	0.03	0.03	0.08	
Avail Cap(c_a), veh/h	574	1717	766	574	859	901	538	1145	511	543	1145	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.0	15.9	12.0	27.6	14.6	14.6	25.5	22.2	22.1	22.6	22.3	0.0
Incr Delay (d2), s/veh	1.0	2.1	0.2	1.2	4.9	4.6	1.9	0.1	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.7	1.1	1.2	6.6	6.9	2.4	0.2	0.1	0.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	17.9	12.2	28.8	19.5	19.3	27.5	22.3	22.1	22.7	22.4	0.0
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1332			1398			202			56	A
Approach Delay, s/veh		17.6			20.0			26.4			22.4	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	33.1		17.4	10.1	35.5		17.4				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	20.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	5.0	19.2		2.9	3.1	20.9		9.7				
Green Ext Time (p_c), s	0.1	6.9		0.2	0.0	6.1		0.8				

Intersection Summary

HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	110	61	30	140	20	111	260	110	20	240	30
Future Volume (veh/h)	23	110	61	30	140	20	111	260	110	20	240	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	121	10	33	154	3	122	286	62	22	264	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	376	165	255	401	177	666	1752	779	606	1602	712
Arrive On Green	0.03	0.10	0.10	0.04	0.11	0.11	0.07	0.49	0.49	0.03	0.44	0.44
Sat Flow, veh/h	1810	3610	1587	1810	3610	1588	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	25	121	10	33	154	3	122	286	62	22	264	14
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1805	1588	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	1.0	2.5	0.4	1.3	3.1	0.1	2.8	3.5	1.6	0.5	3.5	0.4
Cycle Q Clear(g_c), s	1.0	2.5	0.4	1.3	3.1	0.1	2.8	3.5	1.6	0.5	3.5	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	376	165	255	401	177	666	1752	779	606	1602	712
V/C Ratio(X)	0.11	0.32	0.06	0.13	0.38	0.02	0.18	0.16	0.08	0.04	0.16	0.02
Avail Cap(c_a), veh/h	524	1602	704	528	1602	705	882	1752	779	897	1602	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	32.8	31.9	29.5	32.5	31.2	10.1	11.3	10.9	11.1	13.2	12.3
Incr Delay (d2), s/veh	0.2	0.7	0.2	0.2	0.9	0.1	0.2	0.2	0.2	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.0	0.2	0.5	1.3	0.1	0.9	1.2	0.5	0.2	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	33.5	32.1	29.8	33.4	31.3	10.2	11.5	11.1	11.1	13.4	12.4
LnGrp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		156			190			470			300	
Approach Delay, s/veh		32.8			32.7			11.1			13.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	45.3	9.6	14.7	12.6	42.0	9.0	15.3				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0				
Max Q Clear Time (g_c+1), s	12.5	5.5	3.3	4.5	4.8	5.5	3.0	5.1				
Green Ext Time (p_c), s	0.0	2.7	0.0	1.0	0.2	2.3	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	190	150	70	260	70	130	581	130	70	261	20
Future Volume (veh/h)	30	190	150	70	260	70	130	581	130	70	261	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	198	29	73	271	43	135	605	48	73	272	15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	356	51	230	420	66	166	1549	691	94	1353	74
Arrive On Green	0.02	0.11	0.11	0.04	0.13	0.13	0.18	0.86	0.86	0.05	0.39	0.39
Sat Flow, veh/h	1810	3160	456	1810	3122	489	1810	3610	1610	1810	3479	191
Grp Volume(v), veh/h	31	112	115	73	155	159	135	605	48	73	140	147
Grp Sat Flow(s),veh/h/ln	1810	1805	1811	1810	1805	1806	1810	1805	1610	1810	1805	1865
Q Serve(g_s), s	1.2	4.7	4.8	2.8	6.5	6.7	5.7	2.9	0.4	3.2	4.1	4.2
Cycle Q Clear(g_c), s	1.2	4.7	4.8	2.8	6.5	6.7	5.7	2.9	0.4	3.2	4.1	4.2
Prop In Lane	1.00		0.25	1.00		0.27	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	185	203	204	230	243	243	166	1549	691	94	702	725
V/C Ratio(X)	0.17	0.55	0.56	0.32	0.64	0.65	0.81	0.39	0.07	0.78	0.20	0.20
Avail Cap(c_a), veh/h	224	395	396	230	395	395	204	1549	691	113	702	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.99	0.99	0.99
Uniform Delay (d), s/veh	30.6	33.6	33.6	29.8	32.8	32.8	32.0	3.4	3.3	37.5	16.2	16.2
Incr Delay (d2), s/veh	0.2	1.7	1.8	0.3	2.1	2.2	13.8	0.7	0.2	19.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.0	2.1	1.2	2.8	2.8	2.8	0.9	0.1	1.8	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	35.3	35.4	30.1	34.8	35.0	45.8	4.1	3.4	56.5	16.8	16.8
LnGrp LOS	C	D	D	C	C	D	D	A	A	E	B	B
Approach Vol, veh/h		258			387			788			360	
Approach Delay, s/veh		34.8			34.0			11.2			24.9	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	41.3	11.0	16.5	14.4	38.1	9.2	18.3				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	25.0	3.5	17.5	9.0	21.0	3.5	17.5				
Max Q Clear Time (g_c+1/2), s	1.2	4.9	4.8	6.8	7.7	6.2	3.2	8.7				
Green Ext Time (p_c), s	0.0	3.0	0.0	0.6	0.0	1.0	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	130	10	50	20	751	480	110	381	10
Future Volume (veh/h)	10	10	10	130	10	50	20	751	480	110	381	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	10	1	141	0	7	21	774	217	113	393	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	55	6	330	0	145	51	1854	823	113	1971	50
Arrive On Green	0.03	0.03	0.03	0.09	0.00	0.09	0.01	0.17	0.17	0.13	1.00	1.00
Sat Flow, veh/h	1810	1699	170	3619	0	1584	1810	3610	1602	1810	3597	91
Grp Volume(v), veh/h	10	0	11	141	0	7	21	774	217	113	197	206
Grp Sat Flow(s),veh/h/ln	1810	0	1869	1810	0	1584	1810	1805	1602	1810	1805	1883
Q Serve(g_s), s	0.4	0.0	0.5	2.9	0.0	0.3	0.9	15.3	9.4	5.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.5	2.9	0.0	0.3	0.9	15.3	9.4	5.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	59	0	61	330	0	145	51	1854	823	113	989	1032
V/C Ratio(X)	0.17	0.00	0.18	0.43	0.00	0.05	0.41	0.42	0.26	1.00	0.20	0.20
Avail Cap(c_a), veh/h	181	0	187	769	0	337	136	1854	823	113	989	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	0.98	0.98	0.98
Uniform Delay (d), s/veh	37.6	0.0	37.7	34.4	0.0	33.2	39.0	22.5	20.1	35.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.5	0.6	0.0	0.1	5.8	0.6	0.7	83.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	1.3	0.0	0.1	0.5	7.4	3.7	4.6	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	38.2	35.0	0.0	33.3	44.8	23.2	20.8	118.5	0.4	0.4
LnGrp LOS	D	A	D	D	A	C	D	C	C	F	A	A
Approach Vol, veh/h		21			148			1012			516	
Approach Delay, s/veh		38.2			34.9			23.1			26.3	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	48.1		7.6	9.2	50.8		12.3				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	5.0	26.0		8.0	6.0	25.0		17.0				
Max Q Clear Time (g_c+1), s	17.3			2.5	2.9	2.0		4.9				
Green Ext Time (p_c), s	0.0	4.1		0.0	0.0	1.6		0.3				

Intersection Summary

HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↖	↑↑↑			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	197	0	390	210	851	0	0	381	140
Future Volume (veh/h)	0	0	0	197	0	390	210	851	0	0	381	140
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				No
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				207	0	299	221	896	0	0	401	50
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				461	0	411	362	3112	0	0	1751	539
Arrive On Green				0.25	0.00	0.25	0.40	1.00	0.00	0.00	0.11	0.11
Sat Flow, veh/h				1810	0	1610	1810	5358	0	0	5358	1598
Grp Volume(v), veh/h				207	0	299	221	896	0	0	401	50
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1729	0	0	1729	1598
Q Serve(g_s), s				7.7	0.0	13.6	7.8	0.0	0.0	0.0	5.6	2.2
Cycle Q Clear(g_c), s				7.7	0.0	13.6	7.8	0.0	0.0	0.0	5.6	2.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				461	0	411	362	3112	0	0	1751	539
V/C Ratio(X)				0.45	0.00	0.73	0.61	0.29	0.00	0.00	0.23	0.09
Avail Cap(c_a), veh/h				461	0	411	362	3112	0	0	1751	539
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.81	0.81	0.00	0.00	0.99	0.99
Uniform Delay (d), s/veh				25.1	0.0	27.3	21.5	0.0	0.0	0.0	26.1	24.5
Incr Delay (d2), s/veh				3.1	0.0	10.8	6.1	0.2	0.0	0.0	0.3	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.6	0.0	6.2	3.2	0.1	0.0	0.0	2.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.2	0.0	38.1	27.6	0.2	0.0	0.0	26.4	24.9
LnGrp LOS				C	A	D	C	A	A	A	C	C
Approach Vol, veh/h					506			1117			451	
Approach Delay, s/veh					34.0			5.6			26.2	
Approach LOS					C			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.8			21.0	32.8		26.2				
Change Period (Y+Rc), s		5.8			5.0	5.8		5.8				
Max Green Setting (Gmax), s		48.0			16.0	27.0		20.4				
Max Q Clear Time (g_c+I1), s		2.0			9.8	7.6		15.6				
Green Ext Time (p_c), s		5.3			0.2	2.0		1.8				
Intersection Summary												
HCM 6th Ctrl Delay											17.0	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary
 14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕↕↕		↗	↕↕↕	
Traffic Volume (veh/h)	530	0	170	0	0	0	0	581	373	150	408	0
Future Volume (veh/h)	530	0	170	0	0	0	0	581	373	150	408	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	558	0	58				0	612	253	158	429	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	575	0	511				0	1313	530	203	2788	0
Arrive On Green	0.32	0.00	0.32				0.00	0.36	0.36	0.04	0.18	0.00
Sat Flow, veh/h	1810	0	1610				0	3791	1462	1810	5358	0
Grp Volume(v), veh/h	558	0	58				0	584	281	158	429	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1625	1810	1729	0
Q Serve(g_s), s	24.3	0.0	2.0				0.0	10.4	10.7	6.9	5.6	0.0
Cycle Q Clear(g_c), s	24.3	0.0	2.0				0.0	10.4	10.7	6.9	5.6	0.0
Prop In Lane	1.00		1.00				0.00		0.90	1.00		0.00
Lane Grp Cap(c), veh/h	575	0	511				0	1254	589	203	2788	0
V/C Ratio(X)	0.97	0.00	0.11				0.00	0.47	0.48	0.78	0.15	0.00
Avail Cap(c_a), veh/h	575	0	511				0	1254	589	271	2788	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	26.9	0.0	19.3				0.0	19.5	19.6	37.5	17.5	0.0
Incr Delay (d2), s/veh	31.1	0.0	0.5				0.0	1.2	2.8	6.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.8				0.0	3.9	4.1	3.4	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	0.0	19.8				0.0	20.8	22.4	44.1	17.6	0.0
LnGrp LOS	E	A	B				A	C	C	D	B	A
Approach Vol, veh/h		616						865			587	
Approach Delay, s/veh		54.4						21.3			24.8	
Approach LOS		D						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	34.0	34.8	31.2	48.8								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	12.0	26.0	25.4	43.0								
Max Q Clear Time (g_c+I), s	10.9	12.7	26.3	7.6								
Green Ext Time (p_c), s	0.1	3.7	0.0	2.3								
Intersection Summary												
HCM 6th Ctrl Delay			32.2									
HCM 6th LOS			C									

Intersection												
Intersection Delay, s/veh	16.2											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔		↔	↔↔	↔	↔	
Traffic Vol, veh/h	10	100	20	368	120	170	30	120	160	90	30	10
Future Vol, veh/h	10	100	20	368	120	170	30	120	160	90	30	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	118	24	433	141	200	35	141	188	106	35	12
Number of Lanes	0	1	1	1	1	1	0	1	2	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	3	2	3
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	2	3	2
HCM Control Delay	14.2	18.3	13.7	14
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	20%	0%	0%	9%	0%	100%	51%	0%	100%	0%
Vol Thru, %	80%	0%	0%	91%	0%	0%	49%	0%	0%	75%
Vol Right, %	0%	100%	100%	0%	100%	0%	0%	100%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	80	80	110	20	243	245	170	90	40
LT Vol	30	0	0	10	0	243	125	0	90	0
Through Vol	120	0	0	100	0	0	120	0	0	30
RT Vol	0	80	80	0	20	0	0	170	0	10
Lane Flow Rate	176	94	94	129	24	286	288	200	106	47
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.393	0.188	0.188	0.302	0.05	0.597	0.582	0.35	0.263	0.108
Departure Headway (Hd)	8.011	7.198	7.198	8.397	7.638	7.518	7.27	6.303	8.942	8.254
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	448	498	498	427	468	480	496	570	401	433
Service Time	5.766	4.952	4.952	6.164	5.405	5.266	5.018	4.05	6.71	6.021
HCM Lane V/C Ratio	0.393	0.189	0.189	0.302	0.051	0.596	0.581	0.351	0.264	0.109
HCM Control Delay	15.9	11.6	11.6	14.8	10.8	20.9	19.7	12.4	14.9	12
HCM Lane LOS	C	B	B	B	B	C	C	B	B	B
HCM 95th-tile Q	1.8	0.7	0.7	1.3	0.2	3.8	3.7	1.6	1	0.4

HCM 6th Signalized Intersection Summary

16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕	↗	↗	↕	↗
Traffic Volume (veh/h)	10	0	10	10	0	10	20	340	30	20	398	20
Future Volume (veh/h)	10	0	10	10	0	10	20	340	30	20	398	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.97	0.95		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	0	1	12	0	0	24	410	26	24	480	18
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.84	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	0	77	119	0	0	83	2635	1171	83	2635	1171
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.00	0.05	0.73	0.73	0.05	0.73	0.73
Sat Flow, veh/h	1486	0	1562	1186	0	0	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	12	0	1	12	0	0	24	410	26	24	480	18
Grp Sat Flow(s), veh/h/ln	1486	0	1562	1186	0	0	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	0.0	0.0	0.1	1.0	0.0	0.0	1.5	4.2	0.5	1.5	5.0	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.1	1.8	0.0	0.0	1.5	4.2	0.5	1.5	5.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	0	77	119	0	0	83	2635	1171	83	2635	1171
V/C Ratio(X)	0.09	0.00	0.01	0.10	0.00	0.00	0.29	0.16	0.02	0.29	0.18	0.02
Avail Cap(c_a), veh/h	444	0	430	428	0	0	196	2635	1171	196	2635	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	0.0	54.3	55.5	0.0	0.0	55.4	4.9	4.5	55.4	5.1	4.4
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.4	0.0	0.0	2.1	0.1	0.0	2.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.7	1.3	0.2	0.7	1.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	0.0	54.3	55.9	0.0	0.0	57.4	5.1	4.5	57.6	5.2	4.5
LnGrp LOS	D	A	D	E	A	A	E	A	A	E	A	A
Approach Vol, veh/h		13			12			460			522	
Approach Delay, s/veh		54.9			55.9			7.8			7.6	
Approach LOS		D			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	94.6		12.9	12.5	94.6		12.9				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.0	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+1.5), s	13.5	6.2		2.8	3.5	7.0		3.8				
Green Ext Time (p_c), s	0.0	5.6		0.0	0.0	6.6		0.0				

Intersection Summary

























HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	100	599	150	120	856	50	210	230	60	20	230	158
Future Volume (veh/h)	100	599	150	120	856	50	210	230	60	20	230	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	106	637	59	128	911	53	223	245	12	21	245	168
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	905	401	156	905	53	289	304	255	22	259	177
Arrive On Green	0.08	0.25	0.25	0.09	0.26	0.26	0.16	0.16	0.16	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1601	1810	3466	202	1810	1900	1595	86	998	684
Grp Volume(v), veh/h	106	637	59	128	474	490	223	245	12	434	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1862	1810	1900	1595	1768	0	0
Q Serve(g_s), s	6.6	18.4	3.3	8.0	30.0	30.0	13.6	14.3	0.7	27.7	0.0	0.0
Cycle Q Clear(g_c), s	6.6	18.4	3.3	8.0	30.0	30.0	13.6	14.3	0.7	27.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	0.05		0.39
Lane Grp Cap(c), veh/h	137	905	401	156	472	487	289	304	255	458	0	0
V/C Ratio(X)	0.77	0.70	0.15	0.82	1.01	1.01	0.77	0.81	0.05	0.95	0.00	0.00
Avail Cap(c_a), veh/h	394	943	418	315	472	487	473	496	417	462	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.1	39.1	33.5	51.6	42.4	42.4	46.2	46.5	40.8	41.7	0.0	0.0
Incr Delay (d2), s/veh	6.8	3.0	0.4	4.0	43.0	42.3	5.2	6.0	0.1	28.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	8.1	1.3	3.6	18.1	18.6	6.4	7.1	0.3	15.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	42.2	33.8	55.6	85.4	84.8	51.4	52.5	40.9	70.6	0.0	0.0
LnGrp LOS	E	D	C	E	F	F	D	D	D	E	A	A
Approach Vol, veh/h		802			1092			480			434	
Approach Delay, s/veh		43.8			81.6			51.7			70.6	
Approach LOS		D			F			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.4	36.3		36.3	16.2	37.5		24.9				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	20.0	30.0		30.0	25.0	30.0		30.0				
Max Q Clear Time (g_c+I1), s	10.0	20.4		29.7	8.6	32.0		16.3				
Green Ext Time (p_c), s	0.1	4.4		0.1	0.1	0.0		2.1				
Intersection Summary												
HCM 6th Ctrl Delay			64.0									
HCM 6th LOS			E									
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗	↗	↘	↗	↗	↘	↗	↗
Traffic Volume (veh/h)	40	20	100	10	10	10	220	470	30	10	340	130
Future Volume (veh/h)	40	20	100	10	10	10	220	470	30	10	340	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	22	19	11	11	1	244	522	20	11	378	60
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	284	215	43	373	164	281	1891	841	34	2008	621
Arrive On Green	0.07	0.15	0.15	0.02	0.10	0.10	0.16	0.52	0.52	0.02	0.39	0.39
Sat Flow, veh/h	1810	1951	1472	1810	3610	1587	1810	3610	1606	1810	5187	1604
Grp Volume(v), veh/h	44	20	21	11	11	1	244	522	20	11	378	60
Grp Sat Flow(s),veh/h/ln	1810	1805	1617	1810	1805	1587	1810	1805	1606	1810	1729	1604
Q Serve(g_s), s	2.1	0.9	1.0	0.5	0.2	0.1	11.9	7.3	0.5	0.5	4.4	2.2
Cycle Q Clear(g_c), s	2.1	0.9	1.0	0.5	0.2	0.1	11.9	7.3	0.5	0.5	4.4	2.2
Prop In Lane	1.00		0.91	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	263	236	43	373	164	281	1891	841	34	2008	621
V/C Ratio(X)	0.37	0.08	0.09	0.25	0.03	0.01	0.87	0.28	0.02	0.33	0.19	0.10
Avail Cap(c_a), veh/h	400	499	447	400	998	439	400	1891	841	400	2008	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	33.4	33.4	43.3	36.5	36.4	37.3	12.0	10.4	43.8	18.3	17.6
Incr Delay (d2), s/veh	0.7	0.1	0.1	1.1	0.0	0.0	10.1	0.4	0.1	2.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	0.4	0.2	0.1	0.0	5.8	2.7	0.2	0.3	1.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	33.4	33.5	44.4	36.5	36.4	47.4	12.3	10.4	45.8	18.5	17.9
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h	85				23		786				449	
Approach Delay, s/veh	37.4				40.3		23.2				19.1	
Approach LOS	D				D		C				B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	53.9	8.7	19.7	20.5	41.5	12.5	15.8				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+I), s	12.5	9.3	2.5	3.0	13.9	6.4	4.1	2.2				
Green Ext Time (p_c), s	0.0	4.0	0.0	0.1	0.2	3.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↖	↗	↖	↗
Traffic Volume (veh/h)	10	10	21	10	10	30	61	690	60	50	340	30
Future Volume (veh/h)	10	10	21	10	10	30	61	690	60	50	340	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	11	3	11	11	3	68	767	37	56	378	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	292	76	44	374	164	117	2683	830	107	2511	197
Arrive On Green	0.02	0.10	0.10	0.02	0.10	0.10	0.06	0.52	0.52	0.06	0.51	0.51
Sat Flow, veh/h	1810	2826	734	1810	3610	1587	1810	5187	1605	1810	4904	384
Grp Volume(v), veh/h	11	7	7	11	11	3	68	767	37	56	265	143
Grp Sat Flow(s),veh/h/ln	1810	1805	1755	1810	1805	1587	1810	1729	1605	1810	1729	1830
Q Serve(g_s), s	0.5	0.3	0.3	0.5	0.2	0.1	3.2	7.4	1.0	2.6	3.6	3.6
Cycle Q Clear(g_c), s	0.5	0.3	0.3	0.5	0.2	0.1	3.2	7.4	1.0	2.6	3.6	3.6
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	44	187	182	44	374	164	117	2683	830	107	1771	937
V/C Ratio(X)	0.25	0.04	0.04	0.25	0.03	0.02	0.58	0.29	0.04	0.52	0.15	0.15
Avail Cap(c_a), veh/h	515	739	719	515	1479	650	515	2683	830	515	1771	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	35.5	35.5	42.1	35.4	35.4	40.0	12.0	10.5	40.1	11.3	11.3
Incr Delay (d2), s/veh	1.1	0.1	0.1	1.1	0.0	0.0	1.7	0.3	0.1	1.5	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.2	0.1	0.1	1.4	2.5	0.4	1.2	1.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	35.5	35.5	43.2	35.4	35.4	41.7	12.3	10.6	41.6	11.5	11.7
LnGrp LOS	D	D	D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		25			25			872			464	
Approach Delay, s/veh		38.9			38.9			14.5			15.2	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.7	52.0	8.6	15.6	12.2	51.5	8.6	15.6				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	25.0	45.0	25.0	36.0	25.0	45.0	25.0	36.0				
Max Q Clear Time (g_c+I), s	14.6	9.4	2.5	2.3	5.2	5.6	2.5	2.2				
Green Ext Time (p_c), s	0.0	6.8	0.0	0.0	0.1	3.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	190	140	130	420	60	370	741	220	50	291	40
Future Volume (veh/h)	50	190	140	130	420	60	370	741	220	50	291	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	207	30	141	457	15	402	805	100	54	316	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	277	594	262	353	672	297	487	2033	629	194	1600	494
Arrive On Green	0.08	0.16	0.16	0.10	0.19	0.19	0.14	0.39	0.39	0.06	0.31	0.31
Sat Flow, veh/h	3510	3610	1595	3510	3610	1597	3510	5187	1604	3510	5187	1602
Grp Volume(v), veh/h	54	207	30	141	457	15	402	805	100	54	316	15
Grp Sat Flow(s), veh/h/ln	1755	1805	1595	1755	1805	1597	1755	1729	1604	1755	1729	1602
Q Serve(g_s), s	1.4	4.9	1.6	3.7	11.5	0.8	10.8	10.9	3.9	1.4	4.4	0.6
Cycle Q Clear(g_c), s	1.4	4.9	1.6	3.7	11.5	0.8	10.8	10.9	3.9	1.4	4.4	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	594	262	353	672	297	487	2033	629	194	1600	494
V/C Ratio(X)	0.19	0.35	0.11	0.40	0.68	0.05	0.83	0.40	0.16	0.28	0.20	0.03
Avail Cap(c_a), veh/h	722	1114	492	722	1114	493	722	2033	629	722	1600	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	36.0	34.6	41.0	36.9	32.5	40.7	21.3	19.2	44.1	24.8	23.5
Incr Delay (d2), s/veh	0.3	0.4	0.2	0.5	1.5	0.1	4.3	0.6	0.5	0.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.1	0.6	1.5	4.9	0.3	4.8	4.2	1.4	0.6	1.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	36.4	34.8	41.5	38.4	32.6	45.0	21.9	19.7	44.7	25.0	23.6
LnGrp LOS	D	D	C	D	D	C	D	C	B	D	C	C
Approach Vol, veh/h		291			613			1307			385	
Approach Delay, s/veh		37.3			38.9			28.8			27.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	44.6	17.3	23.5	20.0	36.5	15.2	25.6				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (G_max), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1), s	13.4	12.9	5.7	6.9	12.8	6.4	3.4	13.5				
Green Ext Time (p_c), s	0.1	5.9	0.2	1.4	0.7	2.3	0.1	2.9				

Intersection Summary

HCM 6th Ctrl Delay	32.0	
HCM 6th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘ ↙	↔	↗	↘ ↙	↑↑↑			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	337	0	400	730	1081	0	0	431	140
Future Volume (veh/h)	0	0	0	337	0	400	730	1081	0	0	431	140
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				428	0	179	745	1103	0	0	440	33
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				941	0	419	1170	3170	0	0	1452	354
Arrive On Green				0.26	0.00	0.26	0.44	0.81	0.00	0.00	0.22	0.22
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1592
Grp Volume(v), veh/h				428	0	179	745	1103	0	0	440	33
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1592
Q Serve(g_s), s				8.9	0.0	8.3	14.8	5.0	0.0	0.0	5.1	1.5
Cycle Q Clear(g_c), s				8.9	0.0	8.3	14.8	5.0	0.0	0.0	5.1	1.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				941	0	419	1170	3170	0	0	1452	354
V/C Ratio(X)				0.45	0.00	0.43	0.64	0.35	0.00	0.00	0.30	0.09
Avail Cap(c_a), veh/h				941	0	419	1170	3170	0	0	1452	354
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.69	0.69	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				27.9	0.0	27.7	20.8	3.7	0.0	0.0	29.2	27.8
Incr Delay (d2), s/veh				1.6	0.0	3.2	1.8	0.2	0.0	0.0	0.5	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.0	0.0	8.2	5.2	1.3	0.0	0.0	1.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.5	0.0	30.9	22.7	4.0	0.0	0.0	29.7	28.3
LnGrp LOS				C	A	C	C	A	A	A	C	C
Approach Vol, veh/h					607			1848			473	
Approach Delay, s/veh					29.9			11.5			29.6	
Approach LOS					C			B			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		60.8		29.2	35.0	25.8						
Change Period (Y+Rc), s		5.8		5.8	5.0	5.8						
Max Green Setting (Gmax), s		55.0		23.4	30.0	20.0						
Max Q Clear Time (g_c+I1), s		7.0		10.9	16.8	7.1						
Green Ext Time (p_c), s		9.0		1.8	1.3	2.2						

Intersection Summary

HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	0	430	0	0	0	0	1461	593	120	648	0
Future Volume (veh/h)	350	0	430	0	0	0	0	1461	593	120	648	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	425	0	146				0	1491	196	122	661	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1222	0	544				0	2106	515	546	2766	0
Arrive On Green	0.34	0.00	0.34				0.00	0.32	0.32	0.05	0.18	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	1598	3510	5358	0
Grp Volume(v), veh/h	425	0	146				0	1491	196	122	661	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1598	1755	1729	0
Q Serve(g_s), s	7.9	0.0	5.9				0.0	18.0	8.5	3.0	9.9	0.0
Cycle Q Clear(g_c), s	7.9	0.0	5.9				0.0	18.0	8.5	3.0	9.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1222	0	544				0	2106	515	546	2766	0
V/C Ratio(X)	0.35	0.00	0.27				0.00	0.71	0.38	0.22	0.24	0.00
Avail Cap(c_a), veh/h	1222	0	544				0	2106	515	546	2766	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	22.4	0.0	21.7				0.0	26.8	23.6	37.5	21.4	0.0
Incr Delay (d2), s/veh	0.8	0.0	1.2				0.0	2.0	2.1	0.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	2.4				0.0	6.7	3.3	1.3	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	22.9				0.0	28.8	25.7	38.3	21.6	0.0
LnGrp LOS	C	A	C				A	C	C	D	C	A
Approach Vol, veh/h		571						1687			783	
Approach Delay, s/veh		23.1						28.5			24.2	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	19.0	34.8					53.8	36.2				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	14.0	29.0					48.0	30.4				
Max Q Clear Time (g_c+I), s	15.0	20.0					11.9	9.9				
Green Ext Time (p_c), s	0.1	6.2					4.6	2.0				

Intersection Summary

HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	504	0	663	0	2254	0	0	1539	545	0	0
Future Volume (veh/h)	504	0	663	0	2254	0	0	1539	545	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	520	520	654	0	2324	0	0	1587	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	925	925	1641	0	2484	0	0	2888			
Arrive On Green	0.51	0.51	0.51	0.00	0.38	0.00	0.00	0.38	0.00		
Sat Flow, veh/h	1810	1810	3211	0	7068	0	0	7600	1610		
Grp Volume(v), veh/h	520	520	654	0	2324	0	0	1587	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1605	0	1634	0	0	1900	1610		
Q Serve(g_s), s	19.7	19.7	12.5	0.0	34.2	0.0	0.0	16.4	0.0		
Cycle Q Clear(g_c), s	19.7	19.7	12.5	0.0	34.2	0.0	0.0	16.4	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	925	925	1641	0	2484	0	0	2888			
V/C Ratio(X)	0.56	0.56	0.40	0.00	0.94	0.00	0.00	0.55			
Avail Cap(c_a), veh/h	925	925	1641	0	2484	0	0	2888			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	16.8	16.8	15.0	0.0	29.8	0.0	0.0	24.3	0.0		
Incr Delay (d2), s/veh	2.5	2.5	0.7	0.0	8.2	0.0	0.0	0.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.4	8.4	4.6	0.0	13.7	0.0	0.0	7.1	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	19.2	19.2	15.7	0.0	38.0	0.0	0.0	25.1	0.0		
LnGrp LOS	B	B	B	A	D	A	A	C			
Approach Vol, veh/h	1174	1174			2324			1587	A		
Approach Delay, s/veh	17.3	17.3			38.0			25.1			
Approach LOS	B	B			D			C			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	43.8		56.2		43.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	38.0		51.1		38.0						
Max Q Clear Time (g_c+I1), s	36.2		21.7		18.4						
Green Ext Time (p_c), s	1.6		2.5		7.8						

Intersection Summary

HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	967	0	770	0	1709	330	0	1585	0	0	0
Future Volume (veh/h)	967	0	770	0	1709	330	0	1585	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	997	997	764	0	1762	0	0	1634	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	961	961	1710	0	2353		0	2353	0		
Arrive On Green	0.53	0.53	0.53	0.00	0.36	0.00	0.00	0.36	0.00		
Sat Flow, veh/h	1810	1810	3220	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	997	997	764	0	1762	0	0	1634	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	1610	0	1634	0		
Q Serve(g_s), s	53.1	53.1	14.6	0.0	23.6	0.0	0.0	21.3	0.0		
Cycle Q Clear(g_c), s	53.1	53.1	14.6	0.0	23.6	0.0	0.0	21.3	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	961	961	1710	0	2353		0	2353	0		
V/C Ratio(X)	1.04	1.04	0.45	0.00	0.75		0.00	0.69	0.00		
Avail Cap(c_a), veh/h	961	961	1710	0	2353		0	2353	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.86	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	23.5	23.5	14.4	0.0	28.0	0.0	0.0	27.3	0.0		
Incr Delay (d2), s/veh	39.2	39.2	0.8	0.0	1.9	0.0	0.0	1.7	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	31.2	31.2	5.3	0.0	9.3	0.0	0.0	8.1	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	62.7	62.7	15.3	0.0	30.0	0.0	0.0	29.0	0.0		
LnGrp LOS	F	F	B	A	C		A	C	A		
Approach Vol, veh/h	1761	1761			1762	A		1634			
Approach Delay, s/veh	42.1	42.1			30.0			29.0			
Approach LOS	D	D			C			C			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	41.8		58.2		41.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	36.0		53.1		36.0						
Max Q Clear Time (g_c+I1), s	25.6		55.1		23.3						
Green Ext Time (p_c), s	6.5		0.0		6.4						

Intersection Summary

HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↗	↖↗	↑	↖↗	↖↗	↑↑↑	↖	↖↗	↑↑↑	↗
Traffic Volume (veh/h)	50	30	30	80	50	190	220	1788	150	190	1835	330
Future Volume (veh/h)	50	30	30	80	50	190	220	1788	150	190	1835	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	30	3	81	51	14	222	1806	82	192	1854	261
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	164	137	300	184	271	281	3474	853	251	3417	839
Arrive On Green	0.07	0.09	0.09	0.09	0.10	0.10	0.08	0.53	0.53	0.07	0.52	0.52
Sat Flow, veh/h	3510	1900	1582	3510	1900	2790	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	51	30	3	81	51	14	222	1806	82	192	1854	261
Grp Sat Flow(s), veh/h/ln	1755	1900	1582	1755	1900	1395	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	1.6	1.8	0.2	2.6	3.0	0.5	7.5	21.5	3.0	6.4	22.7	11.1
Cycle Q Clear(g_c), s	1.6	1.8	0.2	2.6	3.0	0.5	7.5	21.5	3.0	6.4	22.7	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	164	137	300	184	271	281	3474	853	251	3417	839
V/C Ratio(X)	0.19	0.18	0.02	0.27	0.28	0.05	0.79	0.52	0.10	0.76	0.54	0.31
Avail Cap(c_a), veh/h	453	372	310	453	372	546	556	3474	853	556	3417	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.35	0.35	0.35	0.71	0.71	0.71
Uniform Delay (d), s/veh	52.1	50.9	50.2	51.4	50.3	49.2	54.2	18.2	13.9	54.7	19.1	16.3
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.2	0.3	0.0	0.7	0.2	0.1	1.3	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.8	0.1	1.1	1.4	0.2	3.2	7.6	1.0	2.8	8.1	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	51.1	50.2	51.5	50.6	49.2	54.9	18.4	14.0	56.0	19.5	17.0
LnGrp LOS	D	D	D	D	D	D	D	B	B	E	B	B
Approach Vol, veh/h		84		146		2110		2307				
Approach Delay, s/veh		51.7		51.0		22.1		22.3				
Approach LOS		D		D		C		C				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	70.8	16.8	16.9	16.6	69.7	15.5	18.1				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	19.5	35.0	15.5	23.5	19.0	35.0	15.5	23.5				
Max Q Clear Time (g_c+1), s	19.4	23.5	4.6	3.8	9.5	24.7	3.6	5.0				
Green Ext Time (p_c), s	0.2	7.6	0.0	0.0	0.2	7.4	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay 23.6

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↘	↕		↗↘	↕	↗	↗↘	↑↑↑	↗	↗↘	↑↑↑	↗
Traffic Volume (veh/h)	20	219	170	182	223	322	176	1816	120	728	1178	30
Future Volume (veh/h)	20	219	170	182	223	322	176	1816	120	728	1178	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	228	88	190	232	82	183	1892	40	758	1227	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	345	129	252	670	299	244	2107	517	813	3166	778
Arrive On Green	0.02	0.13	0.13	0.07	0.19	0.19	0.07	0.32	0.32	0.23	0.48	0.48
Sat Flow, veh/h	3510	2562	958	3510	3610	1610	3510	6536	1603	3510	6536	1605
Grp Volume(v), veh/h	21	158	158	190	232	82	183	1892	40	758	1227	14
Grp Sat Flow(s),veh/h/ln	1755	1805	1715	1755	1805	1610	1755	1634	1603	1755	1634	1605
Q Serve(g_s), s	0.7	10.2	10.7	6.5	6.9	5.4	6.3	33.9	2.1	26.0	14.6	0.6
Cycle Q Clear(g_c), s	0.7	10.2	10.7	6.5	6.9	5.4	6.3	33.9	2.1	26.0	14.6	0.6
Prop In Lane	1.00		0.56	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	243	231	252	670	299	244	2107	517	813	3166	778
V/C Ratio(X)	0.29	0.65	0.68	0.76	0.35	0.27	0.75	0.90	0.08	0.93	0.39	0.02
Avail Cap(c_a), veh/h	858	588	559	858	1177	525	858	2130	522	858	3166	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.2	50.3	50.6	55.9	43.5	42.9	56.0	39.7	28.9	46.2	20.1	16.5
Incr Delay (d2), s/veh	0.8	2.9	3.5	1.7	0.3	0.5	1.7	5.6	0.1	15.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.7	4.7	2.9	3.0	2.1	2.7	13.5	0.8	12.7	5.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	53.3	54.1	57.7	43.8	43.4	57.8	45.2	29.0	62.0	20.2	16.5
LnGrp LOS	E	D	D	E	D	D	E	D	C	E	C	B
Approach Vol, veh/h		337		504			2115		1999			
Approach Delay, s/veh		54.1		48.9			46.0		36.0			
Approach LOS		D		D			D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.9	47.1	15.8	23.9	16.0	66.9	9.6	30.2				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+2p_c), s	29.0	35.9	8.5	12.7	8.3	16.6	2.7	8.9				
Green Ext Time (p_c), s	0.4	3.6	0.3	1.7	0.3	10.3	0.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗		↖ ↑ ↗	↖ ↗	↑			↖ ↗	
Traffic Volume (veh/h)	20	340	20	50	628	20	10	0	30	20	10	10
Future Volume (veh/h)	20	340	20	50	628	20	10	0	30	20	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	405	16	60	748	7	12	0	17	24	12	6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	1551	61	105	1189	526	596	0	557	368	178	78
Arrive On Green	0.03	0.30	0.30	0.06	0.33	0.33	0.35	0.00	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1810	5119	201	1810	3610	1598	1411	0	1603	834	512	224
Grp Volume(v), veh/h	24	273	148	60	748	7	12	0	17	42	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1862	1810	1805	1598	1411	0	1603	1570	0	0
Q Serve(g_s), s	0.9	4.3	4.3	2.3	12.6	0.2	0.0	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	4.3	4.3	2.3	12.6	0.2	0.3	0.0	0.5	1.1	0.0	0.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	0.57		0.14
Lane Grp Cap(c), veh/h	57	1048	564	105	1189	526	596	0	557	624	0	0
V/C Ratio(X)	0.42	0.26	0.26	0.57	0.63	0.01	0.02	0.00	0.03	0.07	0.00	0.00
Avail Cap(c_a), veh/h	377	3122	1681	377	3259	1442	596	0	557	624	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.2	19.0	19.0	33.0	20.4	16.3	15.4	0.0	15.5	15.7	0.0	0.0
Incr Delay (d2), s/veh	4.8	0.2	0.4	4.8	0.8	0.0	0.1	0.0	0.1	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.6	1.7	1.1	4.8	0.1	0.1	0.0	0.2	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	19.2	19.4	37.8	21.2	16.3	15.5	0.0	15.6	15.9	0.0	0.0
LnGrp LOS	D	B	B	D	C	B	B	A	B	B	A	A
Approach Vol, veh/h	445			815			29			42		
Approach Delay, s/veh	20.3			22.4			15.6			15.9		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	32.0		11.2		28.8		32.0		9.3		30.7	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	25.0		15.0		65.0		25.0		15.0		65.0	
Max Q Clear Time (g_c+1), s	2.5		4.3		6.3		3.1		2.9		14.6	
Green Ext Time (p_c), s	0.1		0.1		3.8		0.1		0.0		8.2	

Intersection Summary

HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	
Traffic Volume (veh/h)	0	310	50	50	698	10	50	0	30	0	0	0
Future Volume (veh/h)	0	310	50	50	698	10	50	0	30	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	348	44	56	784	11	56	0	5	0	0	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	3030	375	91	1451	20	176	0	107	0	129	0
Arrive On Green	0.00	0.65	0.65	0.05	0.78	0.78	0.07	0.00	0.07	0.00	0.00	0.00
Sat Flow, veh/h	1810	4674	578	1810	1869	26	1408	0	1575	0	1900	0
Grp Volume(v), veh/h	0	255	137	56	0	795	56	0	5	0	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1793	1810	0	1895	1408	0	1575	0	1900	0
Q Serve(g_s), s	0.0	2.5	2.6	2.7	0.0	14.5	3.5	0.0	0.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.5	2.6	2.7	0.0	14.5	3.5	0.0	0.3	0.0	0.0	0.0
Prop In Lane	1.00		0.32	1.00		0.01	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	2242	1163	91	0	1471	176	0	107	0	129	0
V/C Ratio(X)	0.00	0.11	0.12	0.62	0.00	0.54	0.32	0.00	0.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	322	2242	1163	322	0	1471	659	0	647	0	781	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	6.0	6.0	41.9	0.0	3.9	40.7	0.0	39.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	6.6	0.0	1.4	1.0	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.8	1.3	0.0	3.4	1.3	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.1	6.2	48.5	0.0	5.3	41.7	0.0	39.4	0.0	0.0	0.0
LnGrp LOS	A	A	A	D	A	A	D	A	D	A	A	A
Approach Vol, veh/h	392		851				61		0			
Approach Delay, s/veh	6.1		8.2				41.5		0.0			
Approach LOS	A		A				D					
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	13.1	11.5	65.3		13.1	0.0	76.9					
Change Period (Y+Rc), s	7.0	7.0	7.0		7.0	7.0	7.0					
Max Green Setting (Gmax), s	37.0	16.0	16.0		37.0	16.0	16.0					
Max Q Clear Time (g_c+I1), s	5.5	4.7	4.6		0.0	0.0	16.5					
Green Ext Time (p_c), s	0.3	0.1	1.6		0.0	0.0	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			9.1									
HCM 6th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary
29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Volume (veh/h)	30	410	80	274	368	173	80	2207	227	32	1398	510
Future Volume (veh/h)	30	410	80	274	368	173	80	2207	227	32	1398	510
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	423	17	282	379	49	82	2275	79	33	1441	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	232	739	227	432	720	321	159	2234	548	102	2030	
Arrive On Green	0.07	0.14	0.14	0.12	0.20	0.20	0.09	0.34	0.34	0.06	0.31	0.00
Sat Flow, veh/h	3510	5187	1593	3510	3610	1610	1810	6536	1603	1810	6536	1610
Grp Volume(v), veh/h	31	423	17	282	379	49	82	2275	79	33	1441	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1593	1755	1805	1610	1810	1634	1603	1810	1634	1610
Q Serve(g_s), s	0.7	6.8	0.8	6.8	8.4	2.2	3.9	30.5	3.0	1.6	17.4	0.0
Cycle Q Clear(g_c), s	0.7	6.8	0.8	6.8	8.4	2.2	3.9	30.5	3.0	1.6	17.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	739	227	432	720	321	159	2234	548	102	2030	
V/C Ratio(X)	0.13	0.57	0.07	0.65	0.53	0.15	0.52	1.02	0.14	0.32	0.71	
Avail Cap(c_a), veh/h	531	1889	580	689	1355	605	193	2234	548	193	2234	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.3	35.7	33.2	37.3	31.9	29.5	38.9	29.4	20.3	40.5	27.2	0.0
Incr Delay (d2), s/veh	0.1	0.7	0.1	0.6	0.6	0.2	1.0	23.8	0.1	0.7	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.8	0.3	2.8	3.5	0.8	1.6	14.1	1.1	0.7	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	36.4	33.3	37.9	32.5	29.7	39.9	53.1	20.5	41.1	28.2	0.0
LnGrp LOS	D	D	C	D	C	C	D	F	C	D	C	
Approach Vol, veh/h		471			710			2436			1474	A
Approach Delay, s/veh		36.5			34.5			51.6			28.5	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.5	38.0	18.5	20.2	15.3	35.2	13.4	25.3				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	30.5	30.5	17.5	32.5	9.5	30.5	13.5	33.5				
Max Q Clear Time (g_c+1), s	13.6	32.5	8.8	8.8	5.9	19.4	2.7	10.4				
Green Ext Time (p_c), s	0.0	0.0	0.3	2.6	0.0	7.2	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗ ↘	↖ ↗ ↘		↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗
Traffic Volume (veh/h)	50	796	20	10	678	36	10	10	10	52	0	91
Future Volume (veh/h)	50	796	20	10	678	36	10	10	10	52	0	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	829	18	10	706	15	10	10	4	54	0	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	411	2231	48	408	1542	684	537	313	125	533	462	389
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.24	0.24	0.24	0.24	0.00	0.24
Sat Flow, veh/h	742	5224	113	660	3610	1601	1394	1288	515	1413	1900	1600
Grp Volume(v), veh/h	52	548	299	10	706	15	10	0	14	54	0	29
Grp Sat Flow(s),veh/h/ln	742	1729	1879	660	1805	1601	1394	0	1803	1413	1900	1600
Q Serve(g_s), s	2.0	3.9	3.9	0.4	5.1	0.2	0.2	0.0	0.2	1.1	0.0	0.5
Cycle Q Clear(g_c), s	7.0	3.9	3.9	4.3	5.1	0.2	0.2	0.0	0.2	1.3	0.0	0.5
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	411	1477	802	408	1542	684	537	0	439	533	462	389
V/C Ratio(X)	0.13	0.37	0.37	0.02	0.46	0.02	0.02	0.00	0.03	0.10	0.00	0.07
Avail Cap(c_a), veh/h	808	3325	1807	761	3471	1539	1156	0	1239	1160	1305	1099
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	7.1	7.1	8.6	7.4	6.0	10.5	0.0	10.5	11.0	0.0	10.6
Incr Delay (d2), s/veh	0.1	0.2	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.9	0.0	1.0	0.0	0.1	0.0	0.1	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	7.3	7.4	8.6	7.6	6.0	10.5	0.0	10.5	11.1	0.0	10.7
LnGrp LOS	B	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h		899			731			24				83
Approach Delay, s/veh		7.5			7.6			10.5				11.0
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		22.5		13.9		22.5				
Change Period (Y+Rc), s		5.0		7.0		5.0		7.0				
Max Green Setting (Gmax), s		25.0		35.0		25.0		35.0				
Max Q Clear Time (g_c+1), s		2.2		9.0		3.3		7.1				
Green Ext Time (p_c), s		0.0		5.8		0.2		4.9				

Intersection Summary

HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖	↖	↖	↖↗	↑	↗
Traffic Volume (veh/h)	70	758	30	30	599	289	20	40	80	350	30	104
Future Volume (veh/h)	70	758	30	30	599	289	20	40	80	350	30	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	790	12	31	624	0	21	42	14	365	31	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	2365	730	76	1562		66	139	46	312	294	247
Arrive On Green	0.07	0.46	0.46	0.03	0.29	0.00	0.04	0.10	0.10	0.09	0.15	0.15
Sat Flow, veh/h	1810	5187	1601	1810	3610	1610	1810	1358	453	3510	1900	1595
Grp Volume(v), veh/h	73	790	12	31	624	0	21	0	56	365	31	25
Grp Sat Flow(s),veh/h/ln	1810	1729	1601	1810	1805	1610	1810	0	1811	1755	1900	1595
Q Serve(g_s), s	3.5	8.8	0.4	1.5	12.5	0.0	1.0	0.0	2.6	8.0	1.3	1.2
Cycle Q Clear(g_c), s	3.5	8.8	0.4	1.5	12.5	0.0	1.0	0.0	2.6	8.0	1.3	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	118	2365	730	76	1562		66	0	185	312	294	247
V/C Ratio(X)	0.62	0.33	0.02	0.41	0.40		0.32	0.00	0.30	1.17	0.11	0.10
Avail Cap(c_a), veh/h	161	2365	730	161	1562		161	0	402	312	422	354
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.97	0.97	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	15.7	13.4	42.6	22.6	0.0	42.3	0.0	37.4	41.0	32.7	32.7
Incr Delay (d2), s/veh	5.7	0.3	0.0	4.1	0.7	0.0	1.0	0.0	0.7	105.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.2	0.1	0.7	5.5	0.0	0.5	0.0	1.1	8.0	0.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	16.1	13.5	46.7	23.3	0.0	43.3	0.0	38.1	146.2	32.8	32.8
LnGrp LOS	D	B	B	D	C		D	A	D	F	C	C
Approach Vol, veh/h		875			655	A		77			421	
Approach Delay, s/veh		18.6			24.4			39.5			131.1	
Approach LOS		B			C			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	16.2	10.8	48.0	10.3	20.9	12.9	45.9				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	30.0	20.0	8.0	26.0	8.0	20.0	8.0	26.0				
Max Q Clear Time (g_c+fl), s	11.0	4.6	3.5	10.8	3.0	3.3	5.5	14.5				
Green Ext Time (p_c), s	0.0	0.1	0.0	5.2	0.0	0.1	0.0	3.4				

Intersection Summary

HCM 6th Ctrl Delay	44.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑			↖ ↑↑	↖ ↑↑		↖ ↑↑		
Traffic Volume (veh/h)	40	1138	30	60	799	30	40	40	130	60	30	40
Future Volume (veh/h)	40	1138	30	60	799	30	40	40	130	60	30	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	1185	30	62	832	29	42	42	19	62	31	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	3225	82	80	3233	112	222	279	118	210	333	72
Arrive On Green	0.07	1.00	1.00	0.04	0.63	0.63	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1810	5202	132	1810	5146	179	1375	2464	1038	1347	2941	639
Grp Volume(v), veh/h	42	788	427	62	559	302	42	30	31	62	19	19
Grp Sat Flow(s),veh/h/ln	1810	1729	1876	1810	1729	1867	1375	1805	1697	1347	1805	1775
Q Serve(g_s), s	2.0	0.0	0.0	3.1	6.4	6.5	2.5	1.3	1.5	3.9	0.8	0.9
Cycle Q Clear(g_c), s	2.0	0.0	0.0	3.1	6.4	6.5	3.4	1.3	1.5	5.4	0.8	0.9
Prop In Lane	1.00		0.07	1.00		0.10	1.00		0.61	1.00		0.36
Lane Grp Cap(c), veh/h	65	2144	1163	80	2173	1173	222	205	192	210	205	201
V/C Ratio(X)	0.64	0.37	0.37	0.77	0.26	0.26	0.19	0.15	0.16	0.29	0.09	0.10
Avail Cap(c_a), veh/h	201	2144	1163	281	2173	1173	509	582	547	492	582	572
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	0.0	42.5	7.4	7.4	37.3	36.0	36.0	38.5	35.7	35.8
Incr Delay (d2), s/veh	3.0	0.4	0.7	5.1	0.3	0.5	0.4	0.3	0.4	0.8	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.1	0.2	1.4	2.0	2.2	0.8	0.6	0.6	1.3	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	0.4	0.7	47.6	7.7	7.9	37.7	36.3	36.4	39.2	35.9	36.0
LnGrp LOS	D	A	A	D	A	A	D	D	D	D	D	D
Approach Vol, veh/h	1257			923			103			100		
Approach Delay, s/veh	1.9			10.4			36.9			38.0		
Approach LOS	A			B			D			D		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	16.2	11.0	62.8		16.2	10.3	63.5					
Change Period (Y+Rc), s	6.0	7.0	7.0		6.0	7.0	7.0					
Max Green Setting (Gmax), s	29.0	14.0	27.0		29.0	10.0	31.0					
Max Q Clear Time (g_c+I1), s	5.4	5.1	2.0		7.4	4.0	8.5					
Green Ext Time (p_c), s	0.4	0.0	11.5		0.3	0.0	7.4					
Intersection Summary												
HCM 6th Ctrl Delay			8.3									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
 33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑		↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑	↖
Traffic Volume (veh/h)	130	988	130	380	599	134	160	906	410	230	967	70
Future Volume (veh/h)	130	988	130	380	599	134	160	906	410	230	967	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	1040	36	400	631	121	168	954	172	242	1018	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	327	1369	425	474	1339	253	300	1322	410	312	1339	566
Arrive On Green	0.09	0.26	0.26	0.14	0.31	0.31	0.09	0.25	0.25	0.09	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	3510	4381	828	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	137	1040	36	400	496	256	168	954	172	242	1018	27
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1751	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	4.3	21.5	2.0	13.0	13.6	13.9	5.4	19.6	10.4	7.9	21.1	1.3
Cycle Q Clear(g_c), s	4.3	21.5	2.0	13.0	13.6	13.9	5.4	19.6	10.4	7.9	21.1	1.3
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	327	1369	425	474	1057	535	300	1322	410	312	1339	566
V/C Ratio(X)	0.42	0.76	0.08	0.84	0.47	0.48	0.56	0.72	0.42	0.78	0.76	0.05
Avail Cap(c_a), veh/h	753	1780	553	753	1187	601	753	1780	553	753	1780	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	39.5	32.3	49.2	32.8	32.9	51.2	39.7	36.2	52.0	39.9	24.9
Incr Delay (d2), s/veh	0.6	1.6	0.1	4.1	0.4	0.8	1.2	1.1	0.8	3.1	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	9.0	0.8	5.8	5.5	5.8	2.3	8.1	4.1	3.5	8.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	41.1	32.4	53.3	33.2	33.7	52.4	40.8	37.1	55.1	41.4	25.0
LnGrp LOS	D	D	C	D	C	C	D	D	D	E	D	C
Approach Vol, veh/h		1213			1152			1294			1287	
Approach Delay, s/veh		41.9			40.3			41.8			43.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	37.2	23.2	38.3	17.5	37.6	18.4	43.1				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+1), s	19.9	21.6	15.0	23.5	7.4	23.1	6.3	15.9				
Green Ext Time (p_c), s	0.5	7.4	0.8	7.3	0.3	7.0	0.3	5.6				

Intersection Summary

HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	120	1522	6	74	895	50	48	20	125	400	10	140
Future Volume (veh/h)	120	1522	6	74	895	50	48	20	125	400	10	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	1637	6	80	962	50	52	22	17	430	11	43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	1933	7	141	1777	92	108	174	145	433	515	434
Arrive On Green	0.09	0.36	0.36	0.08	0.35	0.35	0.06	0.09	0.09	0.24	0.27	0.27
Sat Flow, veh/h	1810	5335	20	1810	5048	262	1810	1900	1584	1810	1900	1601
Grp Volume(v), veh/h	129	1061	582	80	659	353	52	22	17	430	11	43
Grp Sat Flow(s),veh/h/ln	1810	1729	1896	1810	1729	1852	1810	1900	1584	1810	1900	1601
Q Serve(g_s), s	7.3	29.5	29.5	4.5	15.9	16.0	2.9	1.1	1.0	24.8	0.4	2.1
Cycle Q Clear(g_c), s	7.3	29.5	29.5	4.5	15.9	16.0	2.9	1.1	1.0	24.8	0.4	2.1
Prop In Lane	1.00		0.01	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	1253	687	141	1217	652	108	174	145	433	515	434
V/C Ratio(X)	0.81	0.85	0.85	0.57	0.54	0.54	0.48	0.13	0.12	0.99	0.02	0.10
Avail Cap(c_a), veh/h	346	1323	725	346	1323	708	346	363	303	433	515	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	30.7	30.7	46.5	27.1	27.1	47.6	43.7	43.6	39.7	28.0	28.6
Incr Delay (d2), s/veh	3.7	5.2	9.1	1.3	0.5	0.8	1.2	0.2	0.3	41.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	12.3	14.3	2.0	6.3	6.8	1.4	0.5	0.4	16.0	0.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	35.9	39.7	47.9	27.6	28.0	48.8	43.9	43.9	81.2	28.0	28.6
LnGrp LOS	D	D	D	D	C	C	D	D	D	F	C	C
Approach Vol, veh/h	1772				1092		91		484			
Approach Delay, s/veh	38.2				29.2		46.7		75.4			
Approach LOS	D				C		D		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	14.5	15.1	44.9	11.2	33.3	16.2	43.8				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	25.0	20.0	20.0	40.0	20.0	25.0	20.0	40.0				
Max Q Clear Time (g_c+20.8), s	20.8	3.1	6.5	31.5	4.9	4.1	9.3	18.0				
Green Ext Time (p_c), s	0.0	0.1	0.1	6.4	0.0	0.1	0.1	7.5				

Intersection Summary

HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1516	591	510	666	0	0	0	0	240	0	414
Future Volume (veh/h)	0	1516	591	510	666	0	0	0	0	240	0	414
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1596	288	537	701	0				286	0	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1963	552	741	3170	0				885	0	394
Arrive On Green	0.00	0.34	0.34	0.07	0.20	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	5700	1603	3510	5358	0				3619	0	1610
Grp Volume(v), veh/h	0	1596	288	537	701	0				286	0	71
Grp Sat Flow(s),veh/h/ln	0	1900	1603	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	22.9	12.9	13.5	10.2	0.0				5.8	0.0	3.1
Cycle Q Clear(g_c), s	0.0	22.9	12.9	13.5	10.2	0.0				5.8	0.0	3.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1963	552	741	3170	0				885	0	394
V/C Ratio(X)	0.00	0.81	0.52	0.72	0.22	0.00				0.32	0.00	0.18
Avail Cap(c_a), veh/h	0	1963	552	741	3170	0				885	0	394
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.40	0.40	0.86	0.86	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.9	23.6	39.3	18.0	0.0				27.9	0.0	26.9
Incr Delay (d2), s/veh	0.0	1.6	1.4	5.3	0.1	0.0				1.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.8	4.7	6.8	4.1	0.0				2.6	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.4	25.0	44.6	18.2	0.0				28.9	0.0	27.9
LnGrp LOS		A	C	C	D	B	A			C	A	C
Approach Vol, veh/h		1884		1238						357		
Approach Delay, s/veh		27.9		29.6						28.7		
Approach LOS		C		C						C		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.0	37.5		28.5		61.5						
Change Period (Y+Rc), s	5.0	6.5		6.5		6.5						
Max Green Setting (Gmax), s	19.0	31.0		22.0		55.0						
Max Q Clear Time (g_c+1/5), s	11.5	24.9		7.8		12.2						
Green Ext Time (p_c), s	0.4	4.7		1.1		4.0						

Intersection Summary

HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	582	1174	0	0	1065	520	110	0	280	0	0	0
Future Volume (veh/h)	582	1174	0	0	1065	520	110	0	280	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	606	1223	0	0	1109	245	159	0	86			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	702	3458	0	0	2132	662	684	0	304			
Arrive On Green	0.20	0.67	0.00	0.00	0.41	0.41	0.19	0.00	0.19			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	606	1223	0	0	1109	245	159	0	86			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	15.0	9.3	0.0	0.0	14.4	9.5	3.4	0.0	4.1			
Cycle Q Clear(g_c), s	15.0	9.3	0.0	0.0	14.4	9.5	3.4	0.0	4.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	702	3458	0	0	2132	662	684	0	304			
V/C Ratio(X)	0.86	0.35	0.00	0.00	0.52	0.37	0.23	0.00	0.28			
Avail Cap(c_a), veh/h	702	3458	0	0	2132	662	684	0	304			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.16	0.16	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.8	6.5	0.0	0.0	19.8	18.4	31.0	0.0	31.3			
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.0	0.9	1.6	0.8	0.0	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.3	2.6	0.0	0.0	5.4	3.5	1.5	0.0	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	6.6	0.0	0.0	20.8	20.0	31.8	0.0	33.6			
LnGrp LOS	D	A	A	A	C	B	C	A	C			
Approach Vol, veh/h		1829			1354			245				
Approach Delay, s/veh		16.8			20.6			32.4				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.5			23.0	43.5		23.5				
Change Period (Y+Rc), s		6.5			5.0	6.5		6.5				
Max Green Setting (Gmax), s		60.0			18.0	37.0		17.0				
Max Q Clear Time (g_c+I1), s		11.3			17.0	16.4		6.1				
Green Ext Time (p_c), s		8.2			0.2	8.2		0.5				

Intersection Summary

























HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	837	172	164	852	295	111	978	72	189	968	152
Future Volume (veh/h)	218	837	172	164	852	295	111	978	72	189	968	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	234	900	76	176	916	208	119	1052	72	203	1041	45
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	968	429	218	963	429	309	840	58	320	907	402
Arrive On Green	0.12	0.27	0.27	0.12	0.27	0.27	0.13	0.25	0.25	0.13	0.25	0.25
Sat Flow, veh/h	1810	3610	1601	1810	3610	1610	1810	3427	234	1810	3610	1601
Grp Volume(v), veh/h	234	900	76	176	916	208	119	554	570	203	1041	45
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1610	1810	1805	1856	1810	1805	1601
Q Serve(g_s), s	11.0	21.9	3.3	8.5	22.4	9.8	4.0	22.1	22.1	7.1	22.6	1.9
Cycle Q Clear(g_c), s	11.0	21.9	3.3	8.5	22.4	9.8	4.0	22.1	22.1	7.1	22.6	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	221	968	429	218	963	429	309	443	455	320	907	402
V/C Ratio(X)	1.06	0.93	0.18	0.81	0.95	0.48	0.39	1.25	1.25	0.63	1.15	0.11
Avail Cap(c_a), veh/h	221	968	429	221	963	429	321	443	455	321	907	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	32.1	25.3	38.5	32.4	27.8	21.7	34.0	34.0	22.3	33.7	26.0
Incr Delay (d2), s/veh	76.7	15.0	0.3	14.7	14.4	0.8	1.1	130.6	130.5	4.7	79.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	10.7	1.2	4.4	10.8	3.6	1.7	25.2	25.9	3.2	19.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.2	47.1	25.6	53.2	46.9	28.6	22.8	164.6	164.4	27.0	113.1	26.5
LnGrp LOS	F	D	C	D	D	C	C	F	F	C	F	C
Approach Vol, veh/h		1210			1300			1243			1289	
Approach Delay, s/veh		59.1			44.8			151.0			96.5	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	27.9	15.6	29.9	16.1	28.4	15.7	29.8				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.0	* 11	24.0	* 12	22.0	* 11	24.0				
Max Q Clear Time (g_c+I1), s	9.1	24.1	10.5	23.9	6.0	24.6	13.0	24.4				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.1	0.2	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				87.6								
HCM 6th LOS				F								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	988	40	80	1131	80	30	170	50	80	180	60
Future Volume (veh/h)	50	988	40	80	1131	80	30	170	50	80	180	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1019	18	82	1166	49	31	175	45	82	186	56
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1694	751	116	1749	776	100	359	86	163	289	79
Arrive On Green	0.05	0.47	0.47	0.06	0.48	0.48	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	122	1354	322	328	1089	296
Grp Volume(v), veh/h	52	1019	18	82	1166	49	251	0	0	324	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	1798	0	0	1713	0	0
Q Serve(g_s), s	1.7	12.4	0.4	2.6	14.6	1.0	0.0	0.0	0.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	1.7	12.4	0.4	2.6	14.6	1.0	6.9	0.0	0.0	9.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.12		0.18	0.25		0.17
Lane Grp Cap(c), veh/h	88	1694	751	116	1749	776	545	0	0	530	0	0
V/C Ratio(X)	0.59	0.60	0.02	0.71	0.67	0.06	0.46	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	1064	2123	942	1064	2123	942	1097	0	0	1047	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.7	11.7	8.5	27.3	11.7	8.2	18.6	0.0	0.0	19.5	0.0	0.0
Incr Delay (d2), s/veh	12.9	0.7	0.0	15.7	1.1	0.1	1.3	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0	3.9	0.1	1.5	4.5	0.3	2.8	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	12.4	8.5	43.1	12.7	8.2	19.9	0.0	0.0	21.9	0.0	0.0
LnGrp LOS	D	B	A	D	B	A	B	A	A	C	A	A
Approach Vol, veh/h		1089			1297			251			324	
Approach Delay, s/veh		13.7			14.5			19.9			21.9	
Approach LOS		B			B			B			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.8	7.8	31.9		19.8	6.9	32.8				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		35.0	35.0	35.0		35.0	35.0	35.0				
Max Q Clear Time (g_c+I1), s		8.9	4.6	14.4		11.7	3.7	16.6				
Green Ext Time (p_c), s		2.8	0.5	11.5		3.7	0.3	12.2				
Intersection Summary												
HCM 6th Ctrl Delay											15.5	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary
 3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	977	92	60	1111	70	91	377	50	66	283	50
Future Volume (veh/h)	50	977	92	60	1111	70	91	377	50	66	283	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1018	45	62	1157	37	95	393	48	69	295	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	2412	1073	111	2429	1079	284	443	54	118	864	104
Arrive On Green	0.06	0.67	0.67	0.02	0.22	0.22	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3610	1607	1810	3610	1604	1062	1659	203	962	3240	392
Grp Volume(v), veh/h	52	1018	45	62	1157	37	95	0	441	69	163	168
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1604	1062	0	1862	962	1805	1827
Q Serve(g_s), s	2.5	11.7	0.9	3.1	25.1	1.6	7.1	0.0	20.5	3.5	6.6	6.7
Cycle Q Clear(g_c), s	2.5	11.7	0.9	3.1	25.1	1.6	13.8	0.0	20.5	24.0	6.6	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.21
Lane Grp Cap(c), veh/h	102	2412	1073	111	2429	1079	284	0	497	118	481	487
V/C Ratio(X)	0.51	0.42	0.04	0.56	0.48	0.03	0.33	0.00	0.89	0.59	0.34	0.34
Avail Cap(c_a), veh/h	141	2412	1073	141	2429	1079	284	0	497	118	481	487
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	6.9	5.1	42.9	21.2	12.1	32.2	0.0	31.7	44.0	26.6	26.6
Incr Delay (d2), s/veh	8.1	0.5	0.1	7.2	0.5	0.0	3.1	0.0	20.5	19.6	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.5	0.2	1.6	12.0	0.4	2.0	0.0	11.5	2.1	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	7.5	5.2	50.1	21.7	12.1	35.4	0.0	52.2	63.7	28.5	28.6
LnGrp LOS	D	A	A	D	C	B	D	A	D	E	C	C
Approach Vol, veh/h		1115			1256			536			400	
Approach Delay, s/veh		9.3			22.9			49.2			34.6	
Approach LOS		A			C			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.5	12.5	67.7		30.5	12.1	68.1				
Change Period (Y+Rc), s		6.5	7.0	7.0		* 6.5	7.0	* 7				
Max Green Setting (Gmax), s		22.5	7.0	40.0		* 24	7.0	* 41				
Max Q Clear Time (g_c+1), s		22.5	5.1	13.7		26.0	4.5	27.1				
Green Ext Time (p_c), s		0.0	0.0	13.6		0.0	0.0	9.7				

Intersection Summary

HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	981	42	30	1100	110	91	362	40	70	195	80
Future Volume (veh/h)	50	981	42	30	1100	110	91	362	40	70	195	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1011	21	31	1134	54	94	373	10	72	201	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1755	779	65	1710	759	48	53	368	51	84	368
Arrive On Green	0.02	0.16	0.16	0.04	0.47	0.47	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	0	208	1441	0	330	1441
Grp Volume(v), veh/h	52	1011	21	31	1134	54	467	0	10	273	0	21
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	208	0	1441	330	0	1441
Q Serve(g_s), s	2.6	23.3	1.0	1.5	21.7	1.7	0.0	0.0	0.5	0.0	0.0	1.0
Cycle Q Clear(g_c), s	2.6	23.3	1.0	1.5	21.7	1.7	23.0	0.0	0.5	23.0	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	0.20		1.00	0.26		1.00
Lane Grp Cap(c), veh/h	88	1755	779	65	1710	759	101	0	368	135	0	368
V/C Ratio(X)	0.59	0.58	0.03	0.48	0.66	0.07	4.61	0.00	0.03	2.02	0.00	0.06
Avail Cap(c_a), veh/h	141	1755	779	141	1710	759	101	0	368	135	0	368
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.30	0.30	0.30	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	29.2	19.8	42.6	18.2	12.9	33.6	0.0	25.1	31.9	0.0	25.3
Incr Delay (d2), s/veh	1.8	1.1	0.0	0.6	0.6	0.1	1649.0	0.0	0.0	485.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	11.3	0.3	0.7	8.1	0.5	48.5	0.0	0.2	21.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	30.2	19.9	43.2	18.8	13.0	1682.5	0.0	25.1	517.4	0.0	25.4
LnGrp LOS	D	C	B	D	B	B	F	A	C	F	A	C
Approach Vol, veh/h		1084			1219			477			294	
Approach Delay, s/veh		30.8			19.2			1647.8			482.3	
Approach LOS		C			B			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.2	50.8		29.0	11.4	49.6		29.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	40.0	40.0		23.0	7.0	40.0		23.0				
Max Q Clear Time (g_c+1/3), s	25.3	25.3		25.0	4.6	23.7		25.0				
Green Ext Time (p_c), s	0.0	6.7		0.0	0.0	8.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	320.3
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑	↖	↖ ↗	↑ ↑	↖	↖ ↑ ↑ ↑			↖ ↑ ↑ ↑		↖
Traffic Volume (veh/h)	266	761	124	30	822	582	215	1063	60	455	910	223
Future Volume (veh/h)	266	761	124	30	822	582	215	1063	60	455	910	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	269	769	36	30	830	196	217	1074	59	460	919	191
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	323	997	442	148	818	362	234	1136	62	485	1891	733
Arrive On Green	0.09	0.28	0.28	0.04	0.23	0.23	0.13	0.23	0.23	0.27	0.36	0.36
Sat Flow, veh/h	3510	3610	1601	3510	3610	1600	1810	5030	276	1810	5187	1604
Grp Volume(v), veh/h	269	769	36	30	830	196	217	738	395	460	919	191
Grp Sat Flow(s),veh/h/ln	1755	1805	1601	1755	1805	1600	1810	1729	1848	1810	1729	1604
Q Serve(g_s), s	11.6	30.3	2.6	1.3	35.0	16.7	18.3	32.5	32.5	38.6	21.1	11.4
Cycle Q Clear(g_c), s	11.6	30.3	2.6	1.3	35.0	16.7	18.3	32.5	32.5	38.6	21.1	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	323	997	442	148	818	362	234	781	417	485	1891	733
V/C Ratio(X)	0.83	0.77	0.08	0.20	1.02	0.54	0.93	0.94	0.95	0.95	0.49	0.26
Avail Cap(c_a), veh/h	681	1051	466	454	818	362	234	783	419	644	2349	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.0	51.4	41.4	71.5	59.8	52.7	66.6	58.9	58.9	55.5	37.9	25.9
Incr Delay (d2), s/veh	4.2	3.5	0.1	0.5	35.3	1.9	39.0	20.1	30.8	19.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	13.7	1.0	0.6	19.7	6.8	10.9	16.1	18.5	19.8	8.9	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.3	55.0	41.5	72.0	95.1	54.6	105.6	79.0	89.7	74.8	38.2	26.2
LnGrp LOS	E	D	D	E	F	D	F	E	F	E	D	C
Approach Vol, veh/h		1074			1056			1350			1570	
Approach Delay, s/veh		59.1			86.9			86.4			47.5	
Approach LOS		E			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	48.4	41.9	14.0	50.2	27.0	63.3	21.7	42.5				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+40), s	40.6	34.5	3.3	32.3	20.3	23.1	13.6	37.0				
Green Ext Time (p_c), s	0.9	0.4	0.0	4.4	0.0	12.2	0.6	0.0				

Intersection Summary

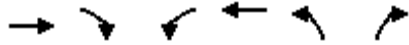
HCM 6th Ctrl Delay	68.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	1311	76	30	1205	149	70
Future Volume (veh/h)	1311	76	30	1205	149	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1366	56	31	1255	155	8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2451	1089	65	2882	240	110
Arrive On Green	0.68	0.68	0.04	0.80	0.07	0.07
Sat Flow, veh/h	3705	1604	1810	3705	3510	1610
Grp Volume(v), veh/h	1366	56	31	1255	155	8
Grp Sat Flow(s),veh/h/ln	1805	1604	1810	1805	1755	1610
Q Serve(g_s), s	17.6	1.0	1.5	9.7	3.9	0.4
Cycle Q Clear(g_c), s	17.6	1.0	1.5	9.7	3.9	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2451	1089	65	2882	240	110
V/C Ratio(X)	0.56	0.05	0.48	0.44	0.65	0.07
Avail Cap(c_a), veh/h	2451	1089	251	2882	800	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.63	0.63	1.00	1.00
Uniform Delay (d), s/veh	7.5	4.8	42.6	2.8	40.9	39.2
Incr Delay (d2), s/veh	0.5	0.0	2.5	0.3	2.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.2	0.7	1.1	1.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.9	4.9	45.1	3.1	43.7	39.5
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1422			1286	163	
Approach Delay, s/veh	7.8			4.1	43.5	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	10.7	68.6		79.3	10.7	
Change Period (Y+Rc), s	7.5	* 7.5		7.5	4.5	
Max Green Setting (Gmax), s	12.5	* 38		57.5	20.5	
Max Q Clear Time (g_c+1), s	13.5	19.6		11.7	5.9	
Green Ext Time (p_c), s	0.0	7.3		10.4	0.4	

Intersection Summary

HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Intersection Delay, s/veh 8.1
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	
Traffic Vol, veh/h	0	10	0	90	10	0	0	10	100	10	10	0
Future Vol, veh/h	0	10	0	90	10	0	0	10	100	10	10	0
Peak Hour Factor	0.92	0.92	0.92	0.79	0.92	0.79	0.92	0.79	0.79	0.79	0.79	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	0	114	11	0	0	13	127	13	13	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	8.1	8.6	7.6	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	100%	80%	75%	0%
Vol Thru, %	100%	0%	100%	0%	20%	25%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	100	10	50	51	13	7
LT Vol	0	0	0	50	41	10	0
Through Vol	10	0	10	0	10	3	7
RT Vol	0	100	0	0	0	0	0
Lane Flow Rate	13	127	11	63	62	17	8
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.017	0.148	0.015	0.094	0.091	0.025	0.012
Departure Headway (Hd)	4.897	4.195	5.025	5.391	5.292	5.357	4.98
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	734	858	714	669	681	671	722
Service Time	2.604	1.902	3.043	3.091	2.992	3.067	2.69
HCM Lane V/C Ratio	0.018	0.148	0.015	0.094	0.091	0.025	0.011
HCM Control Delay	7.7	7.6	8.1	8.6	8.5	8.2	7.8
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0	0.3	0.3	0.1	0

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	110	0	0	100	0
Future Vol, veh/h	0	0	0	0	0	0	0	110	0	0	100	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	147	0	0	133	0
























Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	207	280	67	214	280	74	133	0	0	147	0	0
Stage 1	133	133	-	147	147	-	-	-	-	-	-	-
Stage 2	74	147	-	67	133	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	738	632	989	729	632	979	1464	-	-	1447	-	-
Stage 1	862	790	-	847	779	-	-	-	-	-	-	-
Stage 2	933	779	-	941	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	738	632	989	729	632	979	1464	-	-	1447	-	-
Mov Cap-2 Maneuver	738	632	-	729	632	-	-	-	-	-	-	-
Stage 1	862	790	-	847	779	-	-	-	-	-	-	-
Stage 2	933	779	-	941	790	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1464	-	-	-	-	1447	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

HCM 6th Signalized Intersection Summary
 9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1255	196	60	1066	10	259	50	90	10	40	50
Future Volume (veh/h)	60	1255	196	60	1066	10	259	50	90	10	40	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	1307	125	62	1110	10	270	52	23	10	42	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	1466	654	125	1688	15	411	843	376	399	843	
Arrive On Green	0.05	0.41	0.41	0.07	0.46	0.46	0.23	0.23	0.23	0.23	0.23	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3666	33	1386	3610	1610	1346	3610	1610
Grp Volume(v), veh/h	62	1307	125	62	546	574	270	52	23	10	42	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1894	1386	1805	1610	1346	1805	1610
Q Serve(g_s), s	2.4	24.3	3.6	2.4	16.9	16.9	13.5	0.8	0.8	0.4	0.7	0.0
Cycle Q Clear(g_c), s	2.4	24.3	3.6	2.4	16.9	16.9	14.2	0.8	0.8	1.2	0.7	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	1466	654	125	831	872	411	843	376	399	843	
V/C Ratio(X)	0.69	0.89	0.19	0.50	0.66	0.66	0.66	0.06	0.06	0.03	0.05	
Avail Cap(c_a), veh/h	565	1503	670	502	831	872	472	1002	447	458	1002	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.7	19.9	13.8	32.3	15.0	15.0	26.9	21.5	21.5	22.0	21.4	0.0
Incr Delay (d2), s/veh	9.3	7.2	0.2	1.1	2.2	2.1	3.3	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	9.5	1.1	1.0	5.8	6.1	4.7	0.3	0.3	0.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	27.1	14.0	33.5	17.2	17.1	30.3	21.5	21.6	22.0	21.5	0.0
LnGrp LOS	D	C	B	C	B	B	C	C	C	C	C	
Approach Vol, veh/h		1494			1182			345			52	A
Approach Delay, s/veh		26.7			18.0			28.4			21.6	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	36.3		23.8	8.1	40.2		23.8				
Change Period (Y+Rc), s	7.0	7.0		7.0	4.5	7.0		7.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	22.5	30.0		20.0				
Max Q Clear Time (g_c+I1), s	4.4	26.3		3.2	4.4	18.9		16.2				
Green Ext Time (p_c), s	0.0	3.0		0.2	0.1	6.2		0.7				

Intersection Summary												
HCM 6th Ctrl Delay				23.5								
HCM 6th LOS				C								

Notes
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (veh/h)	39	270	92	130	200	50	41	250	40	20	320	26
Future Volume (veh/h)	39	270	92	130	200	50	41	250	40	20	320	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	314	21	151	233	15	48	291	19	23	372	11
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	330	558	247	326	723	320	503	1505	669	532	1441	640
Arrive On Green	0.05	0.15	0.15	0.09	0.20	0.20	0.05	0.42	0.42	0.03	0.40	0.40
Sat Flow, veh/h	1810	3610	1595	1810	3610	1598	1810	3610	1604	1810	3610	1604
Grp Volume(v), veh/h	45	314	21	151	233	15	48	291	19	23	372	11
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1805	1598	1810	1805	1604	1810	1805	1604
Q Serve(g_s), s	1.8	7.1	1.0	6.0	4.8	0.7	1.3	4.5	0.6	0.6	6.1	0.4
Cycle Q Clear(g_c), s	1.8	7.1	1.0	6.0	4.8	0.7	1.3	4.5	0.6	0.6	6.1	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	558	247	326	723	320	503	1505	669	532	1441	640
V/C Ratio(X)	0.14	0.56	0.09	0.46	0.32	0.05	0.10	0.19	0.03	0.04	0.26	0.02
Avail Cap(c_a), veh/h	557	1441	636	470	1441	638	727	1505	669	788	1441	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	34.3	31.8	27.5	30.0	28.3	14.0	16.2	15.1	14.6	17.7	15.9
Incr Delay (d2), s/veh	0.2	1.3	0.2	1.0	0.4	0.1	0.1	0.3	0.1	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.0	0.4	2.5	2.0	0.2	0.5	1.7	0.2	0.2	2.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	35.6	32.0	28.6	30.3	28.4	14.1	16.5	15.2	14.6	18.1	16.0
LnGrp LOS	C	D	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		380			399			358			406	
Approach Delay, s/veh		34.6			29.6			16.1			17.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	43.6	14.5	20.1	11.1	42.0	10.5	24.1				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0				
Max Q Clear Time (g_c+1), s	12.6	6.5	8.0	9.1	3.3	8.1	3.8	6.8				
Green Ext Time (p_c), s	0.0	2.5	0.2	2.7	0.1	3.2	0.1	2.0				
Intersection Summary												
HCM 6th Ctrl Delay											24.6	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↖	↗	↗	↖
Traffic Volume (veh/h)	20	410	250	180	390	50	110	221	90	70	582	30
Future Volume (veh/h)	20	410	250	180	390	50	110	221	90	70	582	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	456	170	200	433	46	122	246	26	78	647	29
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	261	519	192	260	887	94	152	1079	481	101	951	43
Arrive On Green	0.01	0.20	0.20	0.08	0.27	0.27	0.17	0.60	0.60	0.06	0.27	0.27
Sat Flow, veh/h	1810	2574	951	1810	3292	348	1810	3610	1610	1810	3518	158
Grp Volume(v), veh/h	22	319	307	200	236	243	122	246	26	78	332	344
Grp Sat Flow(s),veh/h/ln	1810	1805	1720	1810	1805	1835	1810	1805	1610	1810	1805	1871
Q Serve(g_s), s	0.8	13.7	13.9	6.5	8.8	8.9	5.2	2.5	0.5	3.4	13.1	13.2
Cycle Q Clear(g_c), s	0.8	13.7	13.9	6.5	8.8	8.9	5.2	2.5	0.5	3.4	13.1	13.2
Prop In Lane	1.00		0.55	1.00		0.19	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	261	364	347	260	487	495	152	1079	481	101	488	506
V/C Ratio(X)	0.08	0.88	0.89	0.77	0.49	0.49	0.80	0.23	0.05	0.78	0.68	0.68
Avail Cap(c_a), veh/h	293	372	355	260	487	495	204	1079	481	113	488	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	0.96	0.96	0.96
Uniform Delay (d), s/veh	25.0	31.0	31.0	25.6	24.6	24.6	32.6	11.8	11.4	37.3	26.1	26.1
Incr Delay (d2), s/veh	0.1	19.5	21.9	12.0	0.6	0.6	11.0	0.5	0.2	21.0	7.2	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.4	7.3	3.6	3.5	3.6	2.4	1.0	0.2	2.0	6.1	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	50.4	52.9	37.6	25.1	25.2	43.6	12.3	11.6	58.3	33.2	33.0
LnGrp LOS	C	D	D	D	C	C	D	B	B	E	C	C
Approach Vol, veh/h		648			679			394			754	
Approach Delay, s/veh		50.7			28.8			21.9			35.7	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	30.9	14.0	23.6	13.7	28.6	8.6	29.1				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	23.0	6.5	16.5	9.0	19.0	2.5	20.5				
Max Q Clear Time (g_c+1/4), s	11.4	4.5	8.5	15.9	7.2	15.2	2.8	10.9				
Green Ext Time (p_c), s	0.0	1.1	0.0	0.2	0.0	1.2	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	40	370	10	110	20	341	130	60	902	10
Future Volume (veh/h)	10	10	40	370	10	110	20	341	130	60	902	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	11	2	415	0	23	22	375	55	66	991	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	57	10	553	0	244	26	1709	758	68	1816	20
Arrive On Green	0.04	0.04	0.04	0.15	0.00	0.15	0.00	0.16	0.16	0.08	0.99	0.99
Sat Flow, veh/h	1810	1564	284	3619	0	1594	1810	3610	1602	1810	3657	41
Grp Volume(v), veh/h	11	0	13	415	0	23	22	375	55	66	489	513
Grp Sat Flow(s),veh/h/ln	1810	0	1849	1810	0	1594	1810	1805	1602	1810	1805	1892
Q Serve(g_s), s	0.5	0.0	0.5	8.8	0.0	1.0	1.0	7.3	2.3	2.9	0.3	0.3
Cycle Q Clear(g_c), s	0.5	0.0	0.5	8.8	0.0	1.0	1.0	7.3	2.3	2.9	0.3	0.3
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	65	0	67	553	0	244	26	1709	758	68	896	940
V/C Ratio(X)	0.17	0.00	0.19	0.75	0.00	0.09	0.84	0.22	0.07	0.97	0.55	0.55
Avail Cap(c_a), veh/h	158	0	162	950	0	419	68	1709	758	68	896	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.64	0.64	0.64
Uniform Delay (d), s/veh	37.4	0.0	37.4	32.4	0.0	29.1	39.7	20.8	18.8	37.0	0.1	0.1
Incr Delay (d2), s/veh	0.4	0.0	0.5	1.5	0.0	0.1	53.1	0.3	0.2	78.1	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	3.9	0.0	0.4	0.8	3.0	0.8	2.6	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	37.9	34.0	0.0	29.2	92.8	21.1	18.9	115.0	1.7	1.6
LnGrp LOS	D	A	D	C	A	C	F	C	B	F	A	A
Approach Vol, veh/h		24			438			452			1068	
Approach Delay, s/veh		37.9			33.7			24.4			8.6	
Approach LOS		D			C			C			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.0	44.9		7.9	8.2	46.7		17.2				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	30.0	25.0		7.0	3.0	25.0		21.0				
Max Q Clear Time (g_c+1/4), s	14.0	9.3		2.5	3.0	2.3		10.8				
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	4.8		0.9				

Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↕ ↗	↖ ↗	↕ ↗			↕ ↗	↖ ↗
Traffic Volume (veh/h)	0	0	0	316	0	130	230	341	0	0	832	530
Future Volume (veh/h)	0	0	0	316	0	130	230	341	0	0	832	530
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				No
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				340	0	37	247	367	0	0	895	208
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				461	0	411	282	3112	0	0	1980	611
Arrive On Green				0.25	0.00	0.25	0.31	1.00	0.00	0.00	0.13	0.13
Sat Flow, veh/h				1810	0	1610	1810	5358	0	0	5358	1600
Grp Volume(v), veh/h				340	0	37	247	367	0	0	895	208
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1729	0	0	1729	1600
Q Serve(g_s), s				13.8	0.0	1.4	10.3	0.0	0.0	0.0	12.8	9.5
Cycle Q Clear(g_c), s				13.8	0.0	1.4	10.3	0.0	0.0	0.0	12.8	9.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				461	0	411	282	3112	0	0	1980	611
V/C Ratio(X)				0.74	0.00	0.09	0.88	0.12	0.00	0.00	0.45	0.34
Avail Cap(c_a), veh/h				461	0	411	362	3112	0	0	1980	611
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.82	0.82	0.00	0.00	0.81	0.81
Uniform Delay (d), s/veh				27.3	0.0	22.7	26.8	0.0	0.0	0.0	27.2	25.8
Incr Delay (d2), s/veh				10.1	0.0	0.4	12.6	0.1	0.0	0.0	0.6	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.0	0.0	0.6	4.4	0.0	0.0	0.0	5.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.4	0.0	23.2	39.4	0.1	0.0	0.0	27.8	27.0
LnGrp LOS				D	A	C	D	A	A	A	C	C
Approach Vol, veh/h					377			614			1103	
Approach Delay, s/veh					36.0			15.9			27.7	
Approach LOS					D			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.8			17.5	36.3		26.2				
Change Period (Y+Rc), s		5.8			5.0	5.8		5.8				
Max Green Setting (Gmax), s		48.0			16.0	27.0		20.4				
Max Q Clear Time (g_c+I1), s		2.0			12.3	14.8		15.8				
Green Ext Time (p_c), s		1.9			0.1	4.3		1.4				
Intersection Summary												
HCM 6th Ctrl Delay											25.7	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕↕↕		↗	↕↕↕	
Traffic Volume (veh/h)	80	0	190	0	0	0	0	481	358	370	767	0
Future Volume (veh/h)	80	0	190	0	0	0	0	481	358	370	767	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	86	0	47				0	517	232	398	825	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	385	0	342				0	1176	509	448	3333	0
Arrive On Green	0.21	0.00	0.21				0.00	0.33	0.33	0.08	0.21	0.00
Sat Flow, veh/h	1810	0	1610				0	3708	1531	1810	5358	0
Grp Volume(v), veh/h	86	0	47				0	505	244	398	825	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1611	1810	1729	0
Q Serve(g_s), s	3.1	0.0	1.9				0.0	9.1	9.5	17.4	10.6	0.0
Cycle Q Clear(g_c), s	3.1	0.0	1.9				0.0	9.1	9.5	17.4	10.6	0.0
Prop In Lane	1.00		1.00				0.00		0.95	1.00		0.00
Lane Grp Cap(c), veh/h	385	0	342				0	1149	535	448	3333	0
V/C Ratio(X)	0.22	0.00	0.14				0.00	0.44	0.46	0.89	0.25	0.00
Avail Cap(c_a), veh/h	385	0	342				0	1149	535	611	3333	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	26.0	0.0	25.6				0.0	20.9	21.0	35.6	15.4	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.8				0.0	1.2	2.8	8.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.8				0.0	3.5	3.7	9.3	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	0.0	26.4				0.0	22.1	23.8	44.3	15.6	0.0
LnGrp LOS	C	A	C				A	C	C	D	B	A
Approach Vol, veh/h		133						749			1223	
Approach Delay, s/veh		27.0						22.7			24.9	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	24.8	32.4	22.8	57.2								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	27.0	19.0	17.0	51.4								
Max Q Clear Time (g_c+119), s	11.5	11.5	5.1	12.6								
Green Ext Time (p_c), s	0.4	2.3	0.7	4.8								

Intersection Summary

HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Intersection Delay, s/veh	16.9											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↗	↖		↖	↗	↖	↗	
Traffic Vol, veh/h	20	140	20	381	80	120	20	80	350	20	10	10
Future Vol, veh/h	20	140	20	381	80	120	20	80	350	20	10	10
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	171	24	465	98	146	24	98	427	24	12	12
Number of Lanes	0	1	1	1	1	1	0	1	2	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	3	2	3
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	2	3	2
HCM Control Delay	17.1	19.2	14.3	12.5
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	20%	0%	0%	12%	0%	100%	66%	0%	100%	0%
Vol Thru, %	80%	0%	0%	88%	0%	0%	34%	0%	0%	50%
Vol Right, %	0%	100%	100%	0%	100%	0%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	175	175	160	20	229	232	120	20	20
LT Vol	20	0	0	20	0	229	152	0	20	0
Through Vol	80	0	0	140	0	0	80	0	0	10
RT Vol	0	175	175	0	20	0	0	120	0	10
Lane Flow Rate	122	213	213	195	24	279	283	146	24	24
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.264	0.414	0.414	0.452	0.051	0.599	0.595	0.265	0.065	0.059
Departure Headway (Hd)	7.79	6.979	6.979	8.348	7.573	7.733	7.559	6.517	9.566	8.695
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	461	516	516	431	471	466	476	550	374	411
Service Time	5.539	4.727	4.727	6.116	5.34	5.485	5.311	4.269	7.344	6.472
HCM Lane V/C Ratio	0.265	0.413	0.413	0.452	0.051	0.599	0.595	0.265	0.064	0.058
HCM Control Delay	13.3	14.6	14.6	17.9	10.8	21.4	20.9	11.6	13	12
HCM Lane LOS	B	B	B	C	B	C	C	B	B	B
HCM 95th-tile Q	1	2	2	2.3	0.2	3.8	3.8	1.1	0.2	0.2

HCM 6th Signalized Intersection Summary
 16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	20	0	30	20	0	10	20	420	10	10	461	10
Future Volume (veh/h)	20	0	30	20	0	10	20	420	10	10	461	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	0	5	23	0	0	23	488	9	12	536	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	166	0	108	138	0	0	81	2631	1169	50	2569	1142
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.00	0.04	0.73	0.73	0.03	0.71	0.71
Sat Flow, veh/h	1546	0	1562	1138	0	0	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	23	0	5	23	0	0	23	488	9	12	536	9
Grp Sat Flow(s),veh/h/ln	1546	0	1562	1138	0	0	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	0.0	0.0	0.4	1.9	0.0	0.0	1.5	5.1	0.2	0.8	6.0	0.2
Cycle Q Clear(g_c), s	1.5	0.0	0.4	3.4	0.0	0.0	1.5	5.1	0.2	0.8	6.0	0.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	0	108	138	0	0	81	2631	1169	50	2569	1142
V/C Ratio(X)	0.14	0.00	0.05	0.17	0.00	0.00	0.28	0.19	0.01	0.24	0.21	0.01
Avail Cap(c_a), veh/h	455	0	430	424	0	0	196	2631	1169	196	2569	1142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	0.0	52.2	54.3	0.0	0.0	55.5	5.1	4.4	57.1	5.9	5.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.7	0.0	0.0	2.0	0.1	0.0	3.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.1	0.7	0.0	0.0	0.7	1.6	0.1	0.4	2.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	0.0	52.4	55.0	0.0	0.0	57.5	5.2	4.5	60.1	6.0	5.0
LnGrp LOS	D	A	D	D	A	A	E	A	A	E	A	A
Approach Vol, veh/h		28			23			520			557	
Approach Delay, s/veh		53.0			55.0			7.5			7.2	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	94.4		15.3	12.4	92.4		15.3				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.0	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+1/2g), s	12.8	7.1		3.5	3.5	8.0		5.4				
Green Ext Time (p_c), s	0.0	6.7		0.1	0.0	7.4		0.1				

Intersection Summary























HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	895	260	70	745	20	160	240	110	30	320	141
Future Volume (veh/h)	110	895	260	70	745	20	160	240	110	30	320	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	118	962	185	75	801	22	172	258	21	32	344	152
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	940	417	129	898	25	299	314	264	28	305	135
Arrive On Green	0.08	0.26	0.26	0.07	0.25	0.25	0.17	0.17	0.17	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1601	1810	3588	99	1810	1900	1596	109	1171	518
Grp Volume(v), veh/h	118	962	185	75	403	420	172	258	21	528	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1882	1810	1900	1596	1798	0	0
Q Serve(g_s), s	7.4	30.0	11.1	4.6	24.8	24.8	10.1	15.1	1.3	30.0	0.0	0.0
Cycle Q Clear(g_c), s	7.4	30.0	11.1	4.6	24.8	24.8	10.1	15.1	1.3	30.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	0.06		0.29
Lane Grp Cap(c), veh/h	146	940	417	129	452	471	299	314	264	468	0	0
V/C Ratio(X)	0.81	1.02	0.44	0.58	0.89	0.89	0.57	0.82	0.08	1.13	0.00	0.00
Avail Cap(c_a), veh/h	393	940	417	314	470	490	471	495	415	468	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.1	42.6	35.6	51.9	41.7	41.7	44.4	46.4	40.7	42.6	0.0	0.0
Incr Delay (d2), s/veh	7.5	35.5	1.6	1.6	19.7	19.1	2.1	7.1	0.2	81.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	17.1	4.3	2.1	12.8	13.3	4.6	7.6	0.5	23.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	78.1	37.2	53.4	61.4	60.8	46.5	53.5	40.8	124.2	0.0	0.0
LnGrp LOS	E	F	D	D	E	E	D	D	D	F	A	A
Approach Vol, veh/h		1265			898			451			528	
Approach Delay, s/veh		70.4			60.5			50.2			124.2	
Approach LOS		E			E			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.7	37.5		36.5	16.8	36.4		25.6				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	20.0	30.0		30.0	25.0	30.0		30.0				
Max Q Clear Time (g_c+I1), s	6.6	32.0		32.0	9.4	26.8		17.1				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.2	2.0		1.9				
Intersection Summary												
HCM 6th Ctrl Delay				73.7								
HCM 6th LOS				E								
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	160	280	20	50	20	110	400	20	30	500	70
Future Volume (veh/h)	180	160	280	20	50	20	110	400	20	30	500	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	209	186	91	23	58	3	128	465	10	35	581	31
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	245	501	235	78	427	188	160	1520	676	81	1957	605
Arrive On Green	0.14	0.21	0.21	0.04	0.12	0.12	0.09	0.42	0.42	0.04	0.38	0.38
Sat Flow, veh/h	1810	2380	1115	1810	3610	1590	1810	3610	1604	1810	5187	1604
Grp Volume(v), veh/h	209	139	138	23	58	3	128	465	10	35	581	31
Grp Sat Flow(s),veh/h/ln	1810	1805	1690	1810	1805	1590	1810	1805	1604	1810	1729	1604
Q Serve(g_s), s	10.5	6.1	6.5	1.1	1.3	0.2	6.4	7.9	0.3	1.7	7.3	1.1
Cycle Q Clear(g_c), s	10.5	6.1	6.5	1.1	1.3	0.2	6.4	7.9	0.3	1.7	7.3	1.1
Prop In Lane	1.00		0.66	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	380	356	78	427	188	160	1520	676	81	1957	605
V/C Ratio(X)	0.85	0.37	0.39	0.29	0.14	0.02	0.80	0.31	0.01	0.43	0.30	0.05
Avail Cap(c_a), veh/h	390	486	455	390	973	428	390	1520	676	390	1957	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	31.3	31.5	43.0	36.7	36.1	41.5	17.8	15.6	43.2	20.3	18.3
Incr Delay (d2), s/veh	5.7	0.4	0.5	0.8	0.1	0.0	3.4	0.5	0.0	1.3	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	2.6	2.6	0.5	0.6	0.1	2.9	3.1	0.1	0.8	2.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	31.8	32.0	43.8	36.8	36.2	44.9	18.4	15.7	44.5	20.6	18.5
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	C	B
Approach Vol, veh/h		486			84			603			647	
Approach Delay, s/veh		37.5			38.7			23.9			21.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	45.6	10.5	26.0	14.7	41.5	19.1	17.5				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+1), s	13.7	9.9	3.1	8.5	8.4	9.3	12.5	3.3				
Green Ext Time (p_c), s	0.0	3.4	0.0	1.0	0.1	4.6	0.2	0.2				

Intersection Summary

HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↖	↖	↕	↖	↖	↕	↖
Traffic Volume (veh/h)	50	10	72	50	10	20	61	440	30	30	810	20
Future Volume (veh/h)	50	10	72	50	10	20	61	440	30	30	810	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	11	13	57	11	3	70	506	18	34	931	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	222	196	133	445	196	112	2533	784	79	2447	60
Arrive On Green	0.07	0.12	0.12	0.07	0.12	0.12	0.06	0.49	0.49	0.04	0.47	0.47
Sat Flow, veh/h	1810	1805	1591	1810	3610	1591	1810	5187	1605	1810	5206	128
Grp Volume(v), veh/h	57	11	13	57	11	3	70	506	18	34	618	336
Grp Sat Flow(s),veh/h/ln	1810	1805	1591	1810	1805	1591	1810	1729	1605	1810	1729	1876
Q Serve(g_s), s	2.9	0.5	0.7	2.9	0.3	0.2	3.6	5.3	0.6	1.8	11.0	11.1
Cycle Q Clear(g_c), s	2.9	0.5	0.7	2.9	0.3	0.2	3.6	5.3	0.6	1.8	11.0	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	133	222	196	133	445	196	112	2533	784	79	1625	882
V/C Ratio(X)	0.43	0.05	0.07	0.43	0.02	0.02	0.63	0.20	0.02	0.43	0.38	0.38
Avail Cap(c_a), veh/h	473	679	598	473	1358	598	473	2533	784	473	1625	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	37.0	37.1	42.4	36.9	36.9	43.8	13.9	12.7	44.6	16.4	16.4
Incr Delay (d2), s/veh	0.8	0.1	0.1	0.8	0.0	0.0	2.1	0.2	0.1	1.4	0.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.2	0.3	1.3	0.1	0.1	1.6	1.9	0.2	0.8	4.1	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	37.1	37.2	43.3	36.9	36.9	46.0	14.1	12.7	46.0	17.0	17.6
LnGrp LOS	D	D	D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		81			71			594			988	
Approach Delay, s/veh		41.4			42.0			17.8			18.2	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	53.2	13.5	18.3	12.4	51.5	13.5	18.3				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	25.0	45.0	25.0	36.0	25.0	45.0	25.0	36.0				
Max Q Clear Time (g_c+1), s	13.8	7.3	4.9	2.7	5.6	13.1	4.9	2.3				
Green Ext Time (p_c), s	0.0	4.2	0.1	0.1	0.1	7.9	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	60	460	450	250	310	50	220	351	100	40	852	60
Future Volume (veh/h)	60	460	450	250	310	50	220	351	100	40	852	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	479	196	260	323	17	229	366	52	42	888	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	297	720	319	367	792	430	311	1834	735	173	1629	639
Arrive On Green	0.08	0.20	0.20	0.10	0.22	0.22	0.09	0.35	0.35	0.05	0.31	0.31
Sat Flow, veh/h	3510	3610	1598	3510	3610	1599	3510	5187	1603	3510	5187	1602
Grp Volume(v), veh/h	62	479	196	260	323	17	229	366	52	42	888	23
Grp Sat Flow(s),veh/h/ln	1755	1805	1598	1755	1805	1599	1755	1729	1603	1755	1729	1602
Q Serve(g_s), s	1.6	11.7	10.7	6.8	7.3	0.8	6.1	4.7	1.7	1.1	13.5	0.8
Cycle Q Clear(g_c), s	1.6	11.7	10.7	6.8	7.3	0.8	6.1	4.7	1.7	1.1	13.5	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	720	319	367	792	430	311	1834	735	173	1629	639
V/C Ratio(X)	0.21	0.67	0.62	0.71	0.41	0.04	0.74	0.20	0.07	0.24	0.54	0.04
Avail Cap(c_a), veh/h	735	1134	502	735	1134	582	735	1834	735	735	1629	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	35.3	34.9	41.3	32.0	25.8	42.4	21.5	14.5	43.7	27.1	17.5
Incr Delay (d2), s/veh	0.3	1.3	2.3	1.9	0.4	0.0	2.5	0.2	0.2	0.5	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.0	4.1	2.9	3.0	0.3	2.6	1.8	0.6	0.5	5.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	36.6	37.2	43.2	32.4	25.9	44.9	21.7	14.7	44.2	28.4	17.6
LnGrp LOS	D	D	D	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		737			600			647			953	
Approach Delay, s/veh		37.1			36.9			29.4			28.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	40.3	17.5	26.5	15.0	36.5	15.6	28.5				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1/3), s	13.1	6.7	8.8	13.7	8.1	15.5	3.6	9.3				
Green Ext Time (p_c), s	0.0	2.8	0.5	3.8	0.4	5.7	0.1	2.1				

Intersection Summary

HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↔	↗	↘	↗	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	406	0	190	490	501	0	0	1242	400
Future Volume (veh/h)	0	0	0	406	0	190	490	501	0	0	1242	400
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				446	0	41	516	527	0	0	1307	164
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				901	0	401	1014	3227	0	0	1816	443
Arrive On Green				0.25	0.00	0.25	0.10	0.21	0.00	0.00	0.28	0.28
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1596
Grp Volume(v), veh/h				446	0	41	516	527	0	0	1307	164
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1596
Q Serve(g_s), s				9.5	0.0	1.8	12.6	7.5	0.0	0.0	16.2	7.4
Cycle Q Clear(g_c), s				9.5	0.0	1.8	12.6	7.5	0.0	0.0	16.2	7.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				901	0	401	1014	3227	0	0	1816	443
V/C Ratio(X)				0.50	0.00	0.10	0.51	0.16	0.00	0.00	0.72	0.37
Avail Cap(c_a), veh/h				901	0	401	1014	3227	0	0	1816	443
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.90	0.90	0.00	0.00	0.74	0.74
Uniform Delay (d), s/veh				29.0	0.0	26.1	34.6	16.5	0.0	0.0	29.3	26.2
Incr Delay (d2), s/veh				1.9	0.0	0.5	1.6	0.1	0.0	0.0	1.9	1.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	0.0	1.9	6.0	2.8	0.0	0.0	6.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.9	0.0	26.6	36.3	16.6	0.0	0.0	31.2	27.9
LnGrp LOS				C	A	C	D	B	A	A	C	C
Approach Vol, veh/h						487		1043			1471	
Approach Delay, s/veh						30.5		26.3			30.8	
Approach LOS						C		C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		61.8		28.2	31.0	30.8						
Change Period (Y+Rc), s		5.8		5.8	5.0	5.8						
Max Green Setting (Gmax), s		56.0		22.4	26.0	25.0						
Max Q Clear Time (g_c+I1), s		9.5		11.5	14.6	18.2						
Green Ext Time (p_c), s		3.6		1.4	0.8	4.4						

Intersection Summary

HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	0	430	0	0	0	0	921	478	470	1187	0
Future Volume (veh/h)	70	0	430	0	0	0	0	921	478	470	1187	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	49	0	349				0	959	161	490	1236	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	611	0	1088				0	2106	515	546	2766	0
Arrive On Green	0.34	0.00	0.34				0.00	0.32	0.32	0.21	0.71	0.00
Sat Flow, veh/h	1810	0	3220				0	6802	1598	3510	5358	0
Grp Volume(v), veh/h	49	0	349				0	959	161	490	1236	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1598	1755	1729	0
Q Serve(g_s), s	1.7	0.0	7.2				0.0	10.5	6.8	12.2	9.1	0.0
Cycle Q Clear(g_c), s	1.7	0.0	7.2				0.0	10.5	6.8	12.2	9.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	611	0	1088				0	2106	515	546	2766	0
V/C Ratio(X)	0.08	0.00	0.32				0.00	0.46	0.31	0.90	0.45	0.00
Avail Cap(c_a), veh/h	611	0	1088				0	2106	515	546	2766	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.66	0.66	0.00
Uniform Delay (d), s/veh	20.3	0.0	22.1				0.0	24.2	23.0	35.0	7.4	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.8				0.0	0.7	1.6	14.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.8				0.0	3.9	2.6	5.7	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	22.9				0.0	24.9	24.6	49.5	7.8	0.0
LnGrp LOS	C	A	C				A	C	C	D	A	A
Approach Vol, veh/h		398						1120			1726	
Approach Delay, s/veh		22.6						24.9			19.6	
Approach LOS		C						C			B	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	19.0	34.8					53.8	36.2				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	14.0	29.0					48.0	30.4				
Max Q Clear Time (g_c+I), s	14.2	12.5					11.1	9.2				
Green Ext Time (p_c), s	0.0	6.2					10.1	1.5				

Intersection Summary

HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	278	0	470	0	2536	0	0	1910	1058	0	0
Future Volume (veh/h)	278	0	470	0	2536	0	0	1910	1058	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	293	293	454	0	2669	0	0	1959	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	563	563	1002	0	3791	0	0	3306			
Arrive On Green	0.31	0.31	0.31	0.00	0.58	0.00	0.00	0.58	0.00		
Sat Flow, veh/h	1810	1810	3220	0	7068	0	0	5700	3220		
Grp Volume(v), veh/h	293	293	454	0	2669	0	0	1959	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	0	0	1900	1610		
Q Serve(g_s), s	13.3	13.3	11.3	0.0	29.0	0.0	0.0	22.0	0.0		
Cycle Q Clear(g_c), s	13.3	13.3	11.3	0.0	29.0	0.0	0.0	22.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	563	563	1002	0	3791	0	0	3306			
V/C Ratio(X)	0.52	0.52	0.45	0.00	0.70	0.00	0.00	0.59			
Avail Cap(c_a), veh/h	563	563	1002	0	3791	0	0	3306			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	28.3	28.3	27.6	0.0	14.9	0.0	0.0	13.4	0.0		
Incr Delay (d2), s/veh	3.4	3.4	1.5	0.0	1.1	0.0	0.0	0.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.2	6.2	4.5	0.0	9.4	0.0	0.0	8.5	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	31.7	31.7	29.1	0.0	16.0	0.0	0.0	14.2	0.0		
LnGrp LOS	C	C	C	A	B	A	A	B			
Approach Vol, veh/h	747	747			2669			1959	A		
Approach Delay, s/veh	30.1	30.1			16.0			14.2			
Approach LOS	C	C			B			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	63.8		36.2		63.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	58.0		31.1		58.0						
Max Q Clear Time (g_c+I1), s	31.0		15.3		24.0						
Green Ext Time (p_c), s	17.7		1.4		13.0						

Intersection Summary

HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	621	0	277	0	2723	887	0	1649	0	0	0
Future Volume (veh/h)	621	0	277	0	2723	887	0	1649	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	647	647	247	0	2836	0	0	1718	0		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	581	581	1034	0	3726		0	3726	0		
Arrive On Green	0.32	0.32	0.32	0.00	0.57	0.00	0.00	0.57	0.00		
Sat Flow, veh/h	1810	1810	3220	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	647	647	247	0	2836	0	0	1718	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	1610	0	1634	0		
Q Serve(g_s), s	32.1	32.1	5.6	0.0	33.0	0.0	0.0	15.3	0.0		
Cycle Q Clear(g_c), s	32.1	32.1	5.6	0.0	33.0	0.0	0.0	15.3	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	581	581	1034	0	3726		0	3726	0		
V/C Ratio(X)	1.11	1.11	0.24	0.00	0.76		0.00	0.46	0.00		
Avail Cap(c_a), veh/h	581	581	1034	0	3726		0	3726	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.33	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	33.9	33.9	25.0	0.0	16.3	0.0	0.0	12.5	0.0		
Incr Delay (d2), s/veh	72.6	72.6	0.5	0.0	0.5	0.0	0.0	0.4	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	25.4	25.4	2.2	0.0	11.5	0.0	0.0	5.1	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	106.6	106.6	25.5	0.0	16.8	0.0	0.0	13.0	0.0		
LnGrp LOS	F	F	C	A	B		A	B	A		
Approach Vol, veh/h	894	894			2836	A		1718			
Approach Delay, s/veh	84.2	84.2			16.8			13.0			
Approach LOS	F	F			B			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	62.8		37.2		62.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	57.0		32.1		57.0						
Max Q Clear Time (g_c+I1), s	35.0		34.1		17.3						
Green Ext Time (p_c), s	17.8		0.0		10.9						

Intersection Summary

HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖↗	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	410	100	220	70	60	290	70	2910	120	200	1615	120
Future Volume (veh/h)	410	100	220	70	60	290	70	2910	120	200	1615	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	423	103	38	72	62	31	72	3000	61	206	1665	66
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	464	219	184	259	109	162	188	3559	874	257	3688	906
Arrive On Green	0.13	0.12	0.12	0.07	0.06	0.06	0.05	0.54	0.54	0.07	0.56	0.56
Sat Flow, veh/h	3510	1900	1589	3510	1900	2834	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	423	103	38	72	62	31	72	3000	61	206	1665	66
Grp Sat Flow(s),veh/h/ln	1755	1900	1589	1755	1900	1417	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	16.6	7.1	3.0	2.7	4.5	1.5	2.8	54.1	2.5	8.1	20.9	2.6
Cycle Q Clear(g_c), s	16.6	7.1	3.0	2.7	4.5	1.5	2.8	54.1	2.5	8.1	20.9	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	219	184	259	109	162	188	3559	874	257	3688	906
V/C Ratio(X)	0.91	0.47	0.21	0.28	0.57	0.19	0.38	0.84	0.07	0.80	0.45	0.07
Avail Cap(c_a), veh/h	464	387	324	464	387	577	602	3559	874	602	3688	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.31	0.31	0.31	0.89	0.89	0.89
Uniform Delay (d), s/veh	59.9	57.9	56.1	61.3	64.3	62.9	64.0	26.8	15.1	63.9	17.8	13.9
Incr Delay (d2), s/veh	21.7	0.6	0.2	0.2	1.7	0.2	0.1	0.8	0.0	1.9	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	3.4	1.2	1.2	2.2	0.5	1.2	19.8	0.9	3.6	7.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	58.5	56.3	61.5	66.1	63.1	64.1	27.7	15.1	65.8	18.2	14.0
LnGrp LOS	F	E	E	E	E	E	E	C	B	E	B	B
Approach Vol, veh/h		564			165			3133			1937	
Approach Delay, s/veh		75.7			63.5			28.3			23.1	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	83.2	16.8	22.7	14.5	86.0	25.0	14.5				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	24.0	42.0	18.5	28.5	24.0	42.0	18.5	28.5				
Max Q Clear Time (g_c+10), s	11.0	56.1	4.7	9.1	4.8	22.9	18.6	6.5				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.2	0.1	9.7	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↓		↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	380	484	570	154	499	514	445	2225	40	119	1616	160
Future Volume (veh/h)	380	484	570	154	499	514	445	2225	40	119	1616	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	384	489	461	156	504	253	449	2247	16	120	1632	73
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	443	529	470	210	818	365	508	2500	613	172	1875	459
Arrive On Green	0.13	0.29	0.29	0.06	0.23	0.23	0.14	0.38	0.38	0.05	0.29	0.29
Sat Flow, veh/h	3510	1805	1602	3510	3610	1610	3510	6536	1604	3510	6536	1602
Grp Volume(v), veh/h	384	489	461	156	504	253	449	2247	16	120	1632	73
Grp Sat Flow(s),veh/h/ln	1755	1805	1602	1755	1805	1610	1755	1634	1604	1755	1634	1602
Q Serve(g_s), s	14.6	35.8	39.0	6.0	17.1	19.7	17.1	44.1	0.8	4.6	32.4	4.6
Cycle Q Clear(g_c), s	14.6	35.8	39.0	6.0	17.1	19.7	17.1	44.1	0.8	4.6	32.4	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	443	529	470	210	818	365	508	2500	613	172	1875	459
V/C Ratio(X)	0.87	0.92	0.98	0.74	0.62	0.69	0.88	0.90	0.03	0.70	0.87	0.16
Avail Cap(c_a), veh/h	772	529	470	772	1058	472	772	2500	613	772	1916	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	46.8	47.9	63.1	47.4	48.4	57.2	39.6	26.3	63.9	46.3	36.4
Incr Delay (d2), s/veh	2.0	22.2	36.7	1.9	0.8	3.0	5.6	4.9	0.0	1.9	4.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	18.8	19.8	2.7	7.6	8.0	7.7	17.5	0.3	2.1	13.4	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	68.9	84.6	65.1	48.2	51.4	62.8	44.6	26.3	65.8	50.9	36.6
LnGrp LOS	E	E	F	E	D	D	E	D	C	E	D	D
Approach Vol, veh/h		1334			913			2712			1825	
Approach Delay, s/veh		71.9			52.0			47.5			51.3	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.2	59.7	15.2	47.4	27.3	46.6	24.2	38.3				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+1), s	10.6	46.1	8.0	41.0	19.1	34.4	16.6	21.7				
Green Ext Time (p_c), s	0.2	0.0	0.2	0.0	0.6	4.6	0.6	3.6				

Intersection Summary

HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗		↖ ↗	↖ ↗	↖ ↗			↕	
Traffic Volume (veh/h)	10	500	10	30	551	30	10	0	50	50	0	10
Future Volume (veh/h)	10	500	10	30	551	30	10	0	50	50	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	617	11	37	680	11	12	0	29	62	0	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	32	1436	26	80	1084	483	656	0	597	610	0	0
Arrive On Green	0.02	0.27	0.27	0.04	0.30	0.30	0.37	0.00	0.37	0.37	0.00	0.00
Sat Flow, veh/h	1810	5248	93	1810	3610	1610	1440	0	1610	1359	0	0
Grp Volume(v), veh/h	12	406	222	37	680	11	12	0	29	62	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1883	1810	1805	1610	1440	0	1610	1359	0	0
Q Serve(g_s), s	0.4	6.5	6.5	1.3	11.0	0.3	0.0	0.0	0.8	2.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	6.5	6.5	1.3	11.0	0.3	0.3	0.0	0.8	2.8	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	32	946	515	80	1084	483	656	0	597	610	0	0
V/C Ratio(X)	0.37	0.43	0.43	0.46	0.63	0.02	0.02	0.00	0.05	0.10	0.00	0.00
Avail Cap(c_a), veh/h	402	3332	1814	402	3478	1551	656	0	597	610	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.8	20.2	20.2	31.4	20.4	16.6	13.5	0.0	13.6	14.5	0.0	0.0
Incr Delay (d2), s/veh	6.9	0.4	0.8	4.0	0.9	0.0	0.1	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.4	2.6	0.6	4.1	0.1	0.1	0.0	0.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	20.6	21.0	35.5	21.2	16.7	13.5	0.0	13.8	14.8	0.0	0.0
LnGrp LOS	D	C	C	D	C	B	B	A	B	B	A	A
Approach Vol, veh/h	640				728		41		62			
Approach Delay, s/veh	21.1				21.9		13.7		14.8			
Approach LOS	C				C		B		B			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	32.0		10.0		25.5		32.0		8.2		27.3	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	25.0		15.0		65.0		25.0		15.0		65.0	
Max Q Clear Time (g_c+1), s	2.8		3.3		8.5		4.8		2.4		13.0	
Green Ext Time (p_c), s	0.1		0.0		6.1		0.2		0.0		7.3	

Intersection Summary

HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↗				↖ ↗			↖ ↗	
Traffic Volume (veh/h)	0	540	60	70	541	10	70	0	60	10	0	10
Future Volume (veh/h)	0	540	60	70	541	10	70	0	60	10	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	651	65	84	652	12	84	0	11	12	0	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	2996	297	110	1419	26	215	0	128	131	0	0
Arrive On Green	0.00	0.62	0.62	0.06	0.76	0.76	0.08	0.00	0.08	0.08	0.00	0.00
Sat Flow, veh/h	1810	4796	475	1810	1860	34	1663	0	1580	622	0	0
Grp Volume(v), veh/h	0	468	248	84	0	664	84	0	11	12	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1812	1810	0	1894	1663	0	1580	622	0	0
Q Serve(g_s), s	0.0	5.3	5.4	4.1	0.0	11.5	0.0	0.0	0.6	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.3	5.4	4.1	0.0	11.5	4.1	0.0	0.6	4.8	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	2160	1132	110	0	1445	215	0	128	131	0	0
V/C Ratio(X)	0.00	0.22	0.22	0.77	0.00	0.46	0.39	0.00	0.09	0.09	0.00	0.00
Avail Cap(c_a), veh/h	322	2160	1132	322	0	1445	684	0	650	595	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.86	0.86	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.3	7.3	41.6	0.0	3.9	39.9	0.0	38.2	42.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	10.5	0.0	1.1	1.2	0.0	0.3	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.8	2.1	0.0	2.8	1.9	0.0	0.2	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.5	7.7	52.2	0.0	4.9	41.0	0.0	38.5	42.5	0.0	0.0
LnGrp LOS	A	A	A	D	A	A	D	A	D	D	A	A
Approach Vol, veh/h	716		748		95		12					
Approach Delay, s/veh	7.6		10.2		40.7		42.5					
Approach LOS	A		B		D		D					
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	14.3		12.5		63.2		14.3		0.0		75.7	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	37.0		16.0		16.0		37.0		16.0		16.0	
Max Q Clear Time (g_c+11), s	6.1		6.1		7.4		6.8		0.0		13.5	
Green Ext Time (p_c), s	0.5		0.1		2.7		0.0		0.0		1.0	

Intersection Summary

HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	390	310	50	389	241	159	50	2088	212	223	1817	330
Future Volume (veh/h)	390	310	50	389	241	159	50	2088	212	223	1817	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	398	316	8	397	246	26	51	2131	71	228	1854	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	435	638	196	435	444	198	123	2105	516	242	2536	
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.07	0.32	0.32	0.13	0.39	0.00
Sat Flow, veh/h	3510	5187	1591	3510	3610	1610	1810	6536	1603	1810	6536	1610
Grp Volume(v), veh/h	398	316	8	397	246	26	51	2131	71	228	1854	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1591	1755	1805	1610	1810	1634	1603	1810	1634	1610
Q Serve(g_s), s	11.3	5.7	0.4	11.3	6.5	1.5	2.7	32.5	3.2	12.6	24.5	0.0
Cycle Q Clear(g_c), s	11.3	5.7	0.4	11.3	6.5	1.5	2.7	32.5	3.2	12.6	24.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	435	638	196	435	444	198	123	2105	516	242	2536	
V/C Ratio(X)	0.92	0.50	0.04	0.91	0.55	0.13	0.42	1.01	0.14	0.94	0.73	
Avail Cap(c_a), veh/h	435	1619	496	435	1127	503	206	2105	516	242	2536	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.7	41.3	39.0	43.7	41.6	39.4	45.1	34.2	24.3	43.3	26.4	0.0
Incr Delay (d2), s/veh	23.4	0.6	0.1	23.0	1.1	0.3	0.8	22.7	0.1	41.6	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	2.4	0.2	6.1	2.8	0.6	1.2	15.0	1.2	8.1	8.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	41.9	39.1	66.7	42.7	39.7	45.9	56.9	24.4	84.9	27.5	0.0
LnGrp LOS	E	D	D	E	D	D	D	F	C	F	C	
Approach Vol, veh/h		722			669			2253			2082	A
Approach Delay, s/veh		55.8			56.8			55.7			33.8	
Approach LOS		E			E			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	40.0	20.0	19.9	14.3	46.7	20.0	19.9				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	13.5	32.5	12.5	31.5	11.5	34.5	12.5	31.5				
Max Q Clear Time (g_c+1/4), s	14.6	34.5	13.3	7.7	4.7	26.5	13.3	8.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.0	6.5	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑		↖ ↗	↑ ↑	↖	↖	↖	↖	↖	↑	↖
Traffic Volume (veh/h)	50	796	20	10	678	36	10	10	10	52	0	91
Future Volume (veh/h)	50	796	20	10	678	36	10	10	10	52	0	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	829	18	10	706	15	10	10	4	54	0	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	411	2231	48	408	1542	684	537	313	125	533	462	389
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.24	0.24	0.24	0.24	0.00	0.24
Sat Flow, veh/h	742	5224	113	660	3610	1601	1394	1288	515	1413	1900	1600
Grp Volume(v), veh/h	52	548	299	10	706	15	10	0	14	54	0	29
Grp Sat Flow(s),veh/h/ln	742	1729	1879	660	1805	1601	1394	0	1803	1413	1900	1600
Q Serve(g_s), s	2.0	3.9	3.9	0.4	5.1	0.2	0.2	0.0	0.2	1.1	0.0	0.5
Cycle Q Clear(g_c), s	7.0	3.9	3.9	4.3	5.1	0.2	0.2	0.0	0.2	1.3	0.0	0.5
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	411	1477	802	408	1542	684	537	0	439	533	462	389
V/C Ratio(X)	0.13	0.37	0.37	0.02	0.46	0.02	0.02	0.00	0.03	0.10	0.00	0.07
Avail Cap(c_a), veh/h	808	3325	1807	761	3471	1539	1156	0	1239	1160	1305	1099
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	7.1	7.1	8.6	7.4	6.0	10.5	0.0	10.5	11.0	0.0	10.6
Incr Delay (d2), s/veh	0.1	0.2	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.9	0.0	1.0	0.0	0.1	0.0	0.1	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	7.3	7.4	8.6	7.6	6.0	10.5	0.0	10.5	11.1	0.0	10.7
LnGrp LOS	B	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h		899			731			24			83	
Approach Delay, s/veh		7.5			7.6			10.5			11.0	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		22.5		13.9		22.5				
Change Period (Y+Rc), s		5.0		7.0		5.0		7.0				
Max Green Setting (Gmax), s		25.0		35.0		25.0		35.0				
Max Q Clear Time (g_c+11), s		2.2		9.0		3.3		7.1				
Green Ext Time (p_c), s		0.0		5.8		0.2		4.9				

Intersection Summary

HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖	↖	↖	↖↗	↑	↗
Traffic Volume (veh/h)	70	758	30	30	599	289	20	40	80	350	30	104
Future Volume (veh/h)	70	758	30	30	599	289	20	40	80	350	30	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	790	12	31	624	0	21	42	14	365	31	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	2365	730	76	1562		66	139	46	312	294	247
Arrive On Green	0.07	0.46	0.46	0.03	0.29	0.00	0.04	0.10	0.10	0.09	0.15	0.15
Sat Flow, veh/h	1810	5187	1601	1810	3610	1610	1810	1358	453	3510	1900	1595
Grp Volume(v), veh/h	73	790	12	31	624	0	21	0	56	365	31	25
Grp Sat Flow(s),veh/h/ln	1810	1729	1601	1810	1805	1610	1810	0	1811	1755	1900	1595
Q Serve(g_s), s	3.5	8.8	0.4	1.5	12.5	0.0	1.0	0.0	2.6	8.0	1.3	1.2
Cycle Q Clear(g_c), s	3.5	8.8	0.4	1.5	12.5	0.0	1.0	0.0	2.6	8.0	1.3	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	118	2365	730	76	1562		66	0	185	312	294	247
V/C Ratio(X)	0.62	0.33	0.02	0.41	0.40		0.32	0.00	0.30	1.17	0.11	0.10
Avail Cap(c_a), veh/h	161	2365	730	161	1562		161	0	402	312	422	354
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.97	0.97	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	15.7	13.4	42.6	22.6	0.0	42.3	0.0	37.4	41.0	32.7	32.7
Incr Delay (d2), s/veh	5.7	0.3	0.0	4.1	0.7	0.0	1.0	0.0	0.7	105.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.2	0.1	0.7	5.5	0.0	0.5	0.0	1.1	8.0	0.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	16.1	13.5	46.7	23.3	0.0	43.3	0.0	38.1	146.2	32.8	32.8
LnGrp LOS	D	B	B	D	C		D	A	D	F	C	C
Approach Vol, veh/h		875			655	A		77			421	
Approach Delay, s/veh		18.6			24.4			39.5			131.1	
Approach LOS		B			C			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	16.2	10.8	48.0	10.3	20.9	12.9	45.9				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	30.0	20.0	8.0	26.0	8.0	20.0	8.0	26.0				
Max Q Clear Time (g_c+fl), s	11.0	4.6	3.5	10.8	3.0	3.3	5.5	14.5				
Green Ext Time (p_c), s	0.0	0.1	0.0	5.2	0.0	0.1	0.0	3.4				

Intersection Summary

HCM 6th Ctrl Delay	44.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑			↖ ↑↑	↑↑		↖ ↑↑	↑↑	
Traffic Volume (veh/h)	40	1138	30	60	799	30	40	40	130	60	30	40
Future Volume (veh/h)	40	1138	30	60	799	30	40	40	130	60	30	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	1185	30	62	832	29	42	42	19	62	31	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	3225	82	80	3233	112	222	279	118	210	333	72
Arrive On Green	0.07	1.00	1.00	0.04	0.63	0.63	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1810	5202	132	1810	5146	179	1375	2464	1038	1347	2941	639
Grp Volume(v), veh/h	42	788	427	62	559	302	42	30	31	62	19	19
Grp Sat Flow(s),veh/h/ln	1810	1729	1876	1810	1729	1867	1375	1805	1697	1347	1805	1775
Q Serve(g_s), s	2.0	0.0	0.0	3.1	6.4	6.5	2.5	1.3	1.5	3.9	0.8	0.9
Cycle Q Clear(g_c), s	2.0	0.0	0.0	3.1	6.4	6.5	3.4	1.3	1.5	5.4	0.8	0.9
Prop In Lane	1.00		0.07	1.00		0.10	1.00		0.61	1.00		0.36
Lane Grp Cap(c), veh/h	65	2144	1163	80	2173	1173	222	205	192	210	205	201
V/C Ratio(X)	0.64	0.37	0.37	0.77	0.26	0.26	0.19	0.15	0.16	0.29	0.09	0.10
Avail Cap(c_a), veh/h	201	2144	1163	281	2173	1173	509	582	547	492	582	572
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	0.0	42.5	7.4	7.4	37.3	36.0	36.0	38.5	35.7	35.8
Incr Delay (d2), s/veh	3.0	0.4	0.7	5.1	0.3	0.5	0.4	0.3	0.4	0.8	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.1	0.2	1.4	2.0	2.2	0.8	0.6	0.6	1.3	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	0.4	0.7	47.6	7.7	7.9	37.7	36.3	36.4	39.2	35.9	36.0
LnGrp LOS	D	A	A	D	A	A	D	D	D	D	D	D
Approach Vol, veh/h	1257		923		103		100					
Approach Delay, s/veh	1.9		10.4		36.9		38.0					
Approach LOS	A		B		D		D					
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	16.2	11.0	62.8	16.2	10.3	63.5						
Change Period (Y+Rc), s	6.0	7.0	7.0	6.0	7.0	7.0						
Max Green Setting (Gmax), s	29.0	14.0	27.0	29.0	10.0	31.0						
Max Q Clear Time (g_c+I1), s	5.4	5.1	2.0	7.4	4.0	8.5						
Green Ext Time (p_c), s	0.4	0.0	11.5	0.3	0.0	7.4						
Intersection Summary												
HCM 6th Ctrl Delay			8.3									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	130	988	130	380	599	134	160	906	410	230	967	70
Future Volume (veh/h)	130	988	130	380	599	134	160	906	410	230	967	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	1040	36	400	631	121	168	954	172	242	1018	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	327	1369	425	474	1339	253	300	1322	410	312	1339	566
Arrive On Green	0.09	0.26	0.26	0.14	0.31	0.31	0.09	0.25	0.25	0.09	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	3510	4381	828	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	137	1040	36	400	496	256	168	954	172	242	1018	27
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1751	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	4.3	21.5	2.0	13.0	13.6	13.9	5.4	19.6	10.4	7.9	21.1	1.3
Cycle Q Clear(g_c), s	4.3	21.5	2.0	13.0	13.6	13.9	5.4	19.6	10.4	7.9	21.1	1.3
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	327	1369	425	474	1057	535	300	1322	410	312	1339	566
V/C Ratio(X)	0.42	0.76	0.08	0.84	0.47	0.48	0.56	0.72	0.42	0.78	0.76	0.05
Avail Cap(c_a), veh/h	753	1780	553	753	1187	601	753	1780	553	753	1780	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	39.5	32.3	49.2	32.8	32.9	51.2	39.7	36.2	52.0	39.9	24.9
Incr Delay (d2), s/veh	0.6	1.6	0.1	4.1	0.4	0.8	1.2	1.1	0.8	3.1	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	9.0	0.8	5.8	5.5	5.8	2.3	8.1	4.1	3.5	8.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	41.1	32.4	53.3	33.2	33.7	52.4	40.8	37.1	55.1	41.4	25.0
LnGrp LOS	D	D	C	D	C	C	D	D	D	E	D	C
Approach Vol, veh/h		1213			1152			1294			1287	
Approach Delay, s/veh		41.9			40.3			41.8			43.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	37.2	23.2	38.3	17.5	37.6	18.4	43.1				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+1.9), s	19.9	21.6	15.0	23.5	7.4	23.1	6.3	15.9				
Green Ext Time (p_c), s	0.5	7.4	0.8	7.3	0.3	7.0	0.3	5.6				

Intersection Summary

HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑			↖ ↑	↑	↖ ↑	↖ ↑	↑	↖ ↑
Traffic Volume (veh/h)	120	1522	6	74	895	50	48	20	125	400	10	140
Future Volume (veh/h)	120	1522	6	74	895	50	48	20	125	400	10	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	1637	6	80	962	50	52	22	17	430	11	43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	1933	7	141	1777	92	108	174	145	433	515	434
Arrive On Green	0.09	0.36	0.36	0.08	0.35	0.35	0.06	0.09	0.09	0.24	0.27	0.27
Sat Flow, veh/h	1810	5335	20	1810	5048	262	1810	1900	1584	1810	1900	1601
Grp Volume(v), veh/h	129	1061	582	80	659	353	52	22	17	430	11	43
Grp Sat Flow(s),veh/h/ln	1810	1729	1896	1810	1729	1852	1810	1900	1584	1810	1900	1601
Q Serve(g_s), s	7.3	29.5	29.5	4.5	15.9	16.0	2.9	1.1	1.0	24.8	0.4	2.1
Cycle Q Clear(g_c), s	7.3	29.5	29.5	4.5	15.9	16.0	2.9	1.1	1.0	24.8	0.4	2.1
Prop In Lane	1.00		0.01	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	1253	687	141	1217	652	108	174	145	433	515	434
V/C Ratio(X)	0.81	0.85	0.85	0.57	0.54	0.54	0.48	0.13	0.12	0.99	0.02	0.10
Avail Cap(c_a), veh/h	346	1323	725	346	1323	708	346	363	303	433	515	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	30.7	30.7	46.5	27.1	27.1	47.6	43.7	43.6	39.7	28.0	28.6
Incr Delay (d2), s/veh	3.7	5.2	9.1	1.3	0.5	0.8	1.2	0.2	0.3	41.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	12.3	14.3	2.0	6.3	6.8	1.4	0.5	0.4	16.0	0.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	35.9	39.7	47.9	27.6	28.0	48.8	43.9	43.9	81.2	28.0	28.6
LnGrp LOS	D	D	D	D	C	C	D	D	D	F	C	C
Approach Vol, veh/h		1772			1092			91			484	
Approach Delay, s/veh		38.2			29.2			46.7			75.4	
Approach LOS		D			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	14.5	15.1	44.9	11.2	33.3	16.2	43.8				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	25.0	20.0	20.0	40.0	20.0	25.0	20.0	40.0				
Max Q Clear Time (g_c+20.8), s	20.8	3.1	6.5	31.5	4.9	4.1	9.3	18.0				
Green Ext Time (p_c), s	0.0	0.1	0.1	6.4	0.0	0.1	0.1	7.5				

Intersection Summary

HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1516	591	510	666	0	0	0	0	240	0	414
Future Volume (veh/h)	0	1516	591	510	666	0	0	0	0	240	0	414
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1596	288	537	701	0				286	0	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1963	552	741	3170	0				885	0	394
Arrive On Green	0.00	0.34	0.34	0.07	0.20	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	5700	1603	3510	5358	0				3619	0	1610
Grp Volume(v), veh/h	0	1596	288	537	701	0				286	0	71
Grp Sat Flow(s),veh/h/ln	0	1900	1603	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	22.9	12.9	13.5	10.2	0.0				5.8	0.0	3.1
Cycle Q Clear(g_c), s	0.0	22.9	12.9	13.5	10.2	0.0				5.8	0.0	3.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1963	552	741	3170	0				885	0	394
V/C Ratio(X)	0.00	0.81	0.52	0.72	0.22	0.00				0.32	0.00	0.18
Avail Cap(c_a), veh/h	0	1963	552	741	3170	0				885	0	394
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.40	0.40	0.86	0.86	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.9	23.6	39.3	18.0	0.0				27.9	0.0	26.9
Incr Delay (d2), s/veh	0.0	1.6	1.4	5.3	0.1	0.0				1.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.8	4.7	6.8	4.1	0.0				2.6	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.4	25.0	44.6	18.2	0.0				28.9	0.0	27.9
LnGrp LOS		A	C	C	D	B	A			C	A	C
Approach Vol, veh/h		1884			1238					357		
Approach Delay, s/veh		27.9			29.6					28.7		
Approach LOS		C			C					C		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.0	37.5		28.5		61.5						
Change Period (Y+Rc), s	5.0	6.5		6.5		6.5						
Max Green Setting (Gmax), s	19.0	31.0		22.0		55.0						
Max Q Clear Time (g_c+1/5), s	11.5	24.9		7.8		12.2						
Green Ext Time (p_c), s	0.4	4.7		1.1		4.0						

Intersection Summary

HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 36: Jurupa St & I-15 NB Ramps

























Ontario Airport South Cargo Center
 Opening Year (2025) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	582	1174	0	0	1065	520	110	0	280	0	0	0
Future Volume (veh/h)	582	1174	0	0	1065	520	110	0	280	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	606	1223	0	0	1109	245	159	0	86			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	702	3458	0	0	2132	662	684	0	304			
Arrive On Green	0.20	0.67	0.00	0.00	0.41	0.41	0.19	0.00	0.19			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	606	1223	0	0	1109	245	159	0	86			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	15.0	9.3	0.0	0.0	14.4	9.5	3.4	0.0	4.1			
Cycle Q Clear(g_c), s	15.0	9.3	0.0	0.0	14.4	9.5	3.4	0.0	4.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	702	3458	0	0	2132	662	684	0	304			
V/C Ratio(X)	0.86	0.35	0.00	0.00	0.52	0.37	0.23	0.00	0.28			
Avail Cap(c_a), veh/h	702	3458	0	0	2132	662	684	0	304			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.16	0.16	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	34.8	6.5	0.0	0.0	19.8	18.4	31.0	0.0	31.3			
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.0	0.9	1.6	0.8	0.0	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.3	2.6	0.0	0.0	5.4	3.5	1.5	0.0	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	6.6	0.0	0.0	20.8	20.0	31.8	0.0	33.6			
LnGrp LOS	D	A	A	A	C	B	C	A	C			
Approach Vol, veh/h		1829			1354			245				
Approach Delay, s/veh		16.8			20.6			32.4				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.5			23.0	43.5		23.5				
Change Period (Y+Rc), s		6.5			5.0	6.5		6.5				
Max Green Setting (Gmax), s		60.0			18.0	37.0		17.0				
Max Q Clear Time (g_c+I1), s		11.3			17.0	16.4		6.1				
Green Ext Time (p_c), s		8.2			0.2	8.2		0.5				
Intersection Summary												
HCM 6th Ctrl Delay					19.4							
HCM 6th LOS					B							
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary
1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	795	91	132	616	221	161	801	74	263	836	188
Future Volume (veh/h)	291	795	91	132	616	221	161	801	74	263	836	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	331	903	28	150	700	143	183	910	76	299	950	53
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	963	427	216	952	422	319	834	70	321	898	398
Arrive On Green	0.12	0.27	0.27	0.12	0.26	0.26	0.13	0.25	0.25	0.13	0.25	0.25
Sat Flow, veh/h	1810	3610	1601	1810	3610	1601	1810	3371	282	1810	3610	1600
Grp Volume(v), veh/h	331	903	28	150	700	143	183	487	499	299	950	53
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1601	1810	1805	1847	1810	1805	1600
Q Serve(g_s), s	11.0	22.0	1.2	7.2	15.9	6.5	6.3	22.3	22.3	11.0	22.4	2.3
Cycle Q Clear(g_c), s	11.0	22.0	1.2	7.2	15.9	6.5	6.3	22.3	22.3	11.0	22.4	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	221	963	427	216	952	422	319	446	457	321	898	398
V/C Ratio(X)	1.50	0.94	0.07	0.69	0.74	0.34	0.57	1.09	1.09	0.93	1.06	0.13
Avail Cap(c_a), veh/h	221	963	427	221	963	427	321	446	457	321	898	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	32.3	24.6	38.1	30.3	26.8	22.0	33.9	33.9	23.4	33.8	26.3
Incr Delay (d2), s/veh	245.8	16.3	0.1	7.7	2.5	0.5	3.0	69.6	69.2	33.0	46.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.7	10.9	0.4	3.4	6.7	2.4	2.7	17.8	18.2	7.3	15.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	285.3	48.6	24.7	45.7	32.7	27.3	25.1	103.5	103.1	56.5	80.5	27.0
LnGrp LOS	F	D	C	D	C	C	C	F	F	E	F	C
Approach Vol, veh/h		1262			993			1169			1302	
Approach Delay, s/veh		110.1			33.9			91.0			72.8	
Approach LOS		F			C			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	28.1	15.4	29.8	16.6	28.2	15.7	29.5				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.0	* 11	24.0	* 12	22.0	* 11	24.0				
Max Q Clear Time (g_c+I1), s	13.0	24.3	9.2	24.0	8.3	24.4	13.0	17.9				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.2	0.0	0.0	3.0				
Intersection Summary												
HCM 6th Ctrl Delay				79.1								
HCM 6th LOS				E								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1113	50	50	868	40	40	150	60	60	140	50
Future Volume (veh/h)	60	1113	50	50	868	40	40	150	60	60	140	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	1279	33	57	998	22	46	172	60	69	161	50
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	1845	823	93	1824	809	116	282	90	149	259	72
Arrive On Green	0.06	0.51	0.51	0.05	0.51	0.51	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	3610	1602	191	1202	383	311	1104	308
Grp Volume(v), veh/h	69	1279	33	57	998	22	278	0	0	280	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1602	1776	0	0	1722	0	0
Q Serve(g_s), s	2.2	15.9	0.6	1.8	11.2	0.4	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	2.2	15.9	0.6	1.8	11.2	0.4	8.0	0.0	0.0	8.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.17		0.22	0.25		0.18
Lane Grp Cap(c), veh/h	104	1845	823	93	1824	809	488	0	0	480	0	0
V/C Ratio(X)	0.67	0.69	0.04	0.61	0.55	0.03	0.57	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1070	2135	952	1070	2135	947	1082	0	0	1050	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.3	11.0	7.2	27.5	10.0	7.3	20.4	0.0	0.0	20.5	0.0	0.0
Incr Delay (d2), s/veh	14.6	1.2	0.0	13.2	0.6	0.0	2.2	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.8	0.2	1.0	3.3	0.1	3.4	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	12.2	7.3	40.7	10.6	7.4	22.7	0.0	0.0	22.9	0.0	0.0
LnGrp LOS	D	B	A	D	B	A	C	A	A	C	A	A
Approach Vol, veh/h		1381			1077			278			280	
Approach Delay, s/veh		13.6			12.1			22.7			22.9	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	34.3		17.9	7.4	33.9		17.9				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	35.0	35.0		35.0	35.0	35.0		35.0				
Max Q Clear Time (g_c+1), s	13.8	17.9		10.3	4.2	13.2		10.0				
Green Ext Time (p_c), s	0.3	12.4		3.2	0.4	11.7		3.2				
Intersection Summary												
HCM 6th Ctrl Delay												14.7
HCM 6th LOS												B

HCM 6th Signalized Intersection Summary
3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗	↘	↘	↗	↘	↘	↗	↘
Traffic Volume (veh/h)	30	1070	103	40	847	60	112	240	50	115	271	60
Future Volume (veh/h)	30	1070	103	40	847	60	112	240	50	115	271	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	1202	55	45	952	31	126	270	48	129	304	47
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1635	725	95	1664	740	275	418	74	203	836	128
Arrive On Green	0.04	0.45	0.45	0.11	0.92	0.92	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3610	1601	1810	3610	1605	1043	1569	279	1076	3136	479
Grp Volume(v), veh/h	34	1202	55	45	952	31	126	0	318	129	174	177
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1605	1043	0	1848	1076	1805	1810
Q Serve(g_s), s	1.6	24.6	1.8	2.1	3.9	0.1	10.1	0.0	13.7	10.3	7.0	7.2
Cycle Q Clear(g_c), s	1.6	24.6	1.8	2.1	3.9	0.1	17.2	0.0	13.7	24.0	7.0	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.26
Lane Grp Cap(c), veh/h	81	1635	725	95	1664	740	275	0	493	203	481	483
V/C Ratio(X)	0.42	0.73	0.08	0.47	0.57	0.04	0.46	0.00	0.65	0.64	0.36	0.37
Avail Cap(c_a), veh/h	181	1635	725	181	1664	740	275	0	493	203	481	483
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	20.2	13.9	39.1	2.0	1.9	33.8	0.0	29.2	40.1	26.8	26.8
Incr Delay (d2), s/veh	7.3	3.0	0.2	6.7	1.2	0.1	5.4	0.0	6.4	14.2	2.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.8	0.6	1.1	1.0	0.1	2.8	0.0	6.6	3.6	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	23.2	14.1	45.8	3.3	2.0	39.2	0.0	35.6	54.3	28.9	29.0
LnGrp LOS	D	C	B	D	A	A	D	A	D	D	C	C
Approach Vol, veh/h		1291			1028			444			480	
Approach Delay, s/veh		23.5			5.1			36.6			35.8	
Approach LOS		C			A			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.5	11.0	48.5		30.5	11.7	47.8				
Change Period (Y+Rc), s		6.5	7.0	7.0		* 6.5	7.0	* 7				
Max Green Setting (Gmax), s		22.5	9.0	38.0		* 24	9.0	* 39				
Max Q Clear Time (g_c+I1), s		19.2	3.6	5.9		26.0	4.1	26.6				
Green Ext Time (p_c), s		1.2	0.0	13.8		0.0	0.1	9.2				

Intersection Summary

HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1093	93	40	865	60	52	133	20	70	144	40
Future Volume (veh/h)	40	1093	93	40	865	60	52	133	20	70	144	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	1228	53	45	972	34	58	149	5	79	162	10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1723	764	81	1723	764	51	106	368	53	73	368
Arrive On Green	0.05	0.48	0.48	0.05	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	0	415	1441	0	286	1441
Grp Volume(v), veh/h	45	1228	53	45	972	34	207	0	5	241	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	415	0	1441	286	0	1441
Q Serve(g_s), s	2.2	24.3	1.6	2.2	17.3	1.0	0.0	0.0	0.2	0.0	0.0	0.5
Cycle Q Clear(g_c), s	2.2	24.3	1.6	2.2	17.3	1.0	23.0	0.0	0.2	23.0	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	0.28		1.00	0.33		1.00
Lane Grp Cap(c), veh/h	81	1723	764	81	1723	764	157	0	368	126	0	368
V/C Ratio(X)	0.55	0.71	0.07	0.55	0.56	0.04	1.32	0.00	0.01	1.91	0.00	0.03
Avail Cap(c_a), veh/h	181	1723	764	181	1723	764	157	0	368	126	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.46	0.46	0.46	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	18.6	12.7	42.1	16.8	12.6	31.2	0.0	25.0	32.7	0.0	25.1
Incr Delay (d2), s/veh	1.5	1.8	0.1	1.0	0.6	0.1	180.2	0.0	0.0	436.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0	9.3	0.5	1.0	6.5	0.3	10.4	0.0	0.1	18.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	20.4	12.8	43.1	17.5	12.6	211.4	0.0	25.0	469.4	0.0	25.1
LnGrp LOS	D	C	B	D	B	B	F	A	C	F	A	C
Approach Vol, veh/h		1326			1051			212			251	
Approach Delay, s/veh		20.9			18.4			207.0			451.7	
Approach LOS		C			B			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	49.9		29.0	11.1	49.9		29.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	38.0	38.0		23.0	9.0	38.0		23.0				
Max Q Clear Time (g_c+1/2), s	14.2	26.3		25.0	4.2	19.3		25.0				
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	7.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay 71.9
HCM 6th LOS E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
5: Mission Blvd & Grove Ave

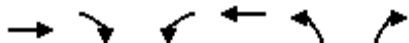
Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘↘	↑↑	↗	↘↘	↑↑	↗	↘↘↑↑	↑↑		↗	↑↑↑	↗
Traffic Volume (veh/h)	293	715	175	50	688	431	122	687	30	565	1035	245
Future Volume (veh/h)	293	715	175	50	688	431	122	687	30	565	1035	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	322	786	85	55	756	121	134	755	32	621	1137	236
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	372	957	425	174	753	334	155	942	40	593	2215	856
Arrive On Green	0.11	0.27	0.27	0.05	0.21	0.21	0.09	0.18	0.18	0.33	0.43	0.43
Sat Flow, veh/h	3510	3610	1601	3510	3610	1599	1810	5102	216	1810	5187	1605
Grp Volume(v), veh/h	322	786	85	55	756	121	134	511	276	621	1137	236
Grp Sat Flow(s),veh/h/ln	1755	1805	1601	1755	1805	1599	1810	1729	1859	1810	1729	1605
Q Serve(g_s), s	15.1	34.3	6.9	2.5	35.0	10.9	12.3	23.7	23.8	55.0	27.0	13.5
Cycle Q Clear(g_c), s	15.1	34.3	6.9	2.5	35.0	10.9	12.3	23.7	23.8	55.0	27.0	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	372	957	425	174	753	334	155	638	343	593	2215	856
V/C Ratio(X)	0.87	0.82	0.20	0.32	1.00	0.36	0.87	0.80	0.80	1.05	0.51	0.28
Avail Cap(c_a), veh/h	628	968	430	419	753	334	216	722	388	593	2215	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.8	57.9	47.8	77.0	66.4	56.8	75.7	65.4	65.5	56.4	35.3	21.5
Incr Delay (d2), s/veh	5.2	5.8	0.3	0.8	33.7	0.8	20.4	6.3	11.5	49.7	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	16.0	2.8	1.2	19.4	4.4	6.5	10.9	12.2	32.7	11.3	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.0	63.7	48.1	77.7	100.1	57.6	96.2	71.8	77.0	106.1	35.6	21.7
LnGrp LOS	E	E	D	E	F	E	F	E	E	F	D	C
Approach Vol, veh/h		1193			932			921			1994	
Approach Delay, s/veh		66.7			93.2			76.9			55.9	
Approach LOS		E			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.0	38.0	15.8	52.0	21.3	78.6	25.3	42.5				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+Y), s	57.0	25.8	4.5	36.3	14.3	29.0	17.1	37.0				
Green Ext Time (p_c), s	0.0	4.0	0.1	3.7	0.1	15.8	0.6	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			69.2									
HCM 6th LOS			E									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary
6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	1129	140	80	1165	43	20
Future Volume (veh/h)	1129	140	80	1165	43	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1298	108	92	1339	49	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2317	1030	119	2855	169	77
Arrive On Green	0.64	0.64	0.07	0.79	0.05	0.05
Sat Flow, veh/h	3705	1604	1810	3705	3510	1610
Grp Volume(v), veh/h	1298	108	92	1339	49	2
Grp Sat Flow(s),veh/h/ln	1805	1604	1810	1805	1755	1610
Q Serve(g_s), s	18.1	2.3	4.5	11.1	1.2	0.1
Cycle Q Clear(g_c), s	18.1	2.3	4.5	11.1	1.2	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2317	1030	119	2855	169	77
V/C Ratio(X)	0.56	0.10	0.77	0.47	0.29	0.03
Avail Cap(c_a), veh/h	2317	1030	251	2855	702	322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.65	0.65	1.00	1.00
Uniform Delay (d), s/veh	9.0	6.2	41.4	3.1	41.4	40.8
Incr Delay (d2), s/veh	0.3	0.1	5.2	0.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.6	2.0	1.5	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.3	6.3	46.6	3.5	42.1	40.9
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1406			1431	51	
Approach Delay, s/veh	9.1			6.3	42.0	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	33.4	65.3		11.3		78.7
Change Period (Y+Rc), s	7.5	* 7.5		7.0		7.5
Max Green Setting (Gmax), s	12.5	* 38		18.0		57.5
Max Q Clear Time (g_c+I), s	10.5	20.1		3.2		13.1
Green Ext Time (p_c), s	0.1	6.9		0.1		11.4

Intersection Summary

HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	
Traffic Vol, veh/h	0	10	0	134	10	0	10	10	124	10	10	0
Future Vol, veh/h	0	10	0	134	10	0	10	10	124	10	10	0
Peak Hour Factor	0.92	0.92	0.92	0.84	0.92	0.84	0.92	0.84	0.84	0.84	0.84	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	0	160	11	0	11	12	148	12	12	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	8.3	8.9	8	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	50%	0%	0%	100%	86%	75%	0%
Vol Thru, %	50%	0%	100%	0%	14%	25%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	124	10	71	73	13	7
LT Vol	10	0	0	71	63	10	0
Through Vol	10	0	10	0	10	3	7
RT Vol	0	124	0	0	0	0	0
Lane Flow Rate	23	148	11	85	86	16	8
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.033	0.177	0.016	0.128	0.128	0.024	0.011
Departure Headway (Hd)	5.275	4.321	5.159	5.451	5.382	5.52	5.143
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	681	833	695	659	668	650	698
Service Time	2.987	2.032	3.182	3.17	3.101	3.238	2.861
HCM Lane V/C Ratio	0.034	0.178	0.016	0.129	0.129	0.025	0.011
HCM Control Delay	8.2	8	8.3	9	8.9	8.4	7.9
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0	0.4	0.4	0.1	0

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	124	0	0	154	0
Future Vol, veh/h	0	0	0	0	0	0	0	124	0	0	154	0
Conflicting Peds, #/hr	0	0	5	0	0	5	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	153	0	0	190	0

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	277	353	105	258	353	87	195	0	0	158	0	0
Stage 1	195	195	-	158	158	-	-	-	-	-	-	-
Stage 2	82	158	-	100	195	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	659	575	936	679	575	961	1390	-	-	1434	-	-
Stage 1	794	743	-	834	771	-	-	-	-	-	-	-
Stage 2	923	771	-	901	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	652	569	927	672	569	952	1383	-	-	1427	-	-
Mov Cap-2 Maneuver	652	569	-	672	569	-	-	-	-	-	-	-
Stage 1	790	739	-	830	767	-	-	-	-	-	-	-
Stage 2	919	767	-	897	739	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1383	-	-	-	-	1427	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

HCM 6th Signalized Intersection Summary
 9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1019	200	80	1154	12	143	72	30	10	77	67
Future Volume (veh/h)	50	1019	200	80	1154	12	143	72	30	10	77	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	1145	152	90	1297	13	161	81	7	11	87	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	1473	657	156	1560	16	327	660	294	329	660	
Arrive On Green	0.07	0.41	0.41	0.09	0.43	0.43	0.18	0.18	0.18	0.18	0.18	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3662	37	1331	3610	1610	1330	3610	1610
Grp Volume(v), veh/h	56	1145	152	90	639	671	161	81	7	11	87	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1893	1331	1805	1610	1330	1805	1610
Q Serve(g_s), s	1.9	17.9	4.0	3.1	20.5	20.5	7.5	1.2	0.2	0.5	1.3	0.0
Cycle Q Clear(g_c), s	1.9	17.9	4.0	3.1	20.5	20.5	8.8	1.2	0.2	1.7	1.3	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	1473	657	156	769	807	327	660	294	329	660	
V/C Ratio(X)	0.45	0.78	0.23	0.58	0.83	0.83	0.49	0.12	0.02	0.03	0.13	
Avail Cap(c_a), veh/h	556	1664	742	556	832	873	493	1109	495	494	1109	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.1	16.7	12.6	28.6	16.6	16.6	26.0	22.2	21.8	22.9	22.3	0.0
Incr Delay (d2), s/veh	1.0	2.4	0.3	1.2	7.2	6.9	2.0	0.1	0.1	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.1	1.2	1.2	7.8	8.2	2.5	0.5	0.1	0.1	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	19.1	12.8	29.8	23.7	23.5	27.9	22.4	21.9	23.0	22.4	0.0
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1353			1400			249			98	A
Approach Delay, s/veh		18.8			24.0			25.9			22.5	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	33.6		18.9	11.5	34.7		18.9				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	20.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	5.1	19.9		3.7	3.9	22.5		10.8				
Green Ext Time (p_c), s	0.1	6.6		0.5	0.0	5.2		1.1				

Intersection Summary

HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	110	61	30	140	20	111	302	110	23	274	30
Future Volume (veh/h)	23	110	61	30	140	20	111	302	110	23	274	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/l	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	121	10	33	154	3	122	332	62	25	301	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	376	165	255	401	177	644	1741	774	581	1602	712
Arrive On Green	0.03	0.10	0.10	0.04	0.11	0.11	0.07	0.48	0.48	0.03	0.44	0.44
Sat Flow, veh/h	1810	3610	1587	1810	3610	1588	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	25	121	10	33	154	3	122	332	62	25	301	14
Grp Sat Flow(s), veh/h/l	1810	1805	1587	1810	1805	1588	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	1.0	2.5	0.4	1.3	3.1	0.1	2.8	4.1	1.6	0.6	4.0	0.4
Cycle Q Clear(g_c), s	1.0	2.5	0.4	1.3	3.1	0.1	2.8	4.1	1.6	0.6	4.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	376	165	255	401	177	644	1741	774	581	1602	712
V/C Ratio(X)	0.11	0.32	0.06	0.13	0.38	0.02	0.19	0.19	0.08	0.04	0.19	0.02
Avail Cap(c_a), veh/h	524	1602	704	528	1602	705	860	1741	774	867	1602	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	32.8	31.9	29.5	32.5	31.2	10.1	11.6	11.0	11.0	13.3	12.3
Incr Delay (d2), s/veh	0.2	0.7	0.2	0.2	0.9	0.1	0.2	0.2	0.2	0.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/l	0.4	1.0	0.2	0.5	1.3	0.1	0.9	1.4	0.5	0.2	1.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	33.5	32.1	29.8	33.4	31.3	10.3	11.9	11.2	11.0	13.6	12.4
LnGrp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		156			190			516			340	
Approach Delay, s/veh		32.8			32.7			11.4			13.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	45.1	9.6	14.7	12.6	42.0	9.0	15.3				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0				
Max Q Clear Time (g_c+1), s	12.6	6.1	3.3	4.5	4.8	6.0	3.0	5.1				
Green Ext Time (p_c), s	0.0	3.1	0.0	1.0	0.2	2.6	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary

11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	190	150	70	260	70	130	623	130	70	295	20
Future Volume (veh/h)	30	190	150	70	260	70	130	623	130	70	295	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	198	29	73	271	43	135	649	48	73	307	16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	356	51	230	420	66	166	1549	691	94	1358	70
Arrive On Green	0.02	0.11	0.11	0.04	0.13	0.13	0.18	0.86	0.86	0.05	0.39	0.39
Sat Flow, veh/h	1810	3160	456	1810	3122	489	1810	3610	1610	1810	3490	181
Grp Volume(v), veh/h	31	112	115	73	155	159	135	649	48	73	158	165
Grp Sat Flow(s),veh/h/ln	1810	1805	1811	1810	1805	1806	1810	1805	1610	1810	1805	1867
Q Serve(g_s), s	1.2	4.7	4.8	2.8	6.5	6.7	5.7	3.2	0.4	3.2	4.7	4.7
Cycle Q Clear(g_c), s	1.2	4.7	4.8	2.8	6.5	6.7	5.7	3.2	0.4	3.2	4.7	4.7
Prop In Lane	1.00		0.25	1.00		0.27	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	185	203	204	230	243	243	166	1549	691	94	702	726
V/C Ratio(X)	0.17	0.55	0.56	0.32	0.64	0.65	0.81	0.42	0.07	0.78	0.23	0.23
Avail Cap(c_a), veh/h	224	395	396	230	395	395	204	1549	691	113	702	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.99	0.99	0.99
Uniform Delay (d), s/veh	30.6	33.6	33.6	29.8	32.8	32.8	32.0	3.5	3.3	37.5	16.4	16.4
Incr Delay (d2), s/veh	0.2	1.7	1.8	0.3	2.1	2.2	13.7	0.8	0.2	19.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.0	2.1	1.2	2.8	2.8	2.8	0.9	0.1	1.8	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	35.3	35.4	30.1	34.8	35.0	45.7	4.2	3.4	56.5	17.1	17.1
LnGrp LOS	C	D	D	C	C	D	D	A	A	E	B	B
Approach Vol, veh/h	258		387				832			396		
Approach Delay, s/veh	34.8		34.0				10.9			24.4		
Approach LOS	C		C				B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	41.3	11.0	16.5	14.4	38.1	9.2	18.3				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	25.0	3.5	17.5	9.0	21.0	3.5	17.5				
Max Q Clear Time (g_c+1/2), s	11.2	5.2	4.8	6.8	7.7	6.7	3.2	8.7				
Green Ext Time (p_c), s	0.0	3.3	0.0	0.6	0.0	1.1	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Volume (veh/h)	10	10	10	130	10	50	20	793	480	110	415	10
Future Volume (veh/h)	10	10	10	130	10	50	20	793	480	110	415	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	10	1	141	0	7	21	818	217	113	428	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	55	6	330	0	145	51	1854	823	113	1976	46
Arrive On Green	0.03	0.03	0.03	0.09	0.00	0.09	0.01	0.17	0.17	0.13	1.00	1.00
Sat Flow, veh/h	1810	1699	170	3619	0	1584	1810	3610	1602	1810	3605	84
Grp Volume(v), veh/h	10	0	11	141	0	7	21	818	217	113	214	224
Grp Sat Flow(s),veh/h/ln	1810	0	1869	1810	0	1584	1810	1805	1602	1810	1805	1884
Q Serve(g_s), s	0.4	0.0	0.5	2.9	0.0	0.3	0.9	16.3	9.4	5.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.5	2.9	0.0	0.3	0.9	16.3	9.4	5.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	59	0	61	330	0	145	51	1854	823	113	989	1033
V/C Ratio(X)	0.17	0.00	0.18	0.43	0.00	0.05	0.41	0.44	0.26	1.00	0.22	0.22
Avail Cap(c_a), veh/h	181	0	187	769	0	337	136	1854	823	113	989	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.97	0.97	0.97
Uniform Delay (d), s/veh	37.6	0.0	37.7	34.4	0.0	33.2	39.0	22.9	20.1	35.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.5	0.6	0.0	0.1	5.7	0.7	0.7	83.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	1.3	0.0	0.1	0.5	7.8	3.7	4.5	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	38.2	35.0	0.0	33.3	44.7	23.6	20.8	118.1	0.5	0.5
LnGrp LOS	D	A	D	D	A	C	D	C	C	F	A	A
Approach Vol, veh/h	21			148			1056			551		
Approach Delay, s/veh	38.2			34.9			23.4			24.6		
Approach LOS	D			C			C			C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	2.0	48.1	7.6		9.2	50.8	12.3					
Change Period (Y+Rc), s	7.0	7.0	5.0		7.0	7.0	5.0					
Max Green Setting (Gmax), s	5.0	26.0	8.0		6.0	25.0	17.0					
Max Q Clear Time (g_c+1), s	17.0	18.3	2.5		2.9	2.0	4.9					
Green Ext Time (p_c), s	0.0	4.0	0.0		0.0	1.8	0.3					

Intersection Summary

HCM 6th Ctrl Delay 24.9
HCM 6th LOS C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations						↕ ↗	↖ ↗	↕ ↗	↕ ↗		↕ ↗	↖ ↗	
Traffic Volume (veh/h)	0	0	0	197	0	390	210	893	0	0	384	171	
Future Volume (veh/h)	0	0	0	197	0	390	210	893	0	0	384	171	
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99	
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach				No		No		No		No			
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900	
Adj Flow Rate, veh/h				207	0	311	221	940	0	0	404	61	
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0	
Cap, veh/h				461	0	411	362	3112	0	0	1751	539	
Arrive On Green				0.25	0.00	0.25	0.40	1.00	0.00	0.00	0.11	0.11	
Sat Flow, veh/h				1810	0	1610	1810	5358	0	0	5358	1598	
Grp Volume(v), veh/h				207	0	311	221	940	0	0	404	61	
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1729	0	0	1729	1598	
Q Serve(g_s), s				7.7	0.0	14.3	7.8	0.0	0.0	0.0	5.7	2.7	
Cycle Q Clear(g_c), s				7.7	0.0	14.3	7.8	0.0	0.0	0.0	5.7	2.7	
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00	
Lane Grp Cap(c), veh/h				461	0	411	362	3112	0	0	1751	539	
V/C Ratio(X)				0.45	0.00	0.76	0.61	0.30	0.00	0.00	0.23	0.11	
Avail Cap(c_a), veh/h				461	0	411	362	3112	0	0	1751	539	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33	
Upstream Filter(I)				1.00	0.00	1.00	0.81	0.81	0.00	0.00	0.99	0.99	
Uniform Delay (d), s/veh				25.1	0.0	27.5	21.5	0.0	0.0	0.0	26.1	24.8	
Incr Delay (d2), s/veh				3.1	0.0	12.3	6.1	0.2	0.0	0.0	0.3	0.4	
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln				3.6	0.0	6.7	3.2	0.1	0.0	0.0	2.3	1.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh				28.2	0.0	39.8	27.6	0.2	0.0	0.0	26.4	25.2	
LnGrp LOS				C	A	D	C	A	A	A	C	C	
Approach Vol, veh/h				518				1161				465	
Approach Delay, s/veh				35.2				5.4				26.2	
Approach LOS				D				A				C	
Timer - Assigned Phs		2		5	6		8						
Phs Duration (G+Y+Rc), s		53.8		21.0	32.8		26.2						
Change Period (Y+Rc), s		5.8		5.0	5.8		5.8						
Max Green Setting (Gmax), s		48.0		16.0	27.0		20.4						
Max Q Clear Time (g_c+I1), s		2.0		9.8	7.7		16.3						
Green Ext Time (p_c), s		5.7		0.2	2.0		1.6						
Intersection Summary													
HCM 6th Ctrl Delay				17.1									
HCM 6th LOS				B									

HCM 6th Signalized Intersection Summary

14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕↕↕		↗	↕↕↕	
Traffic Volume (veh/h)	568	0	170	0	0	0	0	585	373	150	411	0
Future Volume (veh/h)	568	0	170	0	0	0	0	585	373	150	411	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	598	0	58				0	616	253	158	433	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	575	0	511				0	1316	528	203	2788	0
Arrive On Green	0.32	0.00	0.32				0.00	0.36	0.36	0.04	0.18	0.00
Sat Flow, veh/h	1810	0	1610				0	3799	1456	1810	5358	0
Grp Volume(v), veh/h	598	0	58				0	587	282	158	433	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1626	1810	1729	0
Q Serve(g_s), s	25.4	0.0	2.0				0.0	10.4	10.7	6.9	5.6	0.0
Cycle Q Clear(g_c), s	25.4	0.0	2.0				0.0	10.4	10.7	6.9	5.6	0.0
Prop In Lane	1.00		1.00				0.00		0.90	1.00		0.00
Lane Grp Cap(c), veh/h	575	0	511				0	1254	590	203	2788	0
V/C Ratio(X)	1.04	0.00	0.11				0.00	0.47	0.48	0.78	0.16	0.00
Avail Cap(c_a), veh/h	575	0	511				0	1254	590	271	2788	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	27.3	0.0	19.3				0.0	19.6	19.7	37.5	17.5	0.0
Incr Delay (d2), s/veh	48.6	0.0	0.5				0.0	1.3	2.8	6.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.1	0.0	0.8				0.0	4.0	4.1	3.4	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.9	0.0	19.8				0.0	20.8	22.4	44.1	17.7	0.0
LnGrp LOS	F	A	B				A	C	C	D	B	A
Approach Vol, veh/h		656						869			591	
Approach Delay, s/veh		70.9						21.3			24.7	
Approach LOS		E						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	34.0	34.8	31.2	48.8								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	12.0	26.0	25.4	43.0								
Max Q Clear Time (g_c+I), s	19.5	12.7	27.4	7.6								
Green Ext Time (p_c), s	0.1	3.7	0.0	2.3								
Intersection Summary												
HCM 6th Ctrl Delay			37.7									
HCM 6th LOS			D									

Intersection												
Intersection Delay, s/veh	18.7											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔		↔	↔↔	↔	↔	
Traffic Vol, veh/h	10	131	43	368	153	170	42	120	160	90	30	10
Future Vol, veh/h	10	131	43	368	153	170	42	120	160	90	30	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	154	51	433	180	200	49	141	188	106	35	12
Number of Lanes	0	1	1	1	1	1	0	1	2	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	3	2	3
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	2	3	2
HCM Control Delay	16.1	21.7	15.3	15
HCM LOS	C	C	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	26%	0%	0%	7%	0%	100%	42%	0%	100%	0%
Vol Thru, %	74%	0%	0%	93%	0%	0%	58%	0%	0%	75%
Vol Right, %	0%	100%	100%	0%	100%	0%	0%	100%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	162	80	80	141	43	258	263	170	90	40
LT Vol	42	0	0	10	0	258	110	0	90	0
Through Vol	120	0	0	131	0	0	153	0	0	30
RT Vol	0	80	80	0	43	0	0	170	0	10
Lane Flow Rate	191	94	94	166	51	303	310	200	106	47
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.449	0.2	0.2	0.405	0.113	0.665	0.654	0.371	0.282	0.115
Departure Headway (Hd)	8.483	7.637	7.637	8.796	8.045	7.895	7.6	6.675	9.575	8.892
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	423	467	467	411	448	455	474	536	377	406
Service Time	6.28	5.433	5.433	6.496	5.745	5.683	5.387	4.463	7.284	6.592
HCM Lane V/C Ratio	0.452	0.201	0.201	0.404	0.114	0.666	0.654	0.373	0.281	0.116
HCM Control Delay	18.1	12.4	12.4	17.4	11.8	25.1	23.8	13.4	16	12.7
HCM Lane LOS	C	B	B	C	B	D	C	B	C	B
HCM 95th-tile Q	2.3	0.7	0.7	1.9	0.4	4.8	4.6	1.7	1.1	0.4

HCM 6th Signalized Intersection Summary
 16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕	↗	↗	↕	↗
Traffic Volume (veh/h)	10	0	10	10	0	10	20	352	30	20	421	20
Future Volume (veh/h)	10	0	10	10	0	10	20	352	30	20	421	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.97	0.95		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	0	1	12	0	0	24	424	26	24	507	18
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.84	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	0	77	119	0	0	83	2635	1171	83	2635	1171
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.00	0.05	0.73	0.73	0.05	0.73	0.73
Sat Flow, veh/h	1486	0	1562	1186	0	0	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	12	0	1	12	0	0	24	424	26	24	507	18
Grp Sat Flow(s),veh/h/ln	1486	0	1562	1186	0	0	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	0.0	0.0	0.1	1.0	0.0	0.0	1.5	4.3	0.5	1.5	5.3	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.1	1.8	0.0	0.0	1.5	4.3	0.5	1.5	5.3	0.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	0	77	119	0	0	83	2635	1171	83	2635	1171
V/C Ratio(X)	0.09	0.00	0.01	0.10	0.00	0.00	0.29	0.16	0.02	0.29	0.19	0.02
Avail Cap(c_a), veh/h	444	0	430	428	0	0	196	2635	1171	196	2635	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	0.0	54.3	55.5	0.0	0.0	55.4	5.0	4.5	55.4	5.1	4.4
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.4	0.0	0.0	2.1	0.1	0.0	2.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.7	1.4	0.2	0.7	1.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	0.0	54.3	55.9	0.0	0.0	57.4	5.1	4.5	57.6	5.3	4.5
LnGrp LOS	D	A	D	E	A	A	E	A	A	E	A	A
Approach Vol, veh/h		13			12			474			549	
Approach Delay, s/veh		54.9			55.9			7.7			7.5	
Approach LOS		D			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	94.6		12.9	12.5	94.6		12.9				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.0	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+1), s	13.5	6.3		2.8	3.5	7.3		3.8				
Green Ext Time (p_c), s	0.0	5.8		0.0	0.0	7.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	599	150	120	858	50	210	242	60	20	253	158
Future Volume (veh/h)	100	599	150	120	858	50	210	242	60	20	253	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	106	637	59	128	913	53	223	257	13	21	269	168
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	894	396	156	897	52	300	315	265	21	270	168
Arrive On Green	0.08	0.25	0.25	0.09	0.26	0.26	0.17	0.17	0.17	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1600	1810	3466	201	1810	1900	1596	81	1042	651
Grp Volume(v), veh/h	106	637	59	128	475	491	223	257	13	458	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1600	1810	1805	1862	1810	1900	1596	1774	0	0
Q Serve(g_s), s	6.7	18.7	3.3	8.1	30.0	30.0	13.6	15.1	0.8	29.9	0.0	0.0
Cycle Q Clear(g_c), s	6.7	18.7	3.3	8.1	30.0	30.0	13.6	15.1	0.8	29.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	0.05		0.37
Lane Grp Cap(c), veh/h	136	894	396	156	467	482	300	315	265	459	0	0
V/C Ratio(X)	0.78	0.71	0.15	0.82	1.02	1.02	0.74	0.82	0.05	1.00	0.00	0.00
Avail Cap(c_a), veh/h	390	934	414	312	467	482	468	492	413	459	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.7	39.8	34.1	52.1	43.0	43.0	46.0	46.6	40.7	42.9	0.0	0.0
Incr Delay (d2), s/veh	7.0	3.2	0.4	4.0	46.2	45.6	4.4	6.9	0.1	41.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.2	1.3	3.7	18.5	19.0	6.3	7.6	0.3	17.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	43.0	34.4	56.1	89.2	88.5	50.4	53.5	40.8	84.2	0.0	0.0
LnGrp LOS	E	D	C	E	F	F	D	D	D	F	A	A
Approach Vol, veh/h		802			1094			493			458	
Approach Delay, s/veh		44.6			85.0			51.8			84.2	
Approach LOS		D			F			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.5	36.2		36.5	16.2	37.5		25.7				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	20.0	30.0		30.0	25.0	30.0		30.0				
Max Q Clear Time (g_c+I1), s	10.1	20.7		31.9	8.7	32.0		17.1				
Green Ext Time (p_c), s	0.1	4.3		0.0	0.1	0.0		2.1				

Intersection Summary

HCM 6th Ctrl Delay	67.8
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	100	10	10	10	220	482	30	10	363	130
Future Volume (veh/h)	40	20	100	10	10	10	220	482	30	10	363	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	22	19	11	11	1	244	536	20	11	403	60
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	284	215	43	373	164	281	1891	841	34	2008	621
Arrive On Green	0.07	0.15	0.15	0.02	0.10	0.10	0.16	0.52	0.52	0.02	0.39	0.39
Sat Flow, veh/h	1810	1951	1472	1810	3610	1587	1810	3610	1606	1810	5187	1604
Grp Volume(v), veh/h	44	20	21	11	11	1	244	536	20	11	403	60
Grp Sat Flow(s),veh/h/ln	1810	1805	1617	1810	1805	1587	1810	1805	1606	1810	1729	1604
Q Serve(g_s), s	2.1	0.9	1.0	0.5	0.2	0.1	11.9	7.5	0.5	0.5	4.7	2.2
Cycle Q Clear(g_c), s	2.1	0.9	1.0	0.5	0.2	0.1	11.9	7.5	0.5	0.5	4.7	2.2
Prop In Lane	1.00		0.91	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	263	236	43	373	164	281	1891	841	34	2008	621
V/C Ratio(X)	0.37	0.08	0.09	0.25	0.03	0.01	0.87	0.28	0.02	0.33	0.20	0.10
Avail Cap(c_a), veh/h	400	499	447	400	998	439	400	1891	841	400	2008	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	33.4	33.4	43.3	36.5	36.4	37.3	12.0	10.4	43.8	18.4	17.6
Incr Delay (d2), s/veh	0.7	0.1	0.1	1.1	0.0	0.0	10.1	0.4	0.1	2.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	0.4	0.2	0.1	0.0	5.8	2.7	0.2	0.3	1.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	33.4	33.5	44.4	36.5	36.4	47.4	12.4	10.4	45.8	18.6	17.9
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		85			23			800			474	
Approach Delay, s/veh		37.4			40.3			23.0			19.2	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	53.9	8.7	19.7	20.5	41.5	12.5	15.8				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+1), s	12.5	9.5	2.5	3.0	13.9	6.7	4.1	2.2				
Green Ext Time (p_c), s	0.0	4.1	0.0	0.1	0.2	3.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	10	10	21	10	10	30	61	702	60	50	363	30
Future Volume (veh/h)	10	10	21	10	10	30	61	702	60	50	363	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	11	3	11	11	3	68	780	37	56	403	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	292	76	44	374	164	117	2683	830	107	2524	186
Arrive On Green	0.02	0.10	0.10	0.02	0.10	0.10	0.06	0.52	0.52	0.06	0.51	0.51
Sat Flow, veh/h	1810	2826	734	1810	3610	1587	1810	5187	1605	1810	4929	362
Grp Volume(v), veh/h	11	7	7	11	11	3	68	780	37	56	281	152
Grp Sat Flow(s),veh/h/ln	1810	1805	1755	1810	1805	1587	1810	1729	1605	1810	1729	1833
Q Serve(g_s), s	0.5	0.3	0.3	0.5	0.2	0.1	3.2	7.5	1.0	2.6	3.8	3.9
Cycle Q Clear(g_c), s	0.5	0.3	0.3	0.5	0.2	0.1	3.2	7.5	1.0	2.6	3.8	3.9
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	44	187	182	44	374	164	117	2683	830	107	1771	939
V/C Ratio(X)	0.25	0.04	0.04	0.25	0.03	0.02	0.58	0.29	0.04	0.52	0.16	0.16
Avail Cap(c_a), veh/h	515	739	719	515	1479	650	515	2683	830	515	1771	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	35.5	35.5	42.1	35.4	35.4	40.0	12.1	10.5	40.1	11.4	11.4
Incr Delay (d2), s/veh	1.1	0.1	0.1	1.1	0.0	0.0	1.7	0.3	0.1	1.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.2	0.1	0.1	1.4	2.6	0.4	1.2	1.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	35.5	35.5	43.2	35.4	35.4	41.7	12.3	10.6	41.6	11.6	11.8
LnGrp LOS	D	D	D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		25			25			885			489	
Approach Delay, s/veh		38.9			38.9			14.5			15.1	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	52.0	8.6	15.6	12.2	51.5	8.6	15.6				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	25.0	45.0	25.0	36.0	25.0	45.0	25.0	36.0				
Max Q Clear Time (g_c+1), s	14.6	9.5	2.5	2.3	5.2	5.9	2.5	2.2				
Green Ext Time (p_c), s	0.0	6.9	0.0	0.0	0.1	3.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	50	190	140	130	420	60	370	753	220	50	314	40
Future Volume (veh/h)	50	190	140	130	420	60	370	753	220	50	314	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	207	30	141	457	15	402	818	100	54	341	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	277	594	262	353	672	297	487	2033	629	194	1600	494
Arrive On Green	0.08	0.16	0.16	0.10	0.19	0.19	0.14	0.39	0.39	0.06	0.31	0.31
Sat Flow, veh/h	3510	3610	1595	3510	3610	1597	3510	5187	1604	3510	5187	1602
Grp Volume(v), veh/h	54	207	30	141	457	15	402	818	100	54	341	15
Grp Sat Flow(s),veh/h/ln	1755	1805	1595	1755	1805	1597	1755	1729	1604	1755	1729	1602
Q Serve(g_s), s	1.4	4.9	1.6	3.7	11.5	0.8	10.8	11.1	3.9	1.4	4.7	0.6
Cycle Q Clear(g_c), s	1.4	4.9	1.6	3.7	11.5	0.8	10.8	11.1	3.9	1.4	4.7	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	594	262	353	672	297	487	2033	629	194	1600	494
V/C Ratio(X)	0.19	0.35	0.11	0.40	0.68	0.05	0.83	0.40	0.16	0.28	0.21	0.03
Avail Cap(c_a), veh/h	722	1114	492	722	1114	493	722	2033	629	722	1600	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	36.0	34.6	41.0	36.9	32.5	40.7	21.3	19.2	44.1	24.9	23.5
Incr Delay (d2), s/veh	0.3	0.4	0.2	0.5	1.5	0.1	4.3	0.6	0.5	0.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.1	0.6	1.5	4.9	0.3	4.8	4.3	1.4	0.6	1.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	36.4	34.8	41.5	38.4	32.6	45.0	21.9	19.7	44.7	25.2	23.6
LnGrp LOS	D	D	C	D	D	C	D	C	B	D	C	C
Approach Vol, veh/h		291			613			1320			410	
Approach Delay, s/veh		37.3			38.9			28.8			27.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	44.6	17.3	23.5	20.0	36.5	15.2	25.6				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1/4), s	13.4	13.1	5.7	6.9	12.8	6.7	3.4	13.5				
Green Ext Time (p_c), s	0.1	6.0	0.2	1.4	0.7	2.5	0.1	2.9				

Intersection Summary

HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶ ↷	↶ ↷	↶ ↷	↶ ↷	↶ ↷			↑↑↑	↶ ↷
Traffic Volume (veh/h)	0	0	0	337	0	408	730	1085	0	0	454	140
Future Volume (veh/h)	0	0	0	337	0	408	730	1085	0	0	454	140
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				430	0	184	745	1107	0	0	463	33
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				941	0	419	1170	3170	0	0	1452	354
Arrive On Green				0.26	0.00	0.26	0.44	0.81	0.00	0.00	0.22	0.22
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1592
Grp Volume(v), veh/h				430	0	184	745	1107	0	0	463	33
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1592
Q Serve(g_s), s				9.0	0.0	8.6	14.8	5.0	0.0	0.0	5.3	1.5
Cycle Q Clear(g_c), s				9.0	0.0	8.6	14.8	5.0	0.0	0.0	5.3	1.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				941	0	419	1170	3170	0	0	1452	354
V/C Ratio(X)				0.46	0.00	0.44	0.64	0.35	0.00	0.00	0.32	0.09
Avail Cap(c_a), veh/h				941	0	419	1170	3170	0	0	1452	354
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.68	0.68	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				28.0	0.0	27.8	20.8	3.7	0.0	0.0	29.3	27.8
Incr Delay (d2), s/veh				1.6	0.0	3.3	1.8	0.2	0.0	0.0	0.6	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.0	0.0	8.4	5.2	1.3	0.0	0.0	2.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.6	0.0	31.1	22.6	4.0	0.0	0.0	29.9	28.3
LnGrp LOS				C	A	C	C	A	A	A	C	C
Approach Vol, veh/h					614			1852			496	
Approach Delay, s/veh					30.0			11.5			29.8	
Approach LOS					C			B			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		60.8		29.2	35.0	25.8						
Change Period (Y+Rc), s		5.8		5.8	5.0	5.8						
Max Green Setting (Gmax), s		55.0		23.4	30.0	20.0						
Max Q Clear Time (g_c+I1), s		7.0		11.0	16.8	7.3						
Green Ext Time (p_c), s		9.0		1.9	1.3	2.3						

Intersection Summary

HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	0	430	0	0	0	0	1465	593	140	651	0
Future Volume (veh/h)	350	0	430	0	0	0	0	1465	593	140	651	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	426	0	147				0	1495	196	143	664	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1222	0	544				0	2106	515	546	2766	0
Arrive On Green	0.34	0.00	0.34				0.00	0.32	0.32	0.05	0.18	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	1598	3510	5358	0
Grp Volume(v), veh/h	426	0	147				0	1495	196	143	664	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1598	1755	1729	0
Q Serve(g_s), s	8.0	0.0	6.0				0.0	18.1	8.5	3.5	9.9	0.0
Cycle Q Clear(g_c), s	8.0	0.0	6.0				0.0	18.1	8.5	3.5	9.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1222	0	544				0	2106	515	546	2766	0
V/C Ratio(X)	0.35	0.00	0.27				0.00	0.71	0.38	0.26	0.24	0.00
Avail Cap(c_a), veh/h	1222	0	544				0	2106	515	546	2766	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	22.4	0.0	21.7				0.0	26.8	23.6	37.7	21.4	0.0
Incr Delay (d2), s/veh	0.8	0.0	1.2				0.0	2.1	2.1	1.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	0.0	2.4				0.0	6.8	3.3	1.6	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	0.0	22.9				0.0	28.9	25.7	38.8	21.6	0.0
LnGrp LOS	C	A	C				A	C	C	D	C	A
Approach Vol, veh/h		573						1691			807	
Approach Delay, s/veh		23.1						28.5			24.6	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	19.0	34.8					53.8	36.2				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	14.0	29.0					48.0	30.4				
Max Q Clear Time (g_c+1/5), s	15.5	20.1					11.9	10.0				
Green Ext Time (p_c), s	0.1	6.2					4.6	2.0				

Intersection Summary

HCM 6th Ctrl Delay		26.5	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	512	0	663	0	2257	0	0	1543	545	0	0
Future Volume (veh/h)	512	0	663	0	2257	0	0	1543	545	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	528	528	654	0	2327	0	0	1591	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	925	925	1641	0	2484	0	0	2888			
Arrive On Green	0.51	0.51	0.51	0.00	0.38	0.00	0.00	0.38	0.00		
Sat Flow, veh/h	1810	1810	3211	0	7068	0	0	7600	1610		
Grp Volume(v), veh/h	528	528	654	0	2327	0	0	1591	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1605	0	1634	0	0	1900	1610		
Q Serve(g_s), s	20.1	20.1	12.5	0.0	34.3	0.0	0.0	16.4	0.0		
Cycle Q Clear(g_c), s	20.1	20.1	12.5	0.0	34.3	0.0	0.0	16.4	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	925	925	1641	0	2484	0	0	2888			
V/C Ratio(X)	0.57	0.57	0.40	0.00	0.94	0.00	0.00	0.55			
Avail Cap(c_a), veh/h	925	925	1641	0	2484	0	0	2888			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	16.9	16.9	15.0	0.0	29.8	0.0	0.0	24.3	0.0		
Incr Delay (d2), s/veh	2.6	2.6	0.7	0.0	8.3	0.0	0.0	0.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.6	8.6	4.6	0.0	13.8	0.0	0.0	7.1	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	19.4	19.4	15.7	0.0	38.2	0.0	0.0	25.1	0.0		
LnGrp LOS	B	B	B	A	D	A	A	C			
Approach Vol, veh/h	1182	1182			2327			1591	A		
Approach Delay, s/veh	17.4	17.4			38.2			25.1			
Approach LOS	B	B			D			C			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	43.8		56.2		43.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	38.0		51.1		38.0						
Max Q Clear Time (g_c+I1), s	36.3		22.1		18.4						
Green Ext Time (p_c), s	1.5		2.5		7.8						

Intersection Summary

HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	967	0	770	0	1712	337	0	1597	0	0	0
Future Volume (veh/h)	967	0	770	0	1712	337	0	1597	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	997	997	764	0	1765	0	0	1646	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	961	961	1710	0	2353		0	2353	0		
Arrive On Green	0.53	0.53	0.53	0.00	0.36	0.00	0.00	0.36	0.00		
Sat Flow, veh/h	1810	1810	3220	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	997	997	764	0	1765	0	0	1646	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	1610	0	1634	0		
Q Serve(g_s), s	53.1	53.1	14.6	0.0	23.7	0.0	0.0	21.5	0.0		
Cycle Q Clear(g_c), s	53.1	53.1	14.6	0.0	23.7	0.0	0.0	21.5	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	961	961	1710	0	2353		0	2353	0		
V/C Ratio(X)	1.04	1.04	0.45	0.00	0.75		0.00	0.70	0.00		
Avail Cap(c_a), veh/h	961	961	1710	0	2353		0	2353	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.86	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	23.5	23.5	14.4	0.0	28.1	0.0	0.0	27.4	0.0		
Incr Delay (d2), s/veh	39.2	39.2	0.8	0.0	1.9	0.0	0.0	1.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	31.2	31.2	5.3	0.0	9.3	0.0	0.0	8.2	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	62.7	62.7	15.3	0.0	30.0	0.0	0.0	29.1	0.0		
LnGrp LOS	F	F	B	A	C		A	C	A		
Approach Vol, veh/h	1761	1761			1765	A		1646			
Approach Delay, s/veh	42.1	42.1			30.0			29.1			
Approach LOS	D	D			C			C			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	41.8		58.2		41.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	36.0		53.1		36.0						
Max Q Clear Time (g_c+I1), s	25.7		55.1		23.5						
Green Ext Time (p_c), s	6.5		0.0		6.4						

Intersection Summary

HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖↗	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	50	30	30	80	50	190	220	1798	150	190	1847	330
Future Volume (veh/h)	50	30	30	80	50	190	220	1798	150	190	1847	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	30	3	81	51	14	222	1816	82	192	1866	261
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	164	137	300	184	271	281	3474	853	251	3417	839
Arrive On Green	0.07	0.09	0.09	0.09	0.10	0.10	0.08	0.53	0.53	0.07	0.52	0.52
Sat Flow, veh/h	3510	1900	1582	3510	1900	2790	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	51	30	3	81	51	14	222	1816	82	192	1866	261
Grp Sat Flow(s),veh/h/ln	1755	1900	1582	1755	1900	1395	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	1.6	1.8	0.2	2.6	3.0	0.5	7.5	21.6	3.0	6.4	22.9	11.1
Cycle Q Clear(g_c), s	1.6	1.8	0.2	2.6	3.0	0.5	7.5	21.6	3.0	6.4	22.9	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	164	137	300	184	271	281	3474	853	251	3417	839
V/C Ratio(X)	0.19	0.18	0.02	0.27	0.28	0.05	0.79	0.52	0.10	0.76	0.55	0.31
Avail Cap(c_a), veh/h	453	372	310	453	372	546	556	3474	853	556	3417	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.34	0.34	0.34	0.70	0.70	0.70
Uniform Delay (d), s/veh	52.1	50.9	50.2	51.4	50.3	49.2	54.2	18.2	13.9	54.7	19.1	16.3
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.2	0.3	0.0	0.6	0.2	0.1	1.3	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.8	0.1	1.1	1.4	0.2	3.2	7.6	1.0	2.8	8.2	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	51.1	50.2	51.5	50.6	49.2	54.8	18.4	14.0	56.0	19.6	17.0
LnGrp LOS	D	D	D	D	D	D	D	B	B	E	B	B
Approach Vol, veh/h		84			146			2120			2319	
Approach Delay, s/veh		51.7			51.0			22.1			22.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	70.8	16.8	16.9	16.6	69.7	15.5	18.1				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	19.0	35.0	15.5	23.5	19.0	35.0	15.5	23.5				
Max Q Clear Time (g_c+1), s	19.4	23.6	4.6	3.8	9.5	24.9	3.6	5.0				
Green Ext Time (p_c), s	0.2	7.6	0.0	0.0	0.2	7.3	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕		↖↗	↕	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	20	219	170	182	223	322	176	1826	120	728	1190	30
Future Volume (veh/h)	20	219	170	182	223	322	176	1826	120	728	1190	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	228	88	190	232	82	183	1902	40	758	1240	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	345	129	251	670	299	244	2108	517	813	3167	778
Arrive On Green	0.02	0.13	0.13	0.07	0.19	0.19	0.07	0.32	0.32	0.23	0.48	0.48
Sat Flow, veh/h	3510	2562	958	3510	3610	1610	3510	6536	1603	3510	6536	1605
Grp Volume(v), veh/h	21	158	158	190	232	82	183	1902	40	758	1240	14
Grp Sat Flow(s),veh/h/ln	1755	1805	1715	1755	1805	1610	1755	1634	1603	1755	1634	1605
Q Serve(g_s), s	0.7	10.2	10.7	6.5	6.9	5.4	6.3	34.1	2.1	26.0	14.8	0.6
Cycle Q Clear(g_c), s	0.7	10.2	10.7	6.5	6.9	5.4	6.3	34.1	2.1	26.0	14.8	0.6
Prop In Lane	1.00		0.56	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	243	231	251	670	299	244	2108	517	813	3167	778
V/C Ratio(X)	0.29	0.65	0.68	0.76	0.35	0.27	0.75	0.90	0.08	0.93	0.39	0.02
Avail Cap(c_a), veh/h	858	588	559	858	1176	525	858	2129	522	858	3167	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.2	50.4	50.6	55.9	43.5	42.9	56.1	39.7	28.9	46.2	20.1	16.5
Incr Delay (d2), s/veh	0.8	2.9	3.5	1.7	0.3	0.5	1.7	5.9	0.1	15.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.7	4.7	2.9	3.0	2.1	2.7	13.7	0.8	12.7	5.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	53.3	54.1	57.7	43.8	43.4	57.8	45.6	29.0	62.1	20.2	16.5
LnGrp LOS	E	D	D	E	D	D	E	D	C	E	C	B
Approach Vol, veh/h		337		504		2125		2012				
Approach Delay, s/veh		54.1		49.0		46.3		36.0				
Approach LOS		D		D		D		D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.9	47.1	15.8	24.0	16.0	67.0	9.6	30.2				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+2p_c), s	20.0	36.1	8.5	12.7	8.3	16.8	2.7	8.9				
Green Ext Time (p_c), s	0.4	3.4	0.3	1.7	0.3	10.4	0.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗		↖ ↑ ↗	↖ ↗	↑			↖ ↗	
Traffic Volume (veh/h)	20	371	20	50	661	20	10	0	30	20	10	10
Future Volume (veh/h)	20	371	20	50	661	20	10	0	30	20	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	442	17	60	787	7	12	0	17	24	12	6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	1614	62	104	1231	545	585	0	547	361	175	76
Arrive On Green	0.03	0.31	0.31	0.06	0.34	0.34	0.34	0.00	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1810	5125	196	1810	3610	1598	1411	0	1603	834	512	224
Grp Volume(v), veh/h	24	297	162	60	787	7	12	0	17	42	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1863	1810	1805	1598	1411	0	1603	1570	0	0
Q Serve(g_s), s	1.0	4.7	4.8	2.4	13.5	0.2	0.0	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	4.7	4.8	2.4	13.5	0.2	0.3	0.0	0.5	1.1	0.0	0.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	0.57		0.14
Lane Grp Cap(c), veh/h	57	1089	587	104	1231	545	585	0	547	613	0	0
V/C Ratio(X)	0.42	0.27	0.28	0.57	0.64	0.01	0.02	0.00	0.03	0.07	0.00	0.00
Avail Cap(c_a), veh/h	370	3065	1651	370	3200	1417	585	0	547	613	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.8	18.8	18.8	33.7	20.4	16.0	16.0	0.0	16.1	16.3	0.0	0.0
Incr Delay (d2), s/veh	4.8	0.2	0.4	4.9	0.8	0.0	0.1	0.0	0.1	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.7	1.9	1.1	5.1	0.1	0.1	0.0	0.2	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	19.0	19.2	38.6	21.2	16.0	16.1	0.0	16.2	16.5	0.0	0.0
LnGrp LOS	D	B	B	D	C	B	B	A	B	B	A	A
Approach Vol, veh/h	483		854		29		42					
Approach Delay, s/veh	20.1		22.3		16.2		16.5					
Approach LOS	C		C		B		B					
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	32.0		11.2		30.1		32.0		9.3		32.0	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	25.0		15.0		65.0		25.0		15.0		65.0	
Max Q Clear Time (g_c+1), s	2.5		4.4		6.8		3.1		3.0		15.5	
Green Ext Time (p_c), s	0.1		0.1		4.2		0.1		0.0		8.8	

Intersection Summary

HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	
Traffic Volume (veh/h)	0	341	50	50	731	10	50	0	30	0	0	0
Future Volume (veh/h)	0	341	50	50	731	10	50	0	30	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	383	46	56	821	11	56	0	5	0	0	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	3048	359	91	1452	19	176	0	107	0	129	0
Arrive On Green	0.00	0.65	0.65	0.05	0.78	0.78	0.07	0.00	0.07	0.00	0.00	0.00
Sat Flow, veh/h	1810	4702	554	1810	1870	25	1408	0	1575	0	1900	0
Grp Volume(v), veh/h	0	280	149	56	0	832	56	0	5	0	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1798	1810	0	1895	1408	0	1575	0	1900	0
Q Serve(g_s), s	0.0	2.8	2.9	2.7	0.0	15.8	3.5	0.0	0.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.8	2.9	2.7	0.0	15.8	3.5	0.0	0.3	0.0	0.0	0.0
Prop In Lane	1.00		0.31	1.00		0.01	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	2242	1166	91	0	1471	176	0	107	0	129	0
V/C Ratio(X)	0.00	0.12	0.13	0.62	0.00	0.57	0.32	0.00	0.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	322	2242	1166	322	0	1471	659	0	647	0	781	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	6.1	6.1	41.9	0.0	4.0	40.7	0.0	39.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	6.6	0.0	1.6	1.0	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.9	1.3	0.0	3.7	1.3	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.2	6.3	48.5	0.0	5.6	41.7	0.0	39.4	0.0	0.0	0.0
LnGrp LOS	A	A	A	D	A	A	D	A	D	A	A	A
Approach Vol, veh/h	429		888		61		0					
Approach Delay, s/veh	6.2		8.3		41.5		0.0					
Approach LOS	A		A		D							
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	13.1	11.5	65.3		13.1	0.0	76.9					
Change Period (Y+Rc), s	7.0	7.0	7.0		7.0	7.0	7.0					
Max Green Setting (Gmax), s	37.0	16.0	16.0		37.0	16.0	16.0					
Max Q Clear Time (g_c+I1), s	5.5	4.7	4.9		0.0	0.0	17.8					
Green Ext Time (p_c), s	0.3	0.1	1.8		0.0	0.0	0.0					

Intersection Summary

HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Volume (veh/h)	40	431	80	274	389	173	80	2207	227	32	1398	522
Future Volume (veh/h)	40	431	80	274	389	173	80	2207	227	32	1398	522
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	444	17	282	401	49	82	2275	79	33	1441	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	275	762	234	430	689	307	158	2222	545	102	2019	
Arrive On Green	0.08	0.15	0.15	0.12	0.19	0.19	0.09	0.34	0.34	0.06	0.31	0.00
Sat Flow, veh/h	3510	5187	1594	3510	3610	1610	1810	6536	1603	1810	6536	1610
Grp Volume(v), veh/h	41	444	17	282	401	49	82	2275	79	33	1441	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1594	1755	1805	1610	1810	1634	1603	1810	1634	1610
Q Serve(g_s), s	1.0	7.2	0.8	6.9	9.1	2.3	3.9	30.5	3.1	1.6	17.5	0.0
Cycle Q Clear(g_c), s	1.0	7.2	0.8	6.9	9.1	2.3	3.9	30.5	3.1	1.6	17.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	762	234	430	689	307	158	2222	545	102	2019	
V/C Ratio(X)	0.15	0.58	0.07	0.66	0.58	0.16	0.52	1.02	0.14	0.32	0.71	
Avail Cap(c_a), veh/h	528	1879	577	685	1348	601	192	2222	545	192	2222	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.5	35.7	33.0	37.6	33.0	30.3	39.1	29.6	20.6	40.7	27.5	0.0
Incr Delay (d2), s/veh	0.1	0.7	0.1	0.6	0.8	0.2	1.0	25.4	0.1	0.7	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.9	0.3	2.8	3.8	0.9	1.7	14.4	1.1	0.7	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	36.4	33.1	38.2	33.8	30.5	40.1	55.0	20.7	41.4	28.5	0.0
LnGrp LOS	D	D	C	D	C	C	D	F	C	D	C	
Approach Vol, veh/h		502			732			2436			1474	A
Approach Delay, s/veh		36.5			35.3			53.4			28.8	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.5	38.0	18.5	20.7	15.3	35.2	14.5	24.6				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	30.5	30.5	17.5	32.5	9.5	30.5	13.5	33.5				
Max Q Clear Time (g_c+1), s	13.6	32.5	8.9	9.2	5.9	19.5	3.0	11.1				
Green Ext Time (p_c), s	0.0	0.0	0.3	2.8	0.0	7.1	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗ ↘	↖ ↗ ↘		↖ ↗ ↘	↖ ↗ ↘	↖ ↗ ↘	↖ ↗ ↘	↖ ↗ ↘	↖ ↗ ↘	↖ ↗ ↘	↖ ↗ ↘	↖ ↗ ↘
Traffic Volume (veh/h)	50	540	10	10	743	79	0	0	10	28	0	33
Future Volume (veh/h)	50	540	10	10	743	79	0	0	10	28	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	593	9	11	816	36	0	0	3	31	0	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	367	2232	34	489	1531	679	199	0	391	546	464	391
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.00	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	657	5263	80	828	3610	1601	1424	0	1600	1427	1900	1600
Grp Volume(v), veh/h	55	389	213	11	816	36	0	0	3	31	0	12
Grp Sat Flow(s),veh/h/ln	657	1729	1885	828	1805	1601	1424	0	1600	1427	1900	1600
Q Serve(g_s), s	2.5	2.6	2.7	0.3	6.1	0.5	0.0	0.0	0.1	0.6	0.0	0.2
Cycle Q Clear(g_c), s	8.6	2.6	2.7	3.0	6.1	0.5	0.0	0.0	0.1	0.7	0.0	0.2
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	367	1467	800	489	1531	679	199	0	391	546	464	391
V/C Ratio(X)	0.15	0.27	0.27	0.02	0.53	0.05	0.00	0.00	0.01	0.06	0.00	0.03
Avail Cap(c_a), veh/h	723	3343	1822	939	3490	1547	834	0	1105	1182	1312	1105
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.9	6.8	6.8	7.7	7.8	6.1	0.0	0.0	10.4	10.6	0.0	10.4
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.6	0.0	1.2	0.1	0.0	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	6.9	6.9	7.7	8.0	6.2	0.0	0.0	10.4	10.6	0.0	10.4
LnGrp LOS	B	A	A	A	A	A	A	A	B	B	A	B
Approach Vol, veh/h		657			863			3				43
Approach Delay, s/veh		7.2			8.0			10.4				10.6
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.8		22.4		13.8		22.4				
Change Period (Y+Rc), s		5.0		7.0		5.0		7.0				
Max Green Setting (Gmax), s		25.0		35.0		25.0		35.0				
Max Q Clear Time (g_c+1), s		2.1		10.6		2.7		8.1				
Green Ext Time (p_c), s		0.0		4.0		0.1		5.8				

Intersection Summary

HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖	↖		↖↗	↑	↗
Traffic Volume (veh/h)	50	498	10	40	785	272	10	10	20	126	10	37
Future Volume (veh/h)	50	498	10	40	785	272	10	10	20	126	10	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	541	6	43	853	0	11	11	2	137	11	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	2460	760	93	1689		39	121	22	302	270	226
Arrive On Green	0.06	0.47	0.47	0.02	0.15	0.00	0.02	0.08	0.08	0.09	0.14	0.14
Sat Flow, veh/h	1810	5187	1602	1810	3610	1610	1810	1560	284	3510	1900	1593
Grp Volume(v), veh/h	54	541	6	43	853	0	11	0	13	137	11	7
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1805	1610	1810	0	1843	1755	1900	1593
Q Serve(g_s), s	2.6	5.5	0.2	2.1	19.5	0.0	0.5	0.0	0.6	3.3	0.4	0.3
Cycle Q Clear(g_c), s	2.6	5.5	0.2	2.1	19.5	0.0	0.5	0.0	0.6	3.3	0.4	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	104	2460	760	93	1689		39	0	143	302	270	226
V/C Ratio(X)	0.52	0.22	0.01	0.46	0.51		0.28	0.00	0.09	0.45	0.04	0.03
Avail Cap(c_a), veh/h	161	2460	760	161	1689		161	0	410	312	422	354
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.95	0.95	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	13.9	12.5	43.0	28.5	0.0	43.4	0.0	38.6	39.1	33.3	33.3
Incr Delay (d2), s/veh	4.6	0.2	0.0	4.1	1.0	0.0	1.5	0.0	0.2	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.0	0.1	1.0	9.5	0.0	0.2	0.0	0.3	1.5	0.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	14.1	12.5	47.1	29.5	0.0	44.8	0.0	38.8	39.5	33.4	33.3
LnGrp LOS	D	B	B	D	C		D	A	D	D	C	C
Approach Vol, veh/h		601			896	A		24			155	
Approach Delay, s/veh		16.9			30.4			41.6			38.8	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	14.0	11.6	49.7	8.9	19.8	12.2	49.1				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	20.0	20.0	8.0	26.0	8.0	20.0	8.0	26.0				
Max Q Clear Time (g_c+1), s	15.3	2.6	4.1	7.5	2.5	2.4	4.6	21.5				
Green Ext Time (p_c), s	0.1	0.0	0.0	3.7	0.0	0.0	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗			↖ ↑	↑ ↗		↖ ↑	↑ ↗	
Traffic Volume (veh/h)	60	554	30	80	1058	40	30	10	40	10	10	10
Future Volume (veh/h)	60	554	30	80	1058	40	30	10	40	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	583	29	84	1114	40	32	11	5	11	11	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	3231	160	109	3356	120	186	196	82	184	243	43
Arrive On Green	0.01	0.21	0.21	0.06	0.65	0.65	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1810	5062	250	1810	5140	184	1397	2463	1032	1394	3058	538
Grp Volume(v), veh/h	63	397	215	84	749	405	32	8	8	11	6	7
Grp Sat Flow(s),veh/h/ln	1810	1729	1854	1810	1729	1866	1397	1805	1691	1394	1805	1791
Q Serve(g_s), s	3.1	8.5	8.6	4.1	8.6	8.6	1.9	0.4	0.4	0.7	0.3	0.3
Cycle Q Clear(g_c), s	3.1	8.5	8.6	4.1	8.6	8.6	2.3	0.4	0.4	1.1	0.3	0.3
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.61	1.00		0.30
Lane Grp Cap(c), veh/h	82	2207	1184	109	2258	1219	186	143	134	184	143	142
V/C Ratio(X)	0.77	0.18	0.18	0.77	0.33	0.33	0.17	0.05	0.06	0.06	0.04	0.05
Avail Cap(c_a), veh/h	241	2207	1184	281	2258	1219	525	582	545	523	582	577
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	16.2	16.2	41.7	6.9	6.9	39.3	38.3	38.3	38.8	38.3	38.3
Incr Delay (d2), s/veh	5.4	0.2	0.3	3.0	0.3	0.5	0.4	0.2	0.2	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.2	3.5	1.8	2.5	2.8	0.7	0.2	0.2	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	16.4	16.6	44.7	7.2	7.4	39.8	38.5	38.5	39.0	38.4	38.4
LnGrp LOS	D	B	B	D	A	A	D	D	D	D	D	D
Approach Vol, veh/h	675		1238				48		24			
Approach Delay, s/veh	19.5		9.8				39.3		38.7			
Approach LOS	B		A				D		D			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	13.1	12.4	64.4		13.1	11.1	65.8					
Change Period (Y+Rc), s	6.0	7.0	7.0		6.0	7.0	7.0					
Max Green Setting (Gmax), s	29.0	14.0	27.0		29.0	12.0	29.0					
Max Q Clear Time (g_c+1), s	4.3	6.1	10.6		3.1	5.1	10.6					
Green Ext Time (p_c), s	0.1	0.0	4.4		0.0	0.0	9.2					
Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
 33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	100	444	50	430	856	122	162	853	330	80	537	50
Future Volume (veh/h)	100	444	50	430	856	122	162	853	330	80	537	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	108	477	12	462	920	120	174	917	88	86	577	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	342	1152	355	543	1297	168	322	1354	418	300	1321	408
Arrive On Green	0.10	0.22	0.22	0.15	0.28	0.28	0.09	0.26	0.26	0.09	0.25	0.25
Sat Flow, veh/h	3510	5187	1599	3510	4642	603	3510	5187	1601	3510	5187	1601
Grp Volume(v), veh/h	108	477	12	462	684	356	174	917	88	86	577	13
Grp Sat Flow(s),veh/h/ln	1755	1729	1599	1755	1729	1788	1755	1729	1601	1755	1729	1601
Q Serve(g_s), s	3.1	8.5	0.6	13.9	19.3	19.4	5.1	17.2	4.7	2.5	10.1	0.7
Cycle Q Clear(g_c), s	3.1	8.5	0.6	13.9	19.3	19.4	5.1	17.2	4.7	2.5	10.1	0.7
Prop In Lane	1.00		1.00	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	342	1152	355	543	966	499	322	1354	418	300	1321	408
V/C Ratio(X)	0.32	0.41	0.03	0.85	0.71	0.71	0.54	0.68	0.21	0.29	0.44	0.03
Avail Cap(c_a), veh/h	810	1914	590	810	1276	660	810	1914	591	810	1914	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	36.1	33.0	44.6	35.1	35.1	47.0	35.9	31.3	46.5	33.9	30.4
Incr Delay (d2), s/veh	0.4	0.3	0.0	4.9	1.4	2.8	1.0	0.7	0.3	0.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.5	0.2	6.2	7.9	8.4	2.2	6.9	1.8	1.1	4.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	36.4	33.1	49.5	36.5	37.9	48.1	36.7	31.6	46.9	34.2	30.4
LnGrp LOS	D	D	C	D	D	D	D	D	C	D	C	C
Approach Vol, veh/h		597			1502			1179			676	
Approach Delay, s/veh		38.1			40.8			38.0			35.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	35.1	18.1	37.8	16.7	35.8	24.3	31.6				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+1), s	12.1	5.1	21.4	4.5	19.2	15.9	10.5					
Green Ext Time (p_c), s	0.3	4.4	0.2	7.3	0.2	7.2	0.9	3.8				

Intersection Summary

HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	140	635	49	49	1322	150	6	20	24	120	10	70
Future Volume (veh/h)	140	635	49	49	1322	150	6	20	24	120	10	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	668	48	52	1392	150	6	21	3	126	11	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	196	2167	155	139	1936	209	23	172	143	170	326	274
Arrive On Green	0.11	0.44	0.44	0.08	0.41	0.41	0.01	0.09	0.09	0.09	0.17	0.17
Sat Flow, veh/h	1810	4939	353	1810	4752	512	1810	1900	1586	1810	1900	1596
Grp Volume(v), veh/h	147	466	250	52	1013	529	6	21	3	126	11	15
Grp Sat Flow(s),veh/h/ln	1810	1729	1834	1810	1729	1806	1810	1900	1586	1810	1900	1596
Q Serve(g_s), s	6.3	7.0	7.1	2.2	19.6	19.6	0.3	0.8	0.1	5.4	0.4	0.6
Cycle Q Clear(g_c), s	6.3	7.0	7.1	2.2	19.6	19.6	0.3	0.8	0.1	5.4	0.4	0.6
Prop In Lane	1.00		0.19	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	1517	805	139	1409	736	23	172	143	170	326	274
V/C Ratio(X)	0.75	0.31	0.31	0.37	0.72	0.72	0.27	0.12	0.02	0.74	0.03	0.05
Avail Cap(c_a), veh/h	452	1729	917	452	1729	903	452	475	396	565	594	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	14.6	14.6	35.1	19.9	19.9	39.1	33.5	33.2	35.3	27.6	27.7
Incr Delay (d2), s/veh	2.2	0.1	0.3	0.6	1.3	2.4	2.3	0.2	0.0	4.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.4	2.6	0.9	7.1	7.7	0.1	0.4	0.1	2.6	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	14.7	14.9	35.7	21.1	22.2	41.4	33.7	33.2	40.0	27.6	27.8
LnGrp LOS	D	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	863				1594		30				152	
Approach Delay, s/veh	18.5				22.0		35.2				37.9	
Approach LOS	B				C		D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	12.2	13.2	42.1	6.0	18.7	15.7	39.6				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	25.0	20.0	20.0	40.0	20.0	25.0	20.0	40.0				
Max Q Clear Time (g_c+1), s	17.4	2.8	4.2	9.1	2.3	2.6	8.3	21.6				
Green Ext Time (p_c), s	0.2	0.0	0.0	5.5	0.0	0.0	0.1	11.0				

Intersection Summary

HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	626	183	250	702	0	0	0	0	590	0	1071
Future Volume (veh/h)	0	626	183	250	702	0	0	0	0	590	0	1071
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	696	63	278	780	0				437	0	1280
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1393	391	585	2421	0				704	0	1252
Arrive On Green	0.00	0.24	0.24	0.33	0.93	0.00				0.39	0.00	0.39
Sat Flow, veh/h	0	5700	1600	3510	5358	0				1810	0	3220
Grp Volume(v), veh/h	0	696	63	278	780	0				437	0	1280
Grp Sat Flow(s),veh/h/ln	0	1900	1600	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	9.5	2.8	5.6	1.3	0.0				17.5	0.0	35.0
Cycle Q Clear(g_c), s	0.0	9.5	2.8	5.6	1.3	0.0				17.5	0.0	35.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1393	391	585	2421	0				704	0	1252
V/C Ratio(X)	0.00	0.50	0.16	0.48	0.32	0.00				0.62	0.00	1.02
Avail Cap(c_a), veh/h	0	1393	391	585	2421	0				704	0	1252
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.92	0.92	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.3	26.7	26.9	1.6	0.0				22.2	0.0	27.5
Incr Delay (d2), s/veh	0.0	1.2	0.8	2.5	0.3	0.0				4.1	0.0	31.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.2	1.1	2.3	0.4	0.0				7.9	0.0	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.5	27.6	29.4	2.0	0.0				26.2	0.0	58.7
LnGrp LOS		A	C	C	C	A	A			C	A	F
Approach Vol, veh/h		759		1058						1717		
Approach Delay, s/veh		30.3		9.2						50.4		
Approach LOS		C		A						D		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	20.0	28.5	41.5		48.5							
Change Period (Y+Rc), s	5.0	6.5	6.5		6.5							
Max Green Setting (Gmax), s	15.0	22.0	35.0		42.0							
Max Q Clear Time (g_c+1), s	17.6	11.5	37.0		3.3							
Green Ext Time (p_c), s	0.3	2.8	0.0		4.5							

Intersection Summary

HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	380	886	0	0	591	440	331	0	480	0	0	0
Future Volume (veh/h)	380	886	0	0	591	440	331	0	480	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	404	943	0	0	629	178	467	0	241			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	390	2824	0	0	1960	608	1126	0	501			
Arrive On Green	0.22	1.00	0.00	0.00	0.38	0.38	0.31	0.00	0.31			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	404	943	0	0	629	178	467	0	241			
Grp Sat Flow(s),veh/h/ln1755	1729	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	10.0	0.0	0.0	0.0	7.7	7.0	9.2	0.0	10.9			
Cycle Q Clear(g_c), s	10.0	0.0	0.0	0.0	7.7	7.0	9.2	0.0	10.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	390	2824	0	0	1960	608	1126	0	501			
V/C Ratio(X)	1.04	0.33	0.00	0.00	0.32	0.29	0.41	0.00	0.48			
Avail Cap(c_a), veh/h	390	2824	0	0	1960	608	1126	0	501			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.61	0.61	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.0	0.0	0.0	0.0	19.8	19.6	24.5	0.0	25.1			
Incr Delay (d2), s/veh	45.2	0.2	0.0	0.0	0.4	1.2	1.1	0.0	3.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln6.0	0.1	0.0	0.0	0.0	2.9	2.6	4.0	0.0	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.2	0.2	0.0	0.0	20.3	20.8	25.6	0.0	28.4			
LnGrp LOS	F	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		1347			807			708				
Approach Delay, s/veh		24.2			20.4			26.6				
Approach LOS		C			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		55.5			15.0	40.5		34.5				
Change Period (Y+Rc), s		6.5			5.0	6.5		6.5				
Max Green Setting (Gmax), s		49.0			10.0	34.0		28.0				
Max Q Clear Time (g_c+11), s		2.0			12.0	9.7		12.9				
Green Ext Time (p_c), s		5.7			0.0	3.7		2.3				

Intersection Summary

























HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	848	172	164	865	302	111	978	72	195	968	152
Future Volume (veh/h)	218	848	172	164	865	302	111	978	72	195	968	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	234	912	76	176	930	216	119	1052	72	210	1041	45
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	968	429	218	963	429	309	840	57	320	907	402
Arrive On Green	0.12	0.27	0.27	0.12	0.27	0.27	0.13	0.25	0.25	0.13	0.25	0.25
Sat Flow, veh/h	1810	3610	1601	1810	3610	1610	1810	3427	234	1810	3610	1601
Grp Volume(v), veh/h	234	912	76	176	930	216	119	554	570	210	1041	45
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1610	1810	1805	1856	1810	1805	1601
Q Serve(g_s), s	11.0	22.3	3.3	8.5	22.9	10.2	4.0	22.1	22.1	7.4	22.6	1.9
Cycle Q Clear(g_c), s	11.0	22.3	3.3	8.5	22.9	10.2	4.0	22.1	22.1	7.4	22.6	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	221	968	429	218	963	429	309	442	455	320	907	402
V/C Ratio(X)	1.06	0.94	0.18	0.81	0.97	0.50	0.39	1.25	1.25	0.66	1.15	0.11
Avail Cap(c_a), veh/h	221	968	429	221	963	429	321	442	455	321	907	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	32.2	25.3	38.5	32.6	27.9	21.7	34.0	34.0	22.4	33.7	26.0
Incr Delay (d2), s/veh	76.7	16.9	0.3	14.3	16.6	0.9	1.1	130.9	130.8	5.4	79.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	11.1	1.2	4.4	11.3	3.7	1.7	25.2	25.9	3.4	19.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.2	49.1	25.6	52.9	49.2	28.8	22.8	164.9	164.7	27.8	113.1	26.5
LnGrp LOS	F	D	C	D	D	C	C	F	F	C	F	C
Approach Vol, veh/h		1222			1322			1243			1296	
Approach Delay, s/veh		60.5			46.3			151.2			96.3	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	27.9	15.6	29.9	16.1	28.4	15.7	29.8				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.0	* 11	24.0	* 12	22.0	* 11	24.0				
Max Q Clear Time (g_c+I1), s	9.4	24.1	10.5	24.3	6.0	24.6	13.0	24.9				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	88.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1005	40	80	1151	80	30	170	50	80	180	60
Future Volume (veh/h)	50	1005	40	80	1151	80	30	170	50	80	180	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1036	18	82	1187	49	31	175	45	82	186	56
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	1703	755	115	1759	780	100	358	85	162	288	78
Arrive On Green	0.05	0.47	0.47	0.06	0.49	0.49	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	122	1354	322	329	1089	296
Grp Volume(v), veh/h	52	1036	18	82	1187	49	251	0	0	324	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	1798	0	0	1714	0	0
Q Serve(g_s), s	1.7	12.8	0.4	2.7	15.1	1.0	0.0	0.0	0.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	1.7	12.8	0.4	2.7	15.1	1.0	7.0	0.0	0.0	9.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.12		0.18	0.25		0.17
Lane Grp Cap(c), veh/h	87	1703	755	115	1759	780	543	0	0	529	0	0
V/C Ratio(X)	0.59	0.61	0.02	0.71	0.67	0.06	0.46	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	1055	2106	934	1055	2106	934	1088	0	0	1039	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.0	11.7	8.5	27.5	11.8	8.1	18.8	0.0	0.0	19.7	0.0	0.0
Incr Delay (d2), s/veh	13.1	0.8	0.0	15.8	1.1	0.1	1.3	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.0	0.1	1.5	4.7	0.3	2.9	0.0	0.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	12.5	8.5	43.3	12.9	8.2	20.1	0.0	0.0	22.2	0.0	0.0
LnGrp LOS	D	B	A	D	B	A	C	A	A	C	A	A
Approach Vol, veh/h		1106			1318			251			324	
Approach Delay, s/veh		13.8			14.6			20.1			22.2	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.9	7.8	32.3		19.9	6.9	33.2				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		35.0	35.0	35.0		35.0	35.0	35.0				
Max Q Clear Time (g_c+I1), s		9.0	4.7	14.8		11.8	3.7	17.1				
Green Ext Time (p_c), s		2.8	0.5	11.6		3.7	0.3	12.2				
Intersection Summary												
HCM 6th Ctrl Delay											15.6	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary
3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	994	92	60	1131	70	91	377	50	66	283	50
Future Volume (veh/h)	50	994	92	60	1131	70	91	377	50	66	283	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1035	45	62	1178	37	0	393	48	69	295	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	2412	1073	111	2429	1079	80	443	54	118	864	104
Arrive On Green	0.06	0.67	0.67	0.02	0.22	0.22	0.00	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3610	1607	1810	3610	1604	1066	1659	203	962	3240	392
Grp Volume(v), veh/h	52	1035	45	62	1178	37	0	441	69	163	168	
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1604	1066	0	1862	962	1805	1827
Q Serve(g_s), s	2.5	12.0	0.9	3.1	25.6	1.6	0.0	0.0	20.5	3.5	6.6	6.7
Cycle Q Clear(g_c), s	2.5	12.0	0.9	3.1	25.6	1.6	0.0	0.0	20.5	24.0	6.6	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.21
Lane Grp Cap(c), veh/h	102	2412	1073	111	2429	1079	80	0	497	118	481	487
V/C Ratio(X)	0.51	0.43	0.04	0.56	0.49	0.03	0.00	0.00	0.89	0.59	0.34	0.34
Avail Cap(c_a), veh/h	141	2412	1073	141	2429	1079	80	0	497	118	481	487
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	7.0	5.1	42.9	21.4	12.1	0.0	0.0	31.7	44.0	26.6	26.6
Incr Delay (d2), s/veh	8.1	0.6	0.1	7.1	0.5	0.0	0.0	0.0	20.5	19.6	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.6	0.2	1.6	12.3	0.4	0.0	0.0	11.5	2.1	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	7.5	5.2	50.0	22.0	12.1	0.0	0.0	52.2	63.7	28.5	28.6
LnGrp LOS	D	A	A	D	C	B	A	A	D	E	C	C
Approach Vol, veh/h		1132			1277			441			400	
Approach Delay, s/veh		9.3			23.0			52.2			34.6	
Approach LOS		A			C			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.5	12.5	67.7		30.5	12.1	68.1				
Change Period (Y+Rc), s		6.5	7.0	7.0		* 6.5	7.0	* 7				
Max Green Setting (Gmax), s		22.5	7.0	40.0		* 24	7.0	* 41				
Max Q Clear Time (g_c+1), s		22.5	5.1	14.0		26.0	4.5	27.6				
Green Ext Time (p_c), s		0.0	0.0	13.7		0.0	0.0	9.6				

Intersection Summary

HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	998	42	30	1120	110	91	362	40	70	195	80
Future Volume (veh/h)	50	998	42	30	1120	110	91	362	40	70	195	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1029	21	31	1155	54	94	373	10	72	201	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1755	779	65	1710	759	48	53	368	51	84	368
Arrive On Green	0.02	0.16	0.16	0.04	0.47	0.47	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	0	208	1441	0	330	1441
Grp Volume(v), veh/h	52	1029	21	31	1155	54	467	0	10	273	0	21
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	208	0	1441	330	0	1441
Q Serve(g_s), s	2.6	23.8	1.0	1.5	22.3	1.7	0.0	0.0	0.5	0.0	0.0	1.0
Cycle Q Clear(g_c), s	2.6	23.8	1.0	1.5	22.3	1.7	23.0	0.0	0.5	23.0	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	0.20		1.00	0.26		1.00
Lane Grp Cap(c), veh/h	88	1755	779	65	1710	759	101	0	368	135	0	368
V/C Ratio(X)	0.59	0.59	0.03	0.48	0.68	0.07	4.61	0.00	0.03	2.02	0.00	0.06
Avail Cap(c_a), veh/h	141	1755	779	141	1710	759	101	0	368	135	0	368
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.24	0.24	0.24	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	29.4	19.8	42.6	18.3	12.9	33.6	0.0	25.1	31.9	0.0	25.3
Incr Delay (d2), s/veh	1.8	1.1	0.0	0.5	0.5	0.0	1649.0	0.0	0.0	485.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	11.5	0.3	0.7	8.3	0.5	48.5	0.0	0.2	21.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	30.5	19.9	43.0	18.9	12.9	1682.5	0.0	25.1	517.4	0.0	25.4
LnGrp LOS	D	C	B	D	B	B	F	A	C	F	A	C
Approach Vol, veh/h		1102			1240			477			294	
Approach Delay, s/veh		31.0			19.2			1647.8			482.3	
Approach LOS		C			B			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.2	50.8		29.0	11.4	49.6		29.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	40.0	40.0		23.0	7.0	40.0		23.0				
Max Q Clear Time (g_c+1/3), s	25.8	25.8		25.0	4.6	24.3		25.0				
Green Ext Time (p_c), s	0.0	6.7		0.0	0.0	8.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	316.6
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↑↑↑			↖↑↑↑		↖
Traffic Volume (veh/h)	266	778	124	30	842	596	215	1063	60	467	910	223
Future Volume (veh/h)	266	778	124	30	842	596	215	1063	60	467	910	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	269	786	36	30	851	210	217	1074	59	472	919	191
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	322	989	439	147	809	358	232	1127	62	497	1922	742
Arrive On Green	0.09	0.27	0.27	0.04	0.22	0.22	0.13	0.22	0.22	0.27	0.37	0.37
Sat Flow, veh/h	3510	3610	1601	3510	3610	1599	1810	5030	276	1810	5187	1604
Grp Volume(v), veh/h	269	786	36	30	851	210	217	738	395	472	919	191
Grp Sat Flow(s),veh/h/ln	1755	1805	1601	1755	1805	1599	1810	1729	1848	1810	1729	1604
Q Serve(g_s), s	11.8	31.6	2.6	1.3	35.0	18.3	18.6	32.9	32.9	40.0	21.2	11.4
Cycle Q Clear(g_c), s	11.8	31.6	2.6	1.3	35.0	18.3	18.6	32.9	32.9	40.0	21.2	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	322	989	439	147	809	358	232	775	414	497	1922	742
V/C Ratio(X)	0.84	0.79	0.08	0.20	1.05	0.59	0.94	0.95	0.95	0.95	0.48	0.26
Avail Cap(c_a), veh/h	674	1040	461	449	809	358	232	775	414	637	2325	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.8	52.6	42.1	72.3	60.6	54.1	67.5	59.8	59.8	55.6	37.6	25.6
Incr Delay (d2), s/veh	4.3	4.3	0.1	0.5	46.2	2.7	41.7	21.7	32.7	20.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	14.4	1.0	0.6	20.9	7.5	11.1	16.5	18.9	20.7	8.9	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.1	56.9	42.2	72.8	106.8	56.8	109.1	81.5	92.5	76.0	37.9	25.9
LnGrp LOS	E	E	D	E	F	E	F	F	F	E	D	C
Approach Vol, veh/h		1091			1091			1350			1582	
Approach Delay, s/veh		60.7			96.3			89.1			47.8	
Approach LOS		E			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	49.9	42.0	14.1	50.3	27.0	64.9	21.8	42.5				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+Rc), s	42.0	34.9	3.3	33.6	20.6	23.2	13.8	37.0				
Green Ext Time (p_c), s	0.9	0.0	0.0	4.3	0.0	12.2	0.6	0.0				

Intersection Summary

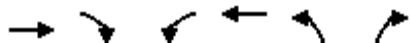
HCM 6th Ctrl Delay	71.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	1339	76	30	1238	149	70
Future Volume (veh/h)	1339	76	30	1238	149	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1395	56	31	1290	155	8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2451	1089	65	2882	240	110
Arrive On Green	0.68	0.68	0.04	0.80	0.07	0.07
Sat Flow, veh/h	3705	1604	1810	3705	3510	1610
Grp Volume(v), veh/h	1395	56	31	1290	155	8
Grp Sat Flow(s),veh/h/ln	1805	1604	1810	1805	1755	1610
Q Serve(g_s), s	18.2	1.0	1.5	10.1	3.9	0.4
Cycle Q Clear(g_c), s	18.2	1.0	1.5	10.1	3.9	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2451	1089	65	2882	240	110
V/C Ratio(X)	0.57	0.05	0.48	0.45	0.65	0.07
Avail Cap(c_a), veh/h	2451	1089	251	2882	800	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.60	0.60	1.00	1.00
Uniform Delay (d), s/veh	7.6	4.8	42.6	2.9	40.9	39.2
Incr Delay (d2), s/veh	0.5	0.0	2.4	0.3	2.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.2	0.7	1.2	1.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.0	4.8	44.9	3.2	43.7	39.5
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1451			1321	163	
Approach Delay, s/veh	7.9			4.1	43.5	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	10.7	68.6		79.3	10.7	
Change Period (Y+Rc), s	7.5	* 7.5		7.5	4.5	
Max Green Setting (Gmax), s	12.5	* 38		57.5	20.5	
Max Q Clear Time (g_c+1), s	13.5	20.2		12.1	5.9	
Green Ext Time (p_c), s	0.0	7.4		10.8	0.4	

Intersection Summary

HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	
Traffic Vol, veh/h	0	10	0	155	10	0	0	10	169	10	10	0
Future Vol, veh/h	0	10	0	155	10	0	0	10	169	10	10	0
Peak Hour Factor	0.92	0.92	0.92	0.79	0.92	0.79	0.92	0.79	0.79	0.79	0.79	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	0	196	11	0	0	13	214	13	13	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	8.5	9.4	8.7	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	100%	88%	75%	0%
Vol Thru, %	100%	0%	100%	0%	12%	25%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	169	10	82	83	13	7
LT Vol	0	0	0	82	73	10	0
Through Vol	10	0	10	0	10	3	7
RT Vol	0	169	0	0	0	0	0
Lane Flow Rate	13	214	11	104	103	17	8
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.018	0.263	0.016	0.161	0.158	0.027	0.012
Departure Headway (Hd)	5.134	4.431	5.349	5.581	5.521	5.683	5.305
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	699	813	668	643	649	631	675
Service Time	2.852	2.148	3.389	3.314	3.253	3.411	3.033
HCM Lane V/C Ratio	0.019	0.263	0.016	0.162	0.159	0.027	0.012
HCM Control Delay	7.9	8.7	8.5	9.4	9.3	8.6	8.1
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	1.1	0	0.6	0.6	0.1	0

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	179	0	0	165	0
Future Vol, veh/h	0	0	0	0	0	0	0	179	0	0	165	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	239	0	0	220	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	340	459	110	349	459	120	220	0	0	239	0	0
Stage 1	220	220	-	239	239	-	-	-	-	-	-	-
Stage 2	120	239	-	110	220	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	595	502	929	586	502	915	1361	-	-	1340	-	-
Stage 1	768	725	-	749	711	-	-	-	-	-	-	-
Stage 2	877	711	-	889	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	595	502	929	586	502	915	1361	-	-	1340	-	-
Mov Cap-2 Maneuver	595	502	-	586	502	-	-	-	-	-	-	-
Stage 1	768	725	-	749	711	-	-	-	-	-	-	-
Stage 2	877	711	-	889	725	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1361	-	-	-	1340	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	-	-
HCM Lane LOS	A	-	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-

HCM 6th Signalized Intersection Summary

9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (veh/h)	88	1255	196	60	1066	13	259	88	90	10	72	83
Future Volume (veh/h)	88	1255	196	60	1066	13	259	88	90	10	72	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	1307	125	62	1110	14	270	92	24	10	75	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	122	1447	645	124	1592	20	406	884	394	390	884	
Arrive On Green	0.07	0.40	0.40	0.07	0.44	0.44	0.24	0.24	0.24	0.24	0.24	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3651	46	1346	3610	1610	1296	3610	1610
Grp Volume(v), veh/h	92	1307	125	62	549	575	270	92	24	10	75	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1892	1346	1805	1610	1296	1805	1610
Q Serve(g_s), s	3.7	25.0	3.7	2.4	18.1	18.1	14.2	1.5	0.8	0.4	1.2	0.0
Cycle Q Clear(g_c), s	3.7	25.0	3.7	2.4	18.1	18.1	15.4	1.5	0.8	1.9	1.2	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	1447	645	124	787	825	406	884	394	390	884	
V/C Ratio(X)	0.76	0.90	0.19	0.50	0.70	0.70	0.67	0.10	0.06	0.03	0.08	
Avail Cap(c_a), veh/h	554	1475	658	493	787	825	443	983	439	426	983	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.7	20.7	14.3	33.0	16.8	16.8	27.3	21.5	21.3	22.2	21.4	0.0
Incr Delay (d2), s/veh	9.1	8.2	0.2	1.2	3.0	2.9	3.9	0.1	0.1	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	10.0	1.1	1.0	6.6	6.9	4.9	0.6	0.3	0.1	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	28.9	14.5	34.2	19.8	19.6	31.3	21.6	21.3	22.3	21.5	0.0
LnGrp LOS	D	C	B	C	B	B	C	C	C	C	C	
Approach Vol, veh/h		1524			1186			386			85	A
Approach Delay, s/veh		28.6			20.5			28.3			21.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	36.4		25.0	9.4	39.0		25.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	4.5	7.0		7.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	22.5	30.0		20.0				
Max Q Clear Time (g_c+I1), s	4.4	27.0		3.9	5.7	20.1		17.4				
Green Ext Time (p_c), s	0.0	2.5		0.4	0.2	5.7		0.6				

Intersection Summary

HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	270	92	130	200	50	41	282	46	20	352	26
Future Volume (veh/h)	39	270	92	130	200	50	41	282	46	20	352	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	314	21	151	233	15	48	328	23	23	409	11
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	330	558	247	326	723	320	484	1505	669	510	1441	640
Arrive On Green	0.05	0.15	0.15	0.09	0.20	0.20	0.05	0.42	0.42	0.03	0.40	0.40
Sat Flow, veh/h	1810	3610	1595	1810	3610	1598	1810	3610	1604	1810	3610	1604
Grp Volume(v), veh/h	45	314	21	151	233	15	48	328	23	23	409	11
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1805	1598	1810	1805	1604	1810	1805	1604
Q Serve(g_s), s	1.8	7.1	1.0	6.0	4.8	0.7	1.3	5.1	0.7	0.6	6.7	0.4
Cycle Q Clear(g_c), s	1.8	7.1	1.0	6.0	4.8	0.7	1.3	5.1	0.7	0.6	6.7	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	558	247	326	723	320	484	1505	669	510	1441	640
V/C Ratio(X)	0.14	0.56	0.09	0.46	0.32	0.05	0.10	0.22	0.03	0.05	0.28	0.02
Avail Cap(c_a), veh/h	557	1441	636	470	1441	638	708	1505	669	766	1441	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	34.3	31.8	27.5	30.0	28.3	14.1	16.4	15.1	14.6	17.9	15.9
Incr Delay (d2), s/veh	0.2	1.3	0.2	1.0	0.4	0.1	0.1	0.3	0.1	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.0	0.4	2.5	2.0	0.2	0.5	1.9	0.3	0.2	2.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	35.6	32.0	28.6	30.3	28.4	14.2	16.7	15.2	14.6	18.4	16.0
LnGrp LOS	C	D	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		380			399			399			443	
Approach Delay, s/veh		34.6			29.6			16.3			18.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	43.6	14.5	20.1	11.1	42.0	10.5	24.1				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0				
Max Q Clear Time (g_c+1), s	12.6	7.1	8.0	9.1	3.3	8.7	3.8	6.8				
Green Ext Time (p_c), s	0.0	2.8	0.2	2.7	0.1	3.6	0.1	2.0				
Intersection Summary												
HCM 6th Ctrl Delay											24.4	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	410	250	180	390	50	110	253	90	70	614	30
Future Volume (veh/h)	20	410	250	180	390	50	110	253	90	70	614	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	456	170	200	433	46	122	281	26	78	682	29
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	261	519	192	260	887	94	152	1079	481	101	954	41
Arrive On Green	0.01	0.20	0.20	0.08	0.27	0.27	0.17	0.60	0.60	0.06	0.27	0.27
Sat Flow, veh/h	1810	2574	951	1810	3292	348	1810	3610	1610	1810	3527	150
Grp Volume(v), veh/h	22	319	307	200	236	243	122	281	26	78	349	362
Grp Sat Flow(s),veh/h/ln	1810	1805	1720	1810	1805	1835	1810	1805	1610	1810	1805	1872
Q Serve(g_s), s	0.8	13.7	13.9	6.5	8.8	8.9	5.2	3.0	0.5	3.4	14.0	14.0
Cycle Q Clear(g_c), s	0.8	13.7	13.9	6.5	8.8	8.9	5.2	3.0	0.5	3.4	14.0	14.0
Prop In Lane	1.00		0.55	1.00		0.19	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	261	364	347	260	487	495	152	1079	481	101	488	506
V/C Ratio(X)	0.08	0.88	0.89	0.77	0.49	0.49	0.80	0.26	0.05	0.78	0.71	0.72
Avail Cap(c_a), veh/h	293	372	355	260	487	495	204	1079	481	113	488	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.96	0.96
Uniform Delay (d), s/veh	25.0	31.0	31.0	25.6	24.6	24.6	32.6	11.9	11.4	37.3	26.4	26.4
Incr Delay (d2), s/veh	0.1	19.5	21.9	12.0	0.6	0.6	10.9	0.6	0.2	21.0	8.3	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.4	7.3	3.6	3.5	3.6	2.4	1.1	0.2	2.0	6.6	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	50.4	52.9	37.6	25.1	25.2	43.5	12.4	11.6	58.3	34.7	34.5
LnGrp LOS	C	D	D	D	C	C	D	B	B	E	C	C
Approach Vol, veh/h		648			679			429			789	
Approach Delay, s/veh		50.7			28.8			21.2			36.9	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	30.9	14.0	23.6	13.7	28.6	8.6	29.1				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	23.0	6.5	16.5	9.0	19.0	2.5	20.5				
Max Q Clear Time (g_c+1/4), s	11.4	5.0	8.5	15.9	7.2	16.0	2.8	10.9				
Green Ext Time (p_c), s	0.0	1.2	0.0	0.2	0.0	1.0	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	40	370	10	110	20	373	130	60	934	10
Future Volume (veh/h)	10	10	40	370	10	110	20	373	130	60	934	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	11	2	415	0	23	22	410	55	66	1026	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	57	10	553	0	244	26	1709	758	68	1816	19
Arrive On Green	0.04	0.04	0.04	0.15	0.00	0.15	0.00	0.16	0.16	0.08	0.99	0.99
Sat Flow, veh/h	1810	1564	284	3619	0	1594	1810	3610	1602	1810	3658	39
Grp Volume(v), veh/h	11	0	13	415	0	23	22	410	55	66	506	531
Grp Sat Flow(s),veh/h/ln	1810	0	1849	1810	0	1594	1810	1805	1602	1810	1805	1893
Q Serve(g_s), s	0.5	0.0	0.5	8.8	0.0	1.0	1.0	8.0	2.3	2.9	0.4	0.4
Cycle Q Clear(g_c), s	0.5	0.0	0.5	8.8	0.0	1.0	1.0	8.0	2.3	2.9	0.4	0.4
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	65	0	67	553	0	244	26	1709	758	68	896	940
V/C Ratio(X)	0.17	0.00	0.19	0.75	0.00	0.09	0.84	0.24	0.07	0.97	0.56	0.56
Avail Cap(c_a), veh/h	158	0	162	950	0	419	68	1709	758	68	896	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.61	0.61	0.61
Uniform Delay (d), s/veh	37.4	0.0	37.4	32.4	0.0	29.1	39.7	21.1	18.8	37.0	0.1	0.1
Incr Delay (d2), s/veh	0.4	0.0	0.5	1.5	0.0	0.1	53.1	0.3	0.2	76.1	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	3.9	0.0	0.4	0.8	3.4	0.8	2.6	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	37.9	34.0	0.0	29.2	92.8	21.5	18.9	113.0	1.7	1.6
LnGrp LOS	D	A	D	C	A	C	F	C	B	F	A	A
Approach Vol, veh/h		24			438			487			1103	
Approach Delay, s/veh		37.9			33.7			24.4			8.3	
Approach LOS		D			C			C			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	44.9		7.9	8.2	46.7		17.2				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	10.0	25.0		7.0	3.0	25.0		21.0				
Max Q Clear Time (g_c+1/4), s	10.0	10.0		2.5	3.0	2.4		10.8				
Green Ext Time (p_c), s	0.0	2.7		0.0	0.0	5.0		0.9				

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔	↔	↔	↔↔↔			↔↔↔	↔
Traffic Volume (veh/h)	0	0	0	316	0	130	230	373	0	0	839	555
Future Volume (veh/h)	0	0	0	316	0	130	230	373	0	0	839	555
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				No
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				340	0	37	247	401	0	0	902	216
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				461	0	411	282	3112	0	0	1980	611
Arrive On Green				0.25	0.00	0.25	0.31	1.00	0.00	0.00	0.13	0.13
Sat Flow, veh/h				1810	0	1610	1810	5358	0	0	5358	1600
Grp Volume(v), veh/h				340	0	37	247	401	0	0	902	216
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1729	0	0	1729	1600
Q Serve(g_s), s				13.8	0.0	1.4	10.3	0.0	0.0	0.0	12.9	9.9
Cycle Q Clear(g_c), s				13.8	0.0	1.4	10.3	0.0	0.0	0.0	12.9	9.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				461	0	411	282	3112	0	0	1980	611
V/C Ratio(X)				0.74	0.00	0.09	0.88	0.13	0.00	0.00	0.46	0.35
Avail Cap(c_a), veh/h				461	0	411	362	3112	0	0	1980	611
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.81	0.81	0.00	0.00	0.79	0.79
Uniform Delay (d), s/veh				27.3	0.0	22.7	26.8	0.0	0.0	0.0	27.3	25.9
Incr Delay (d2), s/veh				10.1	0.0	0.4	12.4	0.1	0.0	0.0	0.6	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.0	0.0	0.6	4.4	0.0	0.0	0.0	5.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.4	0.0	23.2	39.2	0.1	0.0	0.0	27.9	27.2
LnGrp LOS				D	A	C	D	A	A	A	C	C
Approach Vol, veh/h					377			648			1118	
Approach Delay, s/veh					36.0			15.0			27.7	
Approach LOS					D			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.8			17.5	36.3		26.2				
Change Period (Y+Rc), s		5.8			5.0	5.8		5.8				
Max Green Setting (Gmax), s		48.0			16.0	27.0		20.4				
Max Q Clear Time (g_c+I1), s		2.0			12.3	14.9		15.8				
Green Ext Time (p_c), s		2.1			0.1	4.3		1.4				
Intersection Summary												
HCM 6th Ctrl Delay											25.3	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕↕↕		↗	↕↕↕	
Traffic Volume (veh/h)	106	0	190	0	0	0	0	487	358	370	774	0
Future Volume (veh/h)	106	0	190	0	0	0	0	487	358	370	774	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	114	0	50				0	524	233	398	832	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	385	0	342				0	1179	506	448	3333	0
Arrive On Green	0.21	0.00	0.21				0.00	0.33	0.33	0.08	0.21	0.00
Sat Flow, veh/h	1810	0	1610				0	3718	1523	1810	5358	0
Grp Volume(v), veh/h	114	0	50				0	510	247	398	832	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1612	1810	1729	0
Q Serve(g_s), s	4.2	0.0	2.0				0.0	9.2	9.6	17.4	10.7	0.0
Cycle Q Clear(g_c), s	4.2	0.0	2.0				0.0	9.2	9.6	17.4	10.7	0.0
Prop In Lane	1.00		1.00				0.00		0.94	1.00		0.00
Lane Grp Cap(c), veh/h	385	0	342				0	1149	536	448	3333	0
V/C Ratio(X)	0.30	0.00	0.15				0.00	0.44	0.46	0.89	0.25	0.00
Avail Cap(c_a), veh/h	385	0	342				0	1149	536	611	3333	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	26.5	0.0	25.6				0.0	20.9	21.0	35.6	15.5	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.9				0.0	1.2	2.8	8.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.8				0.0	3.6	3.7	9.3	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	0.0	26.5				0.0	22.2	23.9	44.2	15.6	0.0
LnGrp LOS	C	A	C				A	C	C	D	B	A
Approach Vol, veh/h		164						757			1230	
Approach Delay, s/veh		27.8						22.7			24.9	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	24.8	32.4	22.8	57.2								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	27.0	19.0	17.0	51.4								
Max Q Clear Time (g_c+19.4), s	11.6	11.6	6.2	12.7								
Green Ext Time (p_c), s	0.4	2.3	0.9	4.8								

Intersection Summary

HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Intersection Delay, s/veh	22.6											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔		↔	↔	↔	↔	↔
Traffic Vol, veh/h	20	204	46	381	130	120	38	80	350	20	10	10
Future Vol, veh/h	20	204	46	381	130	120	38	80	350	20	10	10
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	249	56	465	159	146	46	98	427	24	12	12
Number of Lanes	0	1	1	1	1	1	0	1	2	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	3	2	3
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	2	3	2
HCM Control Delay	25.7	26.2	16.6	13.7
HCM LOS	D	D	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	32%	0%	0%	9%	0%	100%	50%	0%	100%	0%
Vol Thru, %	68%	0%	0%	91%	0%	0%	50%	0%	0%	50%
Vol Right, %	0%	100%	100%	0%	100%	0%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	175	175	224	46	251	260	120	20	20
LT Vol	38	0	0	20	0	251	130	0	20	0
Through Vol	80	0	0	204	0	0	130	0	0	10
RT Vol	0	175	175	0	46	0	0	120	0	10
Lane Flow Rate	144	213	213	273	56	307	317	146	24	24
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.345	0.46	0.46	0.677	0.127	0.711	0.72	0.289	0.072	0.066
Departure Headway (Hd)	8.641	7.762	7.762	8.919	8.161	8.462	8.188	7.24	10.642	9.763
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	419	467	467	407	440	429	443	499	337	367
Service Time	6.349	5.47	5.47	6.656	5.897	6.162	5.907	4.94	8.388	7.509
HCM Lane V/C Ratio	0.344	0.456	0.456	0.671	0.127	0.716	0.716	0.293	0.071	0.065
HCM Control Delay	15.8	16.9	16.9	28.5	12.1	29.4	29.3	12.9	14.2	13.2
HCM Lane LOS	C	C	C	D	B	D	D	B	B	B
HCM 95th-tile Q	1.5	2.4	2.4	4.8	0.4	5.4	5.6	1.2	0.2	0.2

HCM 6th Signalized Intersection Summary
 16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	20	0	30	20	0	10	20	438	10	10	487	10
Future Volume (veh/h)	20	0	30	20	0	10	20	438	10	10	487	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	0	5	23	0	0	23	509	9	12	566	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	166	0	108	138	0	0	81	2631	1169	50	2569	1142
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.00	0.04	0.73	0.73	0.03	0.71	0.71
Sat Flow, veh/h	1546	0	1562	1138	0	0	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	23	0	5	23	0	0	23	509	9	12	566	9
Grp Sat Flow(s),veh/h/ln	1546	0	1562	1138	0	0	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	0.0	0.0	0.4	1.9	0.0	0.0	1.5	5.3	0.2	0.8	6.4	0.2
Cycle Q Clear(g_c), s	1.5	0.0	0.4	3.4	0.0	0.0	1.5	5.3	0.2	0.8	6.4	0.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	0	108	138	0	0	81	2631	1169	50	2569	1142
V/C Ratio(X)	0.14	0.00	0.05	0.17	0.00	0.00	0.28	0.19	0.01	0.24	0.22	0.01
Avail Cap(c_a), veh/h	455	0	430	424	0	0	196	2631	1169	196	2569	1142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.61	0.61	0.61	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	0.0	52.2	54.3	0.0	0.0	55.5	5.1	4.4	57.1	5.9	5.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.7	0.0	0.0	1.4	0.1	0.0	3.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.1	0.7	0.0	0.0	0.7	1.7	0.1	0.4	2.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	0.0	52.4	55.0	0.0	0.0	56.9	5.2	4.4	60.1	6.1	5.0
LnGrp LOS	D	A	D	D	A	A	E	A	A	E	A	A
Approach Vol, veh/h		28			23			541			587	
Approach Delay, s/veh		53.0			55.0			7.4			7.2	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	94.4		15.3	12.4	92.4		15.3				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.0	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+1), s	12.8	7.3		3.5	3.5	8.4		5.4				
Green Ext Time (p_c), s	0.0	7.0		0.1	0.0	7.9		0.1				

Intersection Summary

HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	895	260	70	748	20	160	258	110	30	346	141
Future Volume (veh/h)	110	895	260	70	748	20	160	258	110	30	346	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	118	962	185	75	804	22	172	277	22	32	372	152
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	935	415	127	892	24	316	332	279	27	309	126
Arrive On Green	0.08	0.26	0.26	0.07	0.25	0.25	0.17	0.17	0.17	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1601	1810	3588	98	1810	1900	1596	104	1206	493
Grp Volume(v), veh/h	118	962	185	75	404	422	172	277	22	556	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1882	1810	1900	1596	1803	0	0
Q Serve(g_s), s	7.5	30.3	11.3	4.7	25.4	25.4	10.1	16.5	1.3	30.0	0.0	0.0
Cycle Q Clear(g_c), s	7.5	30.3	11.3	4.7	25.4	25.4	10.1	16.5	1.3	30.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	0.06		0.27
Lane Grp Cap(c), veh/h	146	935	415	127	448	468	316	332	279	463	0	0
V/C Ratio(X)	0.81	1.03	0.45	0.59	0.90	0.90	0.54	0.83	0.08	1.20	0.00	0.00
Avail Cap(c_a), veh/h	387	935	415	310	463	483	464	488	410	463	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.8	43.3	36.3	52.7	42.6	42.6	44.0	46.6	40.4	43.5	0.0	0.0
Incr Delay (d2), s/veh	7.6	37.0	1.6	1.6	21.4	20.8	1.8	8.8	0.1	110.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	17.5	4.4	2.1	13.3	13.8	4.6	8.4	0.5	26.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	80.4	37.9	54.3	64.0	63.3	45.8	55.5	40.5	153.5	0.0	0.0
LnGrp LOS	E	F	D	D	E	E	D	E	D	F	A	A
Approach Vol, veh/h		1265			901			471			556	
Approach Delay, s/veh		72.3			62.9			51.2			153.5	
Approach LOS		E			E			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.7	37.8		36.5	16.9	36.6		26.9				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	20.0	30.0		30.0	25.0	30.0		30.0				
Max Q Clear Time (g_c+1), s	10.7	32.3		32.0	9.5	27.4		18.5				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.2	1.7		2.0				

Intersection Summary

HCM 6th Ctrl Delay	80.7
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	160	280	20	50	20	110	418	20	30	526	70
Future Volume (veh/h)	180	160	280	20	50	20	110	418	20	30	526	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	209	186	91	23	58	3	128	486	10	35	612	31
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	245	501	235	78	427	188	160	1520	676	81	1957	605
Arrive On Green	0.14	0.21	0.21	0.04	0.12	0.12	0.09	0.42	0.42	0.04	0.38	0.38
Sat Flow, veh/h	1810	2380	1115	1810	3610	1590	1810	3610	1604	1810	5187	1604
Grp Volume(v), veh/h	209	139	138	23	58	3	128	486	10	35	612	31
Grp Sat Flow(s),veh/h/ln	1810	1805	1690	1810	1805	1590	1810	1805	1604	1810	1729	1604
Q Serve(g_s), s	10.5	6.1	6.5	1.1	1.3	0.2	6.4	8.4	0.3	1.7	7.7	1.1
Cycle Q Clear(g_c), s	10.5	6.1	6.5	1.1	1.3	0.2	6.4	8.4	0.3	1.7	7.7	1.1
Prop In Lane	1.00		0.66	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	380	356	78	427	188	160	1520	676	81	1957	605
V/C Ratio(X)	0.85	0.37	0.39	0.29	0.14	0.02	0.80	0.32	0.01	0.43	0.31	0.05
Avail Cap(c_a), veh/h	390	486	455	390	973	428	390	1520	676	390	1957	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	31.3	31.5	43.0	36.7	36.1	41.5	18.0	15.6	43.2	20.4	18.3
Incr Delay (d2), s/veh	5.7	0.4	0.5	0.8	0.1	0.0	3.4	0.6	0.0	1.3	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	2.6	2.6	0.5	0.6	0.1	2.9	3.3	0.1	0.8	3.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	31.8	32.0	43.8	36.8	36.2	44.9	18.5	15.7	44.5	20.8	18.5
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	C	B
Approach Vol, veh/h		486			84			624			678	
Approach Delay, s/veh		37.5			38.7			23.9			21.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	45.6	10.5	26.0	14.7	41.5	19.1	17.5				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+1), s	13.7	10.4	3.1	8.5	8.4	9.7	12.5	3.3				
Green Ext Time (p_c), s	0.0	3.6	0.0	1.0	0.1	4.9	0.2	0.2				

Intersection Summary

HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	10	72	50	10	20	61	458	30	30	836	20
Future Volume (veh/h)	50	10	72	50	10	20	61	458	30	30	836	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	11	13	57	11	3	70	526	18	34	961	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	222	196	133	445	196	112	2533	784	79	2449	59
Arrive On Green	0.07	0.12	0.12	0.07	0.12	0.12	0.06	0.49	0.49	0.04	0.47	0.47
Sat Flow, veh/h	1810	1805	1591	1810	3610	1591	1810	5187	1605	1810	5211	125
Grp Volume(v), veh/h	57	11	13	57	11	3	70	526	18	34	638	346
Grp Sat Flow(s),veh/h/ln	1810	1805	1591	1810	1805	1591	1810	1729	1605	1810	1729	1877
Q Serve(g_s), s	2.9	0.5	0.7	2.9	0.3	0.2	3.6	5.5	0.6	1.8	11.5	11.5
Cycle Q Clear(g_c), s	2.9	0.5	0.7	2.9	0.3	0.2	3.6	5.5	0.6	1.8	11.5	11.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	133	222	196	133	445	196	112	2533	784	79	1625	882
V/C Ratio(X)	0.43	0.05	0.07	0.43	0.02	0.02	0.63	0.21	0.02	0.43	0.39	0.39
Avail Cap(c_a), veh/h	473	679	598	473	1358	598	473	2533	784	473	1625	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	37.0	37.1	42.4	36.9	36.9	43.8	13.9	12.7	44.6	16.5	16.5
Incr Delay (d2), s/veh	0.8	0.1	0.1	0.8	0.0	0.0	2.1	0.2	0.1	1.4	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.2	0.3	1.3	0.1	0.1	1.6	2.0	0.2	0.8	4.3	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	37.1	37.2	43.3	36.9	36.9	46.0	14.1	12.7	46.0	17.2	17.8
LnGrp LOS	D	D	D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		81			71			614			1018	
Approach Delay, s/veh		41.4			42.0			17.7			18.4	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	53.2	13.5	18.3	12.4	51.5	13.5	18.3				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	25.0	45.0	25.0	36.0	25.0	45.0	25.0	36.0				
Max Q Clear Time (g_c+1), s	13.8	7.5	4.9	2.7	5.6	13.5	4.9	2.3				
Green Ext Time (p_c), s	0.0	4.4	0.1	0.1	0.1	8.2	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	60	460	450	250	310	50	220	369	100	40	878	60
Future Volume (veh/h)	60	460	450	250	310	50	220	369	100	40	878	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	479	196	260	323	17	229	384	52	42	915	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	297	720	319	367	792	430	311	1834	735	173	1629	639
Arrive On Green	0.08	0.20	0.20	0.10	0.22	0.22	0.09	0.35	0.35	0.05	0.31	0.31
Sat Flow, veh/h	3510	3610	1598	3510	3610	1599	3510	5187	1603	3510	5187	1602
Grp Volume(v), veh/h	62	479	196	260	323	17	229	384	52	42	915	23
Grp Sat Flow(s),veh/h/ln	1755	1805	1598	1755	1805	1599	1755	1729	1603	1755	1729	1602
Q Serve(g_s), s	1.6	11.7	10.7	6.8	7.3	0.8	6.1	4.9	1.7	1.1	14.0	0.8
Cycle Q Clear(g_c), s	1.6	11.7	10.7	6.8	7.3	0.8	6.1	4.9	1.7	1.1	14.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	720	319	367	792	430	311	1834	735	173	1629	639
V/C Ratio(X)	0.21	0.67	0.62	0.71	0.41	0.04	0.74	0.21	0.07	0.24	0.56	0.04
Avail Cap(c_a), veh/h	735	1134	502	735	1134	582	735	1834	735	735	1629	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	35.3	34.9	41.3	32.0	25.8	42.4	21.5	14.5	43.7	27.3	17.5
Incr Delay (d2), s/veh	0.3	1.3	2.3	1.9	0.4	0.0	2.5	0.3	0.2	0.5	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.0	4.1	2.9	3.0	0.3	2.6	1.9	0.6	0.5	5.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	36.6	37.2	43.2	32.4	25.9	44.9	21.8	14.7	44.2	28.7	17.6
LnGrp LOS	D	D	D	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		737			600			665			980	
Approach Delay, s/veh		37.1			36.9			29.2			29.1	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	40.3	17.5	26.5	15.0	36.5	15.6	28.5				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1/3), s	13.1	6.9	8.8	13.7	8.1	16.0	3.6	9.3				
Green Ext Time (p_c), s	0.0	3.0	0.5	3.8	0.4	5.8	0.1	2.1				

Intersection Summary

HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↔	↗	↘	↗	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	406	0	202	490	507	0	0	1268	400
Future Volume (veh/h)	0	0	0	406	0	202	490	507	0	0	1268	400
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				427	0	0	516	534	0	0	1335	169
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				901	0	401	1014	3227	0	0	1816	443
Arrive On Green				0.25	0.00	0.00	0.10	0.21	0.00	0.00	0.28	0.28
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1596
Grp Volume(v), veh/h				427	0	0	516	534	0	0	1335	169
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1596
Q Serve(g_s), s				9.0	0.0	0.0	12.6	7.6	0.0	0.0	16.7	7.7
Cycle Q Clear(g_c), s				9.0	0.0	0.0	12.6	7.6	0.0	0.0	16.7	7.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				901	0	401	1014	3227	0	0	1816	443
V/C Ratio(X)				0.47	0.00	0.00	0.51	0.17	0.00	0.00	0.74	0.38
Avail Cap(c_a), veh/h				901	0	401	1014	3227	0	0	1816	443
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.90	0.90	0.00	0.00	0.73	0.73
Uniform Delay (d), s/veh				28.8	0.0	0.0	34.6	16.5	0.0	0.0	29.5	26.3
Incr Delay (d2), s/veh				1.8	0.0	0.0	1.6	0.1	0.0	0.0	2.0	1.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.1	0.0	0.0	6.0	2.8	0.0	0.0	6.3	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.6	0.0	0.0	36.3	16.6	0.0	0.0	31.5	28.1
LnGrp LOS				C	A	A	D	B	A	A	C	C
Approach Vol, veh/h					427			1050			1504	
Approach Delay, s/veh					30.6			26.3			31.1	
Approach LOS					C			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		61.8		28.2	31.0	30.8						
Change Period (Y+Rc), s		5.8		5.8	5.0	5.8						
Max Green Setting (Gmax), s		56.0		22.4	26.0	25.0						
Max Q Clear Time (g_c+I1), s		9.6		11.0	14.6	18.7						
Green Ext Time (p_c), s		3.6		1.2	0.8	4.3						

Intersection Summary

HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	0	430	0	0	0	0	927	478	489	1194	0
Future Volume (veh/h)	70	0	430	0	0	0	0	927	478	489	1194	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	49	0	349				0	966	161	509	1244	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	611	0	1088				0	2106	515	546	2766	0
Arrive On Green	0.34	0.00	0.34				0.00	0.32	0.32	0.21	0.71	0.00
Sat Flow, veh/h	1810	0	3220				0	6802	1598	3510	5358	0
Grp Volume(v), veh/h	49	0	349				0	966	161	509	1244	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1598	1755	1729	0
Q Serve(g_s), s	1.7	0.0	7.2				0.0	10.6	6.8	12.8	9.2	0.0
Cycle Q Clear(g_c), s	1.7	0.0	7.2				0.0	10.6	6.8	12.8	9.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	611	0	1088				0	2106	515	546	2766	0
V/C Ratio(X)	0.08	0.00	0.32				0.00	0.46	0.31	0.93	0.45	0.00
Avail Cap(c_a), veh/h	611	0	1088				0	2106	515	546	2766	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.64	0.64	0.00
Uniform Delay (d), s/veh	20.3	0.0	22.1				0.0	24.3	23.0	35.2	7.4	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.8				0.0	0.7	1.6	18.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.8				0.0	3.9	2.6	6.2	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	22.9				0.0	25.0	24.6	53.4	7.8	0.0
LnGrp LOS	C	A	C				A	C	C	D	A	A
Approach Vol, veh/h		398						1127			1753	
Approach Delay, s/veh		22.6						24.9			21.0	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	19.0	34.8					53.8	36.2				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	14.0	29.0					48.0	30.4				
Max Q Clear Time (g_c+I), s	14.8	12.6					11.2	9.2				
Green Ext Time (p_c), s	0.0	6.2					10.2	1.5				

Intersection Summary

HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	290	0	470	0	2543	0	0	1916	1058	0	0
Future Volume (veh/h)	290	0	470	0	2543	0	0	1916	1058	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	305	305	454	0	2677	0	0	2404	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	563	563	1002	0	3791	0	0	4408			
Arrive On Green	0.31	0.31	0.31	0.00	0.58	0.00	0.00	0.58	0.00		
Sat Flow, veh/h	1810	1810	3220	0	7068	0	0	7600	1610		
Grp Volume(v), veh/h	305	305	454	0	2677	0	0	2404	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	0	0	1900	1610		
Q Serve(g_s), s	14.0	14.0	11.3	0.0	29.1	0.0	0.0	19.4	0.0		
Cycle Q Clear(g_c), s	14.0	14.0	11.3	0.0	29.1	0.0	0.0	19.4	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	563	563	1002	0	3791	0	0	4408			
V/C Ratio(X)	0.54	0.54	0.45	0.00	0.71	0.00	0.00	0.55			
Avail Cap(c_a), veh/h	563	563	1002	0	3791	0	0	4408			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	28.5	28.5	27.6	0.0	14.9	0.0	0.0	12.9	0.0		
Incr Delay (d2), s/veh	3.7	3.7	1.5	0.0	1.1	0.0	0.0	0.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.5	6.5	4.5	0.0	9.5	0.0	0.0	7.4	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	32.3	32.3	29.1	0.0	16.1	0.0	0.0	13.4	0.0		
LnGrp LOS	C	C	C	A	B	A	A	B			
Approach Vol, veh/h	759	759			2677			2404	A		
Approach Delay, s/veh	30.4	30.4			16.1			13.4			
Approach LOS	C	C			B			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	63.8		36.2		63.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	58.0		31.1		58.0						
Max Q Clear Time (g_c+I1), s	31.1		16.0		21.4						
Green Ext Time (p_c), s	17.7		1.4		18.8						

Intersection Summary

HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	621	0	277	0	2730	904	0	1667	0	0	0
Future Volume (veh/h)	621	0	277	0	2730	904	0	1667	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	647	647	247	0	2844	0	0	1736	0		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	581	581	1034	0	3726		0	3726	0		
Arrive On Green	0.32	0.32	0.32	0.00	0.57	0.00	0.00	0.57	0.00		
Sat Flow, veh/h	1810	1810	3220	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	647	647	247	0	2844	0	0	1736	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	1610	0	1634	0		
Q Serve(g_s), s	32.1	32.1	5.6	0.0	33.1	0.0	0.0	15.6	0.0		
Cycle Q Clear(g_c), s	32.1	32.1	5.6	0.0	33.1	0.0	0.0	15.6	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	581	581	1034	0	3726		0	3726	0		
V/C Ratio(X)	1.11	1.11	0.24	0.00	0.76		0.00	0.47	0.00		
Avail Cap(c_a), veh/h	581	581	1034	0	3726		0	3726	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.32	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	33.9	33.9	25.0	0.0	16.4	0.0	0.0	12.6	0.0		
Incr Delay (d2), s/veh	72.6	72.6	0.5	0.0	0.5	0.0	0.0	0.4	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	25.4	25.4	2.2	0.0	11.5	0.0	0.0	5.2	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	106.6	106.6	25.5	0.0	16.9	0.0	0.0	13.0	0.0		
LnGrp LOS	F	F	C	A	B		A	B	A		
Approach Vol, veh/h	894	894			2844	A		1736			
Approach Delay, s/veh	84.2	84.2			16.9			13.0			
Approach LOS	F	F			B			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	62.8		37.2		62.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	57.0		32.1		57.0						
Max Q Clear Time (g_c+I1), s	35.1		34.1		17.6						
Green Ext Time (p_c), s	17.8		0.0		11.0						

Intersection Summary

HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↔↔	↑	↗↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	410	100	220	70	60	290	70	2934	120	200	1633	120
Future Volume (veh/h)	410	100	220	70	60	290	70	2934	120	200	1633	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	423	103	38	72	62	31	72	3025	61	206	1684	66
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	464	219	184	259	109	162	188	3559	874	257	3688	906
Arrive On Green	0.13	0.12	0.12	0.07	0.06	0.06	0.05	0.54	0.54	0.07	0.56	0.56
Sat Flow, veh/h	3510	1900	1589	3510	1900	2834	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	423	103	38	72	62	31	72	3025	61	206	1684	66
Grp Sat Flow(s),veh/h/ln	1755	1900	1589	1755	1900	1417	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	16.6	7.1	3.0	2.7	4.5	1.5	2.8	54.9	2.5	8.1	21.2	2.6
Cycle Q Clear(g_c), s	16.6	7.1	3.0	2.7	4.5	1.5	2.8	54.9	2.5	8.1	21.2	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	219	184	259	109	162	188	3559	874	257	3688	906
V/C Ratio(X)	0.91	0.47	0.21	0.28	0.57	0.19	0.38	0.85	0.07	0.80	0.46	0.07
Avail Cap(c_a), veh/h	464	387	324	464	387	577	602	3559	874	602	3688	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.29	0.29	0.89	0.89	0.89
Uniform Delay (d), s/veh	59.9	57.9	56.1	61.3	64.3	62.9	64.0	27.0	15.1	63.9	17.9	13.9
Incr Delay (d2), s/veh	21.7	0.6	0.2	0.2	1.7	0.2	0.1	0.8	0.0	1.9	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	3.4	1.2	1.2	2.2	0.5	1.2	20.1	0.9	3.6	7.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	58.5	56.3	61.5	66.1	63.1	64.1	27.9	15.1	65.8	18.3	14.0
LnGrp LOS	F	E	E	E	E	E	E	C	B	E	B	B
Approach Vol, veh/h		564			165			3158			1956	
Approach Delay, s/veh		75.7			63.5			28.4			23.1	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	83.2	16.8	22.7	14.5	86.0	25.0	14.5				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	24.0	42.0	18.5	28.5	24.0	42.0	18.5	28.5				
Max Q Clear Time (g_c+10), s	11.0	56.9	4.7	9.1	4.8	23.2	18.6	6.5				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.2	0.1	9.7	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↓		↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	380	484	570	154	499	514	445	2249	40	119	1634	160
Future Volume (veh/h)	380	484	570	154	499	514	445	2249	40	119	1634	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	384	489	461	156	504	253	449	2272	16	120	1651	73
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	443	528	469	210	817	365	508	2504	614	172	1879	460
Arrive On Green	0.13	0.29	0.29	0.06	0.23	0.23	0.14	0.38	0.38	0.05	0.29	0.29
Sat Flow, veh/h	3510	1805	1602	3510	3610	1610	3510	6536	1604	3510	6536	1602
Grp Volume(v), veh/h	384	489	461	156	504	253	449	2272	16	120	1651	73
Grp Sat Flow(s),veh/h/ln	1755	1805	1602	1755	1805	1610	1755	1634	1604	1755	1634	1602
Q Serve(g_s), s	14.7	35.9	39.0	6.0	17.2	19.7	17.1	44.9	0.8	4.6	32.9	4.6
Cycle Q Clear(g_c), s	14.7	35.9	39.0	6.0	17.2	19.7	17.1	44.9	0.8	4.6	32.9	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	443	528	469	210	817	365	508	2504	614	172	1879	460
V/C Ratio(X)	0.87	0.93	0.98	0.74	0.62	0.69	0.88	0.91	0.03	0.70	0.88	0.16
Avail Cap(c_a), veh/h	771	528	469	771	1057	471	771	2504	614	771	1914	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.6	46.9	48.0	63.2	47.5	48.5	57.3	39.8	26.3	64.0	46.4	36.3
Incr Delay (d2), s/veh	2.0	22.4	37.0	1.9	0.8	3.0	5.6	5.4	0.0	1.9	5.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	18.9	19.9	2.7	7.6	8.0	7.7	17.8	0.3	2.1	13.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	69.2	85.0	65.1	48.3	51.5	62.9	45.2	26.3	65.9	51.5	36.5
LnGrp LOS	E	E	F	E	D	D	E	D	C	E	D	D
Approach Vol, veh/h		1334			913			2737			1844	
Approach Delay, s/veh		72.2			52.1			48.0			51.8	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.2	59.8	15.2	47.4	27.3	46.8	24.3	38.3				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+1), s	10.6	46.9	8.0	41.0	19.1	34.9	16.7	21.7				
Green Ext Time (p_c), s	0.2	0.0	0.2	0.0	0.6	4.2	0.6	3.6				

Intersection Summary

HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔ ↑↑↑			↔ ↑↑	↔ ↑↑	↔ ↑	↔ ↑	↔ ↑			↔	
Traffic Volume (veh/h)	10	564	10	30	601	30	10	0	50	50	0	10
Future Volume (veh/h)	10	564	10	30	601	30	10	0	50	50	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	696	11	37	742	11	12	0	29	62	0	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	32	1553	25	80	1160	518	636	0	578	591	0	0
Arrive On Green	0.02	0.30	0.30	0.04	0.32	0.32	0.36	0.00	0.36	0.36	0.00	0.00
Sat Flow, veh/h	1810	5260	83	1810	3610	1610	1440	0	1610	1357	0	0
Grp Volume(v), veh/h	12	457	250	37	742	11	12	0	29	62	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1885	1810	1805	1610	1440	0	1610	1357	0	0
Q Serve(g_s), s	0.5	7.5	7.5	1.4	12.2	0.3	0.0	0.0	0.8	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.5	7.5	7.5	1.4	12.2	0.3	0.3	0.0	0.8	2.9	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	32	1021	557	80	1160	518	636	0	578	591	0	0
V/C Ratio(X)	0.37	0.45	0.45	0.46	0.64	0.02	0.02	0.00	0.05	0.10	0.00	0.00
Avail Cap(c_a), veh/h	390	3229	1760	390	3370	1503	636	0	578	591	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.8	19.9	19.9	32.5	20.2	16.1	14.4	0.0	14.6	15.5	0.0	0.0
Incr Delay (d2), s/veh	6.9	0.4	0.8	4.2	0.8	0.0	0.1	0.0	0.2	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.7	3.0	0.7	4.6	0.1	0.1	0.0	0.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	20.4	20.7	36.6	21.0	16.2	14.4	0.0	14.7	15.9	0.0	0.0
LnGrp LOS	D	C	C	D	C	B	B	A	B	B	A	A
Approach Vol, veh/h		719			790			41			62	
Approach Delay, s/veh		20.8			21.7			14.6			15.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.0	10.1	27.6		32.0	8.2	29.4				
Change Period (Y+Rc), s		7.0	7.0	7.0		7.0	7.0	7.0				
Max Green Setting (Gmax), s		25.0	15.0	65.0		25.0	15.0	65.0				
Max Q Clear Time (g_c+1), s		2.8	3.4	9.5		4.9	2.5	14.2				
Green Ext Time (p_c), s		0.1	0.0	7.0		0.2	0.0	8.2				

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑ ↘			↙	↘			↙	↘		↕	
Traffic Volume (veh/h)	0	604	60	70	591	10	70	0	60	10	0	10
Future Volume (veh/h)	0	604	60	70	591	10	70	0	60	10	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	728	66	84	712	12	84	0	11	12	0	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	3025	272	110	1422	24	215	0	128	131	0	0
Arrive On Green	0.00	0.62	0.62	0.06	0.76	0.76	0.08	0.00	0.08	0.08	0.00	0.00
Sat Flow, veh/h	1810	4841	436	1810	1863	31	1663	0	1580	622	0	0
Grp Volume(v), veh/h	0	519	275	84	0	724	84	0	11	12	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1819	1810	0	1894	1663	0	1580	622	0	0
Q Serve(g_s), s	0.0	6.0	6.0	4.1	0.0	13.2	0.0	0.0	0.6	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.0	6.0	4.1	0.0	13.2	4.1	0.0	0.6	4.8	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	2160	1137	110	0	1446	215	0	128	131	0	0
V/C Ratio(X)	0.00	0.24	0.24	0.77	0.00	0.50	0.39	0.00	0.09	0.09	0.00	0.00
Avail Cap(c_a), veh/h	322	2160	1137	322	0	1446	684	0	650	595	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.84	0.84	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.5	7.5	41.6	0.0	4.1	39.9	0.0	38.2	42.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	10.5	0.0	1.2	1.2	0.0	0.3	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	2.0	2.1	0.0	3.3	1.9	0.0	0.2	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.7	7.9	52.2	0.0	5.3	41.0	0.0	38.5	42.5	0.0	0.0
LnGrp LOS	A	A	A	D	A	A	D	A	D	D	A	A
Approach Vol, veh/h	794		808		95		12					
Approach Delay, s/veh	7.8		10.2		40.7		42.5					
Approach LOS	A		B		D		D					
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	14.3		12.5		63.2		14.3		0.0		75.7	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	37.0		16.0		16.0		37.0		16.0		16.0	
Max Q Clear Time (g_c+11), s	6.1		6.1		8.0		6.8		0.0		15.2	
Green Ext Time (p_c), s	0.5		0.1		2.9		0.0		0.0		0.4	
Intersection Summary												
HCM 6th Ctrl Delay			11.0									
HCM 6th LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary
 29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Volume (veh/h)	414	351	50	389	273	159	50	2088	212	223	1817	348
Future Volume (veh/h)	414	351	50	389	273	159	50	2088	212	223	1817	348
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	422	358	8	397	279	27	51	2131	71	228	1854	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	435	638	196	435	444	198	123	2105	516	242	2536	
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.07	0.32	0.32	0.13	0.39	0.00
Sat Flow, veh/h	3510	5187	1591	3510	3610	1610	1810	6536	1603	1810	6536	1610
Grp Volume(v), veh/h	422	358	8	397	279	27	51	2131	71	228	1854	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1591	1755	1805	1610	1810	1634	1603	1810	1634	1610
Q Serve(g_s), s	12.1	6.6	0.4	11.3	7.4	1.5	2.7	32.5	3.2	12.6	24.5	0.0
Cycle Q Clear(g_c), s	12.1	6.6	0.4	11.3	7.4	1.5	2.7	32.5	3.2	12.6	24.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	435	638	196	435	444	198	123	2105	516	242	2536	
V/C Ratio(X)	0.97	0.56	0.04	0.91	0.63	0.14	0.42	1.01	0.14	0.94	0.73	
Avail Cap(c_a), veh/h	435	1619	496	435	1127	503	206	2105	516	242	2536	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.0	41.7	39.0	43.7	42.1	39.5	45.1	34.2	24.3	43.3	26.4	0.0
Incr Delay (d2), s/veh	35.2	0.8	0.1	23.0	1.5	0.3	0.8	22.7	0.1	41.6	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	2.7	0.2	6.1	3.3	0.6	1.2	15.0	1.2	8.1	8.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.3	42.5	39.1	66.7	43.5	39.8	45.9	56.9	24.4	84.9	27.5	0.0
LnGrp LOS	E	D	D	E	D	D	D	F	C	F	C	
Approach Vol, veh/h		788			703			2253			2082	A
Approach Delay, s/veh		62.1			56.4			55.7			33.8	
Approach LOS		E			E			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	40.0	20.0	19.9	14.3	46.7	20.0	19.9				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	13.5	32.5	12.5	31.5	11.5	34.5	12.5	31.5				
Max Q Clear Time (g_c+14.6), s	14.6	34.5	13.3	8.6	4.7	26.5	14.1	9.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.0	6.5	0.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗ ↘	↖ ↗ ↘		↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗
Traffic Volume (veh/h)	50	837	20	10	710	36	10	10	10	52	0	91
Future Volume (veh/h)	50	837	20	10	710	36	10	10	10	52	0	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	872	18	10	740	15	10	10	4	54	0	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	404	2290	47	400	1580	701	527	308	123	523	454	382
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.24	0.24	0.24	0.24	0.00	0.24
Sat Flow, veh/h	719	5230	108	634	3610	1601	1394	1288	515	1413	1900	1600
Grp Volume(v), veh/h	52	576	314	10	740	15	10	0	14	54	0	29
Grp Sat Flow(s),veh/h/ln	719	1729	1880	634	1805	1601	1394	0	1803	1413	1900	1600
Q Serve(g_s), s	2.0	4.2	4.2	0.4	5.4	0.2	0.2	0.0	0.2	1.1	0.0	0.5
Cycle Q Clear(g_c), s	7.4	4.2	4.2	4.6	5.4	0.2	0.2	0.0	0.2	1.4	0.0	0.5
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	404	1514	823	400	1580	701	527	0	431	523	454	382
V/C Ratio(X)	0.13	0.38	0.38	0.02	0.47	0.02	0.02	0.00	0.03	0.10	0.00	0.08
Avail Cap(c_a), veh/h	767	3260	1772	720	3403	1509	1133	0	1214	1137	1279	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	7.0	7.0	8.6	7.4	5.9	10.8	0.0	10.8	11.4	0.0	10.9
Incr Delay (d2), s/veh	0.1	0.2	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.9	0.0	1.1	0.0	0.1	0.0	0.1	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	7.2	7.3	8.6	7.6	5.9	10.8	0.0	10.9	11.4	0.0	11.0
LnGrp LOS	B	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h		942			765			24				83
Approach Delay, s/veh		7.4			7.6			10.9				11.3
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		23.3		13.9		23.3				
Change Period (Y+Rc), s		5.0		7.0		5.0		7.0				
Max Green Setting (Gmax), s		25.0		35.0		25.0		35.0				
Max Q Clear Time (g_c+I1), s		2.2		9.4		3.4		7.4				
Green Ext Time (p_c), s		0.0		6.1		0.2		5.1				

Intersection Summary

HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖	↗		↖↗	↑	↗
Traffic Volume (veh/h)	70	799	30	30	631	289	20	40	80	350	30	104
Future Volume (veh/h)	70	799	30	30	631	289	20	40	80	350	30	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	832	12	31	657	0	21	42	14	365	31	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	2365	730	76	1562		66	139	46	312	294	247
Arrive On Green	0.07	0.46	0.46	0.03	0.29	0.00	0.04	0.10	0.10	0.09	0.15	0.15
Sat Flow, veh/h	1810	5187	1601	1810	3610	1610	1810	1358	453	3510	1900	1595
Grp Volume(v), veh/h	73	832	12	31	657	0	21	0	56	365	31	25
Grp Sat Flow(s),veh/h/ln	1810	1729	1601	1810	1805	1610	1810	0	1811	1755	1900	1595
Q Serve(g_s), s	3.5	9.4	0.4	1.5	13.2	0.0	1.0	0.0	2.6	8.0	1.3	1.2
Cycle Q Clear(g_c), s	3.5	9.4	0.4	1.5	13.2	0.0	1.0	0.0	2.6	8.0	1.3	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	118	2365	730	76	1562		66	0	185	312	294	247
V/C Ratio(X)	0.62	0.35	0.02	0.41	0.42		0.32	0.00	0.30	1.17	0.11	0.10
Avail Cap(c_a), veh/h	161	2365	730	161	1562		161	0	402	312	422	354
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.97	0.97	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	15.9	13.4	42.6	22.8	0.0	42.3	0.0	37.4	41.0	32.7	32.7
Incr Delay (d2), s/veh	5.6	0.4	0.0	4.1	0.8	0.0	1.0	0.0	0.7	105.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.4	0.1	0.7	5.8	0.0	0.5	0.0	1.1	8.0	0.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	16.2	13.5	46.7	23.6	0.0	43.3	0.0	38.1	146.2	32.8	32.8
LnGrp LOS	D	B	B	D	C		D	A	D	F	C	C
Approach Vol, veh/h		917			688	A		77			421	
Approach Delay, s/veh		18.6			24.7			39.5			131.1	
Approach LOS		B			C			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	16.2	10.8	48.0	10.3	20.9	12.9	45.9				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	30.0	20.0	8.0	26.0	8.0	20.0	8.0	26.0				
Max Q Clear Time (g_c+fl), s	11.0	4.6	3.5	11.4	3.0	3.3	5.5	15.2				
Green Ext Time (p_c), s	0.0	0.1	0.0	5.3	0.0	0.1	0.0	3.5				

Intersection Summary

HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑			↙ ↑↑↑			↙ ↑↑	↙ ↑↑		↙ ↑↑		
Traffic Volume (veh/h)	40	1179	30	60	831	30	40	40	130	60	30	40
Future Volume (veh/h)	40	1179	30	60	831	30	40	40	130	60	30	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	1228	30	62	866	29	42	42	19	62	31	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	3228	79	80	3238	108	222	279	118	210	333	72
Arrive On Green	0.07	1.00	1.00	0.04	0.63	0.63	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1810	5208	127	1810	5154	172	1375	2464	1038	1347	2941	639
Grp Volume(v), veh/h	42	815	443	62	581	314	42	30	31	62	19	19
Grp Sat Flow(s),veh/h/ln	1810	1729	1877	1810	1729	1868	1375	1805	1697	1347	1805	1775
Q Serve(g_s), s	2.0	0.0	0.0	3.1	6.7	6.8	2.5	1.3	1.5	3.9	0.8	0.9
Cycle Q Clear(g_c), s	2.0	0.0	0.0	3.1	6.7	6.8	3.4	1.3	1.5	5.4	0.8	0.9
Prop In Lane	1.00		0.07	1.00		0.09	1.00		0.61	1.00		0.36
Lane Grp Cap(c), veh/h	65	2144	1163	80	2173	1174	222	205	192	210	205	201
V/C Ratio(X)	0.64	0.38	0.38	0.77	0.27	0.27	0.19	0.15	0.16	0.29	0.09	0.10
Avail Cap(c_a), veh/h	201	2144	1163	281	2173	1174	509	582	547	492	582	572
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	0.0	42.5	7.5	7.5	37.3	36.0	36.0	38.5	35.7	35.8
Incr Delay (d2), s/veh	3.0	0.4	0.7	5.0	0.3	0.5	0.4	0.3	0.4	0.8	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.1	0.2	1.4	2.1	2.3	0.8	0.6	0.6	1.3	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	0.4	0.7	47.6	7.7	8.0	37.7	36.3	36.4	39.2	35.9	36.0
LnGrp LOS	D	A	A	D	A	A	D	D	D	D	D	D
Approach Vol, veh/h	1300			957			103			100		
Approach Delay, s/veh	1.9			10.4			36.9			38.0		
Approach LOS	A			B			D			D		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	16.2	11.0	62.8		16.2	10.3	63.5					
Change Period (Y+Rc), s	6.0	7.0	7.0		6.0	7.0	7.0					
Max Green Setting (Gmax), s	29.0	14.0	27.0		29.0	10.0	31.0					
Max Q Clear Time (g_c+I1), s	5.4	5.1	2.0		7.4	4.0	8.8					
Green Ext Time (p_c), s	0.4	0.0	12.0		0.3	0.0	7.7					
Intersection Summary												
HCM 6th Ctrl Delay			8.2									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary

33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	130	1029	130	380	631	134	160	906	410	230	967	70
Future Volume (veh/h)	130	1029	130	380	631	134	160	906	410	230	967	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	1083	36	400	664	123	168	954	172	242	1018	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	323	1403	436	473	1380	252	296	1310	407	311	1332	562
Arrive On Green	0.09	0.27	0.27	0.13	0.31	0.31	0.08	0.25	0.25	0.09	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	3510	4407	806	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	137	1083	36	400	519	268	168	954	172	242	1018	27
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1755	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	4.4	22.8	2.0	13.2	14.3	14.6	5.4	19.9	10.6	8.0	21.5	1.3
Cycle Q Clear(g_c), s	4.4	22.8	2.0	13.2	14.3	14.6	5.4	19.9	10.6	8.0	21.5	1.3
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	1403	436	473	1083	550	296	1310	407	311	1332	562
V/C Ratio(X)	0.42	0.77	0.08	0.85	0.48	0.49	0.57	0.73	0.42	0.78	0.76	0.05
Avail Cap(c_a), veh/h	742	1755	545	742	1170	594	742	1755	545	742	1755	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	39.8	32.2	49.9	32.8	32.9	52.1	40.5	37.0	52.7	40.6	25.5
Incr Delay (d2), s/veh	0.7	1.9	0.1	4.4	0.4	0.8	1.3	1.2	0.8	3.2	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	9.5	0.8	5.9	5.9	6.1	2.4	8.2	4.1	3.5	8.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	41.6	32.3	54.4	33.2	33.7	53.3	41.6	37.8	55.9	42.3	25.5
LnGrp LOS	D	D	C	D	C	C	D	D	D	E	D	C
Approach Vol, veh/h		1256			1187			1294			1287	
Approach Delay, s/veh		42.4			40.5			42.7			44.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	38.0	37.4	23.4	39.5	17.5	37.9	18.4	44.5				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+110), s	11.0	21.9	15.2	24.8	7.4	23.5	6.4	16.6				
Green Ext Time (p_c), s	0.5	7.4	0.8	7.2	0.3	6.9	0.3	5.8				

Intersection Summary

HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	120	1563	6	74	927	50	48	20	125	400	10	140
Future Volume (veh/h)	120	1563	6	74	927	50	48	20	125	400	10	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	1681	6	80	997	50	52	22	17	430	11	43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	1949	7	140	1794	90	108	173	144	431	512	431
Arrive On Green	0.09	0.37	0.37	0.08	0.35	0.35	0.06	0.09	0.09	0.24	0.27	0.27
Sat Flow, veh/h	1810	5335	19	1810	5058	253	1810	1900	1584	1810	1900	1601
Grp Volume(v), veh/h	129	1089	598	80	681	366	52	22	17	430	11	43
Grp Sat Flow(s),veh/h/ln	1810	1729	1896	1810	1729	1853	1810	1900	1584	1810	1900	1601
Q Serve(g_s), s	7.4	30.7	30.7	4.5	16.6	16.7	2.9	1.1	1.0	25.0	0.4	2.1
Cycle Q Clear(g_c), s	7.4	30.7	30.7	4.5	16.6	16.7	2.9	1.1	1.0	25.0	0.4	2.1
Prop In Lane	1.00		0.01	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	1263	693	140	1227	657	108	173	144	431	512	431
V/C Ratio(X)	0.81	0.86	0.86	0.57	0.56	0.56	0.48	0.13	0.12	1.00	0.02	0.10
Avail Cap(c_a), veh/h	344	1316	722	344	1316	705	344	362	301	431	512	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	30.9	30.9	46.8	27.2	27.3	47.9	43.9	43.9	40.0	28.2	28.8
Incr Delay (d2), s/veh	3.7	6.1	10.4	1.4	0.5	1.0	1.2	0.2	0.3	43.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	13.0	15.0	2.0	6.6	7.1	1.4	0.5	0.4	16.2	0.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	37.0	41.3	48.2	27.8	28.2	49.1	44.2	44.2	83.0	28.2	28.9
LnGrp LOS	D	D	D	D	C	C	D	D	D	F	C	C
Approach Vol, veh/h	1816				1127		91		484			
Approach Delay, s/veh	39.4				29.4		47.0		77.0			
Approach LOS	D				C		D		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	14.6	15.1	45.4	11.2	33.3	16.2	44.3				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	25.0	20.0	20.0	40.0	20.0	25.0	20.0	40.0				
Max Q Clear Time (g_c+Y), s	27.0	3.1	6.5	32.7	4.9	4.1	9.4	18.7				
Green Ext Time (p_c), s	0.0	0.1	0.1	5.7	0.0	0.1	0.1	7.7				

Intersection Summary

HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1537	611	510	687	0	0	0	0	240	0	426
Future Volume (veh/h)	0	1537	611	510	687	0	0	0	0	240	0	426
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1618	304	537	723	0				287	0	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1963	552	741	3170	0				885	0	394
Arrive On Green	0.00	0.34	0.34	0.07	0.20	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	5700	1603	3510	5358	0				3619	0	1610
Grp Volume(v), veh/h	0	1618	304	537	723	0				287	0	73
Grp Sat Flow(s),veh/h/ln	0	1900	1603	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	23.4	13.8	13.5	10.5	0.0				5.9	0.0	3.2
Cycle Q Clear(g_c), s	0.0	23.4	13.8	13.5	10.5	0.0				5.9	0.0	3.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1963	552	741	3170	0				885	0	394
V/C Ratio(X)	0.00	0.82	0.55	0.72	0.23	0.00				0.32	0.00	0.19
Avail Cap(c_a), veh/h	0	1963	552	741	3170	0				885	0	394
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.37	0.37	0.85	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.0	23.9	39.3	18.2	0.0				27.9	0.0	26.9
Incr Delay (d2), s/veh	0.0	1.6	1.5	5.2	0.1	0.0				1.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.9	5.0	6.8	4.3	0.0				2.6	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.6	25.3	44.5	18.3	0.0				28.9	0.0	27.9
LnGrp LOS		A	C	C	D	B	A			C	A	C
Approach Vol, veh/h		1922			1260					360		
Approach Delay, s/veh		28.1			29.5					28.7		
Approach LOS		C			C					C		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.0	37.5		28.5		61.5						
Change Period (Y+Rc), s	5.0	6.5		6.5		6.5						
Max Green Setting (Gmax), s	19.0	31.0		22.0		55.0						
Max Q Clear Time (g_c+1/5), s	11.5	25.4		7.9		12.5						
Green Ext Time (p_c), s	0.4	4.5		1.1		4.1						

Intersection Summary

HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 36: Jurupa St & I-15 NB Ramps

























Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	596	1181	0	0	1071	520	125	0	280	0	0	0
Future Volume (veh/h)	596	1181	0	0	1071	520	125	0	280	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	621	1230	0	0	1116	245	169	0	83			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	702	3458	0	0	2132	662	684	0	304			
Arrive On Green	0.20	0.67	0.00	0.00	0.41	0.41	0.19	0.00	0.19			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	621	1230	0	0	1116	245	169	0	83			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	15.5	9.3	0.0	0.0	14.5	9.5	3.6	0.0	4.0			
Cycle Q Clear(g_c), s	15.5	9.3	0.0	0.0	14.5	9.5	3.6	0.0	4.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	702	3458	0	0	2132	662	684	0	304			
V/C Ratio(X)	0.88	0.36	0.00	0.00	0.52	0.37	0.25	0.00	0.27			
Avail Cap(c_a), veh/h	702	3458	0	0	2132	662	684	0	304			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.11	0.11	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.0	6.6	0.0	0.0	19.9	18.4	31.1	0.0	31.2			
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.0	0.9	1.6	0.9	0.0	2.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.4	2.6	0.0	0.0	5.5	3.5	1.6	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	6.6	0.0	0.0	20.8	20.0	31.9	0.0	33.4			
LnGrp LOS	D	A	A	A	C	B	C	A	C			
Approach Vol, veh/h	1851				1361				252			
Approach Delay, s/veh	16.8				20.7				32.4			
Approach LOS	B				C				C			
Timer - Assigned Phs	2				5		6		8			
Phs Duration (G+Y+Rc), s	66.5				23.0		43.5		23.5			
Change Period (Y+Rc), s	6.5				5.0		6.5		6.5			
Max Green Setting (Gmax), s	60.0				18.0		37.0		17.0			
Max Q Clear Time (g_c+I1), s	11.3				17.5		16.5		6.0			
Green Ext Time (p_c), s	8.2				0.1		8.3		0.5			
Intersection Summary												
HCM 6th Ctrl Delay					19.5							
HCM 6th LOS					B							
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary
 1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	817	91	132	629	227	161	831	74	259	866	188
Future Volume (veh/h)	301	817	91	132	629	227	161	831	74	259	866	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	342	928	27	150	715	150	183	944	74	294	984	53
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	963	427	216	952	422	319	838	66	321	898	398
Arrive On Green	0.12	0.27	0.27	0.12	0.26	0.26	0.13	0.25	0.25	0.13	0.25	0.25
Sat Flow, veh/h	1810	3610	1601	1810	3610	1601	1810	3390	266	1810	3610	1600
Grp Volume(v), veh/h	342	928	27	150	715	150	183	503	515	294	984	53
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1601	1810	1805	1850	1810	1805	1600
Q Serve(g_s), s	11.0	22.8	1.1	7.2	16.4	6.8	6.3	22.3	22.3	10.8	22.4	2.3
Cycle Q Clear(g_c), s	11.0	22.8	1.1	7.2	16.4	6.8	6.3	22.3	22.3	10.8	22.4	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	221	963	427	216	952	422	319	446	458	321	898	398
V/C Ratio(X)	1.55	0.96	0.06	0.69	0.75	0.36	0.57	1.13	1.13	0.92	1.10	0.13
Avail Cap(c_a), veh/h	221	963	427	221	963	427	321	446	458	321	898	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	32.6	24.6	38.1	30.4	26.9	22.0	33.9	33.9	23.4	33.8	26.3
Incr Delay (d2), s/veh	267.1	20.8	0.1	7.6	2.7	0.5	3.0	81.7	81.3	29.9	59.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.0	11.9	0.4	3.4	6.9	2.5	2.7	19.3	19.8	6.9	16.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	306.6	53.4	24.7	45.6	33.1	27.5	25.1	115.6	115.1	53.3	93.6	27.0
LnGrp LOS	F	D	C	D	C	C	C	F	F	D	F	C
Approach Vol, veh/h		1297			1015			1201			1331	
Approach Delay, s/veh		119.6			34.1			101.6			82.0	
Approach LOS		F			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	28.1	15.4	29.8	16.6	28.2	15.7	29.5				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.0	* 11	24.0	* 12	22.0	* 11	24.0				
Max Q Clear Time (g_c+I1), s	12.8	24.3	9.2	24.8	8.3	24.4	13.0	18.4				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.2	0.0	0.0	2.9				
Intersection Summary												
HCM 6th Ctrl Delay				86.9								
HCM 6th LOS				F								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1141	50	60	887	50	50	150	60	60	140	50
Future Volume (veh/h)	60	1141	50	60	887	50	50	150	60	60	140	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	1311	33	69	1020	29	57	172	60	69	161	49
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	1838	820	102	1838	816	128	272	86	147	260	71
Arrive On Green	0.06	0.51	0.51	0.06	0.51	0.51	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3610	1610	1810	3610	1602	240	1150	364	309	1100	300
Grp Volume(v), veh/h	69	1311	33	69	1020	29	289	0	0	279	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1602	1754	0	0	1709	0	0
Q Serve(g_s), s	2.3	17.0	0.6	2.3	11.7	0.5	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	17.0	0.6	2.3	11.7	0.5	8.7	0.0	0.0	8.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.20		0.21	0.25		0.18
Lane Grp Cap(c), veh/h	102	1838	820	102	1838	816	486	0	0	479	0	0
V/C Ratio(X)	0.67	0.71	0.04	0.67	0.55	0.04	0.59	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1042	2079	927	1042	2079	923	1043	0	0	1020	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.1	11.5	7.5	28.1	10.2	7.5	21.0	0.0	0.0	20.9	0.0	0.0
Incr Delay (d2), s/veh	15.2	1.5	0.0	15.2	0.6	0.0	2.5	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.2	0.2	1.3	3.5	0.1	3.7	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	12.9	7.5	43.3	10.8	7.5	23.5	0.0	0.0	23.3	0.0	0.0
LnGrp LOS	D	B	A	D	B	A	C	A	A	C	A	A
Approach Vol, veh/h		1413			1118			289			279	
Approach Delay, s/veh		14.3			12.7			23.5			23.3	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	34.9		18.4	7.4	34.9		18.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	35.0	35.0		35.0	35.0	35.0		35.0				
Max Q Clear Time (g_c+1), s	14.3	19.0		10.6	4.3	13.7		10.7				
Green Ext Time (p_c), s	0.4	11.9		3.2	0.4	11.8		3.3				
Intersection Summary												
HCM 6th Ctrl Delay											15.4	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary

3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1098	103	50	866	60	112	250	50	115	281	60
Future Volume (veh/h)	30	1098	103	50	866	60	112	250	50	115	281	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	1234	53	56	973	31	126	281	48	129	316	48
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1614	716	106	1664	740	269	421	72	195	838	126
Arrive On Green	0.04	0.45	0.45	0.12	0.92	0.92	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3610	1601	1810	3610	1605	1031	1580	270	1065	3144	473
Grp Volume(v), veh/h	34	1234	53	56	973	31	126	0	329	129	180	184
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1605	1031	0	1850	1065	1805	1812
Q Serve(g_s), s	1.6	25.9	1.7	2.6	4.1	0.1	10.2	0.0	14.3	9.7	7.3	7.5
Cycle Q Clear(g_c), s	1.6	25.9	1.7	2.6	4.1	0.1	17.7	0.0	14.3	24.0	7.3	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.26
Lane Grp Cap(c), veh/h	81	1614	716	106	1664	740	269	0	493	195	481	483
V/C Ratio(X)	0.42	0.76	0.07	0.53	0.58	0.04	0.47	0.00	0.67	0.66	0.37	0.38
Avail Cap(c_a), veh/h	181	1614	716	181	1664	740	269	0	493	195	481	483
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	20.9	14.2	38.6	2.1	1.9	34.2	0.0	29.4	40.7	26.9	26.9
Incr Delay (d2), s/veh	7.3	3.5	0.2	7.3	1.3	0.1	5.7	0.0	7.0	16.3	2.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	10.4	0.6	1.3	1.0	0.1	2.9	0.0	7.0	3.7	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	24.4	14.4	45.9	3.4	2.0	39.9	0.0	36.4	56.9	29.1	29.2
LnGrp LOS	D	C	B	D	A	A	D	A	D	E	C	C
Approach Vol, veh/h		1321			1060			455			493	
Approach Delay, s/veh		24.7			5.6			37.4			36.4	
Approach LOS		C			A			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.5	11.0	48.5		30.5	12.3	47.2				
Change Period (Y+Rc), s		6.5	7.0	7.0		* 6.5	7.0	* 7				
Max Green Setting (Gmax), s		22.5	9.0	38.0		* 24	9.0	* 39				
Max Q Clear Time (g_c+I1), s		19.7	3.6	6.1		26.0	4.6	27.9				
Green Ext Time (p_c), s		1.1	0.0	14.2		0.0	0.1	8.5				

Intersection Summary

HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1111	103	40	884	70	52	133	20	70	154	40
Future Volume (veh/h)	40	1111	103	40	884	70	52	133	20	70	154	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	1248	59	45	993	41	58	149	5	79	173	10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1723	764	81	1723	764	51	106	368	53	73	368
Arrive On Green	0.05	0.48	0.48	0.05	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	0	415	1441	0	286	1441
Grp Volume(v), veh/h	45	1248	59	45	993	41	207	0	5	252	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	415	0	1441	286	0	1441
Q Serve(g_s), s	2.2	24.9	1.8	2.2	17.9	1.2	0.0	0.0	0.2	0.0	0.0	0.5
Cycle Q Clear(g_c), s	2.2	24.9	1.8	2.2	17.9	1.2	23.0	0.0	0.2	23.0	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	0.28		1.00	0.31		1.00
Lane Grp Cap(c), veh/h	81	1723	764	81	1723	764	157	0	368	126	0	368
V/C Ratio(X)	0.55	0.72	0.08	0.55	0.58	0.05	1.32	0.00	0.01	2.00	0.00	0.03
Avail Cap(c_a), veh/h	181	1723	764	181	1723	764	157	0	368	126	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.61	0.61	0.61	0.42	0.42	0.42	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	18.8	12.8	42.1	17.0	12.6	31.2	0.0	25.0	32.6	0.0	25.1
Incr Delay (d2), s/veh	1.3	1.7	0.1	0.9	0.6	0.1	180.2	0.0	0.0	478.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	0.6	1.0	6.7	0.4	10.4	0.0	0.1	19.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	20.5	12.9	43.0	17.6	12.7	211.4	0.0	25.0	511.5	0.0	25.1
LnGrp LOS	D	C	B	D	B	B	F	A	C	F	A	C
Approach Vol, veh/h		1352			1079			212			262	
Approach Delay, s/veh		20.9			18.4			207.0			493.0	
Approach LOS		C			B			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	49.9		29.0	11.1	49.9		29.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	38.0	38.0		23.0	9.0	38.0		23.0				
Max Q Clear Time (g_c+1/2), s	14.2	26.9		25.0	4.2	19.9		25.0				
Green Ext Time (p_c), s	0.0	6.9		0.0	0.0	7.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	76.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

5: Mission Blvd & Grove Ave

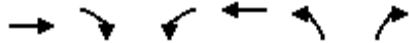
Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↑↑↗			↖↑↑↑		↖
Traffic Volume (veh/h)	303	733	175	50	707	444	122	717	30	577	1075	255
Future Volume (veh/h)	303	733	175	50	707	444	122	717	30	577	1075	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	333	805	83	55	777	128	134	788	32	634	1181	248
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	963	427	173	747	331	155	959	39	588	2217	861
Arrive On Green	0.11	0.27	0.27	0.05	0.21	0.21	0.09	0.19	0.19	0.33	0.43	0.43
Sat Flow, veh/h	3510	3610	1601	3510	3610	1598	1810	5112	207	1810	5187	1605
Grp Volume(v), veh/h	333	805	83	55	777	128	134	532	288	634	1181	248
Grp Sat Flow(s),veh/h/ln	1755	1805	1601	1755	1805	1598	1810	1729	1861	1810	1729	1605
Q Serve(g_s), s	15.8	35.6	6.8	2.6	35.0	11.7	12.4	25.0	25.1	55.0	28.6	14.3
Cycle Q Clear(g_c), s	15.8	35.6	6.8	2.6	35.0	11.7	12.4	25.0	25.1	55.0	28.6	14.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	383	963	427	173	747	331	155	649	349	588	2217	861
V/C Ratio(X)	0.87	0.84	0.19	0.32	1.04	0.39	0.87	0.82	0.82	1.08	0.53	0.29
Avail Cap(c_a), veh/h	622	963	427	415	747	331	214	715	385	588	2217	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.2	58.6	48.0	77.7	67.1	57.9	76.4	66.0	66.0	57.1	35.9	21.5
Incr Delay (d2), s/veh	6.2	6.6	0.3	0.8	43.9	0.9	21.0	7.5	13.4	59.9	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	16.7	2.7	1.2	20.4	4.8	6.6	11.6	13.1	34.3	12.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.4	65.2	48.2	78.5	111.0	58.8	97.4	73.5	79.4	117.0	36.3	21.8
LnGrp LOS	F	E	D	E	F	E	F	E	E	F	D	C
Approach Vol, veh/h		1221			960			954			2063	
Approach Delay, s/veh		68.2			102.2			78.6			59.3	
Approach LOS		E			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.0	38.8	15.8	52.6	21.5	79.3	26.0	42.5				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+Y), s	57.0	27.1	4.6	37.6	14.4	30.6	17.8	37.0				
Green Ext Time (p_c), s	0.0	3.8	0.1	3.4	0.1	16.4	0.7	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			72.9									
HCM 6th LOS			E									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary
6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	1139	140	80	1188	43	20
Future Volume (veh/h)	1139	140	80	1188	43	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1309	109	92	1366	49	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2317	1030	119	2855	169	77
Arrive On Green	0.64	0.64	0.07	0.79	0.05	0.05
Sat Flow, veh/h	3705	1604	1810	3705	3510	1610
Grp Volume(v), veh/h	1309	109	92	1366	49	2
Grp Sat Flow(s),veh/h/ln	1805	1604	1810	1805	1755	1610
Q Serve(g_s), s	18.3	2.3	4.5	11.5	1.2	0.1
Cycle Q Clear(g_c), s	18.3	2.3	4.5	11.5	1.2	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2317	1030	119	2855	169	77
V/C Ratio(X)	0.56	0.11	0.77	0.48	0.29	0.03
Avail Cap(c_a), veh/h	2317	1030	251	2855	702	322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.69	0.69	1.00	1.00
Uniform Delay (d), s/veh	9.1	6.2	41.4	3.2	41.4	40.8
Incr Delay (d2), s/veh	0.3	0.1	5.5	0.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.6	2.1	1.5	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.3	6.2	46.9	3.6	42.1	40.9
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1418			1458	51	
Approach Delay, s/veh	9.1			6.3	42.0	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	33.4	65.3		11.3		78.7
Change Period (Y+Rc), s	7.5	* 7.5		7.0		7.5
Max Green Setting (Gmax), s	12.5	* 38		18.0		57.5
Max Q Clear Time (g_c+I), s	10.5	20.3		3.2		13.5
Green Ext Time (p_c), s	0.1	6.9		0.1		11.8

Intersection Summary

HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	
Traffic Vol, veh/h	0	10	0	90	10	0	10	10	60	10	10	0
Future Vol, veh/h	0	10	0	90	10	0	10	10	60	10	10	0
Peak Hour Factor	0.92	0.92	0.92	0.84	0.92	0.84	0.92	0.84	0.84	0.84	0.84	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	0	107	11	0	11	12	71	12	12	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	8	8.4	7.4	8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	50%	0%	0%	100%	80%	75%	0%
Vol Thru, %	50%	0%	100%	0%	20%	25%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	60	10	50	51	13	7
LT Vol	10	0	0	50	41	10	0
Through Vol	10	0	10	0	10	3	7
RT Vol	0	60	0	0	0	0	0
Lane Flow Rate	23	71	11	59	59	16	8
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.032	0.083	0.015	0.085	0.084	0.023	0.011
Departure Headway (Hd)	5.121	4.168	4.919	5.203	5.104	5.299	4.922
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	703	864	731	681	694	679	731
Service Time	2.823	1.87	2.924	2.99	2.891	3.003	2.626
HCM Lane V/C Ratio	0.033	0.082	0.015	0.087	0.085	0.024	0.011
HCM Control Delay	8	7.2	8	8.5	8.4	8.1	7.7
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0	0.3	0.3	0.1	0

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	60	0	0	100	0
Future Vol, veh/h	0	0	0	0	0	0	0	60	0	0	100	0
Conflicting Peds, #/hr	0	0	5	0	0	5	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	74	0	0	123	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	170	207	72	146	207	47	128	0	0	79	0	0
Stage 1	128	128	-	79	79	-	-	-	-	-	-	-
Stage 2	42	79	-	67	128	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	783	693	982	814	693	1019	1470	-	-	1532	-	-
Stage 1	868	794	-	927	833	-	-	-	-	-	-	-
Stage 2	973	833	-	941	794	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	775	686	973	806	686	1009	1463	-	-	1525	-	-
Mov Cap-2 Maneuver	775	686	-	806	686	-	-	-	-	-	-	-
Stage 1	864	790	-	922	829	-	-	-	-	-	-	-
Stage 2	968	829	-	937	790	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1463	-	-	-	-	1525	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

HCM 6th Signalized Intersection Summary
 9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1049	200	80	1204	10	143	30	30	10	40	50
Future Volume (veh/h)	30	1049	200	80	1204	10	143	30	30	10	40	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	1179	156	90	1353	11	161	34	6	11	45	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	1510	674	158	1674	14	326	594	265	330	594	
Arrive On Green	0.05	0.42	0.42	0.09	0.46	0.46	0.16	0.16	0.16	0.16	0.16	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3670	30	1383	3610	1610	1389	3610	1610
Grp Volume(v), veh/h	34	1179	156	90	665	699	161	34	6	11	45	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1895	1383	1805	1610	1389	1805	1610
Q Serve(g_s), s	1.2	18.0	4.0	3.0	20.2	20.2	7.1	0.5	0.2	0.4	0.7	0.0
Cycle Q Clear(g_c), s	1.2	18.0	4.0	3.0	20.2	20.2	7.8	0.5	0.2	0.9	0.7	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	1510	674	158	823	864	326	594	265	330	594	
V/C Ratio(X)	0.38	0.78	0.23	0.57	0.81	0.81	0.49	0.06	0.02	0.03	0.08	
Avail Cap(c_a), veh/h	568	1700	758	568	850	892	532	1133	505	538	1133	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.3	16.0	11.9	27.9	14.9	14.9	25.8	22.5	22.3	22.8	22.5	0.0
Incr Delay (d2), s/veh	1.0	2.4	0.2	1.2	6.0	5.8	2.0	0.1	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.0	1.1	1.2	7.3	7.6	2.4	0.2	0.1	0.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	18.4	12.2	29.1	20.9	20.7	27.8	22.5	22.4	22.9	22.6	0.0
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	
Approach Vol, veh/h		1369			1454			201			56	A
Approach Delay, s/veh		18.0			21.3			26.7			22.7	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	33.7		17.5	10.2	36.1		17.5				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	20.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	5.0	20.0		2.9	3.2	22.2		9.8				
Green Ext Time (p_c), s	0.1	6.7		0.2	0.0	5.6		0.8				

Intersection Summary

HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	120	71	30	140	20	121	270	110	20	250	30
Future Volume (veh/h)	23	120	71	30	140	20	121	270	110	20	250	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	132	12	33	154	3	133	297	62	22	275	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	376	165	250	401	177	661	1754	780	600	1600	711
Arrive On Green	0.03	0.10	0.10	0.04	0.11	0.11	0.07	0.49	0.49	0.03	0.44	0.44
Sat Flow, veh/h	1810	3610	1587	1810	3610	1588	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	25	132	12	33	154	3	133	297	62	22	275	14
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1805	1588	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	1.0	2.7	0.5	1.3	3.1	0.1	3.0	3.6	1.6	0.5	3.6	0.4
Cycle Q Clear(g_c), s	1.0	2.7	0.5	1.3	3.1	0.1	3.0	3.6	1.6	0.5	3.6	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	376	165	250	401	177	661	1754	780	600	1600	711
V/C Ratio(X)	0.11	0.35	0.07	0.13	0.38	0.02	0.20	0.17	0.08	0.04	0.17	0.02
Avail Cap(c_a), veh/h	523	1600	703	522	1600	704	874	1754	780	891	1600	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	32.9	31.9	29.6	32.6	31.3	10.1	11.4	10.9	11.1	13.3	12.4
Incr Delay (d2), s/veh	0.2	0.8	0.3	0.2	0.9	0.1	0.2	0.2	0.2	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.1	0.2	0.5	1.3	0.1	1.0	1.3	0.5	0.2	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	33.7	32.2	29.8	33.5	31.3	10.3	11.6	11.1	11.2	13.5	12.4
LnGrp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		169			190			492			311	
Approach Delay, s/veh		33.1			32.8			11.2			13.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	45.4	9.6	14.7	12.7	42.0	9.0	15.3				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0				
Max Q Clear Time (g_c+1), s	12.5	5.6	3.3	4.7	5.0	5.6	3.0	5.1				
Green Ext Time (p_c), s	0.0	2.8	0.0	1.1	0.3	2.4	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay											18.5	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗	↖	↗	
Traffic Volume (veh/h)	30	200	160	70	270	70	140	601	130	70	271	20
Future Volume (veh/h)	30	200	160	70	270	70	140	601	130	70	271	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	208	31	73	281	44	146	626	48	73	282	16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	355	52	226	421	65	178	1549	691	94	1329	75
Arrive On Green	0.02	0.11	0.11	0.04	0.13	0.13	0.20	0.86	0.86	0.05	0.38	0.38
Sat Flow, veh/h	1810	3152	462	1810	3128	484	1810	3610	1610	1810	3473	196
Grp Volume(v), veh/h	31	118	121	73	161	164	146	626	48	73	146	152
Grp Sat Flow(s),veh/h/ln	1810	1805	1809	1810	1805	1807	1810	1805	1610	1810	1805	1864
Q Serve(g_s), s	1.2	5.0	5.1	2.8	6.8	6.9	6.2	3.0	0.4	3.2	4.3	4.4
Cycle Q Clear(g_c), s	1.2	5.0	5.1	2.8	6.8	6.9	6.2	3.0	0.4	3.2	4.3	4.4
Prop In Lane	1.00		0.26	1.00		0.27	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	181	203	204	226	243	243	178	1549	691	94	691	713
V/C Ratio(X)	0.17	0.58	0.59	0.32	0.66	0.68	0.82	0.40	0.07	0.78	0.21	0.21
Avail Cap(c_a), veh/h	220	395	396	226	395	395	204	1549	691	113	691	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.99	0.99	0.99
Uniform Delay (d), s/veh	30.7	33.7	33.8	29.8	32.9	32.9	31.4	3.5	3.3	37.5	16.6	16.6
Incr Delay (d2), s/veh	0.2	1.9	2.1	0.3	2.3	2.4	16.5	0.7	0.2	19.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	2.2	1.2	2.9	3.0	3.1	0.9	0.1	1.8	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	35.6	35.8	30.1	35.2	35.4	47.9	4.2	3.4	56.5	17.3	17.3
LnGrp LOS	C	D	D	C	D	D	D	A	A	E	B	B
Approach Vol, veh/h		270		398		820		371				
Approach Delay, s/veh		35.2		34.3		11.9		25.0				
Approach LOS		D		C		B		C				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	41.3	11.0	16.5	14.9	37.6	9.2	18.3				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	25.0	3.5	17.5	9.0	21.0	3.5	17.5				
Max Q Clear Time (g_c+1/2), s	1.2	5.0	4.8	7.1	8.2	6.4	3.2	8.9				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.6	0.0	1.0	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	130	10	50	20	781	500	110	401	10
Future Volume (veh/h)	10	10	10	130	10	50	20	781	500	110	401	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	10	1	141	0	7	21	805	225	113	413	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	55	6	330	0	145	51	1854	823	113	1980	43
Arrive On Green	0.03	0.03	0.03	0.09	0.00	0.09	0.01	0.17	0.17	0.13	1.00	1.00
Sat Flow, veh/h	1810	1699	170	3619	0	1584	1810	3610	1602	1810	3612	79
Grp Volume(v), veh/h	10	0	11	141	0	7	21	805	225	113	206	216
Grp Sat Flow(s),veh/h/ln	1810	0	1869	1810	0	1584	1810	1805	1602	1810	1805	1885
Q Serve(g_s), s	0.4	0.0	0.5	2.9	0.0	0.3	0.9	16.0	9.8	5.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.5	2.9	0.0	0.3	0.9	16.0	9.8	5.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	59	0	61	330	0	145	51	1854	823	113	989	1033
V/C Ratio(X)	0.17	0.00	0.18	0.43	0.00	0.05	0.41	0.43	0.27	1.00	0.21	0.21
Avail Cap(c_a), veh/h	181	0	187	769	0	337	136	1854	823	113	989	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	0.98	0.98	0.98
Uniform Delay (d), s/veh	37.6	0.0	37.7	34.4	0.0	33.2	39.0	22.8	20.2	35.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.5	0.6	0.0	0.1	5.7	0.7	0.7	83.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	1.3	0.0	0.1	0.5	7.7	3.8	4.6	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	38.2	35.0	0.0	33.3	44.6	23.5	20.9	118.5	0.5	0.5
LnGrp LOS	D	A	D	D	A	C	D	C	C	F	A	A
Approach Vol, veh/h		21			148			1051			535	
Approach Delay, s/veh		38.2			34.9			23.3			25.4	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	48.1		7.6	9.2	50.8		12.3				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	5.0	26.0		8.0	6.0	25.0		17.0				
Max Q Clear Time (g_c+1), s	17.0	18.0		2.5	2.9	2.0		4.9				
Green Ext Time (p_c), s	0.0	4.1		0.0	0.0	1.7		0.3				

Intersection Summary

HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔	↔	↔	↕↕↕			↕↕↕	↔
Traffic Volume (veh/h)	0	0	0	197	0	410	220	891	0	0	391	150
Future Volume (veh/h)	0	0	0	197	0	410	220	891	0	0	391	150
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				207	0	332	232	938	0	0	412	58
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				461	0	411	362	3112	0	0	1751	539
Arrive On Green				0.25	0.00	0.25	0.40	1.00	0.00	0.00	0.11	0.11
Sat Flow, veh/h				1810	0	1610	1810	5358	0	0	5358	1598
Grp Volume(v), veh/h				207	0	332	232	938	0	0	412	58
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1729	0	0	1729	1598
Q Serve(g_s), s				7.7	0.0	15.5	8.3	0.0	0.0	0.0	5.8	2.6
Cycle Q Clear(g_c), s				7.7	0.0	15.5	8.3	0.0	0.0	0.0	5.8	2.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				461	0	411	362	3112	0	0	1751	539
V/C Ratio(X)				0.45	0.00	0.81	0.64	0.30	0.00	0.00	0.24	0.11
Avail Cap(c_a), veh/h				461	0	411	362	3112	0	0	1751	539
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.79	0.79	0.00	0.00	0.99	0.99
Uniform Delay (d), s/veh				25.1	0.0	28.0	21.7	0.0	0.0	0.0	26.1	24.7
Incr Delay (d2), s/veh				3.1	0.0	15.7	6.7	0.2	0.0	0.0	0.3	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.6	0.0	7.5	3.4	0.1	0.0	0.0	2.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.2	0.0	43.6	28.4	0.2	0.0	0.0	26.4	25.1
LnGrp LOS				C	A	D	C	A	A	A	C	C
Approach Vol, veh/h					539			1170			470	
Approach Delay, s/veh					37.7			5.8			26.3	
Approach LOS					D			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.8			21.0	32.8		26.2				
Change Period (Y+Rc), s		5.8			5.0	5.8		5.8				
Max Green Setting (Gmax), s		48.0			16.0	27.0		20.4				
Max Q Clear Time (g_c+I1), s		2.0			10.3	7.8		17.5				
Green Ext Time (p_c), s		5.7			0.2	2.1		1.2				
Intersection Summary												
HCM 6th Ctrl Delay											18.1	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary
 14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕↕↕		↗	↕↕↕	
Traffic Volume (veh/h)	550	0	180	0	0	0	0	601	383	160	418	0
Future Volume (veh/h)	550	0	180	0	0	0	0	601	383	160	418	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No			
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	579	0	61				0	633	276	168	440	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	575	0	511				0	1270	542	213	2788	0
Arrive On Green	0.32	0.00	0.32				0.00	0.36	0.36	0.04	0.18	0.00
Sat Flow, veh/h	1810	0	1610				0	3726	1518	1810	5358	0
Grp Volume(v), veh/h	579	0	61				0	615	294	168	440	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1614	1810	1729	0
Q Serve(g_s), s	25.4	0.0	2.1				0.0	11.1	11.4	7.4	5.7	0.0
Cycle Q Clear(g_c), s	25.4	0.0	2.1				0.0	11.1	11.4	7.4	5.7	0.0
Prop In Lane	1.00		1.00				0.00		0.94	1.00		0.00
Lane Grp Cap(c), veh/h	575	0	511				0	1235	577	213	2788	0
V/C Ratio(X)	1.01	0.00	0.12				0.00	0.50	0.51	0.79	0.16	0.00
Avail Cap(c_a), veh/h	575	0	511				0	1235	577	271	2788	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	27.3	0.0	19.4				0.0	20.1	20.2	37.5	17.6	0.0
Incr Delay (d2), s/veh	39.5	0.0	0.5				0.0	1.4	3.2	8.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.6	0.0	0.8				0.0	4.3	4.4	3.8	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	0.0	19.8				0.0	21.5	23.4	45.9	17.7	0.0
LnGrp LOS	F	A	B				A	C	C	D	B	A
Approach Vol, veh/h		640						909			608	
Approach Delay, s/veh		62.3						22.1			25.5	
Approach LOS		E						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	14.4	34.4	31.2	48.8								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	12.0	26.0	25.4	43.0								
Max Q Clear Time (g_c+I), s	19.4	13.4	27.4	7.7								
Green Ext Time (p_c), s	0.1	3.8	0.0	2.3								
Intersection Summary												
HCM 6th Ctrl Delay			35.0									
HCM 6th LOS			D									

Intersection												
Intersection Delay, s/veh	16.8											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔		↔	↔	↔	↔	↔
Traffic Vol, veh/h	10	110	20	378	120	180	30	120	160	90	30	10
Future Vol, veh/h	10	110	20	378	120	180	30	120	160	90	30	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	129	24	445	141	212	35	141	188	106	35	12
Number of Lanes	0	1	1	1	1	1	0	1	2	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	3	2	3
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	2	3	2
HCM Control Delay	14.8	19	13.9	14.2
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	20%	0%	0%	8%	0%	100%	52%	0%	100%	0%
Vol Thru, %	80%	0%	0%	92%	0%	0%	48%	0%	0%	75%
Vol Right, %	0%	100%	100%	0%	100%	0%	0%	100%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	80	80	120	20	246	252	180	90	40
LT Vol	30	0	0	10	0	246	132	0	90	0
Through Vol	120	0	0	110	0	0	120	0	0	30
RT Vol	0	80	80	0	20	0	0	180	0	10
Lane Flow Rate	176	94	94	141	24	289	297	212	106	47
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.398	0.191	0.191	0.332	0.05	0.609	0.606	0.375	0.267	0.11
Departure Headway (Hd)	8.129	7.315	7.315	8.477	7.721	7.59	7.349	6.374	9.075	8.386
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	443	489	489	424	462	474	490	563	395	426
Service Time	5.889	5.075	5.075	6.25	5.494	5.341	5.1	4.125	6.845	6.156
HCM Lane V/C Ratio	0.397	0.192	0.192	0.333	0.052	0.61	0.606	0.377	0.268	0.11
HCM Control Delay	16.2	11.8	11.8	15.4	10.9	21.5	20.8	12.9	15.1	12.2
HCM Lane LOS	C	B	B	C	B	C	C	B	C	B
HCM 95th-tile Q	1.9	0.7	0.7	1.4	0.2	4	4	1.7	1.1	0.4

HCM 6th Signalized Intersection Summary
 16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	10	0	10	10	0	10	20	350	40	20	408	20
Future Volume (veh/h)	10	0	10	10	0	10	20	350	40	20	408	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.96		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	0	1	12	0	12	24	422	36	24	492	17
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.84	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	154	0	101	81	13	49	83	2580	1147	83	2580	1147
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.05	0.71	0.71	0.05	0.71	0.71
Sat Flow, veh/h	1452	0	1562	558	206	764	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	12	0	1	24	0	0	24	422	36	24	492	17
Grp Sat Flow(s),veh/h/ln1452	0	1562	1528	0	0	1810	1805	1605	1810	1805	1605	1605
Q Serve(g_s), s	0.0	0.0	0.1	0.0	0.0	0.0	1.5	4.5	0.8	1.5	5.4	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.1	1.6	0.0	0.0	1.5	4.5	0.8	1.5	5.4	0.4
Prop In Lane	1.00		1.00	0.50		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	0	101	144	0	0	83	2580	1147	83	2580	1147
V/C Ratio(X)	0.08	0.00	0.01	0.17	0.00	0.00	0.29	0.16	0.03	0.29	0.19	0.01
Avail Cap(c_a), veh/h	443	0	430	453	0	0	196	2580	1147	196	2580	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	0.0	52.5	53.2	0.0	0.0	55.4	5.5	5.0	55.4	5.7	4.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.7	0.0	0.0	2.1	0.1	0.0	2.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.4	0.0	0.0	0.7	0.0	0.0	0.0	0.7	1.5	0.2	0.7	1.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	0.0	52.6	53.9	0.0	0.0	57.4	5.7	5.0	57.6	5.8	5.0
LnGrp LOS	D	A	D	D	A	A	E	A	A	E	A	A
Approach Vol, veh/h		13			24			482			533	
Approach Delay, s/veh		53.1			53.9			8.2			8.1	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	92.7		14.7	12.5	92.7		14.7				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.0	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+1), s	13.5	6.5		2.8	3.5	7.4		3.6				
Green Ext Time (p_c), s	0.0	5.9		0.0	0.0	6.8		0.1				

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	609	150	120	896	50	220	240	70	20	240	158
Future Volume (veh/h)	100	609	150	120	896	50	220	240	70	20	240	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	106	648	59	128	953	53	234	255	13	21	255	168
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	895	397	156	900	50	299	314	263	22	263	174
Arrive On Green	0.08	0.25	0.25	0.09	0.26	0.26	0.17	0.17	0.17	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1600	1810	3476	193	1810	1900	1596	84	1017	670
Grp Volume(v), veh/h	106	648	59	128	495	511	234	255	13	444	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1600	1810	1805	1864	1810	1900	1596	1771	0	0
Q Serve(g_s), s	6.7	19.1	3.3	8.1	30.0	30.0	14.4	15.0	0.8	28.7	0.0	0.0
Cycle Q Clear(g_c), s	6.7	19.1	3.3	8.1	30.0	30.0	14.4	15.0	0.8	28.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	0.05		0.38
Lane Grp Cap(c), veh/h	136	895	397	156	467	483	299	314	263	459	0	0
V/C Ratio(X)	0.78	0.72	0.15	0.82	1.06	1.06	0.78	0.81	0.05	0.97	0.00	0.00
Avail Cap(c_a), veh/h	391	935	415	312	467	483	469	492	413	459	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.6	39.9	34.0	52.0	42.9	42.9	46.4	46.6	40.7	42.4	0.0	0.0
Incr Delay (d2), s/veh	7.0	3.4	0.4	4.0	58.0	57.4	5.4	6.6	0.1	33.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.4	1.3	3.7	20.0	20.6	6.8	7.5	0.3	16.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	43.4	34.4	56.1	100.9	100.3	51.7	53.3	40.8	76.3	0.0	0.0
LnGrp LOS	E	D	C	E	F	F	D	D	D	E	A	A
Approach Vol, veh/h		813			1134			502			444	
Approach Delay, s/veh		44.8			95.6			52.2			76.3	
Approach LOS		D			F			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.5	36.2		36.5	16.2	37.5		25.6				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	20.0	30.0		30.0	25.0	30.0		30.0				
Max Q Clear Time (g_c+I1), s	10.1	21.1		30.7	8.7	32.0		17.0				
Green Ext Time (p_c), s	0.1	4.3		0.0	0.1	0.0		2.1				
Intersection Summary												
HCM 6th Ctrl Delay					70.8							
HCM 6th LOS					E							
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖	↖	↖↗	↖	↖	↖↗↘	↖
Traffic Volume (veh/h)	40	20	100	10	10	10	220	480	30	20	350	130
Future Volume (veh/h)	40	20	100	10	10	10	220	480	30	20	350	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	22	20	11	11	11	244	533	19	22	389	58
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	286	225	43	387	170	281	1832	815	59	1997	618
Arrive On Green	0.07	0.15	0.15	0.02	0.11	0.11	0.16	0.51	0.51	0.03	0.39	0.39
Sat Flow, veh/h	1810	1909	1507	1810	3610	1588	1810	3610	1605	1810	5187	1604
Grp Volume(v), veh/h	44	21	21	11	11	11	244	533	19	22	389	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1611	1810	1805	1588	1810	1805	1605	1810	1729	1604
Q Serve(g_s), s	2.1	0.9	1.0	0.5	0.2	0.6	12.0	7.8	0.5	1.1	4.5	2.1
Cycle Q Clear(g_c), s	2.1	0.9	1.0	0.5	0.2	0.6	12.0	7.8	0.5	1.1	4.5	2.1
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	270	241	43	387	170	281	1832	815	59	1997	618
V/C Ratio(X)	0.37	0.08	0.09	0.25	0.03	0.06	0.87	0.29	0.02	0.37	0.19	0.09
Avail Cap(c_a), veh/h	398	496	443	398	993	437	398	1832	815	398	1997	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	33.2	33.3	43.6	36.3	36.5	37.5	12.9	11.2	43.0	18.6	17.8
Incr Delay (d2), s/veh	0.7	0.1	0.1	1.1	0.0	0.1	10.4	0.4	0.1	1.4	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	0.4	0.2	0.1	0.2	5.8	2.9	0.2	0.5	1.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	33.3	33.4	44.7	36.4	36.6	47.8	13.3	11.2	44.5	18.8	18.1
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		86			33			796			469	
Approach Delay, s/veh		37.4			39.2			23.9			19.9	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	52.6	8.7	20.1	20.6	41.5	12.5	16.2				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+1), s	13.5	9.8	2.5	3.0	14.0	6.5	4.1	2.6				
Green Ext Time (p_c), s	0.0	4.1	0.0	0.1	0.2	3.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖	↖↗↘	↖↗↘	↖	↖↗↘	↖↗↘	
Traffic Volume (veh/h)	10	10	21	20	10	30	71	710	70	50	360	30
Future Volume (veh/h)	10	10	21	20	10	30	71	710	70	50	360	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	11	3	22	11	4	79	789	42	56	400	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	292	76	77	439	194	121	2632	815	106	2458	182
Arrive On Green	0.02	0.10	0.10	0.04	0.12	0.12	0.07	0.51	0.51	0.06	0.50	0.50
Sat Flow, veh/h	1810	2826	734	1810	3610	1590	1810	5187	1605	1810	4926	365
Grp Volume(v), veh/h	11	7	7	22	11	4	79	789	42	56	279	151
Grp Sat Flow(s),veh/h/ln	1810	1805	1755	1810	1805	1590	1810	1729	1605	1810	1729	1833
Q Serve(g_s), s	0.5	0.3	0.3	1.1	0.2	0.2	3.8	8.0	1.2	2.7	4.0	4.0
Cycle Q Clear(g_c), s	0.5	0.3	0.3	1.1	0.2	0.2	3.8	8.0	1.2	2.7	4.0	4.0
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	43	187	182	77	439	194	121	2632	815	106	1726	915
V/C Ratio(X)	0.25	0.04	0.04	0.29	0.03	0.02	0.65	0.30	0.05	0.53	0.16	0.16
Avail Cap(c_a), veh/h	502	721	701	502	1441	635	502	2632	815	502	1726	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	36.4	36.4	41.9	34.9	34.9	41.0	12.9	11.2	41.2	12.3	12.3
Incr Delay (d2), s/veh	1.1	0.1	0.1	0.8	0.0	0.0	2.2	0.3	0.1	1.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.1	0.5	0.1	0.1	1.7	2.8	0.4	1.2	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	36.4	36.5	42.6	34.9	34.9	43.3	13.2	11.4	42.8	12.5	12.7
LnGrp LOS	D	D	D	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		25			37			910			486	
Approach Delay, s/veh		39.9			39.5			15.7			16.1	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	52.3	10.3	15.8	12.5	51.5	8.7	17.5				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	25.0	45.0	25.0	36.0	25.0	45.0	25.0	36.0				
Max Q Clear Time (g_c+I), s	14.7	10.0	3.1	2.3	5.8	6.0	2.5	2.2				
Green Ext Time (p_c), s	0.0	7.0	0.0	0.0	0.1	3.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	200	150	140	440	60	380	771	230	50	311	50
Future Volume (veh/h)	50	200	150	140	440	60	380	771	230	50	311	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	217	34	152	478	15	413	838	103	54	338	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	275	611	270	351	689	305	496	2030	628	193	1581	488
Arrive On Green	0.08	0.17	0.17	0.10	0.19	0.19	0.14	0.39	0.39	0.05	0.30	0.30
Sat Flow, veh/h	3510	3610	1596	3510	3610	1598	3510	5187	1604	3510	5187	1602
Grp Volume(v), veh/h	54	217	34	152	478	15	413	838	103	54	338	17
Grp Sat Flow(s),veh/h/ln	1755	1805	1596	1755	1805	1598	1755	1729	1604	1755	1729	1602
Q Serve(g_s), s	1.4	5.2	1.8	4.0	12.2	0.8	11.3	11.5	4.1	1.5	4.8	0.7
Cycle Q Clear(g_c), s	1.4	5.2	1.8	4.0	12.2	0.8	11.3	11.5	4.1	1.5	4.8	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	611	270	351	689	305	496	2030	628	193	1581	488
V/C Ratio(X)	0.20	0.36	0.13	0.43	0.69	0.05	0.83	0.41	0.16	0.28	0.21	0.03
Avail Cap(c_a), veh/h	713	1100	486	713	1100	487	713	2030	628	713	1581	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	36.1	34.7	41.7	37.1	32.5	41.1	21.7	19.5	44.6	25.4	24.0
Incr Delay (d2), s/veh	0.3	0.4	0.3	0.6	1.5	0.1	4.9	0.6	0.6	0.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.2	0.7	1.7	5.2	0.3	5.0	4.5	1.5	0.6	1.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	36.6	34.9	42.3	38.7	32.6	46.1	22.4	20.0	45.2	25.7	24.2
LnGrp LOS	D	D	C	D	D	C	D	C	C	D	C	C
Approach Vol, veh/h	305			645			1354			409		
Approach Delay, s/veh	37.5			39.4			29.4			28.3		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	45.0	17.3	24.2	20.4	36.5	15.2	26.3				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1), s	13.5	13.5	6.0	7.2	13.3	6.8	3.4	14.2				
Green Ext Time (p_c), s	0.1	6.1	0.3	1.5	0.7	2.5	0.1	3.0				

Intersection Summary

HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶ ↷	↶ ↷	↶ ↷	↶ ↷	↶ ↷			↑↑↑	↶ ↷
Traffic Volume (veh/h)	0	0	0	347	0	420	760	1121	0	0	451	140
Future Volume (veh/h)	0	0	0	347	0	420	760	1121	0	0	451	140
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				471	0	243	776	1144	0	0	460	23
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				941	0	419	1170	3170	0	0	1452	354
Arrive On Green				0.26	0.00	0.26	0.22	0.41	0.00	0.00	0.22	0.22
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1592
Grp Volume(v), veh/h				471	0	243	776	1144	0	0	460	23
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1592
Q Serve(g_s), s				10.0	0.0	11.8	18.1	13.8	0.0	0.0	5.3	1.0
Cycle Q Clear(g_c), s				10.0	0.0	11.8	18.1	13.8	0.0	0.0	5.3	1.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				941	0	419	1170	3170	0	0	1452	354
V/C Ratio(X)				0.50	0.00	0.58	0.66	0.36	0.00	0.00	0.32	0.07
Avail Cap(c_a), veh/h				941	0	419	1170	3170	0	0	1452	354
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.66	0.66	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				28.3	0.0	29.0	30.3	14.4	0.0	0.0	29.3	27.6
Incr Delay (d2), s/veh				1.9	0.0	5.8	2.0	0.2	0.0	0.0	0.6	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.5	0.0	11.2	8.1	5.4	0.0	0.0	2.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.2	0.0	34.8	32.3	14.6	0.0	0.0	29.8	28.0
LnGrp LOS				C	A	C	C	B	A	A	C	C
Approach Vol, veh/h					714			1920			483	
Approach Delay, s/veh					31.8			21.8			29.7	
Approach LOS					C			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		60.8		29.2	35.0	25.8						
Change Period (Y+Rc), s		5.8		5.8	5.0	5.8						
Max Green Setting (Gmax), s		55.0		23.4	30.0	20.0						
Max Q Clear Time (g_c+I1), s		15.8		13.8	20.1	7.3						
Green Ext Time (p_c), s		9.2		2.0	1.2	2.3						

Intersection Summary

HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	0	450	0	0	0	0	1511	613	120	678	0
Future Volume (veh/h)	360	0	450	0	0	0	0	1511	613	120	678	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	470	0	220				0	1542	203	122	692	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1222	0	544				0	2106	515	546	2766	0
Arrive On Green	0.34	0.00	0.34				0.00	0.32	0.32	0.05	0.18	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	1598	3510	5358	0
Grp Volume(v), veh/h	470	0	220				0	1542	203	122	692	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1598	1755	1729	0
Q Serve(g_s), s	8.9	0.0	9.4				0.0	18.8	8.9	3.0	10.3	0.0
Cycle Q Clear(g_c), s	8.9	0.0	9.4				0.0	18.8	8.9	3.0	10.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1222	0	544				0	2106	515	546	2766	0
V/C Ratio(X)	0.38	0.00	0.40				0.00	0.73	0.39	0.22	0.25	0.00
Avail Cap(c_a), veh/h	1222	0	544				0	2106	515	546	2766	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	22.7	0.0	22.9				0.0	27.1	23.7	37.5	21.6	0.0
Incr Delay (d2), s/veh	0.9	0.0	2.2				0.0	2.3	2.3	0.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	3.8				0.0	7.1	3.4	1.3	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	0.0	25.1				0.0	29.3	25.9	38.3	21.8	0.0
LnGrp LOS	C	A	C				A	C	C	D	C	A
Approach Vol, veh/h		690						1745			814	
Approach Delay, s/veh		24.1						29.0			24.2	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	19.0	34.8					53.8	36.2				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	14.0	29.0					48.0	30.4				
Max Q Clear Time (g_c+1/2g), s	15.0	20.8					12.3	11.4				
Green Ext Time (p_c), s	0.1	5.9					4.8	2.4				

Intersection Summary

HCM 6th Ctrl Delay		26.7	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	524	0	683	0	2334	0	0	1589	565	0	0
Future Volume (veh/h)	524	0	683	0	2334	0	0	1589	565	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No		No				No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	540	540	690	0	2406	0	0	1845	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	925	925	1641	0	2484	0	0	2888			
Arrive On Green	0.51	0.51	0.51	0.00	0.38	0.00	0.00	0.38	0.00		
Sat Flow, veh/h	1810	1810	3211	0	7068	0	0	7600	1610		
Grp Volume(v), veh/h	540	540	690	0	2406	0	0	1845	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1605	0	1634	0	0	1900	1610		
Q Serve(g_s), s	20.8	20.8	13.4	0.0	36.1	0.0	0.0	19.9	0.0		
Cycle Q Clear(g_c), s	20.8	20.8	13.4	0.0	36.1	0.0	0.0	19.9	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	925	925	1641	0	2484	0	0	2888			
V/C Ratio(X)	0.58	0.58	0.42	0.00	0.97	0.00	0.00	0.64			
Avail Cap(c_a), veh/h	925	925	1641	0	2484	0	0	2888			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	17.0	17.0	15.2	0.0	30.4	0.0	0.0	25.4	0.0		
Incr Delay (d2), s/veh	2.7	2.7	0.8	0.0	12.1	0.0	0.0	1.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.9	8.9	4.9	0.0	15.1	0.0	0.0	8.7	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	19.7	19.7	16.0	0.0	42.5	0.0	0.0	26.5	0.0		
LnGrp LOS	B	B	B	A	D	A	A	C			
Approach Vol, veh/h	1230	1230			2406			1845	A		
Approach Delay, s/veh	17.7	17.7			42.5			26.5			
Approach LOS	B	B			D			C			
Timer - Assigned Phs	2		4			6					
Phs Duration (G+Y+Rc), s	43.8		56.2			43.8					
Change Period (Y+Rc), s	5.8		5.1			5.8					
Max Green Setting (Gmax), s	38.0		51.1			38.0					
Max Q Clear Time (g_c+I1), s	38.1		22.8			21.9					
Green Ext Time (p_c), s	0.0		2.6			8.5					

Intersection Summary

HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	997	0	790	0	1769	340	0	1635	0	0	0
Future Volume (veh/h)	997	0	790	0	1769	340	0	1635	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	1028	1028	800	0	1824	0	0	1686	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	961	961	1710	0	2353		0	2353	0		
Arrive On Green	0.53	0.53	0.53	0.00	0.36	0.00	0.00	0.36	0.00		
Sat Flow, veh/h	1810	1810	3220	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	1028	1028	800	0	1824	0	0	1686	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	1610	0	1634	0		
Q Serve(g_s), s	53.1	53.1	15.5	0.0	24.8	0.0	0.0	22.2	0.0		
Cycle Q Clear(g_c), s	53.1	53.1	15.5	0.0	24.8	0.0	0.0	22.2	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	961	961	1710	0	2353		0	2353	0		
V/C Ratio(X)	1.07	1.07	0.47	0.00	0.78		0.00	0.72	0.00		
Avail Cap(c_a), veh/h	961	961	1710	0	2353		0	2353	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.85	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	23.5	23.5	14.6	0.0	28.4	0.0	0.0	27.6	0.0		
Incr Delay (d2), s/veh	49.6	49.6	0.9	0.0	2.2	0.0	0.0	1.9	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	34.0	34.0	5.6	0.0	9.8	0.0	0.0	8.5	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	73.1	73.1	15.6	0.0	30.6	0.0	0.0	29.5	0.0		
LnGrp LOS	F	F	B	A	C		A	C	A		
Approach Vol, veh/h	1828	1828			1824	A		1686			
Approach Delay, s/veh	47.9	47.9			30.6			29.5			
Approach LOS	D	D			C			C			
Timer - Assigned Phs		2		4		6					
Phs Duration (G+Y+Rc), s		41.8		58.2		41.8					
Change Period (Y+Rc), s		5.8		5.1		5.8					
Max Green Setting (Gmax), s		36.0		53.1		36.0					
Max Q Clear Time (g_c+I1), s		26.8		55.1		24.2					
Green Ext Time (p_c), s		6.1		0.0		6.3					

Intersection Summary

HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖↗	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	50	30	30	80	50	200	230	1848	150	200	1895	340
Future Volume (veh/h)	50	30	30	80	50	200	230	1848	150	200	1895	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	30	3	81	51	14	232	1867	82	202	1914	270
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	164	137	300	184	271	291	3455	849	261	3399	835
Arrive On Green	0.07	0.09	0.09	0.09	0.10	0.10	0.08	0.53	0.53	0.07	0.52	0.52
Sat Flow, veh/h	3510	1900	1582	3510	1900	2790	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	51	30	3	81	51	14	232	1867	82	202	1914	270
Grp Sat Flow(s),veh/h/ln	1755	1900	1582	1755	1900	1395	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	1.6	1.8	0.2	2.6	3.0	0.5	7.8	22.6	3.0	6.8	23.9	11.6
Cycle Q Clear(g_c), s	1.6	1.8	0.2	2.6	3.0	0.5	7.8	22.6	3.0	6.8	23.9	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	164	137	300	184	271	291	3455	849	261	3399	835
V/C Ratio(X)	0.19	0.18	0.02	0.27	0.28	0.05	0.80	0.54	0.10	0.77	0.56	0.32
Avail Cap(c_a), veh/h	453	372	310	453	372	546	556	3455	849	556	3399	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.27	0.27	0.27	0.69	0.69	0.69
Uniform Delay (d), s/veh	52.1	50.9	50.2	51.4	50.3	49.2	54.0	18.7	14.0	54.5	19.5	16.6
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.2	0.3	0.0	0.5	0.2	0.1	1.3	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.8	0.1	1.1	1.4	0.2	3.4	8.0	1.0	3.0	8.5	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	51.1	50.2	51.5	50.6	49.2	54.5	18.8	14.1	55.8	20.0	17.3
LnGrp LOS	D	D	D	D	D	D	D	B	B	E	C	B
Approach Vol, veh/h		84			146			2181			2386	
Approach Delay, s/veh		51.7			51.0			22.4			22.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	70.4	16.8	16.9	17.0	69.4	15.5	18.1				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	19.0	35.0	15.5	23.5	19.0	35.0	15.5	23.5				
Max Q Clear Time (g_c+1), s	19.8	24.6	4.6	3.8	9.8	25.9	3.6	5.0				
Green Ext Time (p_c), s	0.2	7.2	0.0	0.0	0.2	6.9	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕		↖↗	↕	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	20	229	170	192	233	332	186	1886	120	748	1228	30
Future Volume (veh/h)	20	229	170	192	233	332	186	1886	120	748	1228	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	239	105	200	243	131	194	1965	32	779	1279	11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	350	149	260	707	315	254	2066	506	825	3128	768
Arrive On Green	0.02	0.14	0.14	0.07	0.20	0.20	0.07	0.32	0.32	0.23	0.48	0.48
Sat Flow, veh/h	3510	2459	1045	3510	3610	1610	3510	6536	1603	3510	6536	1605
Grp Volume(v), veh/h	21	173	171	200	243	131	194	1965	32	779	1279	11
Grp Sat Flow(s),veh/h/ln	1755	1805	1699	1755	1805	1610	1755	1634	1603	1755	1634	1605
Q Serve(g_s), s	0.7	11.5	12.1	7.1	7.3	9.0	6.9	37.2	1.8	27.6	16.0	0.5
Cycle Q Clear(g_c), s	0.7	11.5	12.1	7.1	7.3	9.0	6.9	37.2	1.8	27.6	16.0	0.5
Prop In Lane	1.00		0.62	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	257	242	260	707	315	254	2066	506	825	3128	768
V/C Ratio(X)	0.29	0.67	0.71	0.77	0.34	0.42	0.76	0.95	0.06	0.94	0.41	0.01
Avail Cap(c_a), veh/h	833	571	538	833	1142	510	833	2068	507	833	3128	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.0	51.4	51.7	57.5	43.8	44.5	57.6	42.3	30.2	47.6	21.4	17.3
Incr Delay (d2), s/veh	0.8	3.1	3.7	1.8	0.3	0.9	1.8	10.6	0.1	18.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.3	5.3	3.1	3.2	3.6	3.0	15.6	0.7	13.8	5.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	54.5	55.4	59.3	44.1	45.4	59.4	52.9	30.2	66.3	21.5	17.3
LnGrp LOS	E	D	E	E	D	D	E	D	C	E	C	B
Approach Vol, veh/h		365		574		2191		2069				
Approach Delay, s/veh		55.3		49.7		53.1		38.3				
Approach LOS		E		D		D		D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.2	47.4	16.4	25.4	16.6	68.0	9.6	32.2				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+29.6), s	29.6	39.2	9.1	14.1	8.9	18.0	2.7	11.0				
Green Ext Time (p_c), s	0.1	0.8	0.3	1.8	0.3	10.4	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	47.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↑	↑↑		↑	↑	↑		↑↓	
Traffic Volume (veh/h)	20	350	20	50	658	20	10	0	30	20	10	10
Future Volume (veh/h)	20	350	20	50	658	20	10	0	30	20	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	417	18	60	783	7	12	0	17	24	12	6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	1599	69	105	1227	543	586	0	548	362	175	77
Arrive On Green	0.03	0.31	0.31	0.06	0.34	0.34	0.34	0.00	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1810	5098	218	1810	3610	1598	1411	0	1603	834	512	224
Grp Volume(v), veh/h	24	282	153	60	783	7	12	0	17	42	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1859	1810	1805	1598	1411	0	1603	1570	0	0
Q Serve(g_s), s	1.0	4.5	4.5	2.4	13.4	0.2	0.0	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	4.5	4.5	2.4	13.4	0.2	0.3	0.0	0.5	1.1	0.0	0.0
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	0.57		0.14
Lane Grp Cap(c), veh/h	57	1085	583	105	1227	543	586	0	548	614	0	0
V/C Ratio(X)	0.42	0.26	0.26	0.57	0.64	0.01	0.02	0.00	0.03	0.07	0.00	0.00
Avail Cap(c_a), veh/h	371	3071	1651	371	3206	1419	586	0	548	614	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.8	18.8	18.8	33.6	20.4	16.0	16.0	0.0	16.0	16.2	0.0	0.0
Incr Delay (d2), s/veh	4.8	0.2	0.3	4.9	0.8	0.0	0.1	0.0	0.1	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.6	1.8	1.1	5.1	0.1	0.1	0.0	0.2	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	18.9	19.1	38.5	21.2	16.0	16.0	0.0	16.1	16.4	0.0	0.0
LnGrp LOS	D	B	B	D	C	B	B	A	B	B	A	A
Approach Vol, veh/h	459			850			29			42		
Approach Delay, s/veh	20.1			22.3			16.1			16.4		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	32.0		11.2	30.0		32.0		9.3	31.9			
Change Period (Y+Rc), s	7.0		7.0	7.0		7.0		7.0	7.0			
Max Green Setting (Gmax), s	25.0		15.0	65.0		25.0		15.0	65.0			
Max Q Clear Time (g_c+1), s	2.5		4.4	6.5		3.1		3.0	15.4			
Green Ext Time (p_c), s	0.1		0.1	4.0		0.1		0.0	8.7			

Intersection Summary

HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	
Traffic Volume (veh/h)	0	320	50	50	728	10	60	0	30	0	0	0
Future Volume (veh/h)	0	320	50	50	728	10	60	0	30	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	360	37	56	818	10	67	0	15	0	0	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	3053	308	91	1435	18	191	0	124	0	149	0
Arrive On Green	0.00	0.64	0.64	0.05	0.77	0.77	0.08	0.00	0.08	0.00	0.00	0.00
Sat Flow, veh/h	1810	4786	483	1810	1873	23	1412	0	1579	0	1900	0
Grp Volume(v), veh/h	0	258	139	56	0	828	67	0	15	0	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1811	1810	0	1896	1412	0	1579	0	1900	0
Q Serve(g_s), s	0.0	2.6	2.7	2.7	0.0	16.3	4.1	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.6	2.7	2.7	0.0	16.3	4.1	0.0	0.8	0.0	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.01	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	2206	1155	91	0	1452	191	0	124	0	149	0
V/C Ratio(X)	0.00	0.12	0.12	0.62	0.00	0.57	0.35	0.00	0.12	0.00	0.00	0.00
Avail Cap(c_a), veh/h	322	2206	1155	322	0	1452	661	0	649	0	781	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	6.4	6.4	41.9	0.0	4.4	40.1	0.0	38.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	6.6	0.0	1.6	1.1	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.9	1.3	0.0	4.0	1.5	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.5	6.6	48.5	0.0	6.0	41.2	0.0	39.0	0.0	0.0	0.0
LnGrp LOS	A	A	A	D	A	A	D	A	D	A	A	A
Approach Vol, veh/h	397		884				82		0			
Approach Delay, s/veh	6.5		8.7				40.8		0.0			
Approach LOS	A		A				D					
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	14.1	11.5	64.4		14.1	0.0	75.9					
Change Period (Y+Rc), s	7.0	7.0	7.0		7.0	7.0	7.0					
Max Green Setting (Gmax), s	37.0	16.0	16.0		37.0	16.0	16.0					
Max Q Clear Time (g_c+I1), s	6.1	4.7	4.7		0.0	0.0	18.3					
Green Ext Time (p_c), s	0.4	0.1	1.7		0.0	0.0	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			10.0									
HCM 6th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary
 29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑	↗	↗	↑↑↑	↗	↗	↑↑↑	↗
Traffic Volume (veh/h)	30	420	90	284	378	173	90	2277	237	32	1448	530
Future Volume (veh/h)	30	420	90	284	378	173	90	2277	237	32	1448	530
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	433	26	293	390	60	93	2347	77	33	1493	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	232	751	231	430	726	324	164	2236	549	102	2013	
Arrive On Green	0.07	0.14	0.14	0.12	0.20	0.20	0.09	0.34	0.34	0.06	0.31	0.00
Sat Flow, veh/h	3510	5187	1593	3510	3610	1610	1810	6536	1603	1810	6536	1610
Grp Volume(v), veh/h	31	433	26	293	390	60	93	2347	77	33	1493	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1593	1755	1805	1610	1810	1634	1603	1810	1634	1610
Q Serve(g_s), s	0.7	7.0	1.3	7.2	8.7	2.8	4.4	30.7	3.0	1.6	18.4	0.0
Cycle Q Clear(g_c), s	0.7	7.0	1.3	7.2	8.7	2.8	4.4	30.7	3.0	1.6	18.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	751	231	430	726	324	164	2236	549	102	2013	
V/C Ratio(X)	0.13	0.58	0.11	0.68	0.54	0.19	0.57	1.05	0.14	0.32	0.74	
Avail Cap(c_a), veh/h	528	1879	577	685	1348	601	192	2236	549	192	2222	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.5	35.8	33.4	37.7	32.1	29.7	39.1	29.5	20.4	40.7	27.8	0.0
Incr Delay (d2), s/veh	0.1	0.7	0.2	0.7	0.6	0.3	1.2	33.6	0.1	0.7	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.8	0.5	3.0	3.6	1.0	1.9	15.7	1.1	0.7	6.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	36.5	33.6	38.4	32.7	30.0	40.3	63.1	20.5	41.4	29.2	0.0
LnGrp LOS	D	D	C	D	C	C	D	F	C	D	C	
Approach Vol, veh/h		490			743			2517			1526	A
Approach Delay, s/veh		36.5			34.7			60.9			29.4	
Approach LOS		D			C			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	38.2	18.5	20.5	15.6	35.1	13.4	25.6				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	9.5	30.5	17.5	32.5	9.5	30.5	13.5	33.5				
Max Q Clear Time (g_c+1), s	13.6	32.7	9.2	9.0	6.4	20.4	2.7	10.7				
Green Ext Time (p_c), s	0.0	0.0	0.3	2.7	0.0	6.9	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	45.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑ ↘			↙ ↑↑ ↘			↙ ↑ ↘	↙ ↘		↙ ↑ ↘	↑	↙ ↘
Traffic Volume (veh/h)	50	826	20	10	698	36	10	10	10	52	0	91
Future Volume (veh/h)	50	826	20	10	698	36	10	10	10	52	0	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	860	17	10	727	12	10	10	6	54	0	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	408	2272	45	402	1567	695	524	267	160	525	457	385
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.24	0.24	0.24	0.24	0.00	0.24
Sat Flow, veh/h	730	5235	103	641	3610	1601	1367	1110	666	1411	1900	1600
Grp Volume(v), veh/h	52	568	309	10	727	12	10	0	16	54	0	51
Grp Sat Flow(s),veh/h/ln	730	1729	1881	641	1805	1601	1367	0	1775	1411	1900	1600
Q Serve(g_s), s	2.0	4.1	4.1	0.4	5.3	0.2	0.2	0.0	0.3	1.1	0.0	0.9
Cycle Q Clear(g_c), s	7.3	4.1	4.1	4.5	5.3	0.2	0.2	0.0	0.3	1.4	0.0	0.9
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	408	1501	816	402	1567	695	524	0	427	525	457	385
V/C Ratio(X)	0.13	0.38	0.38	0.02	0.46	0.02	0.02	0.00	0.04	0.10	0.00	0.13
Avail Cap(c_a), veh/h	784	3283	1786	733	3428	1520	1122	0	1204	1142	1289	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	7.1	7.1	8.6	7.4	5.9	10.7	0.0	10.7	11.3	0.0	11.0
Incr Delay (d2), s/veh	0.1	0.2	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.9	0.0	1.1	0.0	0.1	0.0	0.1	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	7.2	7.4	8.6	7.6	6.0	10.7	0.0	10.8	11.3	0.0	11.1
LnGrp LOS	B	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h		929			749			26			105	
Approach Delay, s/veh		7.4			7.6			10.7			11.2	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		23.0		13.9		23.0				
Change Period (Y+Rc), s		5.0		7.0		5.0		7.0				
Max Green Setting (Gmax), s		25.0		35.0		25.0		35.0				
Max Q Clear Time (g_c+1), s		2.3		9.3		3.4		7.3				
Green Ext Time (p_c), s		0.1		6.0		0.3		5.0				

Intersection Summary

HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	778	30	30	619	299	20	40	80	360	30	104
Future Volume (veh/h)	80	778	30	30	619	299	20	40	80	360	30	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	810	9	31	645	0	21	42	23	375	31	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	2360	729	76	1548		66	118	65	312	296	248
Arrive On Green	0.07	0.45	0.45	0.03	0.29	0.00	0.04	0.10	0.10	0.09	0.16	0.16
Sat Flow, veh/h	1810	5187	1601	1810	3610	1610	1810	1148	628	3510	1900	1595
Grp Volume(v), veh/h	83	810	9	31	645	0	21	0	65	375	31	35
Grp Sat Flow(s),veh/h/ln	1810	1729	1601	1810	1805	1610	1810	0	1776	1755	1900	1595
Q Serve(g_s), s	4.0	9.1	0.3	1.5	13.0	0.0	1.0	0.0	3.1	8.0	1.3	1.7
Cycle Q Clear(g_c), s	4.0	9.1	0.3	1.5	13.0	0.0	1.0	0.0	3.1	8.0	1.3	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	123	2360	729	76	1548		66	0	183	312	296	248
V/C Ratio(X)	0.67	0.34	0.01	0.41	0.42		0.32	0.00	0.36	1.20	0.10	0.14
Avail Cap(c_a), veh/h	161	2360	729	161	1548		161	0	395	312	422	354
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.97	0.97	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	15.8	13.4	42.6	23.0	0.0	42.3	0.0	37.6	41.0	32.6	32.8
Incr Delay (d2), s/veh	7.4	0.4	0.0	4.1	0.8	0.0	1.0	0.0	0.9	117.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.3	0.1	0.7	5.7	0.0	0.5	0.0	1.3	8.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	16.2	13.5	46.7	23.8	0.0	43.3	0.0	38.4	158.4	32.7	33.0
LnGrp LOS	D	B	B	D	C		D	A	D	F	C	C
Approach Vol, veh/h		902			676	A		86			441	
Approach Delay, s/veh		19.1			24.8			39.6			139.6	
Approach LOS		B			C			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	16.3	10.8	47.9	10.3	21.0	13.1	45.6				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	20.0	20.0	8.0	26.0	8.0	20.0	8.0	26.0				
Max Q Clear Time (g_c+fl), s	5.1	5.1	3.5	11.1	3.0	3.7	6.0	15.0				
Green Ext Time (p_c), s	0.0	0.1	0.0	5.2	0.0	0.1	0.0	3.4				

Intersection Summary

HCM 6th Ctrl Delay	47.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗			↖ ↑	↑ ↗		↖ ↑	↑ ↗	
Traffic Volume (veh/h)	40	1178	30	60	829	30	40	40	130	60	30	40
Future Volume (veh/h)	40	1178	30	60	829	30	40	40	130	60	30	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	1227	29	62	864	28	42	42	53	62	31	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	3159	75	80	3171	103	236	230	202	207	295	148
Arrive On Green	0.07	1.00	1.00	0.04	0.61	0.61	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	5212	123	1810	5160	167	1364	1805	1591	1309	2316	1164
Grp Volume(v), veh/h	42	814	442	62	578	314	42	42	53	62	24	24
Grp Sat Flow(s),veh/h/ln	1810	1729	1877	1810	1729	1869	1364	1805	1591	1309	1805	1674
Q Serve(g_s), s	2.0	0.0	0.0	3.1	7.0	7.0	2.5	1.9	2.7	4.0	1.0	1.2
Cycle Q Clear(g_c), s	2.0	0.0	0.0	3.1	7.0	7.0	3.7	1.9	2.7	6.7	1.0	1.2
Prop In Lane	1.00		0.07	1.00		0.09	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	65	2096	1138	80	2125	1149	236	230	202	207	230	213
V/C Ratio(X)	0.64	0.39	0.39	0.77	0.27	0.27	0.18	0.18	0.26	0.30	0.10	0.11
Avail Cap(c_a), veh/h	201	2096	1138	281	2125	1149	502	582	513	463	582	539
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	0.0	42.5	8.0	8.0	36.4	35.1	35.5	38.5	34.7	34.8
Incr Delay (d2), s/veh	2.9	0.4	0.8	5.0	0.3	0.5	0.4	0.4	0.7	0.8	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.1	0.2	1.4	2.2	2.4	0.8	0.8	1.1	1.3	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	0.4	0.8	47.5	8.3	8.5	36.8	35.5	36.1	39.3	34.9	35.0
LnGrp LOS	D	A	A	D	A	A	D	D	D	D	C	D
Approach Vol, veh/h		1298			954			137			110	
Approach Delay, s/veh		1.9			10.9			36.1			37.4	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.4	11.0	61.5		17.4	10.3	62.3				
Change Period (Y+Rc), s		6.0	7.0	7.0		6.0	7.0	7.0				
Max Green Setting (Gmax), s		29.0	14.0	27.0		29.0	10.0	31.0				
Max Q Clear Time (g_c+1), s		5.7	5.1	2.0		8.7	4.0	9.0				
Green Ext Time (p_c), s		0.5	0.0	11.9		0.3	0.0	7.6				
Intersection Summary												
HCM 6th Ctrl Delay				8.8								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑		↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑	↖
Traffic Volume (veh/h)	140	1018	140	390	619	144	170	926	430	240	1007	70
Future Volume (veh/h)	140	1018	140	390	619	144	170	926	430	240	1007	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	1072	36	411	652	131	179	975	212	253	1060	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	310	1409	435	480	1389	275	283	1341	414	319	1394	573
Arrive On Green	0.09	0.27	0.27	0.14	0.32	0.32	0.08	0.26	0.26	0.09	0.27	0.27
Sat Flow, veh/h	3510	5187	1601	3510	4339	859	3510	5187	1601	3510	5187	1601
Grp Volume(v), veh/h	147	1072	36	411	518	265	179	975	212	253	1060	30
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1741	1755	1729	1601	1755	1729	1601
Q Serve(g_s), s	4.9	23.5	2.1	14.2	14.8	15.1	6.1	21.3	14.0	8.7	23.3	1.5
Cycle Q Clear(g_c), s	4.9	23.5	2.1	14.2	14.8	15.1	6.1	21.3	14.0	8.7	23.3	1.5
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	1409	435	480	1107	557	283	1341	414	319	1394	573
V/C Ratio(X)	0.47	0.76	0.08	0.86	0.47	0.48	0.63	0.73	0.51	0.79	0.76	0.05
Avail Cap(c_a), veh/h	709	1675	517	709	1117	562	709	1675	517	709	1675	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	41.4	33.6	52.3	33.7	33.8	55.2	41.9	39.2	55.2	41.6	26.1
Incr Delay (d2), s/veh	0.8	1.9	0.1	6.0	0.4	0.8	1.7	1.4	1.2	3.4	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.9	0.8	6.5	6.1	6.3	2.7	8.9	5.5	3.9	9.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	43.3	33.7	58.3	34.0	34.5	56.9	43.3	40.4	58.5	43.5	26.1
LnGrp LOS	D	D	C	E	C	C	E	D	D	E	D	C
Approach Vol, veh/h		1255			1194			1366			1343	
Approach Delay, s/veh		44.3			42.5			44.6			45.9	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.7	39.5	24.4	41.2	17.5	40.8	18.4	47.2				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+10), s	11.0	23.3	16.2	25.5	8.1	25.3	6.9	17.1				
Green Ext Time (p_c), s	0.5	7.4	0.8	6.9	0.4	6.7	0.3	5.8				

Intersection Summary

HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	130	1572	6	74	925	50	48	20	135	420	10	140
Future Volume (veh/h)	130	1572	6	74	925	50	48	20	135	420	10	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	1690	6	80	995	50	52	22	39	452	11	60
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	1951	7	140	1763	88	107	174	145	430	512	432
Arrive On Green	0.09	0.37	0.37	0.08	0.35	0.35	0.06	0.09	0.09	0.24	0.27	0.27
Sat Flow, veh/h	1810	5335	19	1810	5057	254	1810	1900	1584	1810	1900	1601
Grp Volume(v), veh/h	140	1095	601	80	680	365	52	22	39	452	11	60
Grp Sat Flow(s),veh/h/ln	1810	1729	1896	1810	1729	1853	1810	1900	1584	1810	1900	1601
Q Serve(g_s), s	8.0	30.9	31.0	4.5	16.8	16.8	2.9	1.1	2.4	25.0	0.4	3.0
Cycle Q Clear(g_c), s	8.0	30.9	31.0	4.5	16.8	16.8	2.9	1.1	2.4	25.0	0.4	3.0
Prop In Lane	1.00		0.01	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	171	1265	694	140	1205	646	107	174	145	430	512	432
V/C Ratio(X)	0.82	0.87	0.87	0.57	0.56	0.57	0.48	0.13	0.27	1.05	0.02	0.14
Avail Cap(c_a), veh/h	344	1314	721	344	1314	704	344	361	301	430	512	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	31.0	31.0	46.9	27.8	27.8	47.9	43.9	44.5	40.1	28.2	29.2
Incr Delay (d2), s/veh	3.7	6.3	10.7	1.4	0.6	1.0	1.3	0.2	0.7	57.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	13.1	15.2	2.0	6.6	7.2	1.4	0.5	0.9	17.9	0.2	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	37.3	41.7	48.3	28.4	28.9	49.2	44.2	45.3	97.8	28.2	29.3
LnGrp LOS	D	D	D	D	C	C	D	D	D	F	C	C
Approach Vol, veh/h	1836				1125		113				523	
Approach Delay, s/veh	39.7				29.9		46.9				88.4	
Approach LOS	D				C		D				F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	14.6	15.1	45.5	11.3	33.4	16.9	43.7				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	25.0	20.0	20.0	40.0	20.0	25.0	20.0	40.0				
Max Q Clear Time (g_c+Y), s	27.0	4.4	6.5	33.0	4.9	5.0	10.0	18.8				
Green Ext Time (p_c), s	0.0	0.1	0.1	5.5	0.0	0.1	0.1	7.7				

Intersection Summary

HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1576	611	530	686	0	0	0	0	250	0	424
Future Volume (veh/h)	0	1576	611	530	686	0	0	0	0	250	0	424
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1659	306	558	722	0				348	0	179
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1963	552	741	3170	0				885	0	394
Arrive On Green	0.00	0.34	0.34	0.07	0.20	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	5700	1603	3510	5358	0				3619	0	1610
Grp Volume(v), veh/h	0	1659	306	558	722	0				348	0	179
Grp Sat Flow(s),veh/h/ln	0	1900	1603	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	24.2	13.9	14.0	10.5	0.0				7.2	0.0	8.5
Cycle Q Clear(g_c), s	0.0	24.2	13.9	14.0	10.5	0.0				7.2	0.0	8.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1963	552	741	3170	0				885	0	394
V/C Ratio(X)	0.00	0.84	0.55	0.75	0.23	0.00				0.39	0.00	0.45
Avail Cap(c_a), veh/h	0	1963	552	741	3170	0				885	0	394
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.34	0.34	0.84	0.84	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.3	23.9	39.6	18.2	0.0				28.4	0.0	28.9
Incr Delay (d2), s/veh	0.0	1.7	1.4	5.9	0.1	0.0				1.3	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.3	5.1	7.1	4.3	0.0				3.2	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.9	25.3	45.5	18.3	0.0				29.7	0.0	32.7
LnGrp LOS		A	C	C	D	B	A			C	A	C
Approach Vol, veh/h		1965			1280					527		
Approach Delay, s/veh		28.4			30.1					30.7		
Approach LOS		C			C					C		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.0	37.5		28.5		61.5						
Change Period (Y+Rc), s	5.0	6.5		6.5		6.5						
Max Green Setting (Gmax), s	19.0	31.0		22.0		55.0						
Max Q Clear Time (g_c+1/3), s	11.0	26.2		10.5		12.5						
Green Ext Time (p_c), s	0.4	3.9		1.5		4.1						

Intersection Summary

HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	602	1214	0	0	1105	540	110	0	290	0	0	0
Future Volume (veh/h)	602	1214	0	0	1105	540	110	0	290	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	627	1265	0	0	1151	266	77	0	260			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	702	3458	0	0	2132	662	342	0	608			
Arrive On Green	0.20	0.67	0.00	0.00	0.41	0.41	0.19	0.00	0.19			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	1810	0	3220			
Grp Volume(v), veh/h	627	1265	0	0	1151	266	77	0	260			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	15.7	9.7	0.0	0.0	15.1	10.5	3.2	0.0	6.4			
Cycle Q Clear(g_c), s	15.7	9.7	0.0	0.0	15.1	10.5	3.2	0.0	6.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	702	3458	0	0	2132	662	342	0	608			
V/C Ratio(X)	0.89	0.37	0.00	0.00	0.54	0.40	0.23	0.00	0.43			
Avail Cap(c_a), veh/h	702	3458	0	0	2132	662	342	0	608			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.1	6.6	0.0	0.0	20.1	18.7	30.9	0.0	32.2			
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.0	1.0	1.8	1.5	0.0	2.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.5	2.7	0.0	0.0	5.7	3.9	1.5	0.0	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	6.6	0.0	0.0	21.0	20.5	32.4	0.0	34.4			
LnGrp LOS	D	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		1892			1417			337				
Approach Delay, s/veh		16.7			20.9			34.0				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.5			23.0	43.5		23.5				
Change Period (Y+Rc), s		6.5			5.0	6.5		6.5				
Max Green Setting (Gmax), s		60.0			18.0	37.0		17.0				
Max Q Clear Time (g_c+I1), s		11.7			17.7	17.1		8.4				
Green Ext Time (p_c), s		8.6			0.1	8.5		0.6				

Intersection Summary

HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	877	182	174	872	305	111	1008	72	189	998	152
Future Volume (veh/h)	228	877	182	174	872	305	111	1008	72	189	998	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	245	943	87	187	938	219	119	1084	68	203	1073	45
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	963	427	221	963	429	309	846	53	320	907	402
Arrive On Green	0.12	0.27	0.27	0.12	0.27	0.27	0.13	0.25	0.25	0.13	0.25	0.25
Sat Flow, veh/h	1810	3610	1601	1810	3610	1610	1810	3448	216	1810	3610	1601
Grp Volume(v), veh/h	245	943	87	187	938	219	119	567	585	203	1073	45
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1610	1810	1805	1860	1810	1805	1601
Q Serve(g_s), s	11.0	23.3	3.8	9.1	23.2	10.4	4.0	22.1	22.1	7.1	22.6	1.9
Cycle Q Clear(g_c), s	11.0	23.3	3.8	9.1	23.2	10.4	4.0	22.1	22.1	7.1	22.6	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	221	963	427	221	963	429	309	443	456	320	907	402
V/C Ratio(X)	1.11	0.98	0.20	0.85	0.97	0.51	0.39	1.28	1.28	0.63	1.18	0.11
Avail Cap(c_a), veh/h	221	963	427	221	963	429	321	443	456	321	907	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	32.8	25.6	38.7	32.7	28.0	21.7	34.0	34.0	22.3	33.7	26.0
Incr Delay (d2), s/veh	92.4	24.1	0.3	18.1	17.6	0.9	1.1	142.9	142.9	4.7	93.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	12.5	1.4	4.9	11.6	3.8	1.7	26.7	27.5	3.2	21.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.9	56.8	25.9	56.7	50.3	28.9	22.8	176.9	176.9	27.0	127.3	26.5
LnGrp LOS	F	E	C	E	D	C	C	F	F	C	F	C
Approach Vol, veh/h		1275			1344			1271			1321	
Approach Delay, s/veh		69.1			47.7			162.5			108.5	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	27.9	15.7	29.8	16.1	28.4	15.7	29.8				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.0	* 11	24.0	* 12	22.0	* 11	24.0				
Max Q Clear Time (g_c+I1), s	9.1	24.1	11.1	25.3	6.0	24.6	13.0	25.2				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	96.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1018	40	80	1171	80	30	180	50	80	190	70
Future Volume (veh/h)	50	1018	40	80	1171	80	30	180	50	80	190	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1049	16	82	1207	46	31	186	46	82	196	66
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	1685	748	115	1743	773	97	377	87	157	296	91
Arrive On Green	0.05	0.47	0.47	0.06	0.48	0.48	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	116	1371	315	309	1075	329
Grp Volume(v), veh/h	52	1049	16	82	1207	46	263	0	0	344	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	1802	0	0	1713	0	0
Q Serve(g_s), s	1.7	13.5	0.3	2.7	16.1	0.9	0.0	0.0	0.0	3.3	0.0	0.0
Cycle Q Clear(g_c), s	1.7	13.5	0.3	2.7	16.1	0.9	7.5	0.0	0.0	10.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.12		0.17	0.24		0.19
Lane Grp Cap(c), veh/h	86	1685	748	115	1743	773	561	0	0	544	0	0
V/C Ratio(X)	0.60	0.62	0.02	0.71	0.69	0.06	0.47	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	1024	2044	907	1024	2044	907	1058	0	0	1010	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.9	12.4	8.9	28.4	12.4	8.5	18.9	0.0	0.0	20.0	0.0	0.0
Incr Delay (d2), s/veh	13.5	0.8	0.0	15.8	1.3	0.1	1.3	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0	4.3	0.1	1.6	5.1	0.3	3.1	0.0	0.0	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	13.2	8.9	44.2	13.7	8.6	20.2	0.0	0.0	22.6	0.0	0.0
LnGrp LOS	D	B	A	D	B	A	C	A	A	C	A	A
Approach Vol, veh/h		1117			1335			263			344	
Approach Delay, s/veh		14.5			15.4			20.2			22.6	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		21.0	7.9	32.9		21.0	7.0	33.8				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		35.0	35.0	35.0		35.0	35.0	35.0				
Max Q Clear Time (g_c+1), s		9.5	4.7	15.5		12.7	3.7	18.1				
Green Ext Time (p_c), s		3.0	0.5	11.4		3.9	0.3	11.8				
Intersection Summary												
HCM 6th Ctrl Delay											16.3	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary
3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1007	92	60	1141	80	101	387	50	76	293	50
Future Volume (veh/h)	50	1007	92	60	1141	80	101	387	50	76	293	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1049	45	62	1189	40	105	403	48	79	305	37
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	2412	1073	111	2429	1079	280	444	53	111	865	104
Arrive On Green	0.06	0.67	0.67	0.02	0.22	0.22	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3610	1607	1810	3610	1604	1052	1665	198	954	3242	390
Grp Volume(v), veh/h	52	1049	45	62	1189	40	105	0	451	79	169	173
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1604	1052	0	1863	954	1805	1827
Q Serve(g_s), s	2.5	12.2	0.9	3.1	25.9	1.8	8.1	0.0	21.1	2.9	6.8	6.9
Cycle Q Clear(g_c), s	2.5	12.2	0.9	3.1	25.9	1.8	15.0	0.0	21.1	24.0	6.8	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.21
Lane Grp Cap(c), veh/h	102	2412	1073	111	2429	1079	280	0	497	111	481	487
V/C Ratio(X)	0.51	0.43	0.04	0.56	0.49	0.04	0.38	0.00	0.91	0.71	0.35	0.36
Avail Cap(c_a), veh/h	141	2412	1073	141	2429	1079	280	0	497	111	481	487
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	7.0	5.1	42.9	21.5	12.1	32.8	0.0	31.9	44.4	26.7	26.7
Incr Delay (d2), s/veh	8.1	0.6	0.1	7.0	0.5	0.0	3.8	0.0	23.0	32.2	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.7	0.2	1.6	12.4	0.5	2.3	0.0	12.1	2.7	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	7.6	5.2	49.9	22.1	12.2	36.6	0.0	54.9	76.6	28.7	28.8
LnGrp LOS	D	A	A	D	C	B	D	A	D	E	C	C
Approach Vol, veh/h	1146			1291			556			421		
Approach Delay, s/veh	9.4			23.1			51.4			37.7		
Approach LOS	A			C			D			D		
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	30.5		12.5		67.7		30.5		12.1		68.1	
Change Period (Y+Rc), s	6.5		7.0		7.0		* 6.5		7.0		* 7	
Max Green Setting (Gmax), s	22.5		7.0		40.0		* 24		7.0		* 41	
Max Q Clear Time (g_c+1), s	23.1		5.1		14.2		26.0		4.5		27.9	
Green Ext Time (p_c), s	0.0		0.0		13.8		0.0		0.0		9.5	

Intersection Summary

HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1011	42	40	1140	110	91	382	50	70	205	80
Future Volume (veh/h)	50	1011	42	40	1140	110	91	382	50	70	205	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1042	20	41	1175	54	94	394	14	72	211	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1731	768	77	1710	759	48	53	368	50	84	368
Arrive On Green	0.02	0.16	0.16	0.04	0.47	0.47	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	0	208	1441	0	330	1441
Grp Volume(v), veh/h	52	1042	20	41	1175	54	488	0	14	283	0	21
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	208	0	1441	330	0	1441
Q Serve(g_s), s	2.6	24.2	0.9	2.0	22.9	1.7	0.0	0.0	0.7	0.0	0.0	1.0
Cycle Q Clear(g_c), s	2.6	24.2	0.9	2.0	22.9	1.7	23.0	0.0	0.7	23.0	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	0.19		1.00	0.25		1.00
Lane Grp Cap(c), veh/h	88	1731	768	77	1710	759	101	0	368	135	0	368
V/C Ratio(X)	0.59	0.60	0.03	0.53	0.69	0.07	4.84	0.00	0.04	2.10	0.00	0.06
Avail Cap(c_a), veh/h	141	1731	768	141	1710	759	101	0	368	135	0	368
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.20	0.20	0.20	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	29.9	20.1	42.2	18.5	12.9	33.5	0.0	25.2	31.8	0.0	25.3
Incr Delay (d2), s/veh	1.7	1.1	0.0	0.4	0.5	0.0	1749.6	0.0	0.0	520.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	11.7	0.3	0.9	8.4	0.5	51.2	0.0	0.2	22.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	31.0	20.2	42.6	18.9	12.9	1783.1	0.0	25.2	552.6	0.0	25.4
LnGrp LOS	D	C	C	D	B	B	F	A	C	F	A	C
Approach Vol, veh/h		1114			1270			502			304	
Approach Delay, s/veh		31.5			19.4			1734.1			516.2	
Approach LOS		C			B			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	50.2		29.0	11.4	49.6		29.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	40.0			23.0	7.0	40.0		23.0				
Max Q Clear Time (g_c+1/4), s	26.2			25.0	4.6	24.9		25.0				
Green Ext Time (p_c), s	0.0	6.6		0.0	0.0	8.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	340.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↑↑↑			↖↑↑↑		↖
Traffic Volume (veh/h)	276	791	124	40	852	602	225	1103	60	465	940	233
Future Volume (veh/h)	276	791	124	40	852	602	225	1103	60	465	940	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	279	799	34	40	861	208	227	1114	59	470	949	203
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	977	433	166	807	357	231	1126	60	495	1915	744
Arrive On Green	0.09	0.27	0.27	0.05	0.22	0.22	0.13	0.22	0.22	0.27	0.37	0.37
Sat Flow, veh/h	3510	3610	1601	3510	3610	1599	1810	5041	267	1810	5187	1604
Grp Volume(v), veh/h	279	799	34	40	861	208	227	764	409	470	949	203
Grp Sat Flow(s),veh/h/ln	1755	1805	1601	1755	1805	1599	1810	1729	1850	1810	1729	1604
Q Serve(g_s), s	12.2	32.5	2.5	1.7	35.0	18.2	19.6	34.5	34.5	39.9	22.1	12.2
Cycle Q Clear(g_c), s	12.2	32.5	2.5	1.7	35.0	18.2	19.6	34.5	34.5	39.9	22.1	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	332	977	433	166	807	357	231	773	413	495	1915	744
V/C Ratio(X)	0.84	0.82	0.08	0.24	1.07	0.58	0.98	0.99	0.99	0.95	0.50	0.27
Avail Cap(c_a), veh/h	672	1037	460	448	807	357	231	773	413	635	2318	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	53.5	42.6	71.9	60.8	54.3	68.1	60.6	60.6	55.9	38.2	25.8
Incr Delay (d2), s/veh	4.3	5.1	0.1	0.5	51.3	2.6	54.0	29.5	41.5	20.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	14.9	1.0	0.8	21.4	7.5	12.4	18.0	20.6	20.6	9.3	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	58.6	42.7	72.4	112.1	56.9	122.2	90.1	102.1	76.3	38.4	26.1
LnGrp LOS	E	E	D	E	F	E	F	F	F	E	D	C
Approach Vol, veh/h		1112			1109			1400			1622	
Approach Delay, s/veh		62.0			100.3			98.8			47.9	
Approach LOS		E			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	49.8	42.0	14.9	49.9	27.0	64.8	22.3	42.5				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+R1), s	41.0	36.5	3.7	34.5	21.6	24.1	14.2	37.0				
Green Ext Time (p_c), s	0.9	0.0	0.0	4.1	0.0	12.7	0.6	0.0				

Intersection Summary

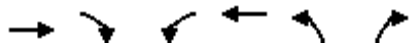
HCM 6th Ctrl Delay	75.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↗↖	↗
Traffic Volume (veh/h)	1361	86	30	1255	159	80
Future Volume (veh/h)	1361	86	30	1255	159	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1418	63	31	1307	166	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2438	1083	65	2868	253	116
Arrive On Green	0.68	0.68	0.04	0.79	0.07	0.07
Sat Flow, veh/h	3705	1604	1810	3705	3510	1610
Grp Volume(v), veh/h	1418	63	31	1307	166	9
Grp Sat Flow(s),veh/h/ln	1805	1604	1810	1805	1755	1610
Q Serve(g_s), s	18.9	1.2	1.5	10.5	4.1	0.5
Cycle Q Clear(g_c), s	18.9	1.2	1.5	10.5	4.1	0.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2438	1083	65	2868	253	116
V/C Ratio(X)	0.58	0.06	0.48	0.46	0.66	0.08
Avail Cap(c_a), veh/h	2438	1083	251	2868	800	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.55	0.55	1.00	1.00
Uniform Delay (d), s/veh	7.8	4.9	42.6	3.0	40.7	39.0
Incr Delay (d2), s/veh	0.5	0.0	2.2	0.3	2.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.3	0.7	1.3	1.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.3	5.0	44.8	3.3	43.5	39.2
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1481			1338	175	
Approach Delay, s/veh	8.1			4.2	43.3	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	10.7	68.3		79.0	11.0	
Change Period (Y+Rc), s	7.5	* 7.5		7.5	4.5	
Max Green Setting (Gmax), s	12.5	* 38		57.5	20.5	
Max Q Clear Time (g_c+1), s	13.5	20.9		12.5	6.1	
Green Ext Time (p_c), s	0.0	7.4		11.0	0.4	

Intersection Summary

HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	8.1											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	
Traffic Vol, veh/h	0	0	0	100	10	0	0	10	110	10	10	0
Future Vol, veh/h	0	0	0	100	10	0	0	10	110	10	10	0
Peak Hour Factor	0.95	0.95	0.95	0.79	0.95	0.79	0.95	0.79	0.79	0.79	0.79	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	127	11	0	0	13	139	13	13	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	0	8.6	7.7	8.1
HCM LOS	-	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	100%	82%	75%	0%
Vol Thru, %	100%	0%	100%	0%	18%	25%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	110	0	54	56	13	7
LT Vol	0	0	0	54	46	10	0
Through Vol	10	0	0	0	10	3	7
RT Vol	0	110	0	0	0	0	0
Lane Flow Rate	13	139	0	68	69	17	8
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.017	0.163	0	0.103	0.102	0.025	0.012
Departure Headway (Hd)	4.906	4.203	5.07	5.407	5.317	5.375	4.999
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	733	856	0	667	678	668	718
Service Time	2.616	1.914	3.09	3.107	3.017	3.089	2.713
HCM Lane V/C Ratio	0.018	0.162	0	0.102	0.102	0.025	0.011
HCM Control Delay	7.7	7.7	8.1	8.7	8.6	8.2	7.8
HCM Lane LOS	A	A	N	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0	0.3	0.3	0.1	0

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	110	0	0	100	10
Future Vol, veh/h	0	0	0	0	0	0	0	110	0	0	100	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	147	0	0	133	13
























Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	214	287	73	214	293	74	146	0	0	147	0	0
Stage 1	140	140	-	147	147	-	-	-	-	-	-	-
Stage 2	74	147	-	67	146	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	729	626	981	729	621	979	1448	-	-	1447	-	-
Stage 1	854	785	-	847	779	-	-	-	-	-	-	-
Stage 2	933	779	-	941	780	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	729	626	981	729	621	979	1448	-	-	1447	-	-
Mov Cap-2 Maneuver	729	626	-	729	621	-	-	-	-	-	-	-
Stage 1	854	785	-	847	779	-	-	-	-	-	-	-
Stage 2	933	779	-	941	780	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1448	-	-	-	-	1447	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

HCM 6th Signalized Intersection Summary
9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1305	196	60	1096	10	259	50	100	10	40	50
Future Volume (veh/h)	60	1305	196	60	1096	10	259	50	100	10	40	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	1359	119	62	1142	10	270	52	25	10	42	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	1475	658	125	1499	13	410	842	375	397	842	
Arrive On Green	0.07	0.41	0.41	0.07	0.41	0.41	0.23	0.23	0.23	0.23	0.23	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3667	32	1386	3610	1610	1343	3610	1610
Grp Volume(v), veh/h	62	1359	119	62	562	590	270	52	25	10	42	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1894	1386	1805	1610	1343	1805	1610
Q Serve(g_s), s	2.4	25.9	3.4	2.4	19.4	19.4	13.6	0.8	0.9	0.4	0.7	0.0
Cycle Q Clear(g_c), s	2.4	25.9	3.4	2.4	19.4	19.4	14.3	0.8	0.9	1.2	0.7	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	1475	658	125	738	774	410	842	375	397	842	
V/C Ratio(X)	0.50	0.92	0.18	0.50	0.76	0.76	0.66	0.06	0.07	0.03	0.05	
Avail Cap(c_a), veh/h	499	1492	665	499	746	783	469	995	444	454	995	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.6	20.4	13.7	32.6	18.4	18.4	27.1	21.7	21.7	22.1	21.6	0.0
Incr Delay (d2), s/veh	3.1	9.8	0.2	3.1	4.9	4.7	3.4	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	10.6	1.0	1.1	7.5	7.8	4.7	0.3	0.3	0.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	30.1	13.9	35.6	23.3	23.1	30.6	21.7	21.8	22.2	21.6	0.0
LnGrp LOS	D	C	B	D	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1540			1214			347			52	A
Approach Delay, s/veh		29.1			23.9			28.6			21.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	36.7		23.9	12.0	36.7		23.9				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	20.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	4.4	27.9		3.2	4.4	21.4		16.3				
Green Ext Time (p_c), s	0.1	1.8		0.2	0.1	5.2		0.7				

Intersection Summary

HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	280	102	130	210	50	41	260	50	30	330	26
Future Volume (veh/h)	39	280	102	130	210	50	41	260	50	30	330	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	326	24	151	244	16	48	302	23	35	384	11
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	329	571	252	324	735	325	494	1463	650	528	1434	637
Arrive On Green	0.05	0.16	0.16	0.09	0.20	0.20	0.05	0.41	0.41	0.04	0.40	0.40
Sat Flow, veh/h	1810	3610	1595	1810	3610	1598	1810	3610	1604	1810	3610	1604
Grp Volume(v), veh/h	45	326	24	151	244	16	48	302	23	35	384	11
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1805	1598	1810	1805	1604	1810	1805	1604
Q Serve(g_s), s	1.8	7.4	1.1	6.0	5.1	0.7	1.3	4.8	0.8	1.0	6.3	0.4
Cycle Q Clear(g_c), s	1.8	7.4	1.1	6.0	5.1	0.7	1.3	4.8	0.8	1.0	6.3	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	329	571	252	324	735	325	494	1463	650	528	1434	637
V/C Ratio(X)	0.14	0.57	0.10	0.47	0.33	0.05	0.10	0.21	0.04	0.07	0.27	0.02
Avail Cap(c_a), veh/h	555	1434	634	468	1434	635	717	1463	650	765	1434	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	34.3	31.7	27.5	30.0	28.2	14.2	17.0	15.8	14.4	17.9	16.1
Incr Delay (d2), s/veh	0.2	1.3	0.2	1.0	0.4	0.1	0.1	0.3	0.1	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.2	0.4	2.5	2.1	0.3	0.5	1.8	0.3	0.4	2.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	35.6	31.9	28.5	30.3	28.3	14.3	17.3	15.9	14.4	18.4	16.2
LnGrp LOS	C	D	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		395			411			373			430	
Approach Delay, s/veh		34.6			29.6			16.8			18.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	42.7	14.5	20.4	11.1	42.0	10.5	24.4				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0				
Max Q Clear Time (g_c+1), s	13.0	6.8	8.0	9.4	3.3	8.3	3.8	7.1				
Green Ext Time (p_c), s	0.0	2.6	0.2	2.8	0.1	3.4	0.1	2.1				
Intersection Summary												
HCM 6th Ctrl Delay											24.8	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	420	260	190	400	60	120	231	90	70	602	30
Future Volume (veh/h)	20	420	260	190	400	60	120	231	90	70	602	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	467	181	211	444	55	133	257	24	78	669	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	257	523	201	257	884	109	164	1065	475	101	914	41
Arrive On Green	0.01	0.21	0.21	0.08	0.27	0.27	0.18	0.59	0.59	0.06	0.26	0.26
Sat Flow, veh/h	1810	2543	978	1810	3232	398	1810	3610	1610	1810	3518	158
Grp Volume(v), veh/h	22	330	318	211	247	252	133	257	24	78	343	356
Grp Sat Flow(s),veh/h/ln	1810	1805	1716	1810	1805	1826	1810	1805	1610	1810	1805	1871
Q Serve(g_s), s	0.8	14.2	14.4	6.5	9.2	9.3	5.6	2.7	0.5	3.4	13.9	13.9
Cycle Q Clear(g_c), s	0.8	14.2	14.4	6.5	9.2	9.3	5.6	2.7	0.5	3.4	13.9	13.9
Prop In Lane	1.00		0.57	1.00		0.22	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	257	371	353	257	494	500	164	1065	475	101	469	486
V/C Ratio(X)	0.09	0.89	0.90	0.82	0.50	0.50	0.81	0.24	0.05	0.78	0.73	0.73
Avail Cap(c_a), veh/h	290	372	354	257	494	500	204	1065	475	113	469	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	0.96	0.96	0.96
Uniform Delay (d), s/veh	24.8	30.9	31.0	26.2	24.4	24.5	32.1	12.1	11.7	37.3	27.1	27.1
Incr Delay (d2), s/veh	0.1	22.0	24.5	17.6	0.6	0.6	14.2	0.5	0.2	21.0	9.3	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.9	7.8	4.1	3.6	3.7	2.8	1.0	0.2	2.0	6.7	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	52.9	55.5	43.8	25.0	25.1	46.3	12.7	11.9	58.3	36.4	36.1
LnGrp LOS	C	D	E	D	C	C	D	B	B	E	D	D
Approach Vol, veh/h		670			710			414			777	
Approach Delay, s/veh		53.2			30.6			23.4			38.5	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	30.6	14.0	24.0	14.3	27.8	8.6	29.4				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	23.0	6.5	16.5	9.0	19.0	2.5	20.5				
Max Q Clear Time (g_c+1/4), s	11.4	4.7	8.5	16.4	7.6	15.9	2.8	11.3				
Green Ext Time (p_c), s	0.0	1.1	0.0	0.0	0.0	1.0	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	40	390	10	110	20	351	130	60	942	10
Future Volume (veh/h)	10	10	40	390	10	110	20	351	130	60	942	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	11	2	437	0	24	22	386	54	66	1035	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	57	10	575	0	253	26	1688	749	68	1797	17
Arrive On Green	0.04	0.04	0.04	0.16	0.00	0.16	0.00	0.15	0.15	0.08	0.98	0.98
Sat Flow, veh/h	1810	1564	284	3619	0	1595	1810	3610	1602	1810	3663	35
Grp Volume(v), veh/h	11	0	13	437	0	24	22	386	54	66	510	535
Grp Sat Flow(s),veh/h/ln	1810	0	1849	1810	0	1595	1810	1805	1602	1810	1805	1893
Q Serve(g_s), s	0.5	0.0	0.5	9.2	0.0	1.0	1.0	7.5	2.3	2.9	1.0	1.0
Cycle Q Clear(g_c), s	0.5	0.0	0.5	9.2	0.0	1.0	1.0	7.5	2.3	2.9	1.0	1.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	65	0	67	575	0	253	26	1688	749	68	885	929
V/C Ratio(X)	0.17	0.00	0.19	0.76	0.00	0.09	0.84	0.23	0.07	0.97	0.58	0.58
Avail Cap(c_a), veh/h	158	0	162	950	0	419	68	1688	749	68	885	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.47	0.47	0.47
Uniform Delay (d), s/veh	37.4	0.0	37.4	32.2	0.0	28.7	39.7	21.2	19.0	37.0	0.4	0.4
Incr Delay (d2), s/veh	0.4	0.0	0.5	1.6	0.0	0.1	53.1	0.3	0.2	66.1	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	4.1	0.0	0.4	0.8	3.1	0.8	2.4	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	37.9	33.8	0.0	28.9	92.8	21.5	19.2	103.1	1.7	1.6
LnGrp LOS	D	A	D	C	A	C	F	C	B	F	A	A
Approach Vol, veh/h		24			461			462			1111	
Approach Delay, s/veh		37.9			33.5			24.6			7.7	
Approach LOS		D			C			C			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.0	44.4		7.9	8.2	46.2		17.7				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	30.0	25.0		7.0	3.0	25.0		21.0				
Max Q Clear Time (g_c+1/4), s	14.0	9.5		2.5	3.0	3.0		11.2				
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	5.1		1.0				

Intersection Summary

HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↕ ↗	↗ ↗ ↗	↗ ↗ ↗ ↗			↗ ↗ ↗	↗
Traffic Volume (veh/h)	0	0	0	326	0	140	240	351	0	0	862	550
Future Volume (veh/h)	0	0	0	326	0	140	240	351	0	0	862	550
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				351	0	39	258	377	0	0	927	306
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				461	0	411	292	3112	0	0	1950	601
Arrive On Green				0.25	0.00	0.25	0.32	1.00	0.00	0.00	0.12	0.12
Sat Flow, veh/h				1810	0	1610	1810	5358	0	0	5358	1599
Grp Volume(v), veh/h				351	0	39	258	377	0	0	927	306
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1729	0	0	1729	1599
Q Serve(g_s), s				14.3	0.0	1.5	10.8	0.0	0.0	0.0	13.3	14.3
Cycle Q Clear(g_c), s				14.3	0.0	1.5	10.8	0.0	0.0	0.0	13.3	14.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				461	0	411	292	3112	0	0	1950	601
V/C Ratio(X)				0.76	0.00	0.09	0.88	0.12	0.00	0.00	0.48	0.51
Avail Cap(c_a), veh/h				461	0	411	362	3112	0	0	1950	601
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.79	0.79	0.00	0.00	0.78	0.78
Uniform Delay (d), s/veh				27.5	0.0	22.8	26.4	0.0	0.0	0.0	27.7	28.1
Incr Delay (d2), s/veh				11.2	0.0	0.5	13.7	0.1	0.0	0.0	0.7	2.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.4	0.0	0.6	4.7	0.0	0.0	0.0	6.1	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.8	0.0	23.2	40.1	0.1	0.0	0.0	28.3	30.5
LnGrp LOS				D	A	C	D	A	A	A	C	C
Approach Vol, veh/h					390			635			1233	
Approach Delay, s/veh					37.2			16.3			28.9	
Approach LOS					D			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.8			17.9	35.9		26.2				
Change Period (Y+Rc), s		5.8			5.0	5.8		5.8				
Max Green Setting (Gmax), s		48.0			16.0	27.0		20.4				
Max Q Clear Time (g_c+I1), s		2.0			12.8	16.3		16.3				
Green Ext Time (p_c), s		2.0			0.1	4.3		1.3				
Intersection Summary												
HCM 6th Ctrl Delay											26.8	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕↕↕			↗↕↕↕	
Traffic Volume (veh/h)	90	0	190	0	0	0	0	501	368	390	797	0
Future Volume (veh/h)	90	0	190	0	0	0	0	501	368	390	797	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	97	0	59				0	539	229	419	857	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	385	0	342				0	1154	475	469	3333	0
Arrive On Green	0.21	0.00	0.21				0.00	0.32	0.32	0.09	0.21	0.00
Sat Flow, veh/h	1810	0	1610				0	3769	1480	1810	5358	0
Grp Volume(v), veh/h	97	0	59				0	517	251	419	857	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1620	1810	1729	0
Q Serve(g_s), s	3.6	0.0	2.4				0.0	9.6	9.9	18.3	11.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	2.4				0.0	9.6	9.9	18.3	11.0	0.0
Prop In Lane	1.00		1.00				0.00		0.91	1.00		0.00
Lane Grp Cap(c), veh/h	385	0	342				0	1110	520	469	3333	0
V/C Ratio(X)	0.25	0.00	0.17				0.00	0.47	0.48	0.89	0.26	0.00
Avail Cap(c_a), veh/h	385	0	342				0	1110	520	611	3333	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	26.2	0.0	25.7				0.0	21.7	21.8	35.5	15.6	0.0
Incr Delay (d2), s/veh	1.6	0.0	1.1				0.0	1.4	3.2	9.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.0				0.0	3.7	3.9	10.0	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	0.0	26.8				0.0	23.1	25.0	45.2	15.8	0.0
LnGrp LOS	C	A	C				A	C	C	D	B	A
Approach Vol, veh/h		156						768			1276	
Approach Delay, s/veh		27.4						23.7			25.4	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	25.7	31.5	22.8	57.2								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	27.0	19.0	17.0	51.4								
Max Q Clear Time (g_c+20), s	20.3	11.9	5.6	13.0								
Green Ext Time (p_c), s	0.4	2.3	0.9	5.0								

Intersection Summary

HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Intersection Delay, s/veh	18.6											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔		↔	↔↔	↔	↔	
Traffic Vol, veh/h	20	140	30	401	80	130	20	90	360	20	20	20
Future Vol, veh/h	20	140	30	401	80	130	20	90	360	20	20	20
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	171	37	489	98	159	24	110	439	24	24	24
Number of Lanes	0	1	1	1	1	1	0	1	2	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	2
HCM Control Delay	18	21.8	15.5	13.2
HCM LOS	C	C	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	18%	0%	0%	12%	0%	100%	67%	0%	100%	0%
Vol Thru, %	82%	0%	0%	88%	0%	0%	33%	0%	0%	50%
Vol Right, %	0%	100%	100%	0%	100%	0%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	180	180	160	30	241	240	130	20	40
LT Vol	20	0	0	20	0	241	160	0	20	0
Through Vol	90	0	0	140	0	0	80	0	0	20
RT Vol	0	180	180	0	30	0	0	130	0	20
Lane Flow Rate	134	220	220	195	37	293	293	159	24	49
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.302	0.444	0.444	0.474	0.081	0.655	0.641	0.3	0.067	0.124
Departure Headway (Hd)	8.093	7.289	7.289	8.744	7.967	8.035	7.866	6.817	9.914	9.14
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	443	492	492	410	447	449	457	525	360	395
Service Time	5.863	5.058	5.058	6.534	5.757	5.802	5.633	4.583	7.714	6.84
HCM Lane V/C Ratio	0.302	0.447	0.447	0.476	0.083	0.653	0.641	0.303	0.067	0.124
HCM Control Delay	14.4	15.8	15.8	19.2	11.5	24.9	23.7	12.5	13.4	13.1
HCM Lane LOS	B	C	C	C	B	C	C	B	B	B
HCM 95th-tile Q	1.3	2.2	2.2	2.5	0.3	4.6	4.4	1.3	0.2	0.4

HCM 6th Signalized Intersection Summary
 16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	20	0	30	20	0	10	20	430	10	20	481	10
Future Volume (veh/h)	20	0	30	20	0	10	20	430	10	20	481	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	0	5	23	0	0	23	500	9	23	559	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	166	0	108	138	0	0	81	2569	1142	81	2569	1142
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.00	0.04	0.71	0.71	0.04	0.71	0.71
Sat Flow, veh/h	1546	0	1562	1138	0	0	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	23	0	5	23	0	0	23	500	9	23	559	9
Grp Sat Flow(s),veh/h/ln	1546	0	1562	1138	0	0	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	0.0	0.0	0.4	1.9	0.0	0.0	1.5	5.6	0.2	1.5	6.3	0.2
Cycle Q Clear(g_c), s	1.5	0.0	0.4	3.4	0.0	0.0	1.5	5.6	0.2	1.5	6.3	0.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	0	108	138	0	0	81	2569	1142	81	2569	1142
V/C Ratio(X)	0.14	0.00	0.05	0.17	0.00	0.00	0.28	0.19	0.01	0.28	0.22	0.01
Avail Cap(c_a), veh/h	455	0	430	424	0	0	196	2569	1142	196	2569	1142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	0.0	52.2	54.3	0.0	0.0	55.5	5.8	5.0	55.5	5.9	5.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.7	0.0	0.0	2.0	0.1	0.0	2.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.1	0.7	0.0	0.0	0.7	1.8	0.1	0.7	2.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	0.0	52.4	55.0	0.0	0.0	57.5	5.9	5.0	57.8	6.1	5.0
LnGrp LOS	D	A	D	D	A	A	E	A	A	E	A	A
Approach Vol, veh/h		28			23			532			591	
Approach Delay, s/veh		53.0			55.0			8.2			8.1	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	92.4		15.3	12.4	92.4		15.3				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.0	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+1), s	13.5	7.6		3.5	3.5	8.3		5.4				
Green Ext Time (p_c), s	0.0	6.9		0.1	0.0	7.8		0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	925	270	70	765	20	160	250	110	30	330	151
Future Volume (veh/h)	110	925	270	70	765	20	160	250	110	30	330	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	118	995	195	75	823	22	172	269	21	32	355	162
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	945	419	127	902	24	309	324	272	27	299	136
Arrive On Green	0.08	0.26	0.26	0.07	0.25	0.25	0.17	0.17	0.17	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1601	1810	3591	96	1810	1900	1596	105	1161	530
Grp Volume(v), veh/h	118	995	195	75	414	431	172	269	21	549	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1882	1810	1900	1596	1796	0	0
Q Serve(g_s), s	7.5	30.5	11.9	4.7	26.0	26.0	10.2	16.0	1.3	30.0	0.0	0.0
Cycle Q Clear(g_c), s	7.5	30.5	11.9	4.7	26.0	26.0	10.2	16.0	1.3	30.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	0.06		0.30
Lane Grp Cap(c), veh/h	146	945	419	127	454	473	309	324	272	462	0	0
V/C Ratio(X)	0.81	1.05	0.47	0.59	0.91	0.91	0.56	0.83	0.08	1.19	0.00	0.00
Avail Cap(c_a), veh/h	388	945	419	310	464	484	465	489	411	462	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.7	43.1	36.2	52.6	42.4	42.4	44.3	46.7	40.6	43.3	0.0	0.0
Incr Delay (d2), s/veh	7.6	44.3	1.7	1.6	23.0	22.3	1.9	8.2	0.1	104.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	18.6	4.6	2.1	13.8	14.3	4.6	8.1	0.5	26.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	87.3	37.9	54.2	65.4	64.7	46.2	54.9	40.8	148.1	0.0	0.0
LnGrp LOS	E	F	D	D	E	E	D	D	D	F	A	A
Approach Vol, veh/h		1308			920			462			549	
Approach Delay, s/veh		77.5			64.2			51.0			148.1	
Approach LOS		E			E			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.7	38.0		36.5	16.9	36.8		26.4				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	20.0	30.0		30.0	25.0	30.0		30.0				
Max Q Clear Time (g_c+I1), s	6.7	32.5		32.0	9.5	28.0		18.0				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.2	1.3		1.9				
Intersection Summary												
HCM 6th Ctrl Delay				81.9								
HCM 6th LOS				F								
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	190	170	290	20	50	30	110	420	20	30	520	80
Future Volume (veh/h)	190	170	290	20	50	30	110	420	20	30	520	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	198	108	23	58	6	128	488	10	35	605	35
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	257	494	258	78	424	187	160	1509	671	81	1940	600
Arrive On Green	0.14	0.22	0.22	0.04	0.12	0.12	0.09	0.42	0.42	0.04	0.37	0.37
Sat Flow, veh/h	1810	2287	1193	1810	3610	1590	1810	3610	1604	1810	5187	1604
Grp Volume(v), veh/h	221	154	152	23	58	6	128	488	10	35	605	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1675	1810	1805	1590	1810	1805	1604	1810	1729	1604
Q Serve(g_s), s	11.2	6.9	7.3	1.2	1.3	0.3	6.5	8.5	0.3	1.8	7.7	1.3
Cycle Q Clear(g_c), s	11.2	6.9	7.3	1.2	1.3	0.3	6.5	8.5	0.3	1.8	7.7	1.3
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	390	362	78	424	187	160	1509	671	81	1940	600
V/C Ratio(X)	0.86	0.40	0.42	0.29	0.14	0.03	0.80	0.32	0.01	0.43	0.31	0.06
Avail Cap(c_a), veh/h	387	482	448	387	965	425	387	1509	671	387	1940	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	31.4	31.6	43.4	37.0	36.6	41.8	18.3	15.9	43.5	20.7	18.7
Incr Delay (d2), s/veh	8.1	0.5	0.6	0.8	0.1	0.1	3.4	0.6	0.0	1.4	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	2.9	2.9	0.5	0.6	0.1	2.9	3.4	0.1	0.8	3.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	31.9	32.2	44.1	37.1	36.6	45.3	18.9	16.0	44.9	21.2	18.9
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	C	B
Approach Vol, veh/h		527			87			626			675	
Approach Delay, s/veh		38.4			39.0			24.2			22.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	45.6	10.5	26.7	14.8	41.5	19.8	17.5				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+1), s	13.8	10.5	3.2	9.3	8.5	9.7	13.2	3.3				
Green Ext Time (p_c), s	0.0	3.6	0.0	1.1	0.1	4.8	0.2	0.2				

Intersection Summary

HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖	↖↗↘	↖↗↘	↖	↖↗↘	↖↗↘	
Traffic Volume (veh/h)	50	10	72	50	10	20	71	450	30	30	840	20
Future Volume (veh/h)	50	10	72	50	10	20	71	450	30	30	840	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	11	13	57	11	3	82	517	18	34	966	22
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	222	196	132	444	196	117	2540	786	79	2444	56
Arrive On Green	0.07	0.12	0.12	0.07	0.12	0.12	0.06	0.49	0.49	0.04	0.47	0.47
Sat Flow, veh/h	1810	1805	1591	1810	3610	1591	1810	5187	1605	1810	5217	119
Grp Volume(v), veh/h	57	11	13	57	11	3	82	517	18	34	640	348
Grp Sat Flow(s),veh/h/ln	1810	1805	1591	1810	1805	1591	1810	1729	1605	1810	1729	1878
Q Serve(g_s), s	2.9	0.5	0.7	2.9	0.3	0.2	4.3	5.4	0.6	1.8	11.6	11.6
Cycle Q Clear(g_c), s	2.9	0.5	0.7	2.9	0.3	0.2	4.3	5.4	0.6	1.8	11.6	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	132	222	196	132	444	196	117	2540	786	79	1620	880
V/C Ratio(X)	0.43	0.05	0.07	0.43	0.02	0.02	0.70	0.20	0.02	0.43	0.40	0.40
Avail Cap(c_a), veh/h	471	676	596	471	1353	596	471	2540	786	471	1620	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	37.2	37.2	42.6	37.1	37.0	44.0	13.9	12.6	44.8	16.7	16.7
Incr Delay (d2), s/veh	0.8	0.1	0.1	0.8	0.0	0.0	2.8	0.2	0.1	1.4	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.2	0.3	1.3	0.1	0.1	1.9	2.0	0.2	0.8	4.3	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	37.2	37.4	43.4	37.1	37.0	46.8	14.1	12.7	46.2	17.4	18.0
LnGrp LOS	D	D	D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		81			71			617			1022	
Approach Delay, s/veh		41.6			42.2			18.4			18.5	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	53.5	13.5	18.3	12.7	51.5	13.5	18.3				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	25.0	45.0	25.0	36.0	25.0	45.0	25.0	36.0				
Max Q Clear Time (g_c+1), s	13.8	7.4	4.9	2.7	6.3	13.6	4.9	2.3				
Green Ext Time (p_c), s	0.0	4.3	0.1	0.1	0.1	8.2	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			20.5									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary
20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	70	470	460	260	330	50	230	371	100	50	882	60
Future Volume (veh/h)	70	470	460	260	330	50	230	371	100	50	882	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	490	210	271	344	18	240	386	52	52	919	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	313	730	323	364	782	435	322	1809	726	192	1616	643
Arrive On Green	0.09	0.20	0.20	0.10	0.22	0.22	0.09	0.35	0.35	0.05	0.31	0.31
Sat Flow, veh/h	3510	3610	1598	3510	3610	1599	3510	5187	1603	3510	5187	1602
Grp Volume(v), veh/h	73	490	210	271	344	18	240	386	52	52	919	23
Grp Sat Flow(s),veh/h/ln	1755	1805	1598	1755	1805	1599	1755	1729	1603	1755	1729	1602
Q Serve(g_s), s	1.9	12.1	11.6	7.2	7.9	0.8	6.4	5.0	1.8	1.4	14.3	0.8
Cycle Q Clear(g_c), s	1.9	12.1	11.6	7.2	7.9	0.8	6.4	5.0	1.8	1.4	14.3	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	730	323	364	782	435	322	1809	726	192	1616	643
V/C Ratio(X)	0.23	0.67	0.65	0.74	0.44	0.04	0.74	0.21	0.07	0.27	0.57	0.04
Avail Cap(c_a), veh/h	729	1125	498	729	1125	586	729	1809	726	729	1616	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	35.5	35.3	41.9	32.6	25.9	42.6	22.1	14.9	43.7	27.7	17.5
Incr Delay (d2), s/veh	0.3	1.3	2.7	2.3	0.5	0.0	2.6	0.3	0.2	0.6	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.1	4.5	3.1	3.3	0.3	2.8	2.0	0.6	0.6	5.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	36.8	37.9	44.2	33.1	25.9	45.2	22.3	15.1	44.2	29.2	17.7
LnGrp LOS	D	D	D	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		773			633			678			994	
Approach Delay, s/veh		37.5			37.6			29.9			29.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	40.1	17.5	27.0	15.3	36.5	16.1	28.4				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1), s	13.4	7.0	9.2	14.1	8.4	16.3	3.9	9.9				
Green Ext Time (p_c), s	0.1	3.0	0.5	3.9	0.4	5.7	0.1	2.3				

Intersection Summary

HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶	↶			↷	↷
Traffic Volume (veh/h)	0	0	0	426	0	200	510	511	0	0	1292	410
Future Volume (veh/h)	0	0	0	426	0	200	510	511	0	0	1292	410
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				469	0	46	537	538	0	0	1360	178
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				901	0	401	1014	3227	0	0	1816	443
Arrive On Green				0.25	0.00	0.25	0.10	0.21	0.00	0.00	0.28	0.28
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1596
Grp Volume(v), veh/h				469	0	46	537	538	0	0	1360	178
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1596
Q Serve(g_s), s				10.1	0.0	2.0	13.1	7.7	0.0	0.0	17.1	8.2
Cycle Q Clear(g_c), s				10.1	0.0	2.0	13.1	7.7	0.0	0.0	17.1	8.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				901	0	401	1014	3227	0	0	1816	443
V/C Ratio(X)				0.52	0.00	0.11	0.53	0.17	0.00	0.00	0.75	0.40
Avail Cap(c_a), veh/h				901	0	401	1014	3227	0	0	1816	443
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.90	0.90	0.00	0.00	0.72	0.72
Uniform Delay (d), s/veh				29.2	0.0	26.1	34.9	16.6	0.0	0.0	29.6	26.4
Incr Delay (d2), s/veh				2.1	0.0	0.6	1.8	0.1	0.0	0.0	2.1	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.5	0.0	2.1	6.3	2.9	0.0	0.0	6.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.3	0.0	26.7	36.7	16.7	0.0	0.0	31.7	28.4
LnGrp LOS				C	A	C	D	B	A	A	C	C
Approach Vol, veh/h					515			1075			1538	
Approach Delay, s/veh					30.9			26.7			31.3	
Approach LOS					C			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		61.8		28.2	31.0	30.8						
Change Period (Y+Rc), s		5.8		5.8	5.0	5.8						
Max Green Setting (Gmax), s		56.0		22.4	26.0	25.0						
Max Q Clear Time (g_c+I1), s		9.7		12.1	15.1	19.1						
Green Ext Time (p_c), s		3.7		1.4	0.8	4.1						

Intersection Summary

HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	0	440	0	0	0	0	951	498	490	1227	0
Future Volume (veh/h)	80	0	440	0	0	0	0	951	498	490	1227	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	55	0	425				0	991	168	510	1278	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	611	0	1088				0	2106	515	546	2766	0
Arrive On Green	0.34	0.00	0.34				0.00	0.32	0.32	0.21	0.71	0.00
Sat Flow, veh/h	1810	0	3220				0	6802	1598	3510	5358	0
Grp Volume(v), veh/h	55	0	425				0	991	168	510	1278	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1598	1755	1729	0
Q Serve(g_s), s	1.9	0.0	9.1				0.0	10.9	7.2	12.9	9.6	0.0
Cycle Q Clear(g_c), s	1.9	0.0	9.1				0.0	10.9	7.2	12.9	9.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	611	0	1088				0	2106	515	546	2766	0
V/C Ratio(X)	0.09	0.00	0.39				0.00	0.47	0.33	0.93	0.46	0.00
Avail Cap(c_a), veh/h	611	0	1088				0	2106	515	546	2766	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.62	0.62	0.00
Uniform Delay (d), s/veh	20.4	0.0	22.7				0.0	24.4	23.1	35.2	7.5	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.1				0.0	0.8	1.7	18.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	3.5				0.0	4.0	2.7	6.2	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	0.0	23.8				0.0	25.1	24.8	53.2	7.8	0.0
LnGrp LOS	C	A	C				A	C	C	D	A	A
Approach Vol, veh/h		480						1159			1788	
Approach Delay, s/veh		23.4						25.1			20.8	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	19.0	34.8					53.8	36.2				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	14.0	29.0					48.0	30.4				
Max Q Clear Time (g_c+14), s	14.0	12.9					11.6	11.1				
Green Ext Time (p_c), s	0.0	6.3					10.6	1.8				

Intersection Summary

HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	288	0	490	0	2626	0	0	1980	1098	0	0
Future Volume (veh/h)	288	0	490	0	2626	0	0	1980	1098	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	303	303	496	0	2764	0	0	2071	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	563	563	1002	0	3791	0	0	3306			
Arrive On Green	0.31	0.31	0.31	0.00	0.58	0.00	0.00	0.58	0.00		
Sat Flow, veh/h	1810	1810	3220	0	7068	0	0	5700	3220		
Grp Volume(v), veh/h	303	303	496	0	2764	0	0	2071	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	0	0	1900	1610		
Q Serve(g_s), s	13.9	13.9	12.5	0.0	30.8	0.0	0.0	24.0	0.0		
Cycle Q Clear(g_c), s	13.9	13.9	12.5	0.0	30.8	0.0	0.0	24.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	563	563	1002	0	3791	0	0	3306			
V/C Ratio(X)	0.54	0.54	0.50	0.00	0.73	0.00	0.00	0.63			
Avail Cap(c_a), veh/h	563	563	1002	0	3791	0	0	3306			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	28.5	28.5	28.1	0.0	15.3	0.0	0.0	13.9	0.0		
Incr Delay (d2), s/veh	3.7	3.7	1.7	0.0	1.3	0.0	0.0	0.9	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.5	6.5	5.0	0.0	10.0	0.0	0.0	9.3	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	32.2	32.2	29.8	0.0	16.5	0.0	0.0	14.8	0.0		
LnGrp LOS	C	C	C	A	B	A	A	B			
Approach Vol, veh/h	799	799			2764			2071	A		
Approach Delay, s/veh	30.7	30.7			16.5			14.8			
Approach LOS	C	C			B			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	63.8		36.2		63.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	58.0		31.1		58.0						
Max Q Clear Time (g_c+I1), s	32.8		15.9		26.0						
Green Ext Time (p_c), s	17.7		1.5		13.9						

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	641	0	287	0	2823	917	0	1709	0	0	0
Future Volume (veh/h)	641	0	287	0	2823	917	0	1709	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	0.97	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	668	668	278	0	2941	0	0	1780	0		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	581	581	1007	0	3726		0	3726	0		
Arrive On Green	0.32	0.32	0.32	0.00	0.57	0.00	0.00	0.57	0.00		
Sat Flow, veh/h	1810	1810	3137	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	668	668	278	0	2941	0	0	1780	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1569	0	1634	1610	0	1634	0		
Q Serve(g_s), s	32.1	32.1	6.6	0.0	35.2	0.0	0.0	16.1	0.0		
Cycle Q Clear(g_c), s	32.1	32.1	6.6	0.0	35.2	0.0	0.0	16.1	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	581	581	1007	0	3726		0	3726	0		
V/C Ratio(X)	1.15	1.15	0.28	0.00	0.79		0.00	0.48	0.00		
Avail Cap(c_a), veh/h	581	581	1007	0	3726		0	3726	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.26	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	33.9	33.9	25.3	0.0	16.8	0.0	0.0	12.7	0.0		
Incr Delay (d2), s/veh	86.1	86.1	0.7	0.0	0.5	0.0	0.0	0.4	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	27.5	27.5	2.5	0.0	12.2	0.0	0.0	5.4	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	120.1	120.1	26.0	0.0	17.3	0.0	0.0	13.1	0.0		
LnGrp LOS	F	F	C	A	B		A	B	A		
Approach Vol, veh/h	946	946			2941	A		1780			
Approach Delay, s/veh	92.4	92.4			17.3			13.1			
Approach LOS	F	F			B			B			
Timer - Assigned Phs		2		4		6					
Phs Duration (G+Y+Rc), s		62.8		37.2		62.8					
Change Period (Y+Rc), s		5.8		5.1		5.8					
Max Green Setting (Gmax), s		57.0		32.1		57.0					
Max Q Clear Time (g_c+I1), s		37.2		34.1		18.1					
Green Ext Time (p_c), s		16.8		0.0		11.5					

Intersection Summary

HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖↗	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	430	100	220	70	60	300	70	3010	130	210	1665	130
Future Volume (veh/h)	430	100	220	70	60	300	70	3010	130	210	1665	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	443	103	38	72	62	32	72	3103	67	216	1716	72
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	464	219	184	259	109	162	188	3540	870	268	3688	906
Arrive On Green	0.13	0.12	0.12	0.07	0.06	0.06	0.05	0.54	0.54	0.08	0.56	0.56
Sat Flow, veh/h	3510	1900	1589	3510	1900	2834	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	443	103	38	72	62	32	72	3103	67	216	1716	72
Grp Sat Flow(s),veh/h/ln	1755	1900	1589	1755	1900	1417	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	17.5	7.1	3.0	2.7	4.5	1.5	2.8	58.0	2.8	8.5	21.7	2.9
Cycle Q Clear(g_c), s	17.5	7.1	3.0	2.7	4.5	1.5	2.8	58.0	2.8	8.5	21.7	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	219	184	259	109	162	188	3540	870	268	3688	906
V/C Ratio(X)	0.95	0.47	0.21	0.28	0.57	0.20	0.38	0.88	0.08	0.81	0.47	0.08
Avail Cap(c_a), veh/h	464	387	324	464	387	577	602	3540	870	602	3688	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.25	0.25	0.88	0.88	0.88
Uniform Delay (d), s/veh	60.3	57.9	56.1	61.3	64.3	62.9	64.0	28.0	15.3	63.7	18.0	13.9
Incr Delay (d2), s/veh	30.3	0.6	0.2	0.2	1.7	0.2	0.1	0.9	0.0	1.9	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	3.4	1.2	1.2	2.2	0.5	1.2	21.3	1.0	3.8	7.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.6	58.5	56.3	61.5	66.1	63.2	64.1	28.9	15.4	65.6	18.4	14.1
LnGrp LOS	F	E	E	E	E	E	E	C	B	E	B	B
Approach Vol, veh/h		584			166			3242			2004	
Approach Delay, s/veh		82.7			63.5			29.4			23.3	
Approach LOS		F			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.7	82.8	16.8	22.7	14.5	86.0	25.0	14.5				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	24.0	42.0	18.5	28.5	24.0	42.0	18.5	28.5				
Max Q Clear Time (g_c+10), s	110.5	60.0	4.7	9.1	4.8	23.7	19.5	6.5				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.2	0.1	9.8	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↓		↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	400	504	590	154	519	524	465	2305	40	119	1676	160
Future Volume (veh/h)	400	504	590	154	519	524	465	2305	40	119	1676	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	404	509	487	156	524	274	470	2328	15	120	1693	71
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	463	523	464	210	786	351	528	2539	623	172	1875	459
Arrive On Green	0.13	0.29	0.29	0.06	0.22	0.22	0.15	0.39	0.39	0.05	0.29	0.29
Sat Flow, veh/h	3510	1805	1602	3510	3610	1610	3510	6536	1604	3510	6536	1602
Grp Volume(v), veh/h	404	509	487	156	524	274	470	2328	15	120	1693	71
Grp Sat Flow(s),veh/h/ln	1755	1805	1602	1755	1805	1610	1755	1634	1604	1755	1634	1602
Q Serve(g_s), s	15.6	38.5	40.0	6.0	18.3	22.1	18.1	46.7	0.8	4.6	34.4	4.6
Cycle Q Clear(g_c), s	15.6	38.5	40.0	6.0	18.3	22.1	18.1	46.7	0.8	4.6	34.4	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	463	523	464	210	786	351	528	2539	623	172	1875	459
V/C Ratio(X)	0.87	0.97	1.05	0.74	0.67	0.78	0.89	0.92	0.02	0.70	0.90	0.15
Avail Cap(c_a), veh/h	763	523	464	763	1046	467	763	2539	623	763	1895	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.8	48.5	49.0	63.8	49.4	50.9	57.5	40.1	26.1	64.6	47.4	36.7
Incr Delay (d2), s/veh	3.4	32.3	55.1	2.0	1.0	6.1	7.0	5.9	0.0	1.9	6.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	21.5	22.6	2.7	8.1	9.2	8.3	18.6	0.3	2.1	14.4	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.1	80.8	104.1	65.8	50.4	57.0	64.5	46.0	26.1	66.5	53.9	36.9
LnGrp LOS	E	F	F	E	D	E	E	D	C	E	D	D
Approach Vol, veh/h		1400		954		2813		1884				
Approach Delay, s/veh		83.5		54.8		49.0		54.1				
Approach LOS		F		D		D		D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	64.3	61.1	15.2	47.4	28.3	47.1	25.2	37.5				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+1), s	10.6	48.7	8.0	42.0	20.1	36.4	17.6	24.1				
Green Ext Time (p_c), s	0.2	0.0	0.2	0.0	0.6	3.1	0.6	3.6				

Intersection Summary

HCM 6th Ctrl Delay	58.0
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗		↖ ↗	↖ ↗	↖ ↗			↕	
Traffic Volume (veh/h)	10	520	10	30	571	30	10	0	50	50	0	10
Future Volume (veh/h)	10	520	10	30	571	30	10	0	50	50	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	642	11	37	705	11	12	0	29	62	0	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	32	1483	25	80	1115	497	648	0	589	602	0	0
Arrive On Green	0.02	0.28	0.28	0.04	0.31	0.31	0.37	0.00	0.37	0.37	0.00	0.00
Sat Flow, veh/h	1810	5252	90	1810	3610	1610	1440	0	1610	1358	0	0
Grp Volume(v), veh/h	12	422	231	37	705	11	12	0	29	62	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1884	1810	1805	1610	1440	0	1610	1358	0	0
Q Serve(g_s), s	0.4	6.8	6.8	1.4	11.5	0.3	0.0	0.0	0.8	2.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	6.8	6.8	1.4	11.5	0.3	0.3	0.0	0.8	2.8	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	32	977	532	80	1115	497	648	0	589	602	0	0
V/C Ratio(X)	0.37	0.43	0.43	0.46	0.63	0.02	0.02	0.00	0.05	0.10	0.00	0.00
Avail Cap(c_a), veh/h	397	3290	1792	397	3435	1532	648	0	589	602	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.2	20.0	20.0	31.9	20.3	16.4	13.8	0.0	14.0	14.9	0.0	0.0
Incr Delay (d2), s/veh	6.9	0.4	0.8	4.1	0.9	0.0	0.1	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.5	2.8	0.6	4.3	0.1	0.1	0.0	0.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	20.5	20.8	35.9	21.1	16.5	13.9	0.0	14.1	15.2	0.0	0.0
LnGrp LOS	D	C	C	D	C	B	B	A	B	B	A	A
Approach Vol, veh/h	665		753		41		62					
Approach Delay, s/veh	21.0		21.8		14.1		15.2					
Approach LOS	C		C		B		B					
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	32.0		10.0		26.3		32.0		8.2		28.1	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	25.0		15.0		65.0		25.0		15.0		65.0	
Max Q Clear Time (g_c+1), s	2.8		3.4		8.8		4.8		2.4		13.5	
Green Ext Time (p_c), s	0.1		0.0		6.4		0.2		0.0		7.6	

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	
Traffic Volume (veh/h)	0	560	60	80	561	10	70	0	60	10	0	10
Future Volume (veh/h)	0	560	60	80	561	10	70	0	60	10	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	675	60	96	676	11	84	0	31	12	0	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	2976	263	125	1417	23	220	0	133	134	0	0
Arrive On Green	0.00	0.61	0.61	0.07	0.76	0.76	0.08	0.00	0.08	0.08	0.00	0.00
Sat Flow, veh/h	1810	4851	428	1810	1864	30	1654	0	1582	643	0	0
Grp Volume(v), veh/h	0	480	255	96	0	687	84	0	31	12	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1821	1810	0	1895	1654	0	1582	643	0	0
Q Serve(g_s), s	0.0	5.6	5.7	4.7	0.0	12.3	0.0	0.0	1.6	0.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.6	5.7	4.7	0.0	12.3	4.1	0.0	1.6	4.8	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	2121	1117	125	0	1440	220	0	133	134	0	0
V/C Ratio(X)	0.00	0.23	0.23	0.77	0.00	0.48	0.38	0.00	0.23	0.09	0.00	0.00
Avail Cap(c_a), veh/h	322	2121	1117	322	0	1440	684	0	650	586	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.8	7.8	41.2	0.0	4.1	39.6	0.0	38.5	41.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	9.6	0.0	1.1	1.1	0.0	0.9	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	1.9	2.3	0.0	3.1	1.8	0.0	0.6	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.0	8.2	50.8	0.0	5.2	40.7	0.0	39.4	42.2	0.0	0.0
LnGrp LOS	A	A	A	D	A	A	D	A	D	D	A	A
Approach Vol, veh/h	735		783		115		12					
Approach Delay, s/veh	8.1		10.8		40.3		42.2					
Approach LOS	A		B		D		D					
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	14.6		13.2		62.2		14.6		0.0		75.4	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	37.0		16.0		16.0		37.0		16.0		16.0	
Max Q Clear Time (g_c+11), s	6.1		6.7		7.7		6.8		0.0		14.3	
Green Ext Time (p_c), s	0.6		0.1		2.7		0.0		0.0		0.7	

Intersection Summary

HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Volume (veh/h)	410	320	50	399	251	159	50	2158	222	233	1877	340
Future Volume (veh/h)	410	320	50	399	251	159	50	2158	222	233	1877	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	418	327	13	407	256	41	51	2202	65	238	1915	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	435	638	196	435	444	198	123	2105	516	242	2536	
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.07	0.32	0.32	0.13	0.39	0.00
Sat Flow, veh/h	3510	5187	1591	3510	3610	1610	1810	6536	1603	1810	6536	1610
Grp Volume(v), veh/h	418	327	13	407	256	41	51	2202	65	238	1915	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1591	1755	1805	1610	1810	1634	1603	1810	1634	1610
Q Serve(g_s), s	12.0	6.0	0.7	11.6	6.8	2.3	2.7	32.5	2.9	13.2	25.6	0.0
Cycle Q Clear(g_c), s	12.0	6.0	0.7	11.6	6.8	2.3	2.7	32.5	2.9	13.2	25.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	435	638	196	435	444	198	123	2105	516	242	2536	
V/C Ratio(X)	0.96	0.51	0.07	0.94	0.58	0.21	0.42	1.05	0.13	0.98	0.76	
Avail Cap(c_a), veh/h	435	1619	496	435	1127	503	206	2105	516	242	2536	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.0	41.4	39.1	43.8	41.8	39.8	45.1	34.2	24.2	43.6	26.7	0.0
Incr Delay (d2), s/veh	33.0	0.6	0.1	27.4	1.2	0.5	0.8	33.0	0.1	52.8	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	2.5	0.3	6.5	3.0	0.9	1.2	16.5	1.1	9.1	9.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.0	42.1	39.3	71.2	43.0	40.3	45.9	67.2	24.3	96.4	28.1	0.0
LnGrp LOS	E	D	D	E	D	D	D	F	C	F	C	
Approach Vol, veh/h		758			704			2318			2153	A
Approach Delay, s/veh		61.3			59.1			65.5			35.7	
Approach LOS		E			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	40.0	20.0	19.9	14.3	46.7	20.0	19.9				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	13.5	32.5	12.5	31.5	11.5	34.5	12.5	31.5				
Max Q Clear Time (g_c+1/2), s	11.5	34.5	13.6	8.0	4.7	27.6	14.0	8.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.0	5.8	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗ ↘	↖ ↗ ↘		↖ ↗	↖ ↗	↖	↖	↖		↖	↖	↖
Traffic Volume (veh/h)	50	826	20	10	698	36	10	10	10	52	0	91
Future Volume (veh/h)	50	826	20	10	698	36	10	10	10	52	0	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	860	17	10	727	12	10	10	6	54	0	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	408	2272	45	402	1567	695	524	267	160	525	457	385
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.24	0.24	0.24	0.24	0.00	0.24
Sat Flow, veh/h	730	5235	103	641	3610	1601	1367	1110	666	1411	1900	1600
Grp Volume(v), veh/h	52	568	309	10	727	12	10	0	16	54	0	51
Grp Sat Flow(s),veh/h/ln	730	1729	1881	641	1805	1601	1367	0	1775	1411	1900	1600
Q Serve(g_s), s	2.0	4.1	4.1	0.4	5.3	0.2	0.2	0.0	0.3	1.1	0.0	0.9
Cycle Q Clear(g_c), s	7.3	4.1	4.1	4.5	5.3	0.2	0.2	0.0	0.3	1.4	0.0	0.9
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	408	1501	816	402	1567	695	524	0	427	525	457	385
V/C Ratio(X)	0.13	0.38	0.38	0.02	0.46	0.02	0.02	0.00	0.04	0.10	0.00	0.13
Avail Cap(c_a), veh/h	784	3283	1786	733	3428	1520	1122	0	1204	1142	1289	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	7.1	7.1	8.6	7.4	5.9	10.7	0.0	10.7	11.3	0.0	11.0
Incr Delay (d2), s/veh	0.1	0.2	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.9	0.0	1.1	0.0	0.1	0.0	0.1	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	7.2	7.4	8.6	7.6	6.0	10.7	0.0	10.8	11.3	0.0	11.1
LnGrp LOS	B	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h		929			749			26			105	
Approach Delay, s/veh		7.4			7.6			10.7			11.2	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		23.0		13.9		23.0				
Change Period (Y+Rc), s		5.0		7.0		5.0		7.0				
Max Green Setting (Gmax), s		25.0		35.0		25.0		35.0				
Max Q Clear Time (g_c+11), s		2.3		9.3		3.4		7.3				
Green Ext Time (p_c), s		0.1		6.0		0.3		5.0				

Intersection Summary

HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↑↑↑	↷	↶	↑↑	↷	↶	↷		↶↷	↑	↷
Traffic Volume (veh/h)	60	518	10	40	805	282	10	10	20	126	10	37
Future Volume (veh/h)	60	518	10	40	805	282	10	10	20	126	10	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	563	3	43	875	0	11	11	7	137	11	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	2420	747	93	1644		39	92	58	302	284	239
Arrive On Green	0.06	0.47	0.47	0.02	0.15	0.00	0.02	0.09	0.09	0.09	0.15	0.15
Sat Flow, veh/h	1810	5187	1602	1810	3610	1610	1810	1077	686	3510	1900	1594
Grp Volume(v), veh/h	65	563	3	43	875	0	11	0	18	137	11	15
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1805	1610	1810	0	1763	1755	1900	1594
Q Serve(g_s), s	3.1	5.8	0.1	2.1	20.1	0.0	0.5	0.0	0.8	3.3	0.4	0.7
Cycle Q Clear(g_c), s	3.1	5.8	0.1	2.1	20.1	0.0	0.5	0.0	0.8	3.3	0.4	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	113	2420	747	93	1644		39	0	150	302	284	239
V/C Ratio(X)	0.58	0.23	0.00	0.46	0.53		0.28	0.00	0.12	0.45	0.04	0.06
Avail Cap(c_a), veh/h	161	2420	747	161	1644		161	0	392	312	422	354
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.94	0.94	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	14.4	12.8	43.0	29.4	0.0	43.4	0.0	38.1	39.1	32.7	32.8
Incr Delay (d2), s/veh	5.3	0.2	0.0	4.0	1.2	0.0	1.5	0.0	0.3	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.1	0.0	1.0	9.8	0.0	0.2	0.0	0.4	1.5	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	14.6	12.8	47.1	30.6	0.0	44.8	0.0	38.3	39.5	32.8	32.9
LnGrp LOS	D	B	B	D	C		D	A	D	D	C	C
Approach Vol, veh/h		631			918	A		29			163	
Approach Delay, s/veh		17.8			31.3			40.8			38.5	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	14.7	11.6	49.0	8.9	20.5	12.6	48.0				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	20.0	20.0	8.0	26.0	8.0	20.0	8.0	26.0				
Max Q Clear Time (g_c+1/3), s	11.3	2.8	4.1	7.8	2.5	2.7	5.1	22.1				
Green Ext Time (p_c), s	0.1	0.0	0.0	3.9	0.0	0.0	0.0	2.1				

Intersection Summary

HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑			↖ ↑↑	↖ ↑↑		↖ ↑↑		
Traffic Volume (veh/h)	60	574	30	80	1088	40	30	10	40	10	10	10
Future Volume (veh/h)	60	574	30	80	1088	40	30	10	40	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	604	27	84	1145	39	32	11	17	11	11	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	3236	144	109	3350	114	188	148	129	179	202	85
Arrive On Green	0.01	0.21	0.21	0.06	0.65	0.65	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1810	5090	226	1810	5151	175	1395	1805	1581	1381	2464	1033
Grp Volume(v), veh/h	63	409	222	84	769	415	32	11	17	11	8	8
Grp Sat Flow(s),veh/h/ln	1810	1729	1859	1810	1729	1868	1395	1805	1581	1381	1805	1691
Q Serve(g_s), s	3.1	8.8	8.8	4.1	9.0	9.0	1.9	0.5	0.9	0.7	0.4	0.4
Cycle Q Clear(g_c), s	3.1	8.8	8.8	4.1	9.0	9.0	2.4	0.5	0.9	1.6	0.4	0.4
Prop In Lane	1.00		0.12	1.00		0.09	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	82	2198	1182	109	2249	1215	188	148	129	179	148	139
V/C Ratio(X)	0.77	0.19	0.19	0.77	0.34	0.34	0.17	0.07	0.13	0.06	0.05	0.06
Avail Cap(c_a), veh/h	241	2198	1182	281	2249	1215	523	582	509	511	582	545
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	16.4	16.4	41.7	7.1	7.1	39.2	38.2	38.3	39.1	38.1	38.1
Incr Delay (d2), s/veh	5.4	0.2	0.3	2.9	0.3	0.5	0.4	0.2	0.5	0.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.4	3.7	1.8	2.6	2.9	0.7	0.2	0.4	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	16.6	16.8	44.6	7.3	7.6	39.6	38.4	38.8	39.2	38.2	38.3
LnGrp LOS	D	B	B	D	A	A	D	D	D	D	D	D
Approach Vol, veh/h	694		1268				60		27			
Approach Delay, s/veh	19.6		9.9				39.2		38.7			
Approach LOS	B		A				D		D			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	13.4		12.4		64.2		13.4		11.1		65.5	
Change Period (Y+Rc), s	6.0		7.0		7.0		6.0		7.0		7.0	
Max Green Setting (Gmax), s	29.0		14.0		27.0		29.0		12.0		29.0	
Max Q Clear Time (g_c+1), s	4.4		6.1		10.8		3.6		5.1		11.0	
Green Ext Time (p_c), s	0.2		0.0		4.5		0.1		0.0		9.3	
Intersection Summary												
HCM 6th Ctrl Delay			14.4									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
 33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	100	454	50	440	886	122	162	883	350	80	547	50
Future Volume (veh/h)	100	454	50	440	886	122	162	883	350	80	547	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	108	488	10	473	953	120	174	949	127	86	588	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	337	1147	354	552	1318	165	316	1380	426	295	1349	416
Arrive On Green	0.10	0.22	0.22	0.16	0.28	0.28	0.09	0.27	0.27	0.08	0.26	0.26
Sat Flow, veh/h	3510	5187	1599	3510	4663	585	3510	5187	1601	3510	5187	1601
Grp Volume(v), veh/h	108	488	10	473	706	367	174	949	127	86	588	17
Grp Sat Flow(s),veh/h/ln	1755	1729	1599	1755	1729	1791	1755	1729	1601	1755	1729	1601
Q Serve(g_s), s	3.2	8.9	0.5	14.5	20.3	20.4	5.2	18.2	7.0	2.5	10.5	0.9
Cycle Q Clear(g_c), s	3.2	8.9	0.5	14.5	20.3	20.4	5.2	18.2	7.0	2.5	10.5	0.9
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	1147	354	552	977	506	316	1380	426	295	1349	416
V/C Ratio(X)	0.32	0.43	0.03	0.86	0.72	0.73	0.55	0.69	0.30	0.29	0.44	0.04
Avail Cap(c_a), veh/h	794	1877	579	794	1252	648	794	1877	579	794	1877	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	37.0	33.7	45.4	35.7	35.8	48.1	36.4	32.3	47.5	34.1	30.6
Incr Delay (d2), s/veh	0.4	0.3	0.0	5.8	1.7	3.3	1.1	0.8	0.5	0.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4	3.7	0.2	6.5	8.4	9.0	2.3	7.4	2.7	1.1	4.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	37.3	33.8	51.1	37.4	39.1	49.3	37.2	32.8	47.9	34.4	30.6
LnGrp LOS	D	D	C	D	D	D	D	D	C	D	C	C
Approach Vol, veh/h		606			1546			1250			691	
Approach Delay, s/veh		39.0			42.0			38.4			36.0	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	36.2	18.1	38.7	16.8	36.9	24.9	31.9				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+1), s	17.2	12.5	5.2	22.4	4.5	20.2	16.5	10.9				
Green Ext Time (p_c), s	0.3	4.5	0.2	7.3	0.2	7.4	0.9	3.8				

Intersection Summary

HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	140	655	49	49	1362	160	6	20	24	130	10	70
Future Volume (veh/h)	140	655	49	49	1362	160	6	20	24	130	10	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	689	47	52	1434	157	6	21	7	137	11	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	191	2177	148	137	1943	213	23	185	155	175	345	290
Arrive On Green	0.11	0.44	0.44	0.08	0.41	0.41	0.01	0.10	0.10	0.10	0.18	0.18
Sat Flow, veh/h	1810	4959	336	1810	4743	519	1810	1900	1585	1810	1900	1597
Grp Volume(v), veh/h	147	479	257	52	1045	546	6	21	7	137	11	30
Grp Sat Flow(s),veh/h/ln	1810	1729	1837	1810	1729	1804	1810	1900	1585	1810	1900	1597
Q Serve(g_s), s	6.5	7.4	7.5	2.3	21.1	21.1	0.3	0.8	0.3	6.1	0.4	1.3
Cycle Q Clear(g_c), s	6.5	7.4	7.5	2.3	21.1	21.1	0.3	0.8	0.3	6.1	0.4	1.3
Prop In Lane	1.00		0.18	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	1518	806	137	1416	739	23	185	155	175	345	290
V/C Ratio(X)	0.77	0.32	0.32	0.38	0.74	0.74	0.27	0.11	0.05	0.78	0.03	0.10
Avail Cap(c_a), veh/h	439	1677	891	439	1677	875	439	461	384	548	576	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	15.1	15.1	36.3	20.6	20.6	40.4	34.0	33.7	36.4	27.8	28.2
Incr Delay (d2), s/veh	2.5	0.1	0.3	0.6	1.6	3.0	2.3	0.2	0.1	5.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	2.6	2.8	1.0	7.8	8.4	0.1	0.4	0.1	2.9	0.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	15.2	15.4	36.9	22.2	23.6	42.7	34.2	33.8	42.1	27.8	28.3
LnGrp LOS	D	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	883		1643		34		178					
Approach Delay, s/veh	19.1		23.1		35.6		38.9					
Approach LOS	B		C		D		D					
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	13.0	13.3	43.2	6.0	20.0	15.7	40.8				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	25.0	20.0	20.0	40.0	20.0	25.0	20.0	40.0				
Max Q Clear Time (g_c+1), s	10.5	2.8	4.3	9.5	2.3	3.3	8.5	23.1				
Green Ext Time (p_c), s	0.2	0.0	0.0	5.7	0.0	0.1	0.1	10.7				

Intersection Summary

HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	656	183	260	732	0	0	0	0	620	0	1111
Future Volume (veh/h)	0	656	183	260	732	0	0	0	0	620	0	1111
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	729	57	289	813	0				459	0	1356
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1393	391	585	2421	0				704	0	1252
Arrive On Green	0.00	0.24	0.24	0.33	0.93	0.00				0.39	0.00	0.39
Sat Flow, veh/h	0	5700	1600	3510	5358	0				1810	0	3220
Grp Volume(v), veh/h	0	729	57	289	813	0				459	0	1356
Grp Sat Flow(s),veh/h/ln	0	1900	1600	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	10.0	2.5	5.9	1.4	0.0				18.7	0.0	35.0
Cycle Q Clear(g_c), s	0.0	10.0	2.5	5.9	1.4	0.0				18.7	0.0	35.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1393	391	585	2421	0				704	0	1252
V/C Ratio(X)	0.00	0.52	0.15	0.49	0.34	0.00				0.65	0.00	1.08
Avail Cap(c_a), veh/h	0	1393	391	585	2421	0				704	0	1252
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.92	0.92	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.5	26.6	27.0	1.6	0.0				22.5	0.0	27.5
Incr Delay (d2), s/veh	0.0	1.4	0.8	2.7	0.3	0.0				4.7	0.0	51.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	1.0	2.4	0.4	0.0				8.5	0.0	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.8	27.4	29.7	2.0	0.0				27.2	0.0	78.5
LnGrp LOS		A	C	C	C	A	A			C	A	F
Approach Vol, veh/h		786		1102						1815		
Approach Delay, s/veh		30.6		9.3						65.5		
Approach LOS		C		A						E		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	20.0	28.5	41.5		48.5							
Change Period (Y+Rc), s	5.0	6.5	6.5		6.5							
Max Green Setting (Gmax), s	15.0	22.0	35.0		42.0							
Max Q Clear Time (g_c+1), s	17.0	12.0	37.0		3.4							
Green Ext Time (p_c), s	0.3	2.9	0.0		4.7							

Intersection Summary

HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 36: Jurupa St & I-15 NB Ramps

























Ontario Airport South Cargo Center
 Opening Year (2029) Without Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	390	916	0	0	611	450	341	0	490	0	0	0
Future Volume (veh/h)	390	916	0	0	611	450	341	0	490	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	415	974	0	0	650	101	501	0	269			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	390	2824	0	0	1960	608	1126	0	501			
Arrive On Green	0.22	1.00	0.00	0.00	0.38	0.38	0.31	0.00	0.31			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	415	974	0	0	650	101	501	0	269			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	10.0	0.0	0.0	0.0	8.0	3.7	10.0	0.0	12.4			
Cycle Q Clear(g_c), s	10.0	0.0	0.0	0.0	8.0	3.7	10.0	0.0	12.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	390	2824	0	0	1960	608	1126	0	501			
V/C Ratio(X)	1.06	0.34	0.00	0.00	0.33	0.17	0.44	0.00	0.54			
Avail Cap(c_a), veh/h	390	2824	0	0	1960	608	1126	0	501			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.56	0.56	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.0	0.0	0.0	0.0	19.9	18.6	24.8	0.0	25.6			
Incr Delay (d2), s/veh	52.4	0.2	0.0	0.0	0.5	0.6	1.3	0.0	4.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.4	0.0	0.0	0.0	3.0	1.4	4.4	0.0	5.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.4	0.2	0.0	0.0	20.4	19.2	26.1	0.0	29.7			
LnGrp LOS	F	A	A	A	C	B	C	A	C			
Approach Vol, veh/h		1389			751			770				
Approach Delay, s/veh		26.2			20.2			27.3				
Approach LOS		C			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		55.5			15.0	40.5		34.5				
Change Period (Y+Rc), s		6.5			5.0	6.5		6.5				
Max Green Setting (Gmax), s		49.0			10.0	34.0		28.0				
Max Q Clear Time (g_c+1), s		2.0			12.0	10.0		14.4				
Green Ext Time (p_c), s		6.0			0.0	3.6		2.5				
Intersection Summary												
HCM 6th Ctrl Delay					25.0							
HCM 6th LOS					C							
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary
 1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	825	91	132	636	231	161	831	74	263	866	188
Future Volume (veh/h)	301	825	91	132	636	231	161	831	74	263	866	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	342	938	28	150	723	154	183	944	74	299	984	53
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	963	427	216	952	422	319	838	66	321	898	398
Arrive On Green	0.12	0.27	0.27	0.12	0.26	0.26	0.13	0.25	0.25	0.13	0.25	0.25
Sat Flow, veh/h	1810	3610	1601	1810	3610	1601	1810	3390	266	1810	3610	1600
Grp Volume(v), veh/h	342	938	28	150	723	154	183	503	515	299	984	53
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1601	1810	1805	1850	1810	1805	1600
Q Serve(g_s), s	11.0	23.2	1.2	7.2	16.6	7.1	6.3	22.3	22.3	11.0	22.4	2.3
Cycle Q Clear(g_c), s	11.0	23.2	1.2	7.2	16.6	7.1	6.3	22.3	22.3	11.0	22.4	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	221	963	427	216	952	422	319	446	458	321	898	398
V/C Ratio(X)	1.55	0.97	0.07	0.69	0.76	0.36	0.57	1.13	1.13	0.93	1.10	0.13
Avail Cap(c_a), veh/h	221	963	427	221	963	427	321	446	458	321	898	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	32.7	24.6	38.1	30.5	27.0	22.0	33.9	33.9	23.4	33.8	26.3
Incr Delay (d2), s/veh	267.1	22.9	0.1	7.6	2.9	0.6	3.0	81.7	81.3	33.0	59.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.0	12.3	0.4	3.4	7.0	2.6	2.7	19.3	19.8	7.3	16.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	306.6	55.6	24.7	45.6	33.4	27.6	25.1	115.6	115.1	56.5	93.6	27.0
LnGrp LOS	F	E	C	D	C	C	C	F	F	E	F	C
Approach Vol, veh/h		1308			1027			1201			1336	
Approach Delay, s/veh		120.6			34.3			101.6			82.6	
Approach LOS		F			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	28.1	15.4	29.8	16.6	28.2	15.7	29.5				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.0	* 11	24.0	* 12	22.0	* 11	24.0				
Max Q Clear Time (g_c+I1), s	13.0	24.3	9.2	25.2	8.3	24.4	13.0	18.6				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.2	0.0	0.0	2.9				

Intersection Summary

HCM 6th Ctrl Delay	87.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1153	50	60	898	50	50	150	60	60	140	50
Future Volume (veh/h)	60	1153	50	60	898	50	50	150	60	60	140	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	1325	49	69	1032	33	57	172	55	69	161	42
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	1835	818	102	1835	814	127	272	79	147	262	61
Arrive On Green	0.06	0.51	0.51	0.06	0.51	0.51	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	3610	1602	246	1170	340	319	1126	264
Grp Volume(v), veh/h	69	1325	49	69	1032	33	284	0	0	272	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1602	1757	0	0	1709	0	0
Q Serve(g_s), s	2.3	17.6	1.0	2.3	12.1	0.6	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	17.6	1.0	2.3	12.1	0.6	8.7	0.0	0.0	8.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.20		0.19	0.25		0.15
Lane Grp Cap(c), veh/h	102	1835	818	102	1835	814	478	0	0	470	0	0
V/C Ratio(X)	0.68	0.72	0.06	0.68	0.56	0.04	0.59	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1014	2052	915	1014	2052	911	1031	0	0	1008	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.5	11.8	7.7	28.5	10.4	7.6	21.5	0.0	0.0	21.3	0.0	0.0
Incr Delay (d2), s/veh	7.6	1.6	0.1	7.6	0.6	0.0	2.5	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.5	0.3	1.1	3.6	0.2	3.7	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	13.3	7.7	36.1	11.0	7.6	24.0	0.0	0.0	23.7	0.0	0.0
LnGrp LOS	D	B	A	D	B	A	C	A	A	C	A	A
Approach Vol, veh/h		1443			1134			284			272	
Approach Delay, s/veh		14.2			12.4			24.0			23.7	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	35.3		18.3	8.0	35.3		18.3				
Change Period (Y+Rc), s	4.5	4.0		4.0	4.5	4.0		4.0				
Max Green Setting (Gmax), s	34.5	35.0		35.0	34.5	35.0		35.0				
Max Q Clear Time (g_c+1), s	14.3	19.6		10.5	4.3	14.1		10.7				
Green Ext Time (p_c), s	0.2	11.7		3.1	0.2	11.9		3.2				

Intersection Summary

HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1110	103	50	877	60	112	250	50	115	281	60
Future Volume (veh/h)	30	1110	103	50	877	60	112	250	50	115	281	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	1247	53	56	985	31	126	281	48	129	316	48
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1614	716	106	1664	740	269	421	72	195	838	126
Arrive On Green	0.04	0.45	0.45	0.12	0.92	0.92	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3610	1601	1810	3610	1605	1031	1580	270	1065	3144	473
Grp Volume(v), veh/h	34	1247	53	56	985	31	126	0	329	129	180	184
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1605	1031	0	1850	1065	1805	1812
Q Serve(g_s), s	1.6	26.3	1.7	2.6	4.2	0.1	10.2	0.0	14.3	9.7	7.3	7.5
Cycle Q Clear(g_c), s	1.6	26.3	1.7	2.6	4.2	0.1	17.7	0.0	14.3	24.0	7.3	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.26
Lane Grp Cap(c), veh/h	81	1614	716	106	1664	740	269	0	493	195	481	483
V/C Ratio(X)	0.42	0.77	0.07	0.53	0.59	0.04	0.47	0.00	0.67	0.66	0.37	0.38
Avail Cap(c_a), veh/h	181	1614	716	181	1664	740	269	0	493	195	481	483
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	21.0	14.2	38.6	2.1	1.9	34.2	0.0	29.4	40.7	26.9	26.9
Incr Delay (d2), s/veh	7.3	3.7	0.2	7.3	1.3	0.1	5.7	0.0	7.0	16.3	2.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	10.6	0.6	1.3	1.0	0.1	2.9	0.0	7.0	3.7	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	24.7	14.4	45.9	3.4	2.0	39.9	0.0	36.4	56.9	29.1	29.2
LnGrp LOS	D	C	B	D	A	A	D	A	D	E	C	C
Approach Vol, veh/h		1334			1072			455			493	
Approach Delay, s/veh		24.9			5.6			37.4			36.4	
Approach LOS		C			A			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.5	11.0	48.5		30.5	12.3	47.2				
Change Period (Y+Rc), s		6.5	7.0	7.0		* 6.5	7.0	* 7				
Max Green Setting (Gmax), s		22.5	9.0	38.0		* 24	9.0	* 39				
Max Q Clear Time (g_c+1), s		19.7	3.6	6.2		26.0	4.6	28.3				
Green Ext Time (p_c), s		1.1	0.0	14.4		0.0	0.1	8.3				

Intersection Summary

HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1123	103	40	895	70	52	133	20	70	154	40
Future Volume (veh/h)	40	1123	103	40	895	70	52	133	20	70	154	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	1262	59	45	1006	41	58	149	5	79	173	10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1723	764	81	1723	764	51	106	368	53	73	368
Arrive On Green	0.05	0.48	0.48	0.05	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	0	415	1441	0	286	1441
Grp Volume(v), veh/h	45	1262	59	45	1006	41	207	0	5	252	0	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	415	0	1441	286	0	1441
Q Serve(g_s), s	2.2	25.3	1.8	2.2	18.2	1.2	0.0	0.0	0.2	0.0	0.0	0.5
Cycle Q Clear(g_c), s	2.2	25.3	1.8	2.2	18.2	1.2	23.0	0.0	0.2	23.0	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	0.28		1.00	0.31		1.00
Lane Grp Cap(c), veh/h	81	1723	764	81	1723	764	157	0	368	126	0	368
V/C Ratio(X)	0.55	0.73	0.08	0.55	0.58	0.05	1.32	0.00	0.01	2.00	0.00	0.03
Avail Cap(c_a), veh/h	181	1723	764	181	1723	764	157	0	368	126	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	0.39	0.39	0.39	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	18.9	12.8	42.1	17.1	12.6	31.2	0.0	25.0	32.6	0.0	25.1
Incr Delay (d2), s/veh	1.3	1.7	0.1	0.8	0.6	0.1	180.2	0.0	0.0	478.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0	9.6	0.6	1.0	6.8	0.4	10.4	0.0	0.1	19.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	20.6	12.9	42.9	17.6	12.7	211.4	0.0	25.0	511.5	0.0	25.1
LnGrp LOS	D	C	B	D	B	B	F	A	C	F	A	C
Approach Vol, veh/h		1366			1092			212			262	
Approach Delay, s/veh		21.0			18.5			207.0			493.0	
Approach LOS		C			B			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	49.9		29.0	11.1	49.9		29.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	38.0	38.0		23.0	9.0	38.0		23.0				
Max Q Clear Time (g_c+1/2), s	14.2	27.3		25.0	4.2	20.2		25.0				
Green Ext Time (p_c), s	0.0	6.7		0.0	0.0	7.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	75.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔↔	↔↔↔		↗	↑↑↑	↗
Traffic Volume (veh/h)	303	745	175	50	718	451	122	717	30	585	1075	255
Future Volume (veh/h)	303	745	175	50	718	451	122	717	30	585	1075	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	333	819	83	55	789	136	134	788	32	643	1181	248
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	963	427	173	747	331	155	959	39	588	2217	861
Arrive On Green	0.11	0.27	0.27	0.05	0.21	0.21	0.09	0.19	0.19	0.33	0.43	0.43
Sat Flow, veh/h	3510	3610	1601	3510	3610	1598	1810	5112	207	1810	5187	1605
Grp Volume(v), veh/h	333	819	83	55	789	136	134	532	288	643	1181	248
Grp Sat Flow(s),veh/h/ln	1755	1805	1601	1755	1805	1598	1810	1729	1861	1810	1729	1605
Q Serve(g_s), s	15.8	36.4	6.8	2.6	35.0	12.5	12.4	25.0	25.1	55.0	28.6	14.3
Cycle Q Clear(g_c), s	15.8	36.4	6.8	2.6	35.0	12.5	12.4	25.0	25.1	55.0	28.6	14.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	383	963	427	173	747	331	155	649	349	588	2217	861
V/C Ratio(X)	0.87	0.85	0.19	0.32	1.06	0.41	0.87	0.82	0.82	1.09	0.53	0.29
Avail Cap(c_a), veh/h	622	963	427	415	747	331	214	715	385	588	2217	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.2	58.8	48.0	77.7	67.1	58.2	76.4	66.0	66.0	57.1	35.9	21.5
Incr Delay (d2), s/veh	6.2	7.5	0.3	0.8	48.9	1.0	21.0	7.5	13.4	65.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	17.1	2.7	1.2	20.9	5.1	6.6	11.6	13.1	35.2	12.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.4	66.3	48.2	78.5	116.0	59.2	97.4	73.5	79.4	122.2	36.3	21.8
LnGrp LOS	F	E	D	E	F	E	F	E	E	F	D	C
Approach Vol, veh/h		1235			980			954			2072	
Approach Delay, s/veh		68.9			106.0			78.6			61.2	
Approach LOS		E			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.0	38.8	15.8	52.6	21.5	79.3	26.0	42.5				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+Y), s	57.0	27.1	4.6	38.4	14.4	30.6	17.8	37.0				
Green Ext Time (p_c), s	0.0	3.8	0.1	3.1	0.1	16.4	0.7	0.0				

Intersection Summary

HCM 6th Ctrl Delay	74.6
HCM 6th LOS	E

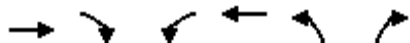
Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	1159	140	80	1205	43	20
Future Volume (veh/h)	1159	140	80	1205	43	20
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1332	108	92	1385	49	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2317	1030	119	2855	169	77
Arrive On Green	0.64	0.64	0.07	0.79	0.05	0.05
Sat Flow, veh/h	3705	1604	1810	3705	3510	1610
Grp Volume(v), veh/h	1332	108	92	1385	49	2
Grp Sat Flow(s),veh/h/ln	1805	1604	1810	1805	1755	1610
Q Serve(g_s), s	18.8	2.3	4.5	11.7	1.2	0.1
Cycle Q Clear(g_c), s	18.8	2.3	4.5	11.7	1.2	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2317	1030	119	2855	169	77
V/C Ratio(X)	0.57	0.10	0.77	0.49	0.29	0.03
Avail Cap(c_a), veh/h	2317	1030	251	2855	702	322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.61	0.61	1.00	1.00
Uniform Delay (d), s/veh	9.1	6.2	41.4	3.2	41.4	40.8
Incr Delay (d2), s/veh	0.3	0.1	4.9	0.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.6	2.0	1.5	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	6.2	46.3	3.6	42.1	40.9
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1440			1477	51	
Approach Delay, s/veh	9.2			6.2	42.0	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	33.4	65.3		11.3		78.7
Change Period (Y+Rc), s	7.5	* 7.5		7.0		7.5
Max Green Setting (Gmax), s	12.5	* 38		18.0		57.5
Max Q Clear Time (g_c+I), s	10.5	20.8		3.2		13.7
Green Ext Time (p_c), s	0.1	7.0		0.1		12.1

Intersection Summary

HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	
Traffic Vol, veh/h	0	10	0	138	10	0	10	10	118	10	10	0
Future Vol, veh/h	0	10	0	138	10	0	10	10	118	10	10	0
Peak Hour Factor	0.92	0.92	0.92	0.84	0.92	0.84	0.92	0.84	0.84	0.84	0.84	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	0	164	11	0	11	12	140	12	12	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	8.3	8.9	7.9	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	50%	0%	0%	100%	87%	75%	0%
Vol Thru, %	50%	0%	100%	0%	13%	25%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	118	10	73	75	13	7
LT Vol	10	0	0	73	65	10	0
Through Vol	10	0	10	0	10	3	7
RT Vol	0	118	0	0	0	0	0
Lane Flow Rate	23	140	11	87	88	16	8
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.033	0.169	0.016	0.131	0.131	0.024	0.011
Departure Headway (Hd)	5.288	4.334	5.149	5.436	5.369	5.528	5.151
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	680	832	696	661	669	650	697
Service Time	2.997	2.043	3.171	3.155	3.088	3.244	2.867
HCM Lane V/C Ratio	0.034	0.168	0.016	0.132	0.132	0.025	0.011
HCM Control Delay	8.2	7.9	8.3	9	8.9	8.4	7.9
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0	0.4	0.4	0.1	0

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	118	0	0	148	0
Future Vol, veh/h	0	0	0	0	0	0	0	118	0	0	148	0
Conflicting Peds, #/hr	0	0	5	0	0	5	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	146	0	0	183	0

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	266	339	102	248	339	83	188	0	0	151	0	0
Stage 1	188	188	-	151	151	-	-	-	-	-	-	-
Stage 2	78	151	-	97	188	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	671	586	940	690	586	966	1398	-	-	1442	-	-
Stage 1	801	748	-	842	776	-	-	-	-	-	-	-
Stage 2	928	776	-	905	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	664	580	931	683	580	957	1391	-	-	1435	-	-
Mov Cap-2 Maneuver	664	580	-	683	580	-	-	-	-	-	-	-
Stage 1	797	744	-	838	772	-	-	-	-	-	-	-
Stage 2	924	772	-	901	744	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1391	-	-	-	-	1435	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

HCM 6th Signalized Intersection Summary

9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1049	200	80	1204	12	143	66	30	10	71	67
Future Volume (veh/h)	50	1049	200	80	1204	12	143	66	30	10	71	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	1179	152	90	1353	13	161	74	7	11	80	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	1497	668	156	1584	15	325	648	289	327	648	
Arrive On Green	0.07	0.41	0.41	0.09	0.43	0.43	0.18	0.18	0.18	0.18	0.18	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3663	35	1339	3610	1610	1338	3610	1610
Grp Volume(v), veh/h	56	1179	152	90	666	700	161	74	7	11	80	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1894	1339	1805	1610	1338	1805	1610
Q Serve(g_s), s	2.0	18.6	4.0	3.1	21.8	21.8	7.5	1.1	0.2	0.5	1.2	0.0
Cycle Q Clear(g_c), s	2.0	18.6	4.0	3.1	21.8	21.8	8.7	1.1	0.2	1.6	1.2	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	1497	668	156	781	819	325	648	289	327	648	
V/C Ratio(X)	0.45	0.79	0.23	0.58	0.85	0.85	0.50	0.11	0.02	0.03	0.12	
Avail Cap(c_a), veh/h	551	1650	736	551	825	865	493	1100	491	494	1100	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.4	16.7	12.4	28.9	16.8	16.8	26.3	22.6	22.2	23.2	22.6	0.0
Incr Delay (d2), s/veh	1.0	2.6	0.2	1.3	8.7	8.4	2.0	0.1	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.4	1.2	1.3	8.6	8.9	2.5	0.5	0.1	0.1	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	19.3	12.7	30.1	25.5	25.2	28.3	22.7	22.3	23.3	22.8	0.0
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	
Approach Vol, veh/h		1387			1456			242			91	A
Approach Delay, s/veh		19.0			25.6			26.4			22.8	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	34.2		18.8	11.5	35.4		18.8				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	20.0	30.0		20.0				
Max Q Clear Time (g_c+I1), s	5.1	20.6		3.6	4.0	23.8		10.7				
Green Ext Time (p_c), s	0.1	6.3		0.5	0.0	4.6		1.1				

Intersection Summary

HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	120	71	30	140	20	121	306	110	26	275	30
Future Volume (veh/h)	23	120	71	30	140	20	121	306	110	26	275	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	132	12	33	154	3	133	336	62	29	302	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	376	165	250	401	177	645	1730	769	582	1600	711
Arrive On Green	0.03	0.10	0.10	0.04	0.11	0.11	0.07	0.48	0.48	0.04	0.44	0.44
Sat Flow, veh/h	1810	3610	1587	1810	3610	1588	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	25	132	12	33	154	3	133	336	62	29	302	14
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1805	1588	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	1.0	2.7	0.5	1.3	3.1	0.1	3.0	4.2	1.7	0.7	4.0	0.4
Cycle Q Clear(g_c), s	1.0	2.7	0.5	1.3	3.1	0.1	3.0	4.2	1.7	0.7	4.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	376	165	250	401	177	645	1730	769	582	1600	711
V/C Ratio(X)	0.11	0.35	0.07	0.13	0.38	0.02	0.21	0.19	0.08	0.05	0.19	0.02
Avail Cap(c_a), veh/h	523	1600	703	522	1600	704	859	1730	769	861	1600	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	32.9	31.9	29.6	32.6	31.3	10.1	11.8	11.1	10.9	13.4	12.4
Incr Delay (d2), s/veh	0.2	0.8	0.3	0.2	0.9	0.1	0.2	0.3	0.2	0.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.1	0.2	0.5	1.3	0.1	1.0	1.5	0.6	0.2	1.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	33.7	32.2	29.8	33.5	31.3	10.3	12.1	11.3	11.0	13.6	12.4
LnGrp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		169			190			531			345	
Approach Delay, s/veh		33.1			32.8			11.5			13.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	44.9	9.6	14.7	12.7	42.0	9.0	15.3				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0				
Max Q Clear Time (g_c+1), s	12.5	6.2	3.3	4.7	5.0	6.0	3.0	5.1				
Green Ext Time (p_c), s	0.0	3.1	0.0	1.1	0.3	2.6	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	200	160	70	270	70	140	637	130	70	296	20
Future Volume (veh/h)	30	200	160	70	270	70	140	637	130	70	296	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	208	31	73	281	44	146	664	48	73	308	16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	355	52	226	421	65	178	1549	691	94	1336	69
Arrive On Green	0.02	0.11	0.11	0.04	0.13	0.13	0.20	0.86	0.86	0.05	0.38	0.38
Sat Flow, veh/h	1810	3152	462	1810	3128	484	1810	3610	1610	1810	3491	181
Grp Volume(v), veh/h	31	118	121	73	161	164	146	664	48	73	159	165
Grp Sat Flow(s),veh/h/ln	1810	1805	1809	1810	1805	1807	1810	1805	1610	1810	1805	1867
Q Serve(g_s), s	1.2	5.0	5.1	2.8	6.8	6.9	6.2	3.3	0.4	3.2	4.8	4.8
Cycle Q Clear(g_c), s	1.2	5.0	5.1	2.8	6.8	6.9	6.2	3.3	0.4	3.2	4.8	4.8
Prop In Lane	1.00		0.26	1.00		0.27	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	181	203	204	226	243	243	178	1549	691	94	691	714
V/C Ratio(X)	0.17	0.58	0.59	0.32	0.66	0.68	0.82	0.43	0.07	0.78	0.23	0.23
Avail Cap(c_a), veh/h	220	395	396	226	395	395	204	1549	691	113	691	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.99	0.99	0.99
Uniform Delay (d), s/veh	30.7	33.7	33.8	29.8	32.9	32.9	31.4	3.5	3.3	37.5	16.7	16.7
Incr Delay (d2), s/veh	0.2	1.9	2.1	0.3	2.3	2.4	16.3	0.8	0.2	19.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	2.2	1.2	2.9	3.0	3.1	1.0	0.1	1.8	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	35.6	35.8	30.1	35.2	35.4	47.8	4.3	3.4	56.5	17.5	17.5
LnGrp LOS	C	D	D	C	D	D	D	A	A	E	B	B
Approach Vol, veh/h		270		398		858		397				
Approach Delay, s/veh		35.2		34.3		11.6		24.7				
Approach LOS		D		C		B		C				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	41.3	11.0	16.5	14.9	37.6	9.2	18.3				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	25.0	3.5	17.5	9.0	21.0	3.5	17.5				
Max Q Clear Time (g_c+1/2), s	1.2	5.3	4.8	7.1	8.2	6.8	3.2	8.9				
Green Ext Time (p_c), s	0.0	3.4	0.0	0.6	0.0	1.1	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	130	10	50	20	817	500	110	426	10
Future Volume (veh/h)	10	10	10	130	10	50	20	817	500	110	426	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	10	1	141	0	7	21	842	225	113	439	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	55	6	330	0	145	51	1854	823	113	1977	45
Arrive On Green	0.03	0.03	0.03	0.09	0.00	0.09	0.01	0.17	0.17	0.13	1.00	1.00
Sat Flow, veh/h	1810	1699	170	3619	0	1584	1810	3610	1602	1810	3608	82
Grp Volume(v), veh/h	10	0	11	141	0	7	21	842	225	113	219	230
Grp Sat Flow(s),veh/h/ln	1810	0	1869	1810	0	1584	1810	1805	1602	1810	1805	1885
Q Serve(g_s), s	0.4	0.0	0.5	2.9	0.0	0.3	0.9	16.8	9.8	5.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.5	2.9	0.0	0.3	0.9	16.8	9.8	5.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	59	0	61	330	0	145	51	1854	823	113	989	1033
V/C Ratio(X)	0.17	0.00	0.18	0.43	0.00	0.05	0.41	0.45	0.27	1.00	0.22	0.22
Avail Cap(c_a), veh/h	181	0	187	769	0	337	136	1854	823	113	989	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	0.97	0.97	0.97
Uniform Delay (d), s/veh	37.6	0.0	37.7	34.4	0.0	33.2	39.0	23.1	20.2	35.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.5	0.6	0.0	0.1	5.6	0.7	0.7	83.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	1.3	0.0	0.1	0.5	8.1	3.8	4.5	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	38.2	35.0	0.0	33.3	44.6	23.8	20.9	118.1	0.5	0.5
LnGrp LOS	D	A	D	D	A	C	D	C	C	F	A	A
Approach Vol, veh/h		21			148			1088			562	
Approach Delay, s/veh		38.2			34.9			23.6			24.1	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	2.0	48.1		7.6	9.2	50.8		12.3				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	5.0	26.0		8.0	6.0	25.0		17.0				
Max Q Clear Time (g_c+1), s	17.0	18.8		2.5	2.9	2.0		4.9				
Green Ext Time (p_c), s	0.0	3.9		0.0	0.0	1.8		0.3				

Intersection Summary

HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↖	↑↑↑			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	197	0	410	220	927	0	0	394	172
Future Volume (veh/h)	0	0	0	197	0	410	220	927	0	0	394	172
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				No
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				207	0	339	232	976	0	0	415	67
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				461	0	411	362	3112	0	0	1751	539
Arrive On Green				0.25	0.00	0.25	0.40	1.00	0.00	0.00	0.11	0.11
Sat Flow, veh/h				1810	0	1610	1810	5358	0	0	5358	1598
Grp Volume(v), veh/h				207	0	339	232	976	0	0	415	67
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1729	0	0	1729	1598
Q Serve(g_s), s				7.7	0.0	15.9	8.3	0.0	0.0	0.0	5.8	3.0
Cycle Q Clear(g_c), s				7.7	0.0	15.9	8.3	0.0	0.0	0.0	5.8	3.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				461	0	411	362	3112	0	0	1751	539
V/C Ratio(X)				0.45	0.00	0.83	0.64	0.31	0.00	0.00	0.24	0.12
Avail Cap(c_a), veh/h				461	0	411	362	3112	0	0	1751	539
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.79	0.79	0.00	0.00	0.99	0.99
Uniform Delay (d), s/veh				25.1	0.0	28.1	21.7	0.0	0.0	0.0	26.1	24.9
Incr Delay (d2), s/veh				3.1	0.0	17.1	6.7	0.2	0.0	0.0	0.3	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.6	0.0	7.8	3.4	0.1	0.0	0.0	2.4	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.2	0.0	45.2	28.4	0.2	0.0	0.0	26.5	25.4
LnGrp LOS				C	A	D	C	A	A	A	C	C
Approach Vol, veh/h					546			1208			482	
Approach Delay, s/veh					38.7			5.6			26.3	
Approach LOS					D			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.8			21.0	32.8		26.2				
Change Period (Y+Rc), s		5.8			5.0	5.8		5.8				
Max Green Setting (Gmax), s		48.0			16.0	27.0		20.4				
Max Q Clear Time (g_c+I1), s		2.0			10.3	7.8		17.9				
Green Ext Time (p_c), s		6.0			0.2	2.1		1.1				
Intersection Summary												
HCM 6th Ctrl Delay											18.2	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary
 14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕↕↕		↗	↕↕↕	
Traffic Volume (veh/h)	582	0	180	0	0	0	0	605	383	160	421	0
Future Volume (veh/h)	582	0	180	0	0	0	0	605	383	160	421	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	613	0	61				0	637	261	168	443	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	575	0	511				0	1296	520	213	2788	0
Arrive On Green	0.32	0.00	0.32				0.00	0.36	0.36	0.04	0.18	0.00
Sat Flow, veh/h	1810	0	1610				0	3799	1456	1810	5358	0
Grp Volume(v), veh/h	613	0	61				0	607	291	168	443	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1626	1810	1729	0
Q Serve(g_s), s	25.4	0.0	2.1				0.0	10.9	11.2	7.4	5.8	0.0
Cycle Q Clear(g_c), s	25.4	0.0	2.1				0.0	10.9	11.2	7.4	5.8	0.0
Prop In Lane	1.00		1.00				0.00		0.90	1.00		0.00
Lane Grp Cap(c), veh/h	575	0	511				0	1235	581	213	2788	0
V/C Ratio(X)	1.07	0.00	0.12				0.00	0.49	0.50	0.79	0.16	0.00
Avail Cap(c_a), veh/h	575	0	511				0	1235	581	271	2788	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	27.3	0.0	19.4				0.0	20.0	20.1	37.5	17.6	0.0
Incr Delay (d2), s/veh	56.7	0.0	0.5				0.0	1.4	3.1	8.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.4	0.0	0.8				0.0	4.2	4.3	3.8	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.0	0.0	19.8				0.0	21.4	23.2	45.9	17.7	0.0
LnGrp LOS	F	A	B				A	C	C	D	B	A
Approach Vol, veh/h		674						898			611	
Approach Delay, s/veh		78.2						22.0			25.5	
Approach LOS		E						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	14.4	34.4	31.2	48.8								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	12.0	26.0	25.4	43.0								
Max Q Clear Time (g_c+I), s	19.4	13.2	27.4	7.8								
Green Ext Time (p_c), s	0.1	3.8	0.0	2.3								
Intersection Summary												
HCM 6th Ctrl Delay			40.3									
HCM 6th LOS			D									

Intersection												
Intersection Delay, s/veh	20.5											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔		↔	↔↔	↔	↔	
Traffic Vol, veh/h	10	141	61	378	153	180	51	120	160	90	30	10
Future Vol, veh/h	10	141	61	378	153	180	51	120	160	90	30	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	166	72	445	180	212	60	141	188	106	35	12
Number of Lanes	0	1	1	1	1	1	0	1	2	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	2
HCM Control Delay	17	24.3	16.5	15.6
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	30%	0%	0%	7%	0%	100%	43%	0%	100%	0%
Vol Thru, %	70%	0%	0%	93%	0%	0%	57%	0%	0%	75%
Vol Right, %	0%	100%	100%	0%	100%	0%	0%	100%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	171	80	80	151	61	261	270	180	90	40
LT Vol	51	0	0	10	0	261	117	0	90	0
Through Vol	120	0	0	141	0	0	153	0	0	30
RT Vol	0	80	80	0	61	0	0	180	0	10
Lane Flow Rate	201	94	94	178	72	307	318	212	106	47
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.495	0.209	0.209	0.444	0.164	0.7	0.7	0.411	0.291	0.12
Departure Headway (Hd)	8.859	7.991	7.991	8.993	8.244	8.213	7.925	6.991	9.893	9.199
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	408	451	451	401	435	442	458	517	363	390
Service Time	6.583	5.714	5.714	6.744	5.995	5.93	5.642	4.707	7.649	6.956
HCM Lane V/C Ratio	0.493	0.208	0.208	0.444	0.166	0.695	0.694	0.41	0.292	0.121
HCM Control Delay	20	12.8	12.8	18.8	12.6	28	27.2	14.5	16.7	13.2
HCM Lane LOS	C	B	B	C	B	D	D	B	C	B
HCM 95th-tile Q	2.7	0.8	0.8	2.2	0.6	5.3	5.3	2	1.2	0.4

HCM 6th Signalized Intersection Summary
 16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	10	0	10	10	0	10	20	371	40	20	449	20
Future Volume (veh/h)	10	0	10	10	0	10	20	371	40	20	449	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.97	0.95		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	0	1	12	0	0	24	447	36	24	541	18
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.84	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	0	77	119	0	0	83	2635	1171	83	2635	1171
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.00	0.05	0.73	0.73	0.05	0.73	0.73
Sat Flow, veh/h	1486	0	1562	1186	0	0	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	12	0	1	12	0	0	24	447	36	24	541	18
Grp Sat Flow(s),veh/h/ln	1486	0	1562	1186	0	0	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	0.0	0.0	0.1	1.0	0.0	0.0	1.5	4.6	0.7	1.5	5.7	0.4
Cycle Q Clear(g_c), s	0.8	0.0	0.1	1.8	0.0	0.0	1.5	4.6	0.7	1.5	5.7	0.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	0	77	119	0	0	83	2635	1171	83	2635	1171
V/C Ratio(X)	0.09	0.00	0.01	0.10	0.00	0.00	0.29	0.17	0.03	0.29	0.21	0.02
Avail Cap(c_a), veh/h	444	0	430	428	0	0	196	2635	1171	196	2635	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	0.0	54.3	55.5	0.0	0.0	55.4	5.0	4.5	55.4	5.2	4.4
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.4	0.0	0.0	2.1	0.1	0.0	2.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.7	1.4	0.2	0.7	1.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	0.0	54.3	55.9	0.0	0.0	57.4	5.1	4.5	57.6	5.3	4.5
LnGrp LOS	D	A	D	E	A	A	E	A	A	E	A	A
Approach Vol, veh/h		13			12			507			583	
Approach Delay, s/veh		54.9			55.9			7.6			7.5	
Approach LOS		D			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	94.6		12.9	12.5	94.6		12.9				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.0	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+1), s	13.5	6.6		2.8	3.5	7.7		3.8				
Green Ext Time (p_c), s	0.0	6.3		0.0	0.0	7.6		0.0				

Intersection Summary

HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	599	150	120	858	50	210	242	60	20	253	158
Future Volume (veh/h)	100	599	150	120	858	50	210	242	60	20	253	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	106	637	59	128	913	53	223	257	13	21	269	168
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	894	396	156	897	52	300	315	265	21	270	168
Arrive On Green	0.08	0.25	0.25	0.09	0.26	0.26	0.17	0.17	0.17	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1600	1810	3466	201	1810	1900	1596	81	1042	651
Grp Volume(v), veh/h	106	637	59	128	475	491	223	257	13	458	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1600	1810	1805	1862	1810	1900	1596	1774	0	0
Q Serve(g_s), s	6.7	18.7	3.3	8.1	30.0	30.0	13.6	15.1	0.8	29.9	0.0	0.0
Cycle Q Clear(g_c), s	6.7	18.7	3.3	8.1	30.0	30.0	13.6	15.1	0.8	29.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	0.05		0.37
Lane Grp Cap(c), veh/h	136	894	396	156	467	482	300	315	265	459	0	0
V/C Ratio(X)	0.78	0.71	0.15	0.82	1.02	1.02	0.74	0.82	0.05	1.00	0.00	0.00
Avail Cap(c_a), veh/h	390	934	414	312	467	482	468	492	413	459	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.7	39.8	34.1	52.1	43.0	43.0	46.0	46.6	40.7	42.9	0.0	0.0
Incr Delay (d2), s/veh	7.0	3.2	0.4	4.0	46.2	45.6	4.4	6.9	0.1	41.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.2	1.3	3.7	18.5	19.0	6.3	7.6	0.3	17.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	43.0	34.4	56.1	89.2	88.5	50.4	53.5	40.8	84.2	0.0	0.0
LnGrp LOS	E	D	C	E	F	F	D	D	D	F	A	A
Approach Vol, veh/h		802			1094			493			458	
Approach Delay, s/veh		44.6			85.0			51.8			84.2	
Approach LOS		D			F			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.5	36.2		36.5	16.2	37.5		25.7				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	20.0	30.0		30.0	25.0	30.0		30.0				
Max Q Clear Time (g_c+I1), s	10.1	20.7		31.9	8.7	32.0		17.1				
Green Ext Time (p_c), s	0.1	4.3		0.0	0.1	0.0		2.1				

Intersection Summary

HCM 6th Ctrl Delay	67.8
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
 18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	100	10	10	10	220	501	30	20	391	130
Future Volume (veh/h)	40	20	100	10	10	10	220	501	30	20	391	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	22	20	11	11	1	244	557	19	22	434	58
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	279	220	43	374	165	281	1839	818	59	2007	621
Arrive On Green	0.07	0.15	0.15	0.02	0.10	0.10	0.16	0.51	0.51	0.03	0.39	0.39
Sat Flow, veh/h	1810	1909	1506	1810	3610	1587	1810	3610	1605	1810	5187	1604
Grp Volume(v), veh/h	44	21	21	11	11	1	244	557	19	22	434	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1587	1810	1805	1605	1810	1729	1604
Q Serve(g_s), s	2.1	0.9	1.0	0.5	0.2	0.1	11.9	8.1	0.5	1.1	5.1	2.1
Cycle Q Clear(g_c), s	2.1	0.9	1.0	0.5	0.2	0.1	11.9	8.1	0.5	1.1	5.1	2.1
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	264	235	43	374	165	281	1839	818	59	2007	621
V/C Ratio(X)	0.37	0.08	0.09	0.25	0.03	0.01	0.87	0.30	0.02	0.37	0.22	0.09
Avail Cap(c_a), veh/h	400	499	445	400	998	439	400	1839	818	400	2007	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	33.3	33.4	43.3	36.4	36.4	37.3	12.9	11.0	42.8	18.5	17.6
Incr Delay (d2), s/veh	0.7	0.1	0.1	1.1	0.0	0.0	10.1	0.4	0.1	1.4	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	0.4	0.2	0.1	0.0	5.8	3.0	0.2	0.5	1.9	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	33.4	33.5	44.5	36.5	36.4	47.4	13.3	11.1	44.2	18.8	17.9
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		86			23			820			514	
Approach Delay, s/veh		37.4			40.3			23.4			19.8	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	52.6	8.7	19.7	20.6	41.5	12.5	15.9				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+1), s	10.1	10.1	2.5	3.0	13.9	7.1	4.1	2.2				
Green Ext Time (p_c), s	0.0	4.3	0.0	0.1	0.2	3.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	10	10	21	20	10	30	71	731	70	50	401	30
Future Volume (veh/h)	10	10	21	20	10	30	71	731	70	50	401	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	11	3	22	11	4	79	812	42	56	446	31
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	292	76	77	439	194	121	2632	815	106	2473	170
Arrive On Green	0.02	0.10	0.10	0.04	0.12	0.12	0.07	0.51	0.51	0.06	0.50	0.50
Sat Flow, veh/h	1810	2826	734	1810	3610	1590	1810	5187	1605	1810	4955	341
Grp Volume(v), veh/h	11	7	7	22	11	4	79	812	42	56	310	167
Grp Sat Flow(s),veh/h/ln	1810	1805	1755	1810	1805	1590	1810	1729	1605	1810	1729	1837
Q Serve(g_s), s	0.5	0.3	0.3	1.1	0.2	0.2	3.8	8.2	1.2	2.7	4.4	4.5
Cycle Q Clear(g_c), s	0.5	0.3	0.3	1.1	0.2	0.2	3.8	8.2	1.2	2.7	4.4	4.5
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	43	187	182	77	439	194	121	2632	815	106	1726	917
V/C Ratio(X)	0.25	0.04	0.04	0.29	0.03	0.02	0.65	0.31	0.05	0.53	0.18	0.18
Avail Cap(c_a), veh/h	502	721	701	502	1441	635	502	2632	815	502	1726	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	36.4	36.4	41.9	34.9	34.9	41.0	13.0	11.2	41.2	12.4	12.4
Incr Delay (d2), s/veh	1.1	0.1	0.1	0.8	0.0	0.0	2.2	0.3	0.1	1.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.1	0.5	0.1	0.1	1.7	2.9	0.4	1.2	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	36.4	36.5	42.6	34.9	34.9	43.3	13.3	11.4	42.8	12.7	12.9
LnGrp LOS	D	D	D	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		25			37			933			533	
Approach Delay, s/veh		39.9			39.5			15.7			15.9	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	52.3	10.3	15.8	12.5	51.5	8.7	17.5				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	25.0	45.0	25.0	36.0	25.0	45.0	25.0	36.0				
Max Q Clear Time (g_c+1), s	14.7	10.2	3.1	2.3	5.8	6.5	2.5	2.2				
Green Ext Time (p_c), s	0.0	7.3	0.0	0.0	0.1	3.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	50	200	150	140	440	60	380	792	230	50	352	50
Future Volume (veh/h)	50	200	150	140	440	60	380	792	230	50	352	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	217	34	152	478	15	413	861	103	54	383	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	275	611	270	351	689	305	496	2030	628	193	1581	488
Arrive On Green	0.08	0.17	0.17	0.10	0.19	0.19	0.14	0.39	0.39	0.05	0.30	0.30
Sat Flow, veh/h	3510	3610	1596	3510	3610	1598	3510	5187	1604	3510	5187	1602
Grp Volume(v), veh/h	54	217	34	152	478	15	413	861	103	54	383	17
Grp Sat Flow(s),veh/h/ln	1755	1805	1596	1755	1805	1598	1755	1729	1604	1755	1729	1602
Q Serve(g_s), s	1.4	5.2	1.8	4.0	12.2	0.8	11.3	11.9	4.1	1.5	5.5	0.7
Cycle Q Clear(g_c), s	1.4	5.2	1.8	4.0	12.2	0.8	11.3	11.9	4.1	1.5	5.5	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	611	270	351	689	305	496	2030	628	193	1581	488
V/C Ratio(X)	0.20	0.36	0.13	0.43	0.69	0.05	0.83	0.42	0.16	0.28	0.24	0.03
Avail Cap(c_a), veh/h	713	1100	486	713	1100	487	713	2030	628	713	1581	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	36.1	34.7	41.7	37.1	32.5	41.1	21.9	19.5	44.6	25.7	24.0
Incr Delay (d2), s/veh	0.3	0.4	0.3	0.6	1.5	0.1	4.9	0.7	0.6	0.6	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.2	0.7	1.7	5.2	0.3	5.0	4.6	1.5	0.6	2.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	36.6	34.9	42.3	38.7	32.6	46.1	22.5	20.0	45.2	26.0	24.2
LnGrp LOS	D	D	C	D	D	C	D	C	C	D	C	C
Approach Vol, veh/h		305			645			1377			454	
Approach Delay, s/veh		37.5			39.4			29.4			28.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	45.0	17.3	24.2	20.4	36.5	15.2	26.3				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1), s	13.5	13.9	6.0	7.2	13.3	7.5	3.4	14.2				
Green Ext Time (p_c), s	0.1	6.2	0.3	1.5	0.7	2.8	0.1	3.0				

Intersection Summary

HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶	↶	↶		↷	↶
Traffic Volume (veh/h)	0	0	0	347	0	437	760	1125	0	0	492	140
Future Volume (veh/h)	0	0	0	347	0	437	760	1125	0	0	492	140
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				455	0	217	776	1148	0	0	502	24
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				941	0	419	1170	4737	0	0	3428	840
Arrive On Green				0.26	0.00	0.26	0.22	0.61	0.00	0.00	0.52	0.52
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1602
Grp Volume(v), veh/h				455	0	217	776	1148	0	0	502	24
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1602
Q Serve(g_s), s				9.6	0.0	10.4	18.1	9.1	0.0	0.0	3.6	0.7
Cycle Q Clear(g_c), s				9.6	0.0	10.4	18.1	9.1	0.0	0.0	3.6	0.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				941	0	419	1170	4737	0	0	3428	840
V/C Ratio(X)				0.48	0.00	0.52	0.66	0.24	0.00	0.00	0.15	0.03
Avail Cap(c_a), veh/h				941	0	419	1170	4737	0	0	3428	840
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.65	0.65	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				28.2	0.0	28.5	30.3	3.3	0.0	0.0	11.0	10.3
Incr Delay (d2), s/veh				1.8	0.0	4.5	1.9	0.1	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	0.0	10.0	8.1	0.0	0.0	0.0	1.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.0	0.0	33.0	32.3	3.4	0.0	0.0	11.1	10.4
LnGrp LOS				C	A	C	C	A	A	A	B	B
Approach Vol, veh/h						672		1924			526	
Approach Delay, s/veh						30.9		15.0			11.1	
Approach LOS						C		B			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		88.8		29.2	35.0	53.8						
Change Period (Y+Rc), s		5.8		5.8	5.0	* 5.8						
Max Green Setting (Gmax), s		55.0		23.4	30.0	* 21						
Max Q Clear Time (g_c+I1), s		11.1		12.4	20.1	5.6						
Green Ext Time (p_c), s		9.4		2.0	1.2	2.7						

Intersection Summary

HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	0	450	0	0	0	0	1515	613	158	681	0
Future Volume (veh/h)	360	0	450	0	0	0	0	1515	613	158	681	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	442	0	162				0	1546	203	161	695	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1222	0	544				0	2106	515	546	2766	0
Arrive On Green	0.34	0.00	0.34				0.00	0.32	0.32	0.05	0.18	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	1598	3510	5358	0
Grp Volume(v), veh/h	442	0	162				0	1546	203	161	695	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1598	1755	1729	0
Q Serve(g_s), s	8.3	0.0	6.7				0.0	18.9	8.9	4.0	10.4	0.0
Cycle Q Clear(g_c), s	8.3	0.0	6.7				0.0	18.9	8.9	4.0	10.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1222	0	544				0	2106	515	546	2766	0
V/C Ratio(X)	0.36	0.00	0.30				0.00	0.73	0.39	0.29	0.25	0.00
Avail Cap(c_a), veh/h	1222	0	544				0	2106	515	546	2766	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	22.5	0.0	21.9				0.0	27.1	23.7	37.9	21.6	0.0
Incr Delay (d2), s/veh	0.8	0.0	1.4				0.0	2.3	2.3	1.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	2.7				0.0	7.1	3.4	1.8	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	0.0	23.3				0.0	29.4	25.9	39.2	21.8	0.0
LnGrp LOS	C	A	C				A	C	C	D	C	A
Approach Vol, veh/h		604						1749			856	
Approach Delay, s/veh		23.3						29.0			25.1	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	19.0	34.8					53.8	36.2				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	14.0	29.0					48.0	30.4				
Max Q Clear Time (g_c+1), s	10.0	20.9					12.4	10.3				
Green Ext Time (p_c), s	0.2	5.8					4.8	2.1				

Intersection Summary

HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	532	0	683	0	2337	0	0	1593	565	0	0
Future Volume (veh/h)	532	0	683	0	2337	0	0	1593	565	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	548	548	674	0	2409	0	0	1642	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	925	925	1641	0	2484	0	0	2888			
Arrive On Green	0.51	0.51	0.51	0.00	0.38	0.00	0.00	0.38	0.00		
Sat Flow, veh/h	1810	1810	3211	0	7068	0	0	7600	1610		
Grp Volume(v), veh/h	548	548	674	0	2409	0	0	1642	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1605	0	1634	0	0	1900	1610		
Q Serve(g_s), s	21.2	21.2	13.0	0.0	36.2	0.0	0.0	17.1	0.0		
Cycle Q Clear(g_c), s	21.2	21.2	13.0	0.0	36.2	0.0	0.0	17.1	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	925	925	1641	0	2484	0	0	2888			
V/C Ratio(X)	0.59	0.59	0.41	0.00	0.97	0.00	0.00	0.57			
Avail Cap(c_a), veh/h	925	925	1641	0	2484	0	0	2888			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	17.1	17.1	15.1	0.0	30.4	0.0	0.0	24.5	0.0		
Incr Delay (d2), s/veh	2.8	2.8	0.8	0.0	12.3	0.0	0.0	0.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	9.1	9.1	4.7	0.0	15.1	0.0	0.0	7.4	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	19.9	19.9	15.9	0.0	42.7	0.0	0.0	25.3	0.0		
LnGrp LOS	B	B	B	A	D	A	A	C			
Approach Vol, veh/h	1222	1222			2409			1642	A		
Approach Delay, s/veh	17.7	17.7			42.7			25.3			
Approach LOS	B	B			D			C			
Timer - Assigned Phs	2		4			6					
Phs Duration (G+Y+Rc), s	43.8		56.2			43.8					
Change Period (Y+Rc), s	5.8		5.1			5.8					
Max Green Setting (Gmax), s	38.0		51.1			38.0					
Max Q Clear Time (g_c+I1), s	38.2		23.2			19.1					
Green Ext Time (p_c), s	0.0		2.6			8.0					

Intersection Summary

HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	997	0	790	0	1772	347	0	1647	0	0	0
Future Volume (veh/h)	997	0	790	0	1772	347	0	1647	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	1028	1028	800	0	1827	0	0	1698	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	961	961	1710	0	2353		0	2353	0		
Arrive On Green	0.53	0.53	0.53	0.00	0.36	0.00	0.00	0.36	0.00		
Sat Flow, veh/h	1810	1810	3220	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	1028	1028	800	0	1827	0	0	1698	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	1610	0	1634	0		
Q Serve(g_s), s	53.1	53.1	15.5	0.0	24.8	0.0	0.0	22.5	0.0		
Cycle Q Clear(g_c), s	53.1	53.1	15.5	0.0	24.8	0.0	0.0	22.5	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	961	961	1710	0	2353		0	2353	0		
V/C Ratio(X)	1.07	1.07	0.47	0.00	0.78		0.00	0.72	0.00		
Avail Cap(c_a), veh/h	961	961	1710	0	2353		0	2353	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.85	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	23.5	23.5	14.6	0.0	28.4	0.0	0.0	27.7	0.0		
Incr Delay (d2), s/veh	49.6	49.6	0.9	0.0	2.2	0.0	0.0	2.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	34.0	34.0	5.6	0.0	9.8	0.0	0.0	8.6	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	73.1	73.1	15.6	0.0	30.6	0.0	0.0	29.6	0.0		
LnGrp LOS	F	F	B	A	C		A	C	A		
Approach Vol, veh/h	1828	1828			1827	A		1698			
Approach Delay, s/veh	47.9	47.9			30.6			29.6			
Approach LOS	D	D			C			C			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	41.8		58.2		41.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	36.0		53.1		36.0						
Max Q Clear Time (g_c+I1), s	26.8		55.1		24.5						
Green Ext Time (p_c), s	6.1		0.0		6.3						

Intersection Summary

HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔↔	↑	↔↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	50	30	30	80	50	200	230	1858	150	200	1907	340
Future Volume (veh/h)	50	30	30	80	50	200	230	1858	150	200	1907	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	30	3	81	51	14	232	1877	82	202	1926	270
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	164	137	300	184	271	291	3455	849	261	3399	835
Arrive On Green	0.07	0.09	0.09	0.09	0.10	0.10	0.08	0.53	0.53	0.07	0.52	0.52
Sat Flow, veh/h	3510	1900	1582	3510	1900	2790	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	51	30	3	81	51	14	232	1877	82	202	1926	270
Grp Sat Flow(s),veh/h/ln	1755	1900	1582	1755	1900	1395	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	1.6	1.8	0.2	2.6	3.0	0.5	7.8	22.8	3.0	6.8	24.1	11.6
Cycle Q Clear(g_c), s	1.6	1.8	0.2	2.6	3.0	0.5	7.8	22.8	3.0	6.8	24.1	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	164	137	300	184	271	291	3455	849	261	3399	835
V/C Ratio(X)	0.19	0.18	0.02	0.27	0.28	0.05	0.80	0.54	0.10	0.77	0.57	0.32
Avail Cap(c_a), veh/h	453	372	310	453	372	546	556	3455	849	556	3399	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.26	0.26	0.26	0.68	0.68	0.68
Uniform Delay (d), s/veh	52.1	50.9	50.2	51.4	50.3	49.2	54.0	18.7	14.0	54.5	19.6	16.6
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.2	0.3	0.0	0.5	0.2	0.1	1.3	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.8	0.1	1.1	1.4	0.2	3.4	8.0	1.0	3.0	8.6	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	51.1	50.2	51.5	50.6	49.2	54.5	18.9	14.1	55.8	20.1	17.3
LnGrp LOS	D	D	D	D	D	D	D	B	B	E	C	B
Approach Vol, veh/h		84			146			2191			2398	
Approach Delay, s/veh		51.7			51.0			22.5			22.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	70.4	16.8	16.9	17.0	69.4	15.5	18.1				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	19.0	35.0	15.5	23.5	19.0	35.0	15.5	23.5				
Max Q Clear Time (g_c+1), s	19.8	24.8	4.6	3.8	9.8	26.1	3.6	5.0				
Green Ext Time (p_c), s	0.2	7.2	0.0	0.0	0.2	6.8	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕		↖↗	↕	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	20	229	170	192	233	332	186	1896	120	748	1240	30
Future Volume (veh/h)	20	229	170	192	233	332	186	1896	120	748	1240	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	239	105	200	243	131	194	1975	32	779	1292	11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	350	149	260	707	315	254	2066	507	825	3129	768
Arrive On Green	0.02	0.14	0.14	0.07	0.20	0.20	0.07	0.32	0.32	0.23	0.48	0.48
Sat Flow, veh/h	3510	2459	1045	3510	3610	1610	3510	6536	1603	3510	6536	1605
Grp Volume(v), veh/h	21	173	171	200	243	131	194	1975	32	779	1292	11
Grp Sat Flow(s),veh/h/ln	1755	1805	1699	1755	1805	1610	1755	1634	1603	1755	1634	1605
Q Serve(g_s), s	0.7	11.5	12.1	7.1	7.3	9.0	6.9	37.4	1.8	27.6	16.2	0.5
Cycle Q Clear(g_c), s	0.7	11.5	12.1	7.1	7.3	9.0	6.9	37.4	1.8	27.6	16.2	0.5
Prop In Lane	1.00		0.62	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	257	242	260	707	315	254	2066	507	825	3129	768
V/C Ratio(X)	0.29	0.67	0.71	0.77	0.34	0.42	0.76	0.96	0.06	0.94	0.41	0.01
Avail Cap(c_a), veh/h	833	571	537	833	1142	509	833	2068	507	833	3129	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.0	51.4	51.7	57.5	43.8	44.5	57.6	42.4	30.2	47.6	21.4	17.3
Incr Delay (d2), s/veh	0.8	3.1	3.7	1.8	0.3	0.9	1.8	11.3	0.1	18.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.3	5.3	3.1	3.2	3.6	3.0	15.8	0.7	13.8	6.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	54.5	55.4	59.3	44.1	45.4	59.4	53.6	30.2	66.3	21.5	17.3
LnGrp LOS	E	D	E	E	D	D	E	D	C	E	C	B
Approach Vol, veh/h		365			574			2201			2082	
Approach Delay, s/veh		55.4			49.7			53.8			38.3	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.2	47.5	16.4	25.4	16.6	68.0	9.6	32.2				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+Q), s	29.6	39.4	9.1	14.1	8.9	18.2	2.7	11.0				
Green Ext Time (p_c), s	0.1	0.5	0.3	1.8	0.3	10.5	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔↔			↔	↔↔	↔	↔	↔			↔↔	
Traffic Volume (veh/h)	20	381	20	50	691	20	10	0	30	20	10	10
Future Volume (veh/h)	20	381	20	50	691	20	10	0	30	20	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	454	18	60	823	7	12	0	17	24	12	6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	1668	66	104	1269	562	576	0	537	355	172	75
Arrive On Green	0.03	0.33	0.33	0.06	0.35	0.35	0.34	0.00	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1810	5118	202	1810	3610	1599	1411	0	1603	834	512	224
Grp Volume(v), veh/h	24	306	166	60	823	7	12	0	17	42	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1862	1810	1805	1599	1411	0	1603	1570	0	0
Q Serve(g_s), s	1.0	4.9	4.9	2.4	14.3	0.2	0.0	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	4.9	4.9	2.4	14.3	0.2	0.3	0.0	0.5	1.2	0.0	0.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	0.57		0.14
Lane Grp Cap(c), veh/h	57	1127	607	104	1269	562	576	0	537	602	0	0
V/C Ratio(X)	0.42	0.27	0.27	0.58	0.65	0.01	0.02	0.00	0.03	0.07	0.00	0.00
Avail Cap(c_a), veh/h	364	3014	1623	364	3147	1394	576	0	537	602	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.4	18.6	18.6	34.3	20.3	15.7	16.6	0.0	16.7	16.9	0.0	0.0
Incr Delay (d2), s/veh	4.9	0.2	0.3	5.0	0.8	0.0	0.1	0.0	0.1	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.8	2.0	1.1	5.4	0.1	0.1	0.0	0.2	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	18.8	18.9	39.3	21.1	15.8	16.7	0.0	16.8	17.1	0.0	0.0
LnGrp LOS	D	B	B	D	C	B	B	A	B	B	A	A
Approach Vol, veh/h	496			890			29			42		
Approach Delay, s/veh	19.9			22.3			16.7			17.1		
Approach LOS	B			C			B			B		
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	32.0		11.3		31.3		32.0		9.4		33.2	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	25.0		15.0		65.0		25.0		15.0		65.0	
Max Q Clear Time (g_c+1), s	2.5		4.4		6.9		3.2		3.0		16.3	
Green Ext Time (p_c), s	0.1		0.1		4.4		0.1		0.0		9.3	
Intersection Summary												
HCM 6th Ctrl Delay				21.2								
HCM 6th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	
Traffic Volume (veh/h)	0	351	50	50	761	10	60	0	30	0	0	0
Future Volume (veh/h)	0	351	50	50	761	10	60	0	30	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	394	38	56	855	11	67	0	15	0	0	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	3073	292	91	1434	18	191	0	124	0	149	0
Arrive On Green	0.00	0.64	0.64	0.05	0.77	0.77	0.08	0.00	0.08	0.00	0.00	0.00
Sat Flow, veh/h	1810	4816	457	1810	1872	24	1412	0	1579	0	1900	0
Grp Volume(v), veh/h	0	281	151	56	0	866	67	0	15	0	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1816	1810	0	1896	1412	0	1579	0	1900	0
Q Serve(g_s), s	0.0	2.9	3.0	2.7	0.0	17.7	4.1	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.9	3.0	2.7	0.0	17.7	4.1	0.0	0.8	0.0	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.01	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	2206	1158	91	0	1452	191	0	124	0	149	0
V/C Ratio(X)	0.00	0.13	0.13	0.62	0.00	0.60	0.35	0.00	0.12	0.00	0.00	0.00
Avail Cap(c_a), veh/h	322	2206	1158	322	0	1452	661	0	649	0	781	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	6.4	6.4	41.9	0.0	4.5	40.1	0.0	38.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	6.6	0.0	1.8	1.1	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	1.0	1.3	0.0	4.4	1.5	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.5	6.6	48.5	0.0	6.4	41.2	0.0	39.0	0.0	0.0	0.0
LnGrp LOS	A	A	A	D	A	A	D	A	D	A	A	A
Approach Vol, veh/h	432		922		82		0					
Approach Delay, s/veh	6.6		8.9		40.8		0.0					
Approach LOS	A		A		D							
Timer - Assigned Phs	2	3	4	6	7	8						
Phs Duration (G+Y+Rc), s	14.1	11.5	64.4	14.1	0.0	75.9						
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0						
Max Green Setting (Gmax), s	37.0	16.0	16.0	37.0	16.0	16.0						
Max Q Clear Time (g_c+I1), s	6.1	4.7	5.0	0.0	0.0	19.7						
Green Ext Time (p_c), s	0.4	0.1	1.8	0.0	0.0	0.0						

Intersection Summary

HCM 6th Ctrl Delay	10.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑	↗	↗	↑↑↑	↗	↗	↑↑↑	↗
Traffic Volume (veh/h)	40	441	90	284	399	173	90	2277	237	32	1448	542
Future Volume (veh/h)	40	441	90	284	399	173	90	2277	237	32	1448	542
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	455	26	293	411	57	93	2347	77	33	1493	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	275	775	238	427	696	311	163	2226	546	102	2005	
Arrive On Green	0.08	0.15	0.15	0.12	0.19	0.19	0.09	0.34	0.34	0.06	0.31	0.00
Sat Flow, veh/h	3510	5187	1594	3510	3610	1610	1810	6536	1603	1810	6536	1610
Grp Volume(v), veh/h	41	455	26	293	411	57	93	2347	77	33	1493	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1594	1755	1805	1610	1810	1634	1603	1810	1634	1610
Q Serve(g_s), s	1.0	7.4	1.3	7.2	9.4	2.7	4.5	30.8	3.0	1.6	18.5	0.0
Cycle Q Clear(g_c), s	1.0	7.4	1.3	7.2	9.4	2.7	4.5	30.8	3.0	1.6	18.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	775	238	427	696	311	163	2226	546	102	2005	
V/C Ratio(X)	0.15	0.59	0.11	0.69	0.59	0.18	0.57	1.05	0.14	0.33	0.74	
Avail Cap(c_a), veh/h	525	1867	574	680	1339	597	190	2226	546	190	2207	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.8	35.8	33.2	38.0	33.2	30.5	39.4	29.8	20.6	41.0	28.1	0.0
Incr Delay (d2), s/veh	0.1	0.7	0.2	0.7	0.8	0.3	1.2	35.3	0.1	0.7	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.0	0.5	3.0	3.9	1.0	1.9	16.0	1.1	0.7	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	36.5	33.4	38.7	34.0	30.8	40.6	65.1	20.8	41.7	29.5	0.0
LnGrp LOS	D	D	C	D	C	C	D	F	C	D	C	
Approach Vol, veh/h		522			761			2517			1526	A
Approach Delay, s/veh		36.6			35.6			62.8			29.7	
Approach LOS		D			D			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	38.3	18.5	21.0	15.6	35.2	14.6	24.9				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	9.5	30.5	17.5	32.5	9.5	30.5	13.5	33.5				
Max Q Clear Time (g_c+1/3), s	13.6	32.8	9.2	9.4	6.5	20.5	3.0	11.4				
Green Ext Time (p_c), s	0.0	0.0	0.3	2.8	0.0	6.8	0.0	2.6				

Intersection Summary

HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗ ↘	↖ ↗ ↘		↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗
Traffic Volume (veh/h)	50	550	10	10	773	79	0	0	10	28	0	33
Future Volume (veh/h)	50	550	10	10	773	79	0	0	10	28	0	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	604	9	11	849	30	0	0	7	31	0	18
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	361	2273	34	490	1558	691	196	0	386	535	459	386
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.00	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	640	5265	78	820	3610	1601	1417	0	1600	1422	1900	1600
Grp Volume(v), veh/h	55	396	217	11	849	30	0	0	7	31	0	18
Grp Sat Flow(s),veh/h/ln	640	1729	1885	820	1805	1601	1417	0	1600	1422	1900	1600
Q Serve(g_s), s	2.6	2.7	2.7	0.3	6.4	0.4	0.0	0.0	0.1	0.6	0.0	0.3
Cycle Q Clear(g_c), s	9.0	2.7	2.7	3.0	6.4	0.4	0.0	0.0	0.1	0.7	0.0	0.3
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	1493	814	490	1558	691	196	0	386	535	459	386
V/C Ratio(X)	0.15	0.27	0.27	0.02	0.54	0.04	0.00	0.00	0.02	0.06	0.00	0.05
Avail Cap(c_a), veh/h	695	3297	1798	918	3442	1527	819	0	1090	1160	1294	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	6.7	6.7	7.7	7.8	6.0	0.0	0.0	10.6	10.9	0.0	10.7
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.6	0.0	1.3	0.1	0.0	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	6.8	6.9	7.7	8.0	6.1	0.0	0.0	10.6	10.9	0.0	10.7
LnGrp LOS	B	A	A	A	A	A	A	A	B	B	A	B
Approach Vol, veh/h		668			890			7				49
Approach Delay, s/veh		7.2			8.0			10.6				10.9
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		22.8		13.9		22.8				
Change Period (Y+Rc), s		5.0		7.0		5.0		7.0				
Max Green Setting (Gmax), s		25.0		35.0		25.0		35.0				
Max Q Clear Time (g_c+1), s		2.1		11.0		2.7		8.4				
Green Ext Time (p_c), s		0.0		4.1		0.1		6.0				

Intersection Summary

HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	518	10	40	805	282	10	10	20	126	10	37
Future Volume (veh/h)	60	518	10	40	805	282	10	10	20	126	10	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	563	3	43	875	0	11	11	7	137	11	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	2420	747	93	1644		39	92	58	302	284	239
Arrive On Green	0.06	0.47	0.47	0.02	0.15	0.00	0.02	0.09	0.09	0.09	0.15	0.15
Sat Flow, veh/h	1810	5187	1602	1810	3610	1610	1810	1077	686	3510	1900	1594
Grp Volume(v), veh/h	65	563	3	43	875	0	11	0	18	137	11	15
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1805	1610	1810	0	1763	1755	1900	1594
Q Serve(g_s), s	3.1	5.8	0.1	2.1	20.1	0.0	0.5	0.0	0.8	3.3	0.4	0.7
Cycle Q Clear(g_c), s	3.1	5.8	0.1	2.1	20.1	0.0	0.5	0.0	0.8	3.3	0.4	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	113	2420	747	93	1644		39	0	150	302	284	239
V/C Ratio(X)	0.58	0.23	0.00	0.46	0.53		0.28	0.00	0.12	0.45	0.04	0.06
Avail Cap(c_a), veh/h	161	2420	747	161	1644		161	0	392	312	422	354
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.94	0.94	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	14.4	12.8	43.0	29.4	0.0	43.4	0.0	38.1	39.1	32.7	32.8
Incr Delay (d2), s/veh	5.3	0.2	0.0	4.0	1.2	0.0	1.5	0.0	0.3	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.1	0.0	1.0	9.8	0.0	0.2	0.0	0.4	1.5	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	14.6	12.8	47.1	30.6	0.0	44.8	0.0	38.3	39.5	32.8	32.9
LnGrp LOS	D	B	B	D	C		D	A	D	D	C	C
Approach Vol, veh/h		631			918	A		29			163	
Approach Delay, s/veh		17.8			31.3			40.8			38.5	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	14.7	11.6	49.0	8.9	20.5	12.6	48.0				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	20.0	20.0	8.0	26.0	8.0	20.0	8.0	26.0				
Max Q Clear Time (g_c+1/3), s	11.3	2.8	4.1	7.8	2.5	2.7	5.1	22.1				
Green Ext Time (p_c), s	0.1	0.0	0.0	3.9	0.0	0.0	0.0	2.1				

Intersection Summary

HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑			↖ ↑↑	↖ ↑↑		↖ ↑↑		
Traffic Volume (veh/h)	60	574	30	80	1088	40	30	10	40	10	10	10
Future Volume (veh/h)	60	574	30	80	1088	40	30	10	40	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	604	27	84	1145	39	32	11	17	11	11	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	3236	144	109	3350	114	188	148	129	179	202	85
Arrive On Green	0.01	0.21	0.21	0.06	0.65	0.65	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1810	5090	226	1810	5151	175	1395	1805	1581	1381	2464	1033
Grp Volume(v), veh/h	63	409	222	84	769	415	32	11	17	11	8	8
Grp Sat Flow(s),veh/h/ln	1810	1729	1859	1810	1729	1868	1395	1805	1581	1381	1805	1691
Q Serve(g_s), s	3.1	8.8	8.8	4.1	9.0	9.0	1.9	0.5	0.9	0.7	0.4	0.4
Cycle Q Clear(g_c), s	3.1	8.8	8.8	4.1	9.0	9.0	2.4	0.5	0.9	1.6	0.4	0.4
Prop In Lane	1.00		0.12	1.00		0.09	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	82	2198	1182	109	2249	1215	188	148	129	179	148	139
V/C Ratio(X)	0.77	0.19	0.19	0.77	0.34	0.34	0.17	0.07	0.13	0.06	0.05	0.06
Avail Cap(c_a), veh/h	241	2198	1182	281	2249	1215	523	582	509	511	582	545
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	16.4	16.4	41.7	7.1	7.1	39.2	38.2	38.3	39.1	38.1	38.1
Incr Delay (d2), s/veh	5.4	0.2	0.3	2.9	0.3	0.5	0.4	0.2	0.5	0.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.4	3.7	1.8	2.6	2.9	0.7	0.2	0.4	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	16.6	16.8	44.6	7.3	7.6	39.6	38.4	38.8	39.2	38.2	38.3
LnGrp LOS	D	B	B	D	A	A	D	D	D	D	D	D
Approach Vol, veh/h	694			1268			60			27		
Approach Delay, s/veh	19.6			9.9			39.2			38.7		
Approach LOS	B			A			D			D		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	13.4	12.4	64.2		13.4	11.1	65.5					
Change Period (Y+Rc), s	6.0	7.0	7.0		6.0	7.0	7.0					
Max Green Setting (Gmax), s	29.0	14.0	27.0		29.0	12.0	29.0					
Max Q Clear Time (g_c+1), s	4.4	6.1	10.8		3.6	5.1	11.0					
Green Ext Time (p_c), s	0.2	0.0	4.5		0.1	0.0	9.3					
Intersection Summary												
HCM 6th Ctrl Delay	14.4											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary
 33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	100	454	50	440	886	122	162	883	350	80	547	50
Future Volume (veh/h)	100	454	50	440	886	122	162	883	350	80	547	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	108	488	10	473	953	120	174	949	127	86	588	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	337	1147	354	552	1318	165	316	1380	426	295	1349	416
Arrive On Green	0.10	0.22	0.22	0.16	0.28	0.28	0.09	0.27	0.27	0.08	0.26	0.26
Sat Flow, veh/h	3510	5187	1599	3510	4663	585	3510	5187	1601	3510	5187	1601
Grp Volume(v), veh/h	108	488	10	473	706	367	174	949	127	86	588	17
Grp Sat Flow(s),veh/h/ln	1755	1729	1599	1755	1729	1791	1755	1729	1601	1755	1729	1601
Q Serve(g_s), s	3.2	8.9	0.5	14.5	20.3	20.4	5.2	18.2	7.0	2.5	10.5	0.9
Cycle Q Clear(g_c), s	3.2	8.9	0.5	14.5	20.3	20.4	5.2	18.2	7.0	2.5	10.5	0.9
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	1147	354	552	977	506	316	1380	426	295	1349	416
V/C Ratio(X)	0.32	0.43	0.03	0.86	0.72	0.73	0.55	0.69	0.30	0.29	0.44	0.04
Avail Cap(c_a), veh/h	794	1877	579	794	1252	648	794	1877	579	794	1877	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	37.0	33.7	45.4	35.7	35.8	48.1	36.4	32.3	47.5	34.1	30.6
Incr Delay (d2), s/veh	0.4	0.3	0.0	5.8	1.7	3.3	1.1	0.8	0.5	0.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4	3.7	0.2	6.5	8.4	9.0	2.3	7.4	2.7	1.1	4.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	37.3	33.8	51.1	37.4	39.1	49.3	37.2	32.8	47.9	34.4	30.6
LnGrp LOS	D	D	C	D	D	D	D	D	C	D	C	C
Approach Vol, veh/h		606			1546			1250			691	
Approach Delay, s/veh		39.0			42.0			38.4			36.0	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	36.2	18.1	38.7	16.8	36.9	24.9	31.9				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+1), s	17.2	12.5	5.2	22.4	4.5	20.2	16.5	10.9				
Green Ext Time (p_c), s	0.3	4.5	0.2	7.3	0.2	7.4	0.9	3.8				

Intersection Summary

HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	140	655	49	49	1362	160	6	20	24	130	10	70
Future Volume (veh/h)	140	655	49	49	1362	160	6	20	24	130	10	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	689	47	52	1434	157	6	21	7	137	11	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	191	2177	148	137	1943	213	23	185	155	175	345	290
Arrive On Green	0.11	0.44	0.44	0.08	0.41	0.41	0.01	0.10	0.10	0.10	0.18	0.18
Sat Flow, veh/h	1810	4959	336	1810	4743	519	1810	1900	1585	1810	1900	1597
Grp Volume(v), veh/h	147	479	257	52	1045	546	6	21	7	137	11	30
Grp Sat Flow(s),veh/h/ln	1810	1729	1837	1810	1729	1804	1810	1900	1585	1810	1900	1597
Q Serve(g_s), s	6.5	7.4	7.5	2.3	21.1	21.1	0.3	0.8	0.3	6.1	0.4	1.3
Cycle Q Clear(g_c), s	6.5	7.4	7.5	2.3	21.1	21.1	0.3	0.8	0.3	6.1	0.4	1.3
Prop In Lane	1.00		0.18	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	1518	806	137	1416	739	23	185	155	175	345	290
V/C Ratio(X)	0.77	0.32	0.32	0.38	0.74	0.74	0.27	0.11	0.05	0.78	0.03	0.10
Avail Cap(c_a), veh/h	439	1677	891	439	1677	875	439	461	384	548	576	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	15.1	15.1	36.3	20.6	20.6	40.4	34.0	33.7	36.4	27.8	28.2
Incr Delay (d2), s/veh	2.5	0.1	0.3	0.6	1.6	3.0	2.3	0.2	0.1	5.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	2.6	2.8	1.0	7.8	8.4	0.1	0.4	0.1	2.9	0.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	15.2	15.4	36.9	22.2	23.6	42.7	34.2	33.8	42.1	27.8	28.3
LnGrp LOS	D	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	883		1643		34		178					
Approach Delay, s/veh	19.1		23.1		35.6		38.9					
Approach LOS	B		C		D		D					
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	13.0	13.3	43.2	6.0	20.0	15.7	40.8				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	25.0	20.0	20.0	40.0	20.0	25.0	20.0	40.0				
Max Q Clear Time (g_c+1), s	10.5	2.8	4.3	9.5	2.3	3.3	8.5	23.1				
Green Ext Time (p_c), s	0.2	0.0	0.0	5.7	0.0	0.1	0.1	10.7				

Intersection Summary

HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	656	183	260	732	0	0	0	0	620	0	1111
Future Volume (veh/h)	0	656	183	260	732	0	0	0	0	620	0	1111
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	729	57	289	813	0				459	0	1356
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1393	391	585	2421	0				704	0	1252
Arrive On Green	0.00	0.24	0.24	0.33	0.93	0.00				0.39	0.00	0.39
Sat Flow, veh/h	0	5700	1600	3510	5358	0				1810	0	3220
Grp Volume(v), veh/h	0	729	57	289	813	0				459	0	1356
Grp Sat Flow(s),veh/h/ln	0	1900	1600	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	10.0	2.5	5.9	1.4	0.0				18.7	0.0	35.0
Cycle Q Clear(g_c), s	0.0	10.0	2.5	5.9	1.4	0.0				18.7	0.0	35.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1393	391	585	2421	0				704	0	1252
V/C Ratio(X)	0.00	0.52	0.15	0.49	0.34	0.00				0.65	0.00	1.08
Avail Cap(c_a), veh/h	0	1393	391	585	2421	0				704	0	1252
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.92	0.92	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.5	26.6	27.0	1.6	0.0				22.5	0.0	27.5
Incr Delay (d2), s/veh	0.0	1.4	0.8	2.7	0.3	0.0				4.7	0.0	51.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	1.0	2.4	0.4	0.0				8.5	0.0	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.8	27.4	29.7	2.0	0.0				27.2	0.0	78.5
LnGrp LOS		A	C	C	C	A	A			C	A	F
Approach Vol, veh/h		786		1102						1815		
Approach Delay, s/veh		30.6		9.3						65.5		
Approach LOS		C		A						E		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	20.0	28.5	41.5		48.5							
Change Period (Y+Rc), s	5.0	6.5	6.5		6.5							
Max Green Setting (Gmax), s	15.0	22.0	35.0		42.0							
Max Q Clear Time (g_c+1), s	17.0	12.0	37.0		3.4							
Green Ext Time (p_c), s	0.3	2.9	0.0		4.7							

Intersection Summary

HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	390	916	0	0	611	450	341	0	490	0	0	0
Future Volume (veh/h)	390	916	0	0	611	450	341	0	490	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	415	974	0	0	650	101	501	0	269			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	390	2824	0	0	1960	608	1126	0	501			
Arrive On Green	0.22	1.00	0.00	0.00	0.38	0.38	0.31	0.00	0.31			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	415	974	0	0	650	101	501	0	269			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	10.0	0.0	0.0	0.0	8.0	3.7	10.0	0.0	12.4			
Cycle Q Clear(g_c), s	10.0	0.0	0.0	0.0	8.0	3.7	10.0	0.0	12.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	390	2824	0	0	1960	608	1126	0	501			
V/C Ratio(X)	1.06	0.34	0.00	0.00	0.33	0.17	0.44	0.00	0.54			
Avail Cap(c_a), veh/h	390	2824	0	0	1960	608	1126	0	501			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.56	0.56	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.0	0.0	0.0	0.0	19.9	18.6	24.8	0.0	25.6			
Incr Delay (d2), s/veh	52.4	0.2	0.0	0.0	0.5	0.6	1.3	0.0	4.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.4	0.0	0.0	0.0	3.0	1.4	4.4	0.0	5.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.4	0.2	0.0	0.0	20.4	19.2	26.1	0.0	29.7			
LnGrp LOS	F	A	A	A	C	B	C	A	C			
Approach Vol, veh/h		1389			751			770				
Approach Delay, s/veh		26.2			20.2			27.3				
Approach LOS		C			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		55.5			15.0	40.5		34.5				
Change Period (Y+Rc), s		6.5			5.0	6.5		6.5				
Max Green Setting (Gmax), s		49.0			10.0	34.0		28.0				
Max Q Clear Time (g_c+1), s		2.0			12.0	10.0		14.4				
Green Ext Time (p_c), s		6.0			0.0	3.6		2.5				

Intersection Summary

























HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	888	182	174	885	312	111	1008	72	195	998	152
Future Volume (veh/h)	228	888	182	174	885	312	111	1008	72	195	998	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	245	955	87	187	952	226	119	1084	68	210	1073	71
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	963	427	221	963	429	309	845	53	320	907	402
Arrive On Green	0.12	0.27	0.27	0.12	0.27	0.27	0.13	0.25	0.25	0.13	0.25	0.25
Sat Flow, veh/h	1810	3610	1601	1810	3610	1610	1810	3448	216	1810	3610	1601
Grp Volume(v), veh/h	245	955	87	187	952	226	119	567	585	210	1073	71
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1610	1810	1805	1860	1810	1805	1601
Q Serve(g_s), s	11.0	23.7	3.8	9.1	23.6	10.8	4.0	22.1	22.1	7.4	22.6	3.1
Cycle Q Clear(g_c), s	11.0	23.7	3.8	9.1	23.6	10.8	4.0	22.1	22.1	7.4	22.6	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	221	963	427	221	963	429	309	442	456	320	907	402
V/C Ratio(X)	1.11	0.99	0.20	0.85	0.99	0.53	0.39	1.28	1.28	0.66	1.18	0.18
Avail Cap(c_a), veh/h	221	963	427	221	963	429	321	442	456	321	907	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	32.9	25.6	38.7	32.9	28.2	21.7	34.0	34.0	22.4	33.7	26.4
Incr Delay (d2), s/veh	92.4	27.0	0.3	17.8	20.5	1.0	1.1	143.2	143.2	5.4	93.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	13.0	1.4	4.9	12.1	3.9	1.7	26.7	27.5	3.4	21.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.9	59.9	25.9	56.5	53.4	29.2	22.8	177.2	177.2	27.8	127.3	27.4
LnGrp LOS	F	E	C	E	D	C	C	F	F	C	F	C
Approach Vol, veh/h		1287			1365			1271			1354	
Approach Delay, s/veh		71.3			49.8			162.7			106.7	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	27.9	15.7	29.8	16.1	28.4	15.7	29.8				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.0	* 11	24.0	* 12	22.0	* 11	24.0				
Max Q Clear Time (g_c+I1), s	9.4	24.1	11.1	25.7	6.0	24.6	13.0	25.6				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			96.8									
HCM 6th LOS			F									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1035	40	80	1191	80	30	180	50	80	190	70
Future Volume (veh/h)	50	1035	40	80	1191	80	30	180	50	80	190	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1067	17	82	1228	48	31	186	45	82	196	66
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	1693	751	115	1751	777	97	378	85	157	295	90
Arrive On Green	0.05	0.47	0.47	0.06	0.49	0.49	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	117	1376	310	310	1075	329
Grp Volume(v), veh/h	52	1067	17	82	1228	48	262	0	0	344	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	1803	0	0	1713	0	0
Q Serve(g_s), s	1.8	13.9	0.4	2.8	16.5	1.0	0.0	0.0	0.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	1.8	13.9	0.4	2.8	16.5	1.0	7.5	0.0	0.0	10.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.12		0.17	0.24		0.19
Lane Grp Cap(c), veh/h	86	1693	751	115	1751	777	560	0	0	542	0	0
V/C Ratio(X)	0.60	0.63	0.02	0.71	0.70	0.06	0.47	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	1016	2028	900	1016	2028	900	1051	0	0	1002	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	12.5	8.9	28.6	12.5	8.5	19.1	0.0	0.0	20.2	0.0	0.0
Incr Delay (d2), s/veh	13.7	0.9	0.0	15.8	1.4	0.1	1.3	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.5	0.1	1.6	5.3	0.3	3.1	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	13.4	8.9	44.4	13.9	8.6	20.4	0.0	0.0	22.8	0.0	0.0
LnGrp LOS	D	B	A	D	B	A	C	A	A	C	A	A
Approach Vol, veh/h		1136			1358			262			344	
Approach Delay, s/veh		14.6			15.5			20.4			22.8	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		21.1	8.0	33.2		21.1	7.0	34.2				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		35.0	35.0	35.0		35.0	35.0	35.0				
Max Q Clear Time (g_c+I1), s		9.5	4.8	15.9		12.8	3.8	18.5				
Green Ext Time (p_c), s		2.9	0.5	11.4		3.9	0.3	11.7				
Intersection Summary												
HCM 6th Ctrl Delay											16.4	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary
 3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1024	92	60	1161	80	101	387	50	76	293	50
Future Volume (veh/h)	50	1024	92	60	1161	80	101	387	50	76	293	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1067	45	62	1209	40	105	403	48	79	305	37
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	2412	1073	111	2429	1079	280	444	53	111	865	104
Arrive On Green	0.06	0.67	0.67	0.02	0.22	0.22	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	3610	1607	1810	3610	1604	1052	1665	198	954	3242	390
Grp Volume(v), veh/h	52	1067	45	62	1209	40	105	0	451	79	169	173
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1604	1052	0	1863	954	1805	1827
Q Serve(g_s), s	2.5	12.5	0.9	3.1	26.4	1.8	8.1	0.0	21.1	2.9	6.8	6.9
Cycle Q Clear(g_c), s	2.5	12.5	0.9	3.1	26.4	1.8	15.0	0.0	21.1	24.0	6.8	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.21
Lane Grp Cap(c), veh/h	102	2412	1073	111	2429	1079	280	0	497	111	481	487
V/C Ratio(X)	0.51	0.44	0.04	0.56	0.50	0.04	0.38	0.00	0.91	0.71	0.35	0.36
Avail Cap(c_a), veh/h	141	2412	1073	141	2429	1079	280	0	497	111	481	487
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	7.0	5.1	42.9	21.7	12.1	32.8	0.0	31.9	44.4	26.7	26.7
Incr Delay (d2), s/veh	8.1	0.6	0.1	6.8	0.5	0.0	3.8	0.0	23.0	32.2	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.8	0.2	1.5	12.6	0.5	2.3	0.0	12.1	2.7	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	7.6	5.2	49.7	22.3	12.2	36.6	0.0	54.9	76.6	28.7	28.8
LnGrp LOS	D	A	A	D	C	B	D	A	D	E	C	C
Approach Vol, veh/h		1164			1311			556			421	
Approach Delay, s/veh		9.4			23.2			51.4			37.7	
Approach LOS		A			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.5	12.5	67.7		30.5	12.1	68.1				
Change Period (Y+Rc), s		6.5	7.0	7.0		* 6.5	7.0	* 7				
Max Green Setting (Gmax), s		22.5	7.0	40.0		* 24	7.0	* 41				
Max Q Clear Time (g_c+1), s		23.1	5.1	14.5		26.0	4.5	28.4				
Green Ext Time (p_c), s		0.0	0.0	14.0		0.0	0.0	9.3				

Intersection Summary

HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1028	42	40	1160	110	91	382	50	70	205	80
Future Volume (veh/h)	50	1028	42	40	1160	110	91	382	50	70	205	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1060	20	41	1196	54	94	394	14	72	211	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1731	768	77	1710	759	48	53	368	50	84	368
Arrive On Green	0.02	0.16	0.16	0.04	0.47	0.47	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	3610	1602	1810	3610	1602	0	208	1441	0	330	1441
Grp Volume(v), veh/h	52	1060	20	41	1196	54	488	0	14	283	0	21
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1602	208	0	1441	330	0	1441
Q Serve(g_s), s	2.6	24.6	0.9	2.0	23.5	1.7	0.0	0.0	0.7	0.0	0.0	1.0
Cycle Q Clear(g_c), s	2.6	24.6	0.9	2.0	23.5	1.7	23.0	0.0	0.7	23.0	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	0.19		1.00	0.25		1.00
Lane Grp Cap(c), veh/h	88	1731	768	77	1710	759	101	0	368	135	0	368
V/C Ratio(X)	0.59	0.61	0.03	0.53	0.70	0.07	4.84	0.00	0.04	2.10	0.00	0.06
Avail Cap(c_a), veh/h	141	1731	768	141	1710	759	101	0	368	135	0	368
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.14	0.14	0.14	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	30.1	20.1	42.2	18.6	12.9	33.5	0.0	25.2	31.8	0.0	25.3
Incr Delay (d2), s/veh	1.7	1.2	0.0	0.3	0.3	0.0	1749.6	0.0	0.0	520.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	12.0	0.3	0.9	8.7	0.5	51.2	0.0	0.2	22.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	31.3	20.2	42.5	19.0	12.9	1783.1	0.0	25.2	552.6	0.0	25.4
LnGrp LOS	D	C	C	D	B	B	F	A	C	F	A	C
Approach Vol, veh/h		1132			1291			502			304	
Approach Delay, s/veh		31.7			19.5			1734.1			516.2	
Approach LOS		C			B			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	50.2		29.0	11.4	49.6		29.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	40.0	40.0		23.0	7.0	40.0		23.0				
Max Q Clear Time (g_c+1/4), s	26.6	26.6		25.0	4.6	25.5		25.0				
Green Ext Time (p_c), s	0.0	6.6		0.0	0.0	8.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	337.1
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵↵	↑↑	↵	↵↵	↑↑	↵	↵↑↑↑			↵↑↑↑		↵
Traffic Volume (veh/h)	276	808	124	40	872	616	225	1103	60	477	940	233
Future Volume (veh/h)	276	808	124	40	872	616	225	1103	60	477	940	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	279	816	34	40	881	222	227	1114	59	482	949	204
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	970	430	165	799	354	229	1115	59	506	1943	753
Arrive On Green	0.09	0.27	0.27	0.05	0.22	0.22	0.13	0.22	0.22	0.28	0.37	0.37
Sat Flow, veh/h	3510	3610	1601	3510	3610	1599	1810	5041	267	1810	5187	1604
Grp Volume(v), veh/h	279	816	34	40	881	222	227	764	409	482	949	204
Grp Sat Flow(s),veh/h/ln	1755	1805	1601	1755	1805	1599	1810	1729	1850	1810	1729	1604
Q Serve(g_s), s	12.4	33.8	2.5	1.7	35.0	19.9	19.8	34.9	35.0	41.4	22.2	12.2
Cycle Q Clear(g_c), s	12.4	33.8	2.5	1.7	35.0	19.9	19.8	34.9	35.0	41.4	22.2	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	332	970	430	165	799	354	229	765	409	506	1943	753
V/C Ratio(X)	0.84	0.84	0.08	0.24	1.10	0.63	0.99	1.00	1.00	0.95	0.49	0.27
Avail Cap(c_a), veh/h	666	1027	455	444	799	354	229	765	409	629	2295	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	54.7	43.2	72.7	61.6	55.7	69.0	61.6	61.6	55.9	37.9	25.6
Incr Delay (d2), s/veh	4.3	6.3	0.1	0.6	63.9	3.8	57.2	32.1	44.3	21.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	15.7	1.0	0.8	22.8	8.3	12.7	18.4	21.1	21.5	9.3	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	61.0	43.3	73.2	125.5	59.5	126.2	93.7	105.9	77.5	38.1	25.8
LnGrp LOS	E	E	D	E	F	E	F	F	F	E	D	C
Approach Vol, veh/h		1129			1143			1400			1635	
Approach Delay, s/veh		63.9			110.8			102.5			48.2	
Approach LOS		E			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	51.2	42.0	14.9	50.0	27.0	66.2	22.4	42.5				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+Rc), s	40.4	37.0	3.7	35.8	21.8	24.2	14.4	37.0				
Green Ext Time (p_c), s	0.9	0.0	0.0	3.8	0.0	12.7	0.6	0.0				

Intersection Summary

HCM 6th Ctrl Delay	79.4
HCM 6th LOS	E

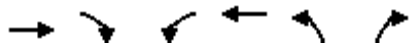
Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↖↗	↗
Traffic Volume (veh/h)	1389	86	30	1288	159	80
Future Volume (veh/h)	1389	86	30	1288	159	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1447	65	31	1342	166	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2438	1083	65	2868	253	116
Arrive On Green	0.68	0.68	0.04	0.79	0.07	0.07
Sat Flow, veh/h	3705	1604	1810	3705	3510	1610
Grp Volume(v), veh/h	1447	65	31	1342	166	9
Grp Sat Flow(s),veh/h/ln	1805	1604	1810	1805	1755	1610
Q Serve(g_s), s	19.6	1.2	1.5	10.9	4.1	0.5
Cycle Q Clear(g_c), s	19.6	1.2	1.5	10.9	4.1	0.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2438	1083	65	2868	253	116
V/C Ratio(X)	0.59	0.06	0.48	0.47	0.66	0.08
Avail Cap(c_a), veh/h	2438	1083	251	2868	800	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.58	0.58	1.00	1.00
Uniform Delay (d), s/veh	7.9	4.9	42.6	3.0	40.7	39.0
Incr Delay (d2), s/veh	0.5	0.0	2.3	0.3	2.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.3	0.7	1.3	1.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.4	5.0	44.9	3.3	43.5	39.2
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1512			1373	175	
Approach Delay, s/veh	8.2			4.3	43.3	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.7	68.3			79.0	11.0
Change Period (Y+Rc), s	7.5	* 7.5			7.5	4.5
Max Green Setting (Gmax), s	12.5	* 38			57.5	20.5
Max Q Clear Time (g_c+1), s	13.5	21.6			12.9	6.1
Green Ext Time (p_c), s	0.0	7.4			11.5	0.4

Intersection Summary

HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	9.1											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕↔	
Traffic Vol, veh/h	0	0	0	162	10	0	0	10	185	10	10	0
Future Vol, veh/h	0	0	0	162	10	0	0	10	185	10	10	0
Peak Hour Factor	0.92	0.92	0.92	0.79	0.92	0.79	0.92	0.79	0.79	0.79	0.79	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	205	11	0	0	13	234	13	13	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	0	9.5	8.8	8.4
HCM LOS	-	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	100%	88%	75%	0%
Vol Thru, %	100%	0%	100%	0%	12%	25%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	185	0	86	86	13	7
LT Vol	0	0	0	86	76	10	0
Through Vol	10	0	0	0	10	3	7
RT Vol	0	185	0	0	0	0	0
Lane Flow Rate	13	234	0	109	107	17	8
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.018	0.288	0	0.169	0.165	0.027	0.012
Departure Headway (Hd)	5.139	4.435	5.408	5.61	5.552	5.703	5.325
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	699	813	0	639	646	628	672
Service Time	2.854	2.15	3.452	3.345	3.287	3.432	3.054
HCM Lane V/C Ratio	0.019	0.288	0	0.171	0.166	0.027	0.012
HCM Control Delay	7.9	8.9	8.5	9.5	9.4	8.6	8.1
HCM Lane LOS	A	A	N	A	A	A	A
HCM 95th-tile Q	0.1	1.2	0	0.6	0.6	0.1	0

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	10	0	185	0	0	162	10
Future Vol, veh/h	0	0	0	0	0	10	0	185	0	0	162	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	13	0	247	0	0	216	13

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	347	470	115	355	476	124	229	0	0	247	0	0
Stage 1	223	223	-	247	247	-	-	-	-	-	-	-
Stage 2	124	247	-	108	229	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	588	495	922	581	491	910	1351	-	-	1331	-	-
Stage 1	765	723	-	741	706	-	-	-	-	-	-	-
Stage 2	873	706	-	892	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	579	495	922	581	491	910	1351	-	-	1331	-	-
Mov Cap-2 Maneuver	579	495	-	581	491	-	-	-	-	-	-	-
Stage 1	765	723	-	741	706	-	-	-	-	-	-	-
Stage 2	860	706	-	892	718	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1351	-	-	-	910	1331	-	-
HCM Lane V/C Ratio	-	-	-	-	0.015	-	-	-
HCM Control Delay (s)	0	-	-	0	9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

HCM 6th Signalized Intersection Summary

9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1305	196	60	1096	13	259	94	100	10	69	83
Future Volume (veh/h)	88	1305	196	60	1096	13	259	94	100	10	69	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	1359	114	62	1142	14	270	98	32	10	72	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	122	1457	650	123	1601	20	406	880	393	383	880	
Arrive On Green	0.07	0.40	0.40	0.07	0.44	0.44	0.24	0.24	0.24	0.24	0.24	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3652	45	1349	3610	1610	1280	3610	1610
Grp Volume(v), veh/h	92	1359	114	62	564	592	270	98	32	10	72	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1892	1349	1805	1610	1280	1805	1610
Q Serve(g_s), s	3.7	26.6	3.4	2.4	18.9	18.9	14.3	1.6	1.1	0.5	1.1	0.0
Cycle Q Clear(g_c), s	3.7	26.6	3.4	2.4	18.9	18.9	15.4	1.6	1.1	2.0	1.1	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	1457	650	123	791	829	406	880	393	383	880	
V/C Ratio(X)	0.76	0.93	0.18	0.50	0.71	0.71	0.67	0.11	0.08	0.03	0.08	
Avail Cap(c_a), veh/h	552	1467	654	490	791	829	442	978	436	417	978	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.8	21.1	14.1	33.2	16.9	16.9	27.5	21.7	21.5	22.5	21.5	0.0
Incr Delay (d2), s/veh	9.1	11.2	0.2	1.2	3.3	3.2	4.0	0.1	0.1	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	11.2	1.0	1.0	6.9	7.2	4.9	0.7	0.4	0.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	32.3	14.3	34.4	20.3	20.1	31.4	21.8	21.7	22.5	21.6	0.0
LnGrp LOS	D	C	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1565			1218			400			82	A
Approach Delay, s/veh		31.6			20.9			28.3			21.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	36.8		25.0	9.5	39.4		25.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	4.5	7.0		7.0				
Max Green Setting (Gmax), s	20.0	30.0		20.0	22.5	30.0		20.0				
Max Q Clear Time (g_c+I1), s	4.4	28.6		4.0	5.7	20.9		17.4				
Green Ext Time (p_c), s	0.0	1.2		0.4	0.2	5.5		0.6				

Intersection Summary

HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	280	102	130	210	50	41	292	62	30	359	26
Future Volume (veh/h)	39	280	102	130	210	50	41	292	62	30	359	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	326	24	151	244	16	48	340	29	35	417	11
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	329	571	252	324	735	325	478	1463	650	505	1434	637
Arrive On Green	0.05	0.16	0.16	0.09	0.20	0.20	0.05	0.41	0.41	0.04	0.40	0.40
Sat Flow, veh/h	1810	3610	1595	1810	3610	1598	1810	3610	1604	1810	3610	1604
Grp Volume(v), veh/h	45	326	24	151	244	16	48	340	29	35	417	11
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1805	1598	1810	1805	1604	1810	1805	1604
Q Serve(g_s), s	1.8	7.4	1.1	6.0	5.1	0.7	1.3	5.4	1.0	1.0	6.9	0.4
Cycle Q Clear(g_c), s	1.8	7.4	1.1	6.0	5.1	0.7	1.3	5.4	1.0	1.0	6.9	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	329	571	252	324	735	325	478	1463	650	505	1434	637
V/C Ratio(X)	0.14	0.57	0.10	0.47	0.33	0.05	0.10	0.23	0.04	0.07	0.29	0.02
Avail Cap(c_a), veh/h	555	1434	634	468	1434	635	700	1463	650	743	1434	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	34.3	31.7	27.5	30.0	28.2	14.3	17.2	15.9	14.4	18.1	16.1
Incr Delay (d2), s/veh	0.2	1.3	0.2	1.0	0.4	0.1	0.1	0.4	0.1	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.2	0.4	2.5	2.1	0.3	0.5	2.1	0.3	0.4	2.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	35.6	31.9	28.5	30.3	28.3	14.4	17.6	16.0	14.5	18.6	16.2
LnGrp LOS	C	D	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		395			411			417			463	
Approach Delay, s/veh		34.6			29.6			17.1			18.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	42.7	14.5	20.4	11.1	42.0	10.5	24.4				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	15.0	35.0	15.0	35.0	15.0	35.0	15.0	35.0				
Max Q Clear Time (g_c+1), s	13.0	7.4	8.0	9.4	3.3	8.9	3.8	7.1				
Green Ext Time (p_c), s	0.0	3.0	0.2	2.8	0.1	3.7	0.1	2.1				

Intersection Summary

HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗	↖	↖	↖↗	
Traffic Volume (veh/h)	20	420	260	190	400	60	120	263	90	70	631	30
Future Volume (veh/h)	20	420	260	190	400	60	120	263	90	70	631	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	467	181	211	444	55	133	292	24	78	701	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	257	523	201	257	884	109	164	1065	475	101	916	39
Arrive On Green	0.01	0.21	0.21	0.08	0.27	0.27	0.18	0.59	0.59	0.06	0.26	0.26
Sat Flow, veh/h	1810	2543	978	1810	3232	398	1810	3610	1610	1810	3526	151
Grp Volume(v), veh/h	22	330	318	211	247	252	133	292	24	78	359	372
Grp Sat Flow(s),veh/h/ln	1810	1805	1716	1810	1805	1826	1810	1805	1610	1810	1805	1872
Q Serve(g_s), s	0.8	14.2	14.4	6.5	9.2	9.3	5.6	3.2	0.5	3.4	14.7	14.7
Cycle Q Clear(g_c), s	0.8	14.2	14.4	6.5	9.2	9.3	5.6	3.2	0.5	3.4	14.7	14.7
Prop In Lane	1.00		0.57	1.00		0.22	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	257	371	353	257	494	500	164	1065	475	101	469	486
V/C Ratio(X)	0.09	0.89	0.90	0.82	0.50	0.50	0.81	0.27	0.05	0.78	0.77	0.77
Avail Cap(c_a), veh/h	290	372	354	257	494	500	204	1065	475	113	469	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.95	0.95	0.95
Uniform Delay (d), s/veh	24.8	30.9	31.0	26.2	24.4	24.5	32.1	12.2	11.7	37.3	27.4	27.4
Incr Delay (d2), s/veh	0.1	22.0	24.5	17.6	0.6	0.6	14.1	0.6	0.2	20.8	10.8	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.9	7.8	4.1	3.6	3.7	2.8	1.2	0.2	2.0	7.2	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	52.9	55.5	43.8	25.0	25.1	46.1	12.8	11.9	58.1	38.1	37.8
LnGrp LOS	C	D	E	D	C	C	D	B	B	E	D	D
Approach Vol, veh/h		670			710			449			809	
Approach Delay, s/veh		53.2			30.6			22.7			39.9	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	30.6	14.0	24.0	14.3	27.8	8.6	29.4				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	23.0	6.5	16.5	9.0	19.0	2.5	20.5				
Max Q Clear Time (g_c+1/4), s	11.4	5.2	8.5	16.4	7.6	16.7	2.8	11.3				
Green Ext Time (p_c), s	0.0	1.3	0.0	0.0	0.0	0.8	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	40	390	10	110	20	383	130	60	971	10
Future Volume (veh/h)	10	10	40	390	10	110	20	383	130	60	971	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	11	2	437	0	24	22	421	54	66	1067	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	57	10	575	0	253	26	1688	749	68	1795	19
Arrive On Green	0.04	0.04	0.04	0.16	0.00	0.16	0.00	0.15	0.15	0.08	0.98	0.98
Sat Flow, veh/h	1810	1564	284	3619	0	1595	1810	3610	1602	1810	3660	38
Grp Volume(v), veh/h	11	0	13	437	0	24	22	421	54	66	526	552
Grp Sat Flow(s),veh/h/ln	1810	0	1849	1810	0	1595	1810	1805	1602	1810	1805	1893
Q Serve(g_s), s	0.5	0.0	0.5	9.2	0.0	1.0	1.0	8.2	2.3	2.9	1.1	1.1
Cycle Q Clear(g_c), s	0.5	0.0	0.5	9.2	0.0	1.0	1.0	8.2	2.3	2.9	1.1	1.1
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	65	0	67	575	0	253	26	1688	749	68	885	929
V/C Ratio(X)	0.17	0.00	0.19	0.76	0.00	0.09	0.84	0.25	0.07	0.97	0.59	0.59
Avail Cap(c_a), veh/h	158	0	162	950	0	419	68	1688	749	68	885	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.42	0.42	0.42
Uniform Delay (d), s/veh	37.4	0.0	37.4	32.2	0.0	28.7	39.7	21.5	19.0	37.0	0.4	0.4
Incr Delay (d2), s/veh	0.4	0.0	0.5	1.6	0.0	0.1	53.1	0.4	0.2	62.2	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	4.1	0.0	0.4	0.8	3.5	0.8	2.3	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	37.9	33.8	0.0	28.9	92.8	21.8	19.2	99.1	1.6	1.6
LnGrp LOS	D	A	D	C	A	C	F	C	B	F	A	A
Approach Vol, veh/h		24			461			497			1144	
Approach Delay, s/veh		37.9			33.5			24.7			7.2	
Approach LOS		D			C			C			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	44.4		7.9	8.2	46.2		17.7				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	10.0	25.0		7.0	3.0	25.0		21.0				
Max Q Clear Time (g_c+1/4), s	10.0	10.2		2.5	3.0	3.1		11.2				
Green Ext Time (p_c), s	0.0	2.7		0.0	0.0	5.3		1.0				

Intersection Summary

HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑↑			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	326	0	140	240	383	0	0	869	572
Future Volume (veh/h)	0	0	0	326	0	140	240	383	0	0	869	572
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				351	0	39	258	412	0	0	934	221
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				461	0	411	292	3112	0	0	1950	601
Arrive On Green				0.25	0.00	0.25	0.32	1.00	0.00	0.00	0.12	0.12
Sat Flow, veh/h				1810	0	1610	1810	5358	0	0	5358	1599
Grp Volume(v), veh/h				351	0	39	258	412	0	0	934	221
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1729	0	0	1729	1599
Q Serve(g_s), s				14.3	0.0	1.5	10.8	0.0	0.0	0.0	13.4	10.1
Cycle Q Clear(g_c), s				14.3	0.0	1.5	10.8	0.0	0.0	0.0	13.4	10.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				461	0	411	292	3112	0	0	1950	601
V/C Ratio(X)				0.76	0.00	0.09	0.88	0.13	0.00	0.00	0.48	0.37
Avail Cap(c_a), veh/h				461	0	411	362	3112	0	0	1950	601
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.78	0.78	0.00	0.00	0.77	0.77
Uniform Delay (d), s/veh				27.5	0.0	22.8	26.4	0.0	0.0	0.0	27.7	26.3
Incr Delay (d2), s/veh				11.2	0.0	0.5	13.6	0.1	0.0	0.0	0.7	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.4	0.0	0.6	4.6	0.0	0.0	0.0	6.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.8	0.0	23.2	39.9	0.1	0.0	0.0	28.4	27.6
LnGrp LOS				D	A	C	D	A	A	A	C	C
Approach Vol, veh/h					390			670			1155	
Approach Delay, s/veh					37.2			15.4			28.2	
Approach LOS					D			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.8			17.9	35.9		26.2				
Change Period (Y+Rc), s		5.8			5.0	5.8		5.8				
Max Green Setting (Gmax), s		48.0			16.0	27.0		20.4				
Max Q Clear Time (g_c+I1), s		2.0			12.8	15.4		16.3				
Green Ext Time (p_c), s		2.2			0.1	4.3		1.3				
Intersection Summary												
HCM 6th Ctrl Delay											25.9	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕↕↕			↗↕↕↕	
Traffic Volume (veh/h)	116	0	190	0	0	0	0	507	368	390	804	0
Future Volume (veh/h)	116	0	190	0	0	0	0	507	368	390	804	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	125	0	61				0	545	233	419	865	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	385	0	342				0	1152	477	469	3333	0
Arrive On Green	0.21	0.00	0.21				0.00	0.32	0.32	0.09	0.21	0.00
Sat Flow, veh/h	1810	0	1610				0	3761	1487	1810	5358	0
Grp Volume(v), veh/h	125	0	61				0	524	254	419	865	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1619	1810	1729	0
Q Serve(g_s), s	4.7	0.0	2.5				0.0	9.7	10.1	18.3	11.1	0.0
Cycle Q Clear(g_c), s	4.7	0.0	2.5				0.0	9.7	10.1	18.3	11.1	0.0
Prop In Lane	1.00		1.00				0.00		0.92	1.00		0.00
Lane Grp Cap(c), veh/h	385	0	342				0	1110	519	469	3333	0
V/C Ratio(X)	0.33	0.00	0.18				0.00	0.47	0.49	0.89	0.26	0.00
Avail Cap(c_a), veh/h	385	0	342				0	1110	519	611	3333	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	26.6	0.0	25.8				0.0	21.7	21.9	35.5	15.7	0.0
Incr Delay (d2), s/veh	2.2	0.0	1.1				0.0	1.4	3.3	9.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	1.0				0.0	3.8	3.9	10.0	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	26.9				0.0	23.2	25.1	45.2	15.8	0.0
LnGrp LOS	C	A	C				A	C	C	D	B	A
Approach Vol, veh/h		186						778			1284	
Approach Delay, s/veh		28.2						23.8			25.4	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	25.7	31.5	22.8	57.2								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	27.0	19.0	17.0	51.4								
Max Q Clear Time (g_c+20), s	20.3	12.1	6.7	13.1								
Green Ext Time (p_c), s	0.4	2.3	1.1	5.1								

Intersection Summary

HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Intersection Delay, s/veh	26.3											
Intersection LOS	D											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔		↔	↔↔	↔	↔	
Traffic Vol, veh/h	20	207	56	401	130	130	38	90	360	20	20	20
Future Vol, veh/h	20	207	56	401	130	130	38	90	360	20	20	20
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	252	68	489	159	159	46	110	439	24	24	24
Number of Lanes	0	1	1	1	1	1	0	1	2	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	2
HCM Control Delay	29.3	32	18.4	14.7
HCM LOS	D	D	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	30%	0%	0%	9%	0%	100%	52%	0%	100%	0%
Vol Thru, %	70%	0%	0%	91%	0%	0%	48%	0%	0%	50%
Vol Right, %	0%	100%	100%	0%	100%	0%	0%	100%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	180	180	227	56	261	270	130	20	40
LT Vol	38	0	0	20	0	261	140	0	20	0
Through Vol	90	0	0	207	0	0	130	0	0	20
RT Vol	0	180	180	0	56	0	0	130	0	20
Lane Flow Rate	156	220	220	277	68	318	330	159	24	49
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.391	0.497	0.497	0.723	0.164	0.778	0.785	0.334	0.075	0.138
Departure Headway (Hd)	9.018	8.149	8.149	9.408	8.648	8.816	8.57	7.589	11.088	10.207
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	400	443	443	385	415	410	422	474	323	351
Service Time	6.769	5.9	5.9	7.171	6.41	6.564	6.318	5.337	8.863	7.982
HCM Lane V/C Ratio	0.39	0.497	0.497	0.719	0.164	0.776	0.782	0.335	0.074	0.14
HCM Control Delay	17.5	18.7	18.7	33.3	13.1	36.4	36.3	14.1	14.8	14.6
HCM Lane LOS	C	C	C	D	B	E	E	B	B	B
HCM 95th-tile Q	1.8	2.7	2.7	5.5	0.6	6.6	6.8	1.5	0.2	0.5

HCM 6th Signalized Intersection Summary
 16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	20	0	30	20	0	10	20	448	10	20	507	10
Future Volume (veh/h)	20	0	30	20	0	10	20	448	10	20	507	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	0	5	23	0	0	23	521	9	23	590	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	166	0	108	138	0	0	81	2569	1142	81	2569	1142
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.00	0.04	0.71	0.71	0.04	0.71	0.71
Sat Flow, veh/h	1546	0	1562	1138	0	0	1810	3610	1605	1810	3610	1605
Grp Volume(v), veh/h	23	0	5	23	0	0	23	521	9	23	590	9
Grp Sat Flow(s),veh/h/ln	1546	0	1562	1138	0	0	1810	1805	1605	1810	1805	1605
Q Serve(g_s), s	0.0	0.0	0.4	1.9	0.0	0.0	1.5	5.8	0.2	1.5	6.8	0.2
Cycle Q Clear(g_c), s	1.5	0.0	0.4	3.4	0.0	0.0	1.5	5.8	0.2	1.5	6.8	0.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	0	108	138	0	0	81	2569	1142	81	2569	1142
V/C Ratio(X)	0.14	0.00	0.05	0.17	0.00	0.00	0.28	0.20	0.01	0.28	0.23	0.01
Avail Cap(c_a), veh/h	455	0	430	424	0	0	196	2569	1142	196	2569	1142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	0.0	52.2	54.3	0.0	0.0	55.5	5.8	5.0	55.5	6.0	5.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.7	0.0	0.0	2.0	0.2	0.0	2.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.1	0.7	0.0	0.0	0.7	1.9	0.1	0.7	2.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	0.0	52.4	55.0	0.0	0.0	57.4	6.0	5.0	57.8	6.2	5.0
LnGrp LOS	D	A	D	D	A	A	E	A	A	E	A	A
Approach Vol, veh/h		28			23			553			622	
Approach Delay, s/veh		53.0			55.0			8.1			8.1	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	92.4		15.3	12.4	92.4		15.3				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.0	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+1), s	13.5	7.8		3.5	3.5	8.8		5.4				
Green Ext Time (p_c), s	0.0	7.2		0.1	0.0	8.3		0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.0
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	925	270	70	768	20	160	268	110	30	356	151
Future Volume (veh/h)	110	925	270	70	768	20	160	268	110	30	356	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	118	995	194	75	826	22	172	288	22	32	383	162
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	940	417	126	896	24	325	342	287	25	303	128
Arrive On Green	0.08	0.26	0.26	0.07	0.25	0.25	0.18	0.18	0.18	0.25	0.25	0.25
Sat Flow, veh/h	1810	3610	1601	1810	3591	96	1810	1900	1597	100	1195	506
Grp Volume(v), veh/h	118	995	194	75	415	433	172	288	22	577	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1882	1810	1900	1597	1800	0	0
Q Serve(g_s), s	7.6	30.8	12.1	4.8	26.5	26.5	10.2	17.3	1.4	30.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	30.8	12.1	4.8	26.5	26.5	10.2	17.3	1.4	30.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	0.06		0.28
Lane Grp Cap(c), veh/h	146	940	417	126	450	469	325	342	287	456	0	0
V/C Ratio(X)	0.81	1.06	0.47	0.60	0.92	0.92	0.53	0.84	0.08	1.26	0.00	0.00
Avail Cap(c_a), veh/h	382	940	417	306	458	477	459	482	405	456	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.5	43.8	36.8	53.4	43.3	43.3	44.0	46.9	40.4	44.2	0.0	0.0
Incr Delay (d2), s/veh	7.7	46.0	1.7	1.7	24.9	24.2	1.6	10.0	0.1	135.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	18.9	4.7	2.1	14.3	14.8	4.6	9.0	0.5	30.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	89.7	38.5	55.1	68.2	67.5	45.6	57.0	40.5	179.6	0.0	0.0
LnGrp LOS	E	F	D	E	E	E	D	E	D	F	A	A
Approach Vol, veh/h		1307			923			482			577	
Approach Delay, s/veh		79.5			66.8			52.2			179.6	
Approach LOS		E			E			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.7	38.3		36.5	17.0	37.0		27.8				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	20.0	30.0		30.0	25.0	30.0		30.0				
Max Q Clear Time (g_c+I1), s	6.8	32.8		32.0	9.6	28.5		19.3				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.2	1.0		1.9				

Intersection Summary

HCM 6th Ctrl Delay	89.5
HCM 6th LOS	F

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	170	290	20	50	30	110	438	20	30	546	80
Future Volume (veh/h)	190	170	290	20	50	30	110	438	20	30	546	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	198	108	23	58	6	128	509	10	35	635	35
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	257	494	258	78	424	187	160	1509	671	81	1940	600
Arrive On Green	0.14	0.22	0.22	0.04	0.12	0.12	0.09	0.42	0.42	0.04	0.37	0.37
Sat Flow, veh/h	1810	2287	1193	1810	3610	1590	1810	3610	1604	1810	5187	1604
Grp Volume(v), veh/h	221	154	152	23	58	6	128	509	10	35	635	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1675	1810	1805	1590	1810	1805	1604	1810	1729	1604
Q Serve(g_s), s	11.2	6.9	7.3	1.2	1.3	0.3	6.5	8.9	0.3	1.8	8.2	1.3
Cycle Q Clear(g_c), s	11.2	6.9	7.3	1.2	1.3	0.3	6.5	8.9	0.3	1.8	8.2	1.3
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	390	362	78	424	187	160	1509	671	81	1940	600
V/C Ratio(X)	0.86	0.40	0.42	0.29	0.14	0.03	0.80	0.34	0.01	0.43	0.33	0.06
Avail Cap(c_a), veh/h	387	482	448	387	965	425	387	1509	671	387	1940	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	31.4	31.6	43.4	37.0	36.6	41.8	18.4	15.9	43.5	20.9	18.7
Incr Delay (d2), s/veh	8.1	0.5	0.6	0.8	0.1	0.1	3.4	0.6	0.0	1.4	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	2.9	2.9	0.5	0.6	0.1	2.9	3.5	0.1	0.8	3.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	31.9	32.2	44.1	37.1	36.6	45.3	19.1	16.0	44.9	21.3	18.9
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	C	B
Approach Vol, veh/h		527			87			647			705	
Approach Delay, s/veh		38.4			39.0			24.2			22.4	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	45.6	10.5	26.7	14.8	41.5	19.8	17.5				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+1), s	13.8	10.9	3.2	9.3	8.5	10.2	13.2	3.3				
Green Ext Time (p_c), s	0.0	3.8	0.0	1.1	0.1	5.1	0.2	0.2				

Intersection Summary

HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↖	↗	↗	↖
Traffic Volume (veh/h)	50	10	72	50	10	20	71	468	30	30	866	20
Future Volume (veh/h)	50	10	72	50	10	20	71	468	30	30	866	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	11	13	57	11	3	82	538	18	34	995	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	222	196	132	444	196	117	2540	786	79	2443	56
Arrive On Green	0.07	0.12	0.12	0.07	0.12	0.12	0.06	0.49	0.49	0.04	0.47	0.47
Sat Flow, veh/h	1810	1805	1591	1810	3610	1591	1810	5187	1605	1810	5215	120
Grp Volume(v), veh/h	57	11	13	57	11	3	82	538	18	34	659	359
Grp Sat Flow(s),veh/h/ln	1810	1805	1591	1810	1805	1591	1810	1729	1605	1810	1729	1878
Q Serve(g_s), s	2.9	0.5	0.7	2.9	0.3	0.2	4.3	5.7	0.6	1.8	12.0	12.0
Cycle Q Clear(g_c), s	2.9	0.5	0.7	2.9	0.3	0.2	4.3	5.7	0.6	1.8	12.0	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	132	222	196	132	444	196	117	2540	786	79	1620	880
V/C Ratio(X)	0.43	0.05	0.07	0.43	0.02	0.02	0.70	0.21	0.02	0.43	0.41	0.41
Avail Cap(c_a), veh/h	471	676	596	471	1353	596	471	2540	786	471	1620	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	37.2	37.2	42.6	37.1	37.0	44.0	14.0	12.6	44.8	16.8	16.8
Incr Delay (d2), s/veh	0.8	0.1	0.1	0.8	0.0	0.0	2.8	0.2	0.1	1.4	0.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.2	0.3	1.3	0.1	0.1	1.9	2.1	0.2	0.8	4.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	37.2	37.4	43.4	37.1	37.0	46.8	14.1	12.7	46.2	17.5	18.2
LnGrp LOS	D	D	D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		81			71			638			1052	
Approach Delay, s/veh		41.6			42.2			18.3			18.7	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	53.5	13.5	18.3	12.7	51.5	13.5	18.3				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	25.0	45.0	25.0	36.0	25.0	45.0	25.0	36.0				
Max Q Clear Time (g_c+1), s	13.8	7.7	4.9	2.7	6.3	14.0	4.9	2.3				
Green Ext Time (p_c), s	0.0	4.5	0.1	0.1	0.1	8.5	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	70	470	460	260	330	50	230	389	100	50	908	60
Future Volume (veh/h)	70	470	460	260	330	50	230	389	100	50	908	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	490	210	271	344	18	240	405	52	52	946	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	313	730	323	364	782	435	322	1809	726	192	1616	643
Arrive On Green	0.09	0.20	0.20	0.10	0.22	0.22	0.09	0.35	0.35	0.05	0.31	0.31
Sat Flow, veh/h	3510	3610	1598	3510	3610	1599	3510	5187	1603	3510	5187	1602
Grp Volume(v), veh/h	73	490	210	271	344	18	240	405	52	52	946	23
Grp Sat Flow(s),veh/h/ln	1755	1805	1598	1755	1805	1599	1755	1729	1603	1755	1729	1602
Q Serve(g_s), s	1.9	12.1	11.6	7.2	7.9	0.8	6.4	5.3	1.8	1.4	14.8	0.8
Cycle Q Clear(g_c), s	1.9	12.1	11.6	7.2	7.9	0.8	6.4	5.3	1.8	1.4	14.8	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	730	323	364	782	435	322	1809	726	192	1616	643
V/C Ratio(X)	0.23	0.67	0.65	0.74	0.44	0.04	0.74	0.22	0.07	0.27	0.59	0.04
Avail Cap(c_a), veh/h	729	1125	498	729	1125	586	729	1809	726	729	1616	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	35.5	35.3	41.9	32.6	25.9	42.6	22.1	14.9	43.7	27.9	17.5
Incr Delay (d2), s/veh	0.3	1.3	2.7	2.3	0.5	0.0	2.6	0.3	0.2	0.6	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.1	4.5	3.1	3.3	0.3	2.8	2.1	0.6	0.6	6.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	36.8	37.9	44.2	33.1	25.9	45.2	22.4	15.1	44.2	29.5	17.7
LnGrp LOS	D	D	D	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		773			633			697			1021	
Approach Delay, s/veh		37.5			37.6			29.7			30.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	40.1	17.5	27.0	15.3	36.5	16.1	28.4				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1), s	13.4	7.3	9.2	14.1	8.4	16.8	3.9	9.9				
Green Ext Time (p_c), s	0.1	3.1	0.5	3.9	0.4	5.8	0.1	2.3				

Intersection Summary

HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶	↶	↶		↷	↷
Traffic Volume (veh/h)	0	0	0	426	0	212	510	517	0	0	1318	410
Future Volume (veh/h)	0	0	0	426	0	212	510	517	0	0	1318	410
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				470	0	46	537	544	0	0	1387	185
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				901	0	401	1014	3227	0	0	1816	443
Arrive On Green				0.25	0.00	0.25	0.10	0.21	0.00	0.00	0.28	0.28
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1596
Grp Volume(v), veh/h				470	0	46	537	544	0	0	1387	185
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1596
Q Serve(g_s), s				10.1	0.0	2.0	13.1	7.8	0.0	0.0	17.5	8.5
Cycle Q Clear(g_c), s				10.1	0.0	2.0	13.1	7.8	0.0	0.0	17.5	8.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				901	0	401	1014	3227	0	0	1816	443
V/C Ratio(X)				0.52	0.00	0.11	0.53	0.17	0.00	0.00	0.76	0.42
Avail Cap(c_a), veh/h				901	0	401	1014	3227	0	0	1816	443
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.89	0.89	0.00	0.00	0.71	0.71
Uniform Delay (d), s/veh				29.2	0.0	26.1	34.9	16.6	0.0	0.0	29.8	26.6
Incr Delay (d2), s/veh				2.2	0.0	0.6	1.8	0.1	0.0	0.0	2.2	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.6	0.0	2.1	6.3	2.9	0.0	0.0	6.7	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.3	0.0	26.7	36.6	16.7	0.0	0.0	32.0	28.6
LnGrp LOS				C	A	C	D	B	A	A	C	C
Approach Vol, veh/h					516			1081			1572	
Approach Delay, s/veh					30.9			26.6			31.6	
Approach LOS					C			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		61.8		28.2	31.0	30.8						
Change Period (Y+Rc), s		5.8		5.8	5.0	5.8						
Max Green Setting (Gmax), s		56.0		22.4	26.0	25.0						
Max Q Clear Time (g_c+I1), s		9.8		12.1	15.1	19.5						
Green Ext Time (p_c), s		3.7		1.4	0.8	3.9						

Intersection Summary

HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	0	440	0	0	0	0	957	498	509	1234	0
Future Volume (veh/h)	80	0	440	0	0	0	0	957	498	509	1234	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	55	0	363				0	997	168	530	1285	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	611	0	1088				0	2106	515	546	2766	0
Arrive On Green	0.34	0.00	0.34				0.00	0.32	0.32	0.21	0.71	0.00
Sat Flow, veh/h	1810	0	3220				0	6802	1598	3510	5358	0
Grp Volume(v), veh/h	55	0	363				0	997	168	530	1285	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1598	1755	1729	0
Q Serve(g_s), s	1.9	0.0	7.6				0.0	11.0	7.2	13.5	9.7	0.0
Cycle Q Clear(g_c), s	1.9	0.0	7.6				0.0	11.0	7.2	13.5	9.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	611	0	1088				0	2106	515	546	2766	0
V/C Ratio(X)	0.09	0.00	0.33				0.00	0.47	0.33	0.97	0.46	0.00
Avail Cap(c_a), veh/h	611	0	1088				0	2106	515	546	2766	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.60	0.60	0.00
Uniform Delay (d), s/veh	20.4	0.0	22.2				0.0	24.4	23.1	35.5	7.5	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.8				0.0	0.8	1.7	23.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.9				0.0	4.0	2.7	6.9	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	0.0	23.1				0.0	25.2	24.8	59.0	7.8	0.0
LnGrp LOS	C	A	C				A	C	C	E	A	A
Approach Vol, veh/h		418						1165			1815	
Approach Delay, s/veh		22.7						25.1			22.8	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	19.0	34.8					53.8	36.2				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	14.0	29.0					48.0	30.4				
Max Q Clear Time (g_c+1/5), s	11.5	13.0					11.7	9.6				
Green Ext Time (p_c), s	0.0	6.3					10.7	1.6				

Intersection Summary

HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	300	0	490	0	2633	0	0	1986	1098	0	0
Future Volume (veh/h)	300	0	490	0	2633	0	0	1986	1098	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	316	316	475	0	2772	0	0	2495	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	563	563	1002	0	3791	0	0	4408			
Arrive On Green	0.31	0.31	0.31	0.00	0.58	0.00	0.00	0.58	0.00		
Sat Flow, veh/h	1810	1810	3220	0	7068	0	0	7600	1610		
Grp Volume(v), veh/h	316	316	475	0	2772	0	0	2495	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	0	0	1900	1610		
Q Serve(g_s), s	14.6	14.6	11.9	0.0	30.9	0.0	0.0	20.5	0.0		
Cycle Q Clear(g_c), s	14.6	14.6	11.9	0.0	30.9	0.0	0.0	20.5	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	563	563	1002	0	3791	0	0	4408			
V/C Ratio(X)	0.56	0.56	0.47	0.00	0.73	0.00	0.00	0.57			
Avail Cap(c_a), veh/h	563	563	1002	0	3791	0	0	4408			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	28.8	28.8	27.8	0.0	15.3	0.0	0.0	13.1	0.0		
Incr Delay (d2), s/veh	4.0	4.0	1.6	0.0	1.3	0.0	0.0	0.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.8	6.8	4.7	0.0	10.1	0.0	0.0	7.9	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	32.8	32.8	29.5	0.0	16.6	0.0	0.0	13.7	0.0		
LnGrp LOS	C	C	C	A	B	A	A	B			
Approach Vol, veh/h	791	791			2772			2495	A		
Approach Delay, s/veh	30.8	30.8			16.6			13.7			
Approach LOS	C	C			B			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	63.8		36.2		63.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	58.0		31.1		58.0						
Max Q Clear Time (g_c+I1), s	32.9		16.6		22.5						
Green Ext Time (p_c), s	17.7		1.5		19.7						

Intersection Summary

HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	641	0	287	0	2830	937	0	1727	0	0	0
Future Volume (veh/h)	641	0	287	0	2830	937	0	1727	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	668	668	278	0	2948	0	0	1799	0		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	581	581	1034	0	3726		0	3726	0		
Arrive On Green	0.32	0.32	0.32	0.00	0.57	0.00	0.00	0.57	0.00		
Sat Flow, veh/h	1810	1810	3220	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	668	668	278	0	2948	0	0	1799	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	1610	0	1634	0		
Q Serve(g_s), s	32.1	32.1	6.4	0.0	35.3	0.0	0.0	16.3	0.0		
Cycle Q Clear(g_c), s	32.1	32.1	6.4	0.0	35.3	0.0	0.0	16.3	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	581	581	1034	0	3726		0	3726	0		
V/C Ratio(X)	1.15	1.15	0.27	0.00	0.79		0.00	0.48	0.00		
Avail Cap(c_a), veh/h	581	581	1034	0	3726		0	3726	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.24	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	33.9	33.9	25.2	0.0	16.8	0.0	0.0	12.8	0.0		
Incr Delay (d2), s/veh	86.1	86.1	0.6	0.0	0.4	0.0	0.0	0.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	27.5	27.5	2.5	0.0	12.3	0.0	0.0	5.5	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	120.1	120.1	25.9	0.0	17.3	0.0	0.0	13.2	0.0		
LnGrp LOS	F	F	C	A	B		A	B	A		
Approach Vol, veh/h	946	946			2948	A		1799			
Approach Delay, s/veh	92.4	92.4			17.3			13.2			
Approach LOS	F	F			B			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	62.8		37.2		62.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	57.0		32.1		57.0						
Max Q Clear Time (g_c+I1), s	37.3		34.1		18.3						
Green Ext Time (p_c), s	16.7		0.0		11.7						

Intersection Summary

HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖↗	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	430	100	220	70	60	300	70	3037	130	210	1683	130
Future Volume (veh/h)	430	100	220	70	60	300	70	3037	130	210	1683	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	443	103	38	72	62	32	72	3131	67	216	1735	72
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	464	219	184	259	109	162	188	3540	870	268	3688	906
Arrive On Green	0.13	0.12	0.12	0.07	0.06	0.06	0.05	0.54	0.54	0.08	0.56	0.56
Sat Flow, veh/h	3510	1900	1589	3510	1900	2834	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	443	103	38	72	62	32	72	3131	67	216	1735	72
Grp Sat Flow(s),veh/h/ln	1755	1900	1589	1755	1900	1417	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	17.5	7.1	3.0	2.7	4.5	1.5	2.8	59.0	2.8	8.5	22.0	2.9
Cycle Q Clear(g_c), s	17.5	7.1	3.0	2.7	4.5	1.5	2.8	59.0	2.8	8.5	22.0	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	219	184	259	109	162	188	3540	870	268	3688	906
V/C Ratio(X)	0.95	0.47	0.21	0.28	0.57	0.20	0.38	0.88	0.08	0.81	0.47	0.08
Avail Cap(c_a), veh/h	464	387	324	464	387	577	602	3540	870	602	3688	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.23	0.23	0.23	0.88	0.88	0.88
Uniform Delay (d), s/veh	60.3	57.9	56.1	61.3	64.3	62.9	64.0	28.2	15.3	63.7	18.1	13.9
Incr Delay (d2), s/veh	30.3	0.6	0.2	0.2	1.7	0.2	0.1	0.9	0.0	1.9	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	3.4	1.2	1.2	2.2	0.5	1.2	21.7	1.0	3.8	8.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.6	58.5	56.3	61.5	66.1	63.2	64.1	29.1	15.4	65.6	18.5	14.1
LnGrp LOS	F	E	E	E	E	E	E	C	B	E	B	B
Approach Vol, veh/h		584			166			3270			2023	
Approach Delay, s/veh		82.7			63.5			29.6			23.4	
Approach LOS		F			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.7	82.8	16.8	22.7	14.5	86.0	25.0	14.5				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	24.0	42.0	18.5	28.5	24.0	42.0	18.5	28.5				
Max Q Clear Time (g_c+10), s	110.5	61.0	4.7	9.1	4.8	24.0	19.5	6.5				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.2	0.1	9.8	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↓		↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	400	504	590	154	519	524	465	2332	40	119	1694	160
Future Volume (veh/h)	400	504	590	154	519	524	465	2332	40	119	1694	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	404	509	487	156	524	274	470	2356	15	120	1711	71
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	463	523	464	210	785	350	528	2541	624	172	1877	460
Arrive On Green	0.13	0.29	0.29	0.06	0.22	0.22	0.15	0.39	0.39	0.05	0.29	0.29
Sat Flow, veh/h	3510	1805	1602	3510	3610	1610	3510	6536	1604	3510	6536	1602
Grp Volume(v), veh/h	404	509	487	156	524	274	470	2356	15	120	1711	71
Grp Sat Flow(s),veh/h/ln	1755	1805	1602	1755	1805	1610	1755	1634	1604	1755	1634	1602
Q Serve(g_s), s	15.6	38.5	40.0	6.0	18.3	22.2	18.1	47.6	0.8	4.6	34.9	4.6
Cycle Q Clear(g_c), s	15.6	38.5	40.0	6.0	18.3	22.2	18.1	47.6	0.8	4.6	34.9	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	463	523	464	210	785	350	528	2541	624	172	1877	460
V/C Ratio(X)	0.87	0.97	1.05	0.74	0.67	0.78	0.89	0.93	0.02	0.70	0.91	0.15
Avail Cap(c_a), veh/h	763	523	464	763	1046	466	763	2541	624	763	1893	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.8	48.5	49.0	63.9	49.4	50.9	57.5	40.3	26.0	64.7	47.5	36.7
Incr Delay (d2), s/veh	3.4	32.5	55.4	2.0	1.0	6.1	7.1	6.7	0.0	1.9	7.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	21.5	22.6	2.7	8.1	9.3	8.3	19.1	0.3	2.1	14.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	81.0	104.4	65.9	50.4	57.1	64.6	47.0	26.1	66.6	54.7	36.9
LnGrp LOS	E	F	F	E	D	E	E	D	C	E	D	D
Approach Vol, veh/h		1400			954			2841			1902	
Approach Delay, s/veh		83.7			54.9			49.8			54.8	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	64.3	61.2	15.2	47.4	28.3	47.2	25.2	37.4				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+1), s	10.6	49.6	8.0	42.0	20.1	36.9	17.6	24.2				
Green Ext Time (p_c), s	0.2	0.0	0.2	0.0	0.6	2.7	0.6	3.6				

Intersection Summary

HCM 6th Ctrl Delay	58.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗		↖ ↑ ↗	↖ ↗	↑			↖ ↗	
Traffic Volume (veh/h)	10	587	10	30	621	30	10	0	50	50	0	10
Future Volume (veh/h)	10	587	10	30	621	30	10	0	50	50	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	725	11	37	767	11	12	0	29	62	0	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	32	1599	24	79	1191	531	628	0	571	583	0	0
Arrive On Green	0.02	0.30	0.30	0.04	0.33	0.33	0.35	0.00	0.35	0.35	0.00	0.00
Sat Flow, veh/h	1810	5264	80	1810	3610	1610	1440	0	1610	1356	0	0
Grp Volume(v), veh/h	12	476	260	37	767	11	12	0	29	62	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1886	1810	1805	1610	1440	0	1610	1356	0	0
Q Serve(g_s), s	0.5	7.8	7.9	1.4	12.7	0.3	0.0	0.0	0.8	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.5	7.8	7.9	1.4	12.7	0.3	0.3	0.0	0.8	3.0	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	32	1051	573	79	1191	531	628	0	571	583	0	0
V/C Ratio(X)	0.37	0.45	0.45	0.47	0.64	0.02	0.02	0.00	0.05	0.11	0.00	0.00
Avail Cap(c_a), veh/h	385	3187	1738	385	3327	1484	628	0	571	583	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.2	19.8	19.8	32.9	20.1	15.9	14.8	0.0	15.0	15.9	0.0	0.0
Incr Delay (d2), s/veh	7.0	0.4	0.8	4.2	0.8	0.0	0.1	0.0	0.2	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.8	3.2	0.7	4.8	0.1	0.1	0.0	0.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	20.3	20.6	37.1	20.9	16.0	14.8	0.0	15.1	16.3	0.0	0.0
LnGrp LOS	D	C	C	D	C	B	B	A	B	B	A	A
Approach Vol, veh/h		748			815			41			62	
Approach Delay, s/veh		20.7			21.6			15.0			16.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.0	10.1	28.4		32.0	8.3	30.3				
Change Period (Y+Rc), s		7.0	7.0	7.0		7.0	7.0	7.0				
Max Green Setting (Gmax), s		25.0	15.0	65.0		25.0	15.0	65.0				
Max Q Clear Time (g_c+1), s		2.8	3.4	9.9		5.0	2.5	14.7				
Green Ext Time (p_c), s		0.1	0.0	7.4		0.2	0.0	8.5				

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	
Traffic Volume (veh/h)	0	627	60	80	611	10	70	0	60	10	0	10
Future Volume (veh/h)	0	627	60	80	611	10	70	0	60	10	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	755	61	96	736	12	84	0	31	12	0	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	3001	241	125	1417	23	220	0	133	134	0	0
Arrive On Green	0.00	0.61	0.61	0.07	0.76	0.76	0.08	0.00	0.08	0.08	0.00	0.00
Sat Flow, veh/h	1810	4892	393	1810	1864	30	1654	0	1582	643	0	0
Grp Volume(v), veh/h	0	533	283	96	0	748	84	0	31	12	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1827	1810	0	1895	1654	0	1582	643	0	0
Q Serve(g_s), s	0.0	6.3	6.4	4.7	0.0	14.1	0.0	0.0	1.6	0.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.3	6.4	4.7	0.0	14.1	4.1	0.0	1.6	4.8	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	2121	1121	125	0	1440	220	0	133	134	0	0
V/C Ratio(X)	0.00	0.25	0.25	0.77	0.00	0.52	0.38	0.00	0.23	0.09	0.00	0.00
Avail Cap(c_a), veh/h	322	2121	1121	322	0	1440	684	0	650	586	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.9	8.0	41.2	0.0	4.3	39.6	0.0	38.5	41.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.5	9.6	0.0	1.3	1.1	0.0	0.9	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	2.2	2.3	0.0	3.5	1.8	0.0	0.6	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.2	8.4	50.8	0.0	5.6	40.7	0.0	39.4	42.2	0.0	0.0
LnGrp LOS	A	A	A	D	A	A	D	A	D	D	A	A
Approach Vol, veh/h	816		844		115		12					
Approach Delay, s/veh	8.3		10.8		40.3		42.2					
Approach LOS	A		B		D		D					
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	14.6	13.2	62.2		14.6	0.0	75.4					
Change Period (Y+Rc), s	7.0	7.0	7.0		7.0	7.0	7.0					
Max Green Setting (Gmax), s	37.0	16.0	16.0		37.0	16.0	16.0					
Max Q Clear Time (g_c+1), s	6.1	6.7	8.4		6.8	0.0	16.1					
Green Ext Time (p_c), s	0.6	0.1	2.9		0.0	0.0	0.0					

Intersection Summary

HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Volume (veh/h)	437	361	50	399	283	159	50	2158	222	233	1877	358
Future Volume (veh/h)	437	361	50	399	283	159	50	2158	222	233	1877	358
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	446	368	13	407	289	41	51	2202	65	238	1915	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	435	638	196	435	444	198	123	2105	516	242	2536	
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.07	0.32	0.32	0.13	0.39	0.00
Sat Flow, veh/h	3510	5187	1591	3510	3610	1610	1810	6536	1603	1810	6536	1610
Grp Volume(v), veh/h	446	368	13	407	289	41	51	2202	65	238	1915	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1591	1755	1805	1610	1810	1634	1603	1810	1634	1610
Q Serve(g_s), s	12.5	6.8	0.7	11.6	7.7	2.3	2.7	32.5	2.9	13.2	25.6	0.0
Cycle Q Clear(g_c), s	12.5	6.8	0.7	11.6	7.7	2.3	2.7	32.5	2.9	13.2	25.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	435	638	196	435	444	198	123	2105	516	242	2536	
V/C Ratio(X)	1.03	0.58	0.07	0.94	0.65	0.21	0.42	1.05	0.13	0.98	0.76	
Avail Cap(c_a), veh/h	435	1619	496	435	1127	503	206	2105	516	242	2536	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.2	41.8	39.1	43.8	42.2	39.8	45.1	34.2	24.2	43.6	26.7	0.0
Incr Delay (d2), s/veh	49.9	0.8	0.1	27.4	1.6	0.5	0.8	33.0	0.1	52.8	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	2.8	0.3	6.5	3.4	0.9	1.2	16.5	1.1	9.1	9.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.1	42.6	39.3	71.2	43.8	40.3	45.9	67.2	24.3	96.4	28.1	0.0
LnGrp LOS	F	D	D	E	D	D	D	F	C	F	C	
Approach Vol, veh/h		827			737			2318			2153	A
Approach Delay, s/veh		70.3			58.7			65.5			35.7	
Approach LOS		E			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	40.0	20.0	19.9	14.3	46.7	20.0	19.9				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	13.5	32.5	12.5	31.5	11.5	34.5	12.5	31.5				
Max Q Clear Time (g_c+1/2), s	11.2	34.5	13.6	8.8	4.7	27.6	14.5	9.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	5.8	0.0	1.7				

Intersection Summary

HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗ ↘	↖ ↗ ↘		↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗
Traffic Volume (veh/h)	50	867	20	10	730	36	10	10	10	52	0	91
Future Volume (veh/h)	50	867	20	10	730	36	10	10	10	52	0	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	903	18	10	760	12	10	10	6	54	0	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	401	2327	46	394	1605	712	514	262	157	515	449	378
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.24	0.24	0.24	0.24	0.00	0.24
Sat Flow, veh/h	708	5234	104	616	3610	1601	1367	1109	666	1411	1900	1600
Grp Volume(v), veh/h	52	596	325	10	760	12	10	0	16	54	0	51
Grp Sat Flow(s),veh/h/ln	708	1729	1881	616	1805	1601	1367	0	1775	1411	1900	1600
Q Serve(g_s), s	2.1	4.4	4.4	0.4	5.6	0.2	0.2	0.0	0.3	1.2	0.0	0.9
Cycle Q Clear(g_c), s	7.7	4.4	4.4	4.8	5.6	0.2	0.2	0.0	0.3	1.4	0.0	0.9
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	401	1537	836	394	1605	712	514	0	419	515	449	378
V/C Ratio(X)	0.13	0.39	0.39	0.03	0.47	0.02	0.02	0.00	0.04	0.10	0.00	0.13
Avail Cap(c_a), veh/h	746	3220	1751	693	3361	1491	1101	0	1181	1120	1264	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	7.0	7.0	8.6	7.3	5.8	11.0	0.0	11.1	11.6	0.0	11.3
Incr Delay (d2), s/veh	0.1	0.2	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.9	0.0	1.1	0.0	0.1	0.0	0.1	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	7.2	7.3	8.6	7.6	5.9	11.1	0.0	11.1	11.7	0.0	11.5
LnGrp LOS	B	A	A	A	A	A	B	A	B	B	A	B
Approach Vol, veh/h		973			782			26			105	
Approach Delay, s/veh		7.4			7.6			11.1			11.6	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		23.7		13.9		23.7				
Change Period (Y+Rc), s		5.0		7.0		5.0		7.0				
Max Green Setting (Gmax), s		25.0		35.0		25.0		35.0				
Max Q Clear Time (g_c+11), s		2.3		9.7		3.4		7.6				
Green Ext Time (p_c), s		0.1		6.3		0.3		5.3				

Intersection Summary

HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖	↖	↗	↖↗	↑	↗
Traffic Volume (veh/h)	80	819	30	30	651	299	20	40	80	360	30	104
Future Volume (veh/h)	80	819	30	30	651	299	20	40	80	360	30	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	853	9	31	678	0	21	42	23	375	31	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	2360	729	76	1548		66	118	65	312	296	248
Arrive On Green	0.07	0.45	0.45	0.03	0.29	0.00	0.04	0.10	0.10	0.09	0.16	0.16
Sat Flow, veh/h	1810	5187	1601	1810	3610	1610	1810	1148	628	3510	1900	1595
Grp Volume(v), veh/h	83	853	9	31	678	0	21	0	65	375	31	35
Grp Sat Flow(s),veh/h/ln	1810	1729	1601	1810	1805	1610	1810	0	1776	1755	1900	1595
Q Serve(g_s), s	4.0	9.7	0.3	1.5	13.8	0.0	1.0	0.0	3.1	8.0	1.3	1.7
Cycle Q Clear(g_c), s	4.0	9.7	0.3	1.5	13.8	0.0	1.0	0.0	3.1	8.0	1.3	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	123	2360	729	76	1548		66	0	183	312	296	248
V/C Ratio(X)	0.67	0.36	0.01	0.41	0.44		0.32	0.00	0.36	1.20	0.10	0.14
Avail Cap(c_a), veh/h	161	2360	729	161	1548		161	0	395	312	422	354
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.97	0.97	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	16.0	13.4	42.6	23.2	0.0	42.3	0.0	37.6	41.0	32.6	32.8
Incr Delay (d2), s/veh	7.3	0.4	0.0	4.1	0.9	0.0	1.0	0.0	0.9	117.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.5	0.1	0.7	6.1	0.0	0.5	0.0	1.3	8.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	16.4	13.5	46.7	24.1	0.0	43.3	0.0	38.4	158.4	32.7	33.0
LnGrp LOS	D	B	B	D	C		D	A	D	F	C	C
Approach Vol, veh/h		945			709	A		86			441	
Approach Delay, s/veh		19.2			25.1			39.6			139.6	
Approach LOS		B			C			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	16.3	10.8	47.9	10.3	21.0	13.1	45.6				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	20.0	20.0	8.0	26.0	8.0	20.0	8.0	26.0				
Max Q Clear Time (g_c+fl), s	5.1	5.1	3.5	11.7	3.0	3.7	6.0	15.8				
Green Ext Time (p_c), s	0.0	0.1	0.0	5.4	0.0	0.1	0.0	3.5				

Intersection Summary

HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗			↖ ↑	↑ ↗		↖ ↑	↑ ↗	
Traffic Volume (veh/h)	40	1219	30	60	861	30	40	40	130	60	30	40
Future Volume (veh/h)	40	1219	30	60	861	30	40	40	130	60	30	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	1270	29	62	897	28	42	42	53	62	31	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	3162	72	80	3175	99	236	230	202	207	295	148
Arrive On Green	0.07	1.00	1.00	0.04	0.61	0.61	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	5217	119	1810	5167	161	1364	1805	1591	1309	2316	1164
Grp Volume(v), veh/h	42	842	457	62	600	325	42	42	53	62	24	24
Grp Sat Flow(s),veh/h/ln	1810	1729	1878	1810	1729	1871	1364	1805	1591	1309	1805	1674
Q Serve(g_s), s	2.0	0.0	0.0	3.1	7.3	7.3	2.5	1.9	2.7	4.0	1.0	1.2
Cycle Q Clear(g_c), s	2.0	0.0	0.0	3.1	7.3	7.3	3.7	1.9	2.7	6.7	1.0	1.2
Prop In Lane	1.00		0.06	1.00		0.09	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	65	2096	1138	80	2125	1149	236	230	202	207	230	213
V/C Ratio(X)	0.64	0.40	0.40	0.77	0.28	0.28	0.18	0.18	0.26	0.30	0.10	0.11
Avail Cap(c_a), veh/h	201	2096	1138	281	2125	1149	502	582	513	463	582	539
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	0.0	42.5	8.1	8.1	36.4	35.1	35.5	38.5	34.7	34.8
Incr Delay (d2), s/veh	2.9	0.4	0.8	5.0	0.3	0.5	0.4	0.4	0.7	0.8	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.1	0.3	1.4	2.3	2.6	0.8	0.8	1.1	1.3	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	0.4	0.8	47.5	8.4	8.6	36.8	35.5	36.1	39.3	34.9	35.0
LnGrp LOS	D	A	A	D	A	A	D	D	D	D	C	D
Approach Vol, veh/h		1341			987			137			110	
Approach Delay, s/veh		1.9			10.9			36.1			37.4	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.4	11.0	61.5		17.4	10.3	62.3				
Change Period (Y+Rc), s		6.0	7.0	7.0		6.0	7.0	7.0				
Max Green Setting (Gmax), s		29.0	14.0	27.0		29.0	10.0	31.0				
Max Q Clear Time (g_c+I1), s		5.7	5.1	2.0		8.7	4.0	9.3				
Green Ext Time (p_c), s		0.5	0.0	12.4		0.3	0.0	7.9				
Intersection Summary												
HCM 6th Ctrl Delay				8.7								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	140	1059	140	390	651	144	170	926	430	240	1007	70
Future Volume (veh/h)	140	1059	140	390	651	144	170	926	430	240	1007	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	1115	38	411	685	132	179	975	210	253	1060	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	315	1415	439	481	1401	267	288	1310	407	320	1358	566
Arrive On Green	0.09	0.27	0.27	0.14	0.32	0.32	0.08	0.25	0.25	0.09	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	3510	4375	833	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	147	1115	38	411	540	277	179	975	210	253	1060	30
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1750	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	4.8	24.2	2.1	13.9	15.3	15.6	6.0	21.1	13.7	8.6	23.1	1.5
Cycle Q Clear(g_c), s	4.8	24.2	2.1	13.9	15.3	15.6	6.0	21.1	13.7	8.6	23.1	1.5
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	1415	439	481	1107	560	288	1310	407	320	1358	566
V/C Ratio(X)	0.47	0.79	0.09	0.85	0.49	0.49	0.62	0.74	0.52	0.79	0.78	0.05
Avail Cap(c_a), veh/h	721	1704	529	721	1136	575	721	1704	529	721	1704	673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	41.0	33.0	51.3	33.3	33.4	54.1	41.9	39.1	54.2	41.7	26.1
Incr Delay (d2), s/veh	0.8	2.3	0.1	5.6	0.4	0.8	1.6	1.5	1.2	3.3	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	10.3	0.8	6.3	6.3	6.5	2.6	8.8	5.4	3.8	9.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	43.3	33.1	57.0	33.7	34.3	55.7	43.3	40.3	57.5	43.7	26.1
LnGrp LOS	D	D	C	E	C	C	E	D	D	E	D	C
Approach Vol, veh/h		1300			1228			1364			1343	
Approach Delay, s/veh		44.1			41.6			44.5			45.9	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	38.3	24.2	40.7	17.5	39.4	18.4	46.5				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+10), s	11.0	23.1	15.9	26.2	8.0	25.1	6.8	17.6				
Green Ext Time (p_c), s	0.5	7.4	0.8	7.0	0.4	6.8	0.3	6.0				

Intersection Summary

HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	130	1613	6	74	957	50	48	20	135	420	10	140
Future Volume (veh/h)	130	1613	6	74	957	50	48	20	135	420	10	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	1734	6	80	1029	51	52	22	39	452	11	60
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	1965	7	139	1776	88	107	173	144	428	510	430
Arrive On Green	0.09	0.37	0.37	0.08	0.35	0.35	0.06	0.09	0.09	0.24	0.27	0.27
Sat Flow, veh/h	1810	5336	18	1810	5061	251	1810	1900	1584	1810	1900	1601
Grp Volume(v), veh/h	140	1124	616	80	703	377	52	22	39	452	11	60
Grp Sat Flow(s),veh/h/ln	1810	1729	1897	1810	1729	1854	1810	1900	1584	1810	1900	1601
Q Serve(g_s), s	8.0	32.1	32.1	4.5	17.5	17.5	2.9	1.1	2.4	25.0	0.5	3.0
Cycle Q Clear(g_c), s	8.0	32.1	32.1	4.5	17.5	17.5	2.9	1.1	2.4	25.0	0.5	3.0
Prop In Lane	1.00		0.01	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	171	1273	698	139	1213	650	107	173	144	428	510	430
V/C Ratio(X)	0.82	0.88	0.88	0.57	0.58	0.58	0.49	0.13	0.27	1.06	0.02	0.14
Avail Cap(c_a), veh/h	342	1309	718	342	1309	702	342	360	300	428	510	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	31.3	31.3	47.1	27.9	28.0	48.2	44.2	44.7	40.3	28.4	29.4
Incr Delay (d2), s/veh	3.7	7.4	12.4	1.4	0.6	1.2	1.3	0.2	0.7	59.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	13.8	16.1	2.0	6.9	7.6	1.4	0.5	1.0	18.1	0.2	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	38.6	43.7	48.5	28.6	29.2	49.4	44.4	45.5	99.4	28.5	29.5
LnGrp LOS	D	D	D	D	C	C	D	D	D	F	C	C
Approach Vol, veh/h	1880				1160		113				523	
Approach Delay, s/veh	41.2				30.1		47.1				89.9	
Approach LOS	D				C		D				F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	14.6	15.1	45.9	11.3	33.4	17.0	44.1				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	25.0	20.0	20.0	40.0	20.0	25.0	20.0	40.0				
Max Q Clear Time (g_c+Y), s	27.0	4.4	6.5	34.1	4.9	5.0	10.0	19.5				
Green Ext Time (p_c), s	0.0	0.1	0.1	4.8	0.0	0.1	0.1	7.9				

Intersection Summary

HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1597	631	530	707	0	0	0	0	250	0	436
Future Volume (veh/h)	0	1597	631	530	707	0	0	0	0	250	0	436
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1681	311	558	744	0				304	0	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1963	552	741	3170	0				885	0	394
Arrive On Green	0.00	0.34	0.34	0.07	0.20	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	5700	1603	3510	5358	0				3619	0	1610
Grp Volume(v), veh/h	0	1681	311	558	744	0				304	0	88
Grp Sat Flow(s),veh/h/ln	0	1900	1603	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	24.7	14.2	14.0	10.8	0.0				6.2	0.0	3.9
Cycle Q Clear(g_c), s	0.0	24.7	14.2	14.0	10.8	0.0				6.2	0.0	3.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1963	552	741	3170	0				885	0	394
V/C Ratio(X)	0.00	0.86	0.56	0.75	0.23	0.00				0.34	0.00	0.22
Avail Cap(c_a), veh/h	0	1963	552	741	3170	0				885	0	394
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.30	0.30	0.84	0.84	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.4	24.0	39.6	18.3	0.0				28.0	0.0	27.2
Incr Delay (d2), s/veh	0.0	1.6	1.3	5.9	0.1	0.0				1.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.5	5.1	7.1	4.5	0.0				2.8	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.0	25.2	45.5	18.4	0.0				29.1	0.0	28.5
LnGrp LOS		A	C	C	D	B	A			C	A	C
Approach Vol, veh/h		1992			1302					392		
Approach Delay, s/veh		28.4			30.0					29.0		
Approach LOS		C			C					C		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.0	37.5		28.5		61.5						
Change Period (Y+Rc), s	5.0	6.5		6.5		6.5						
Max Green Setting (Gmax), s	19.0	31.0		22.0		55.0						
Max Q Clear Time (g_c+110), s	11.0	26.7		8.2		12.8						
Green Ext Time (p_c), s	0.4	3.6		1.2		4.2						

Intersection Summary

HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
 Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	616	1221	0	0	1111	540	125	0	290	0	0	0
Future Volume (veh/h)	616	1221	0	0	1111	540	125	0	290	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	642	1272	0	0	1157	266	180	0	97			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	702	3458	0	0	2132	662	684	0	304			
Arrive On Green	0.20	0.67	0.00	0.00	0.41	0.41	0.19	0.00	0.19			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	642	1272	0	0	1157	266	180	0	97			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	16.1	9.7	0.0	0.0	15.2	10.5	3.8	0.0	4.7			
Cycle Q Clear(g_c), s	16.1	9.7	0.0	0.0	15.2	10.5	3.8	0.0	4.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	702	3458	0	0	2132	662	684	0	304			
V/C Ratio(X)	0.91	0.37	0.00	0.00	0.54	0.40	0.26	0.00	0.32			
Avail Cap(c_a), veh/h	702	3458	0	0	2132	662	684	0	304			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.2	6.6	0.0	0.0	20.1	18.7	31.2	0.0	31.5			
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.0	1.0	1.8	0.9	0.0	2.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.7	2.7	0.0	0.0	5.7	3.9	1.7	0.0	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	6.7	0.0	0.0	21.1	20.5	32.1	0.0	34.3			
LnGrp LOS	D	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		1914			1423			277				
Approach Delay, s/veh		17.0			21.0			32.8				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.5			23.0	43.5		23.5				
Change Period (Y+Rc), s		6.5			5.0	6.5		6.5				
Max Green Setting (Gmax), s		60.0			18.0	37.0		17.0				
Max Q Clear Time (g_c+I1), s		11.7			18.1	17.2		6.7				
Green Ext Time (p_c), s		8.7			0.0	8.5		0.5				

Intersection Summary

HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	1280	90	320	890	200	190	1300	160	380	960	220
Future Volume (veh/h)	430	1280	90	320	890	200	190	1300	160	380	960	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	453	1347	26	337	937	103	200	1368	151	400	1011	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1339	26	227	1212	133	358	1195	132	321	1313	405
Arrive On Green	0.13	0.26	0.26	0.13	0.26	0.26	0.13	0.25	0.25	0.13	0.25	0.25
Sat Flow, veh/h	1810	5238	101	1810	4741	520	1810	4737	523	1810	5187	1601
Grp Volume(v), veh/h	453	889	484	337	683	357	200	999	520	400	1011	61
Grp Sat Flow(s),veh/h/ln	1810	1729	1881	1810	1729	1803	1810	1729	1802	1810	1729	1601
Q Serve(g_s), s	11.3	23.0	23.0	11.3	16.5	16.6	6.9	22.7	22.7	12.0	16.3	2.7
Cycle Q Clear(g_c), s	11.3	23.0	23.0	11.3	16.5	16.6	6.9	22.7	22.7	12.0	16.3	2.7
Prop In Lane	1.00		0.05	1.00		0.29	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	227	884	481	227	884	461	358	872	455	321	1313	405
V/C Ratio(X)	1.99	1.01	1.01	1.48	0.77	0.78	0.56	1.14	1.14	1.25	0.77	0.15
Avail Cap(c_a), veh/h	227	884	481	227	884	461	360	872	455	321	1313	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	33.5	33.5	39.3	31.1	31.1	21.4	33.6	33.7	23.7	31.2	26.1
Incr Delay (d2), s/veh	462.6	31.8	42.6	237.1	4.0	7.6	2.4	78.7	88.3	133.7	4.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	33.9	12.7	15.3	19.7	6.8	7.6	2.9	18.5	20.5	16.6	7.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	502.0	65.3	76.1	276.5	35.1	38.7	23.8	112.4	122.0	157.5	35.6	26.9
LnGrp LOS	F	F	F	F	D	D	C	F	F	F	D	C
Approach Vol, veh/h		1826			1377			1719			1472	
Approach Delay, s/veh		176.5			95.1			105.0			68.3	
Approach LOS		F			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	28.5	16.0	28.8	16.6	28.6	16.0	28.8				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.7	* 11	23.0	* 12	22.7	* 11	23.0				
Max Q Clear Time (g_c+I1), s	14.0	24.7	13.3	25.0	8.9	18.3	13.3	18.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.2	3.6	0.0	2.8				
Intersection Summary												
HCM 6th Ctrl Delay				114.8								
HCM 6th LOS				F								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗				↕			↕	
Traffic Volume (veh/h)	60	1570	70	60	1180	50	50	150	60	60	140	50
Future Volume (veh/h)	60	1570	70	60	1180	50	50	150	60	60	140	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No				No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	1653	42	63	1242	29	53	158	48	63	147	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	2776	71	99	2782	65	126	250	69	143	239	58
Arrive On Green	0.05	0.53	0.53	0.05	0.53	0.53	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	5202	132	1810	5214	122	253	1193	329	320	1140	278
Grp Volume(v), veh/h	63	1099	596	63	824	447	259	0	0	250	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1876	1810	1729	1877	1775	0	0	1739	0	0
Q Serve(g_s), s	2.0	12.9	12.9	2.0	8.6	8.6	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	12.9	12.9	2.0	8.6	8.6	7.6	0.0	0.0	7.5	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.06	0.20		0.19	0.25		0.16
Lane Grp Cap(c), veh/h	99	1845	1001	99	1845	1002	445	0	0	440	0	0
V/C Ratio(X)	0.64	0.60	0.60	0.64	0.45	0.45	0.58	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	168	2079	1128	196	2131	1157	824	0	0	810	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.4	9.4	9.4	27.4	8.5	8.5	21.5	0.0	0.0	21.4	0.0	0.0
Incr Delay (d2), s/veh	13.8	0.7	1.3	13.8	0.4	0.7	2.6	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.5	4.0	1.2	2.3	2.6	3.3	0.0	0.0	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	10.1	10.7	41.2	8.8	9.1	24.1	0.0	0.0	23.9	0.0	0.0
LnGrp LOS	D	B	B	D	A	A	C	A	A	C	A	A
Approach Vol, veh/h	1758				1334		259				250	
Approach Delay, s/veh	11.5				10.5		24.1				23.9	
Approach LOS	B				B		C				C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	7.2	35.6	16.4		7.2	35.6	16.4					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	4.0	35.6	26.0		5.5	36.5	26.0					
Max Q Clear Time (g_c+14), s	14.0	14.9	9.5		4.0	10.6	9.6					
Green Ext Time (p_c), s	0.0	16.7	2.3		0.0	15.5	2.4					
Intersection Summary												
HCM 6th Ctrl Delay			12.9									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
 3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗			↖ ↗	↖ ↗		↖ ↑↑ ↗	↖ ↑↑ ↗	
Traffic Volume (veh/h)	210	1390	90	50	980	60	100	450	90	100	280	320
Future Volume (veh/h)	210	1390	90	50	980	60	100	450	90	100	280	320
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	1463	46	53	1032	27	105	474	88	105	295	160
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	5244	165	103	5053	132	226	415	77	80	607	321
Arrive On Green	0.10	1.00	1.00	0.11	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	5166	162	1810	5197	136	949	1557	289	862	2278	1203
Grp Volume(v), veh/h	221	979	530	53	686	373	105	0	562	105	232	223
Grp Sat Flow(s),veh/h/ln	1810	1729	1870	1810	1729	1875	949	0	1846	862	1805	1675
Q Serve(g_s), s	9.0	0.0	0.0	2.5	0.0	0.0	9.5	0.0	24.0	0.0	9.7	10.1
Cycle Q Clear(g_c), s	9.0	0.0	0.0	2.5	0.0	0.0	19.6	0.0	24.0	24.0	9.7	10.1
Prop In Lane	1.00		0.09	1.00		0.07	1.00		0.16	1.00		0.72
Lane Grp Cap(c), veh/h	181	3510	1899	103	3362	1823	226	0	492	80	481	447
V/C Ratio(X)	1.22	0.28	0.28	0.51	0.20	0.20	0.46	0.00	1.14	1.31	0.48	0.50
Avail Cap(c_a), veh/h	181	3510	1899	181	3362	1823	226	0	492	80	481	447
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	0.0	0.0	38.7	0.0	0.0	36.2	0.0	33.0	45.0	27.8	27.9
Incr Delay (d2), s/veh	138.9	0.2	0.4	7.5	0.1	0.2	3.1	0.0	85.7	205.3	1.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.2	1.2	0.1	0.1	2.3	0.0	21.8	6.3	4.2	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	179.4	0.2	0.4	46.2	0.1	0.2	39.4	0.0	118.7	250.3	29.4	29.8
LnGrp LOS	F	A	A	D	A	A	D	A	F	F	C	C
Approach Vol, veh/h	1730		1112				667			560		
Approach Delay, s/veh	23.1		2.4				106.2			71.0		
Approach LOS	C		A				F			E		
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	30.5	16.0	96.0	30.5		12.1	99.9					
Change Period (Y+Rc), s	6.5	7.0	7.0	* 6.5		7.0	* 7					
Max Green Setting (Gmax), s	22.5	9.0	38.0	* 24		9.0	* 39					
Max Q Clear Time (g_c+I1), s	26.0	11.0	2.0	26.0		4.5	2.0					
Green Ext Time (p_c), s	0.0	0.0	15.1	0.0		0.1	23.5					

Intersection Summary

HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑ ↘			↙ ↑↑↑ ↘				↙ ↑↑ ↘		↙	↙↑	↘
Traffic Volume (veh/h)	90	1330	80	50	960	70	60	350	40	70	230	120
Future Volume (veh/h)	90	1330	80	50	960	70	60	350	40	70	230	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	1400	40	53	1011	34	63	368	11	74	242	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	2569	73	89	2462	83	116	597	336	148	447	336
Arrive On Green	0.09	0.66	0.66	0.05	0.48	0.48	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	5183	148	1810	5153	173	271	2560	1440	349	1916	1440
Grp Volume(v), veh/h	95	934	506	53	678	367	191	240	11	112	204	32
Grp Sat Flow(s),veh/h/ln	1810	1729	1873	1810	1729	1868	1188	1643	1440	623	1643	1440
Q Serve(g_s), s	4.6	12.9	12.9	2.6	11.5	11.5	5.5	11.8	0.5	6.5	9.8	1.6
Cycle Q Clear(g_c), s	4.6	12.9	12.9	2.6	11.5	11.5	15.3	11.8	0.5	18.3	9.8	1.6
Prop In Lane	1.00		0.08	1.00		0.09	0.33		1.00	0.66		1.00
Lane Grp Cap(c), veh/h	121	1714	928	89	1652	893	330	383	336	212	383	336
V/C Ratio(X)	0.78	0.54	0.54	0.60	0.41	0.41	0.58	0.63	0.03	0.53	0.53	0.10
Avail Cap(c_a), veh/h	181	1714	928	181	1652	893	365	420	368	239	420	368
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	9.9	9.9	41.9	15.3	15.3	32.3	31.0	26.7	36.4	30.2	27.1
Incr Delay (d2), s/veh	4.7	0.9	1.7	1.7	0.5	1.0	1.9	2.5	0.0	2.1	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.7	4.2	1.1	4.1	4.6	3.9	4.7	0.2	2.4	3.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	10.8	11.6	43.7	15.8	16.3	34.1	33.5	26.7	38.4	31.4	27.2
LnGrp LOS	D	B	B	D	B	B	C	C	C	D	C	C
Approach Vol, veh/h	1535				1098		442				348	
Approach Delay, s/veh	13.2				17.3		33.6				33.3	
Approach LOS	B				B		C				C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	11.4	51.6	27.0		13.0	50.0	27.0					
Change Period (Y+Rc), s	7.0	7.0	6.0		7.0	7.0	6.0					
Max Green Setting (Gmax), s	38.0	38.0	23.0		9.0	38.0	23.0					
Max Q Clear Time (g_c+14), s	14.6	14.9	20.3		6.6	13.5	17.3					
Green Ext Time (p_c), s	0.0	11.6	0.4		0.0	8.1	1.1					

Intersection Summary

HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑	↖	↖ ↑ ↑ ↗			↖ ↑ ↑ ↑	↖	
Traffic Volume (veh/h)	280	1040	240	60	690	800	150	890	50	800	1020	260
Future Volume (veh/h)	280	1040	240	60	690	800	150	890	50	800	1020	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	295	1095	141	63	726	428	158	937	51	842	1074	243
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	344	1312	405	176	1063	328	178	1032	56	583	2224	846
Arrive On Green	0.10	0.25	0.25	0.05	0.21	0.21	0.10	0.21	0.21	0.32	0.43	0.43
Sat Flow, veh/h	3510	5187	1601	3510	5187	1598	1810	5033	273	1810	5187	1605
Grp Volume(v), veh/h	295	1095	141	63	726	428	158	643	345	842	1074	243
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1598	1810	1729	1848	1810	1729	1605
Q Serve(g_s), s	14.1	34.1	12.3	3.0	22.1	35.0	14.7	31.0	31.1	55.0	25.5	14.4
Cycle Q Clear(g_c), s	14.1	34.1	12.3	3.0	22.1	35.0	14.7	31.0	31.1	55.0	25.5	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	344	1312	405	176	1063	328	178	709	379	583	2224	846
V/C Ratio(X)	0.86	0.83	0.35	0.36	0.68	1.31	0.89	0.91	0.91	1.44	0.48	0.29
Avail Cap(c_a), veh/h	617	1367	422	411	1063	328	212	709	379	583	2224	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.8	60.4	52.2	78.4	62.7	67.9	76.0	66.3	66.3	57.9	35.1	22.5
Incr Delay (d2), s/veh	4.7	4.6	0.6	0.9	1.9	158.2	29.0	17.5	28.3	209.5	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	15.1	5.0	1.4	9.8	28.5	8.2	15.2	17.4	58.5	10.8	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.6	65.0	52.9	79.3	64.6	226.0	105.0	83.8	94.6	267.4	35.9	23.4
LnGrp LOS	F	E	D	E	E	F	F	F	F	F	D	C
Approach Vol, veh/h		1531			1217			1146			2159	
Approach Delay, s/veh		66.9			122.2			90.0			124.8	
Approach LOS		E			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.0	42.0	16.0	50.7	23.8	80.2	24.2	42.5				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+Y), s	57.0	33.1	5.0	36.1	16.7	27.5	16.1	37.0				
Green Ext Time (p_c), s	0.0	1.3	0.1	5.1	0.1	15.0	0.6	0.0				

Intersection Summary

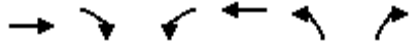
HCM 6th Ctrl Delay	103.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↖	↗
Traffic Volume (veh/h)	1550	170	150	1510	70	50
Future Volume (veh/h)	1550	170	150	1510	70	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1632	127	158	1589	74	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3069	949	193	4054	202	92
Arrive On Green	0.59	0.59	0.11	0.78	0.06	0.06
Sat Flow, veh/h	5358	1603	1810	5358	3510	1610
Grp Volume(v), veh/h	1632	127	158	1589	74	5
Grp Sat Flow(s),veh/h/ln	1729	1603	1810	1729	1755	1610
Q Serve(g_s), s	16.9	3.2	7.7	8.7	1.8	0.3
Cycle Q Clear(g_c), s	16.9	3.2	7.7	8.7	1.8	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3069	949	193	4054	202	92
V/C Ratio(X)	0.53	0.13	0.82	0.39	0.37	0.05
Avail Cap(c_a), veh/h	3069	949	251	4054	702	322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.74	0.74	1.00	1.00
Uniform Delay (d), s/veh	10.9	8.1	39.4	3.1	40.8	40.1
Incr Delay (d2), s/veh	0.1	0.0	10.5	0.2	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.9	3.7	1.2	0.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	8.2	49.9	3.3	41.7	40.3
LnGrp LOS	B	A	D	A	D	D
Approach Vol, veh/h	1759			1747	79	
Approach Delay, s/veh	10.8			7.5	41.6	
Approach LOS	B			A	D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.1	60.8		12.2		77.8
Change Period (Y+Rc), s	7.5	* 7.5		7.0		7.5
Max Green Setting (Gmax), s	12.5	* 38		18.0		57.5
Max Q Clear Time (g_c+I), s	19.7	18.9		3.8		10.7
Green Ext Time (p_c), s	0.1	9.1		0.1		14.5

Intersection Summary

HCM 6th Ctrl Delay		9.9	
HCM 6th LOS		A	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Intersection Delay, s/veh 12.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕↔	
Traffic Vol, veh/h	0	10	0	260	10	0	10	80	430	10	30	0
Future Vol, veh/h	0	10	0	260	10	0	10	80	430	10	30	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	0	274	11	0	11	84	453	11	32	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	9.5	11.3	13.4	9.2
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	11%	0%	0%	100%	93%	50%	0%
Vol Thru, %	89%	0%	100%	0%	7%	50%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	430	10	135	135	20	20
LT Vol	10	0	0	135	125	10	0
Through Vol	80	0	10	0	10	10	20
RT Vol	0	430	0	0	0	0	0
Lane Flow Rate	95	453	11	142	142	21	21
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.145	0.595	0.019	0.255	0.253	0.037	0.035
Departure Headway (Hd)	5.492	4.731	6.394	6.444	6.407	6.304	6.05
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	648	756	562	561	563	569	593
Service Time	3.267	2.505	4.405	4.147	4.11	4.025	3.771
HCM Lane V/C Ratio	0.147	0.599	0.02	0.253	0.252	0.037	0.035
HCM Control Delay	9.2	14.3	9.5	11.3	11.3	9.3	9
HCM Lane LOS	A	B	A	B	B	A	A
HCM 95th-tile Q	0.5	4	0.1	1	1	0.1	0.1

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	520	0	0	290	0
Future Vol, veh/h	0	0	0	0	0	0	0	520	0	0	290	0
Conflicting Peds, #/hr	0	0	5	0	0	5	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	547	0	0	305	0






























Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	589	862	163	710	862	284	310	0	0	552	0	0
Stage 1	310	310	-	552	552	-	-	-	-	-	-	-
Stage 2	279	552	-	158	310	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	396	295	859	324	295	719	1262	-	-	1028	-	-
Stage 1	681	663	-	491	518	-	-	-	-	-	-	-
Stage 2	710	518	-	834	663	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	392	292	851	321	292	712	1256	-	-	1023	-	-
Mov Cap-2 Maneuver	392	292	-	321	292	-	-	-	-	-	-	-
Stage 1	678	660	-	489	515	-	-	-	-	-	-	-
Stage 2	707	515	-	830	660	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	-	1023	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	-	-
HCM Lane LOS	A	-	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-

HCM 6th Signalized Intersection Summary
9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	210	1070	190	70	1140	40	220	270	70	10	130	150
Future Volume (veh/h)	210	1070	190	70	1140	40	220	270	70	10	130	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	1126	120	74	1200	40	232	284	7	11	137	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	235	2181	677	131	1869	62	353	845	377	280	845	
Arrive On Green	0.13	0.42	0.42	0.07	0.36	0.36	0.23	0.23	0.23	0.23	0.23	0.00
Sat Flow, veh/h	1810	5187	1610	1810	5155	172	1272	3610	1610	1105	3610	1610
Grp Volume(v), veh/h	221	1126	120	74	805	435	232	284	7	11	137	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1869	1272	1805	1610	1105	1805	1610
Q Serve(g_s), s	9.3	12.4	3.6	3.0	14.9	14.9	13.7	5.0	0.3	0.6	2.3	0.0
Cycle Q Clear(g_c), s	9.3	12.4	3.6	3.0	14.9	14.9	16.0	5.0	0.3	5.7	2.3	0.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	2181	677	131	1254	678	353	845	377	280	845	
V/C Ratio(X)	0.94	0.52	0.18	0.57	0.64	0.64	0.66	0.34	0.02	0.04	0.16	
Avail Cap(c_a), veh/h	235	2970	922	165	1845	997	353	845	377	280	845	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.1	16.5	13.9	34.5	20.3	20.3	29.8	24.5	22.6	26.8	23.4	0.0
Incr Delay (d2), s/veh	41.5	0.3	0.2	1.4	0.8	1.5	5.4	0.4	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	4.1	1.1	1.3	5.2	5.7	4.6	2.2	0.1	0.2	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.6	16.8	14.1	35.9	21.1	21.8	35.2	24.9	22.7	26.9	23.6	0.0
LnGrp LOS	E	B	B	D	C	C	D	C	C	C	C	
Approach Vol, veh/h		1467			1314			523			148	A
Approach Delay, s/veh		25.3			22.2			29.4			23.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	39.3		25.0	17.0	34.9		25.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	44.0		18.0	10.0	41.0		18.0				
Max Q Clear Time (g_c+I1), s	5.0	14.4		7.7	11.3	16.9		18.0				
Green Ext Time (p_c), s	0.0	12.2		0.7	0.0	11.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	220	100	50	160	40	140	570	130	50	240	40
Future Volume (veh/h)	190	220	100	50	160	40	140	570	130	50	240	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	232	23	53	168	8	147	600	54	53	253	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	328	509	225	286	413	182	596	1410	627	406	1328	590
Arrive On Green	0.08	0.14	0.14	0.05	0.11	0.11	0.08	0.39	0.39	0.05	0.37	0.37
Sat Flow, veh/h	1810	3610	1593	1810	3610	1589	1810	3610	1604	1810	3610	1604
Grp Volume(v), veh/h	200	232	23	53	168	8	147	600	54	53	253	16
Grp Sat Flow(s),veh/h/ln	1810	1805	1593	1810	1805	1589	1810	1805	1604	1810	1805	1604
Q Serve(g_s), s	6.0	4.4	0.9	1.9	3.2	0.3	3.7	9.1	1.6	1.3	3.6	0.5
Cycle Q Clear(g_c), s	6.0	4.4	0.9	1.9	3.2	0.3	3.7	9.1	1.6	1.3	3.6	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	509	225	286	413	182	596	1410	627	406	1328	590
V/C Ratio(X)	0.61	0.46	0.10	0.19	0.41	0.04	0.25	0.43	0.09	0.13	0.19	0.03
Avail Cap(c_a), veh/h	328	1304	575	371	1376	606	602	1410	627	454	1328	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	29.5	28.0	26.7	30.8	29.5	12.7	16.6	14.4	13.3	16.1	15.1
Incr Delay (d2), s/veh	3.5	0.9	0.3	0.3	0.9	0.1	0.3	0.9	0.3	0.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	1.8	0.4	0.8	1.4	0.1	1.3	3.4	0.6	0.5	1.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	30.4	28.3	27.0	31.7	29.6	12.9	17.6	14.6	13.5	16.4	15.2
LnGrp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		455			229			801			322	
Approach Delay, s/veh		30.8			30.5			16.5			15.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	36.2	10.5	17.0	12.7	34.5	12.5	15.1				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	6.0	27.5	7.5	27.0	6.0	27.5	6.0	28.5				
Max Q Clear Time (g_c+1), s	13.3	11.1	3.9	6.4	5.7	5.6	8.0	5.2				
Green Ext Time (p_c), s	0.0	4.7	0.0	1.8	0.0	2.0	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay											21.8	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	380	180	90	260	70	240	880	180	90	280	30
Future Volume (veh/h)	150	380	180	90	260	70	240	880	180	90	280	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	396	118	94	271	43	250	917	60	94	292	21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	279	497	146	206	565	89	204	1264	564	113	1025	73
Arrive On Green	0.04	0.18	0.18	0.04	0.18	0.18	0.22	0.70	0.70	0.06	0.30	0.30
Sat Flow, veh/h	1810	2744	808	1810	3123	489	1810	3610	1610	1810	3415	244
Grp Volume(v), veh/h	156	259	255	94	155	159	250	917	60	94	154	159
Grp Sat Flow(s),veh/h/ln	1810	1805	1747	1810	1805	1807	1810	1805	1610	1810	1805	1855
Q Serve(g_s), s	3.5	11.0	11.2	3.4	6.2	6.3	9.0	12.4	1.0	4.1	5.2	5.3
Cycle Q Clear(g_c), s	3.5	11.0	11.2	3.4	6.2	6.3	9.0	12.4	1.0	4.1	5.2	5.3
Prop In Lane	1.00		0.46	1.00		0.27	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	279	327	316	206	327	327	204	1264	564	113	542	557
V/C Ratio(X)	0.56	0.79	0.81	0.46	0.47	0.49	1.23	0.73	0.11	0.83	0.28	0.29
Avail Cap(c_a), veh/h	279	395	382	206	395	395	204	1264	564	113	542	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.59	0.59	0.59	0.99	0.99	0.99
Uniform Delay (d), s/veh	29.2	31.3	31.4	26.2	29.3	29.4	31.0	9.6	7.9	37.1	21.4	21.4
Incr Delay (d2), s/veh	1.5	8.1	9.5	0.6	0.8	0.8	125.6	2.2	0.2	36.2	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0	5.1	5.1	1.4	2.5	2.6	10.3	3.0	0.3	2.9	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	39.5	40.9	26.8	30.1	30.2	156.6	11.8	8.2	73.3	22.7	22.7
LnGrp LOS	C	D	D	C	C	C	F	B	A	E	C	C
Approach Vol, veh/h		670			408			1227			407	
Approach Delay, s/veh		38.0			29.4			41.1			34.4	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	35.0	11.0	22.0	16.0	31.0	11.0	22.0				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	25.0	3.5	17.5	9.0	21.0	3.5	17.5				
Max Q Clear Time (g_c+10), s	10.0	14.4	5.4	13.2	11.0	7.3	5.5	8.3				
Green Ext Time (p_c), s	0.0	3.8	0.0	0.9	0.0	1.0	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	20	20	140	20	50	30	1230	490	100	460	20
Future Volume (veh/h)	20	20	20	140	20	50	30	1230	490	100	460	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	21	1	162	0	7	32	1295	267	105	484	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	97	5	335	0	146	69	1773	787	113	1825	72
Arrive On Green	0.05	0.05	0.05	0.09	0.00	0.09	0.03	0.33	0.33	0.13	1.00	1.00
Sat Flow, veh/h	1810	1799	86	3619	0	1584	1810	3610	1602	1810	3540	139
Grp Volume(v), veh/h	21	0	22	162	0	7	32	1295	267	105	246	257
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1810	0	1584	1810	1805	1602	1810	1805	1874
Q Serve(g_s), s	0.9	0.0	0.9	3.4	0.0	0.3	1.4	25.3	10.1	4.6	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.9	3.4	0.0	0.3	1.4	25.3	10.1	4.6	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	97	0	101	335	0	146	69	1773	787	113	931	966
V/C Ratio(X)	0.22	0.00	0.22	0.48	0.00	0.05	0.46	0.73	0.34	0.93	0.26	0.27
Avail Cap(c_a), veh/h	181	0	188	769	0	337	136	1773	787	113	931	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	0.93	0.93	0.93
Uniform Delay (d), s/veh	36.2	0.0	36.2	34.5	0.0	33.1	38.2	22.2	17.0	34.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.4	0.8	0.0	0.1	5.1	2.4	1.0	58.9	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	1.5	0.0	0.1	0.7	11.3	3.7	3.6	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	36.6	35.3	0.0	33.2	43.2	24.5	18.1	93.7	0.6	0.6
LnGrp LOS	D	A	D	D	A	C	D	C	B	F	A	A
Approach Vol, veh/h		43			169			1594			608	
Approach Delay, s/veh		36.6			35.2			23.8			16.7	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	2.0	46.3		9.3	10.1	48.2		12.4				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	5.0	26.0		8.0	6.0	25.0		17.0				
Max Q Clear Time (g_c+1), s	10.6	27.3		2.9	3.4	2.0		5.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	2.1		0.3				

Intersection Summary

HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶↷	↶	↶↷↶			↶↷↶	↶
Traffic Volume (veh/h)	0	0	0	190	0	390	310	1340	0	0	460	150
Future Volume (veh/h)	0	0	0	190	0	390	310	1340	0	0	460	150
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				200	0	332	326	1411	0	0	484	55
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				579	0	516	362	3604	0	0	2243	692
Arrive On Green				0.16	0.00	0.16	0.40	1.00	0.00	0.00	0.14	0.14
Sat Flow, veh/h				3619	0	3220	1810	5358	0	0	5358	1601
Grp Volume(v), veh/h				200	0	332	326	1411	0	0	484	55
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1729	0	0	1729	1601
Q Serve(g_s), s				3.9	0.0	7.7	13.5	0.0	0.0	0.0	6.6	2.4
Cycle Q Clear(g_c), s				3.9	0.0	7.7	13.5	0.0	0.0	0.0	6.6	2.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				579	0	516	362	3604	0	0	2243	692
V/C Ratio(X)				0.35	0.00	0.64	0.90	0.39	0.00	0.00	0.22	0.08
Avail Cap(c_a), veh/h				923	0	821	362	3604	0	0	2243	692
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.39	0.39	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh				29.9	0.0	31.5	23.3	0.0	0.0	0.0	22.3	20.5
Incr Delay (d2), s/veh				0.8	0.0	2.9	13.5	0.1	0.0	0.0	0.2	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.7	0.0	3.1	5.4	0.0	0.0	0.0	2.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.6	0.0	34.3	36.8	0.1	0.0	0.0	22.5	20.7
LnGrp LOS				C	A	C	D	A	A	A	C	C
Approach Vol, veh/h					532			1737			539	
Approach Delay, s/veh					32.9			7.0			22.3	
Approach LOS					C			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.4			21.0	40.4		18.6				
Change Period (Y+Rc), s		5.8			5.0	5.8		5.8				
Max Green Setting (Gmax), s		48.0			16.0	27.0		20.4				
Max Q Clear Time (g_c+I1), s		2.0			15.5	8.6		9.7				
Green Ext Time (p_c), s		10.1			0.0	2.4		3.1				

Intersection Summary

HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↘	↙					↑↑↑		↖ ↗	↑↑↑	
Traffic Volume (veh/h)	520	0	170	0	0	0	0	1170	480	150	480	0
Future Volume (veh/h)	520	0	170	0	0	0	0	1170	480	150	480	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	547	0	58				0	1232	450	158	505	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1149	0	1022				0	1357	494	203	2788	0
Arrive On Green	0.32	0.00	0.32				0.00	0.36	0.36	0.04	0.18	0.00
Sat Flow, veh/h	3619	0	3220				0	3911	1362	1810	5358	0
Grp Volume(v), veh/h	547	0	58				0	1139	543	158	505	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1644	1810	1729	0
Q Serve(g_s), s	9.7	0.0	1.0				0.0	25.0	25.2	6.9	6.6	0.0
Cycle Q Clear(g_c), s	9.7	0.0	1.0				0.0	25.0	25.2	6.9	6.6	0.0
Prop In Lane	1.00		1.00				0.00		0.83	1.00		0.00
Lane Grp Cap(c), veh/h	1149	0	1022				0	1254	596	203	2788	0
V/C Ratio(X)	0.48	0.00	0.06				0.00	0.91	0.91	0.78	0.18	0.00
Avail Cap(c_a), veh/h	1149	0	1022				0	1254	596	271	2788	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	21.9	0.0	19.0				0.0	24.2	24.3	37.5	17.9	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.1				0.0	11.2	20.4	6.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.4				0.0	10.9	12.0	3.4	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	0.0	19.1				0.0	35.4	44.7	44.1	18.1	0.0
LnGrp LOS	C	A	B				A	D	D	D	B	A
Approach Vol, veh/h		605						1682			663	
Approach Delay, s/veh		23.0						38.4			24.3	
Approach LOS		C						D			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	34.0	34.8	31.2	48.8								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	12.0	26.0	25.4	43.0								
Max Q Clear Time (g_c+I), s	10.5	27.2	11.7	8.6								
Green Ext Time (p_c), s	0.1	0.0	4.0	2.7								

Intersection Summary

HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 15: Archibald Ave & Jurupa St

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	100	20	530	110	180	30	110	1010	90	30	20
Future Volume (veh/h)	20	100	20	530	110	180	30	110	1010	90	30	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	105	3	558	116	55	32	116	299	95	32	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	215	180	927	487	408	65	370	547	133	350	77
Arrive On Green	0.11	0.11	0.11	0.26	0.26	0.26	0.04	0.19	0.19	0.07	0.23	0.23
Sat Flow, veh/h	1810	1900	1589	3619	1900	1594	1810	1900	2812	1810	1508	330
Grp Volume(v), veh/h	21	105	3	558	116	55	32	116	299	95	0	39
Grp Sat Flow(s),veh/h/ln	1810	1900	1589	1810	1900	1594	1810	1900	1406	1810	0	1838
Q Serve(g_s), s	0.5	2.6	0.1	6.7	2.4	1.3	0.9	2.6	4.8	2.5	0.0	0.8
Cycle Q Clear(g_c), s	0.5	2.6	0.1	6.7	2.4	1.3	0.9	2.6	4.8	2.5	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	205	215	180	927	487	408	65	370	547	133	0	427
V/C Ratio(X)	0.10	0.49	0.02	0.60	0.24	0.13	0.49	0.31	0.55	0.71	0.00	0.09
Avail Cap(c_a), veh/h	1568	1646	1377	3464	1819	1526	182	1397	2068	182	0	1352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.7	20.7	19.6	16.2	14.6	14.2	23.5	17.1	18.0	22.5	0.0	14.9
Incr Delay (d2), s/veh	0.2	1.7	0.0	0.6	0.3	0.1	5.7	0.5	0.9	7.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	0.0	2.6	1.0	0.4	0.4	1.1	1.5	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	22.4	19.6	16.9	14.9	14.4	29.1	17.6	18.9	30.4	0.0	15.0
LnGrp LOS	B	C	B	B	B	B	C	B	B	C	A	B
Approach Vol, veh/h		129			729			447			134	
Approach Delay, s/veh		21.9			16.4			19.3			25.9	
Approach LOS		C			B			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	14.2		10.1	6.3	16.0		17.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	36.5		43.0	5.0	36.5		47.5				
Max Q Clear Time (g_c+1), s	14.5	6.8		4.6	2.9	2.8		8.7				
Green Ext Time (p_c), s	0.0	2.0		0.6	0.0	0.1		3.2				

Intersection Summary

HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↕	↗	↗	↕↕	↗
Traffic Volume (veh/h)	20	0	20	20	0	20	30	1360	40	30	600	30
Future Volume (veh/h)	20	0	20	20	0	20	30	1360	40	30	600	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	0	1	21	0	2	32	1432	30	32	632	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	157	0	100	125	3	7	99	2552	1134	99	2552	1134
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.05	0.71	0.71	0.05	0.71	0.71
Sat Flow, veh/h	1533	0	1581	1064	43	105	1810	3610	1604	1810	3610	1604
Grp Volume(v), veh/h	21	0	1	23	0	0	32	1432	30	32	632	24
Grp Sat Flow(s),veh/h/ln	1533	0	1581	1212	0	0	1810	1805	1604	1810	1805	1604
Q Serve(g_s), s	0.0	0.0	0.1	1.6	0.0	0.0	2.0	23.1	0.7	2.0	7.5	0.5
Cycle Q Clear(g_c), s	1.4	0.0	0.1	3.0	0.0	0.0	2.0	23.1	0.7	2.0	7.5	0.5
Prop In Lane	1.00		1.00	0.91		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	157	0	100	134	0	0	99	2552	1134	99	2552	1134
V/C Ratio(X)	0.13	0.00	0.01	0.17	0.00	0.00	0.32	0.56	0.03	0.32	0.25	0.02
Avail Cap(c_a), veh/h	452	0	435	435	0	0	196	2552	1134	196	2552	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.79	0.79	0.79	0.88	0.88	0.88
Uniform Delay (d), s/veh	53.3	0.0	52.7	54.4	0.0	0.0	54.6	8.5	5.3	54.6	6.2	5.2
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.7	0.0	0.0	1.8	0.7	0.0	2.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.7	0.0	0.0	1.0	7.6	0.2	1.0	2.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	0.0	52.7	55.1	0.0	0.0	56.4	9.3	5.3	56.6	6.5	5.3
LnGrp LOS	D	A	D	E	A	A	E	A	A	E	A	A
Approach Vol, veh/h		22			23			1494			688	
Approach Delay, s/veh		53.7			55.1			10.2			8.7	
Approach LOS		D			E			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	91.8		14.6	13.6	91.8		14.6				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.6	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+14), s	14.0	25.1		3.4	4.0	9.5		5.0				
Green Ext Time (p_c), s	0.0	19.7		0.1	0.0	9.2		0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	680	320	130	1060	100	260	910	80	50	360	180
Future Volume (veh/h)	150	680	320	130	1060	100	260	910	80	50	360	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	158	716	151	137	1116	93	274	958	0	53	379	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	192	1515	468	175	1379	115	327	1931		217	1287	597
Arrive On Green	0.11	0.29	0.29	0.10	0.28	0.28	0.37	0.37	0.00	0.37	0.37	0.37
Sat Flow, veh/h	1810	5187	1602	1810	4876	406	856	5187	1610	595	3458	1604
Grp Volume(v), veh/h	158	716	151	137	791	418	274	958	0	53	379	189
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1729	1824	856	1729	1610	595	1729	1604
Q Serve(g_s), s	7.7	10.2	6.6	6.7	19.2	19.2	26.0	12.8	0.0	6.8	7.0	7.5
Cycle Q Clear(g_c), s	7.7	10.2	6.6	6.7	19.2	19.2	33.5	12.8	0.0	19.6	7.0	7.5
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	1515	468	175	978	516	327	1931		217	1287	597
V/C Ratio(X)	0.82	0.47	0.32	0.78	0.81	0.81	0.84	0.50		0.24	0.29	0.32
Avail Cap(c_a), veh/h	231	1515	468	231	978	516	327	1931		217	1287	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	0.69	0.69	0.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	39.4	26.2	24.9	39.7	30.0	30.0	33.3	21.8	0.0	29.3	19.9	20.1
Incr Delay (d2), s/veh	15.2	0.9	1.6	8.5	7.2	12.9	12.8	0.2	0.0	0.7	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	3.9	2.5	3.2	8.1	9.4	7.0	4.9	0.0	1.0	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	27.1	26.5	48.2	37.2	43.0	46.1	21.9	0.0	30.0	20.1	20.5
LnGrp LOS	D	C	C	D	D	D	D	C		C	C	C
Approach Vol, veh/h		1025			1346			1232	A		621	
Approach Delay, s/veh		31.3			40.1			27.3			21.0	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.2	33.8		40.0	17.1	32.9		40.0				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	11.5	23.5		33.5	11.5	23.5		33.5				
Max Q Clear Time (g_c+I1), s	8.7	12.2		21.6	9.7	21.2		35.5				
Green Ext Time (p_c), s	0.0	5.9		3.5	0.0	1.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	40	110	20	30	40	220	1100	30	80	540	170
Future Volume (veh/h)	130	40	110	20	30	40	220	1100	30	80	540	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	42	27	21	32	6	232	1158	14	84	568	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	365	213	73	410	180	268	1632	725	119	1919	593
Arrive On Green	0.09	0.17	0.17	0.04	0.11	0.11	0.15	0.45	0.45	0.07	0.37	0.37
Sat Flow, veh/h	1810	2185	1276	1810	3610	1589	1810	3610	1605	1810	5187	1604
Grp Volume(v), veh/h	137	34	35	21	32	6	232	1158	14	84	568	65
Grp Sat Flow(s),veh/h/ln	1810	1805	1657	1810	1805	1589	1810	1805	1605	1810	1729	1604
Q Serve(g_s), s	7.0	1.5	1.7	1.1	0.8	0.3	11.9	24.5	0.5	4.3	7.3	2.5
Cycle Q Clear(g_c), s	7.0	1.5	1.7	1.1	0.8	0.3	11.9	24.5	0.5	4.3	7.3	2.5
Prop In Lane	1.00		0.77	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	301	277	73	410	180	268	1632	725	119	1919	593
V/C Ratio(X)	0.81	0.11	0.13	0.29	0.08	0.03	0.87	0.71	0.02	0.70	0.30	0.11
Avail Cap(c_a), veh/h	383	477	438	383	954	420	383	1632	725	383	1919	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	33.5	33.5	44.1	37.5	37.3	39.4	20.9	14.3	43.3	21.1	19.6
Incr Delay (d2), s/veh	3.4	0.1	0.2	0.8	0.1	0.1	10.3	2.6	0.0	2.8	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.6	0.7	0.5	0.3	0.1	5.8	9.8	0.2	1.9	2.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	33.6	33.7	44.9	37.6	37.4	49.7	23.6	14.4	46.1	21.5	19.9
LnGrp LOS	D	C	C	D	D	D	D	C	B	D	C	B
Approach Vol, veh/h		206			59			1404			717	
Approach Delay, s/veh		41.5			40.2			27.8			24.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	49.3	10.3	22.3	20.5	41.5	15.4	17.2				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+1), s	10.3	26.5	3.1	3.7	13.9	9.3	9.0	2.8				
Green Ext Time (p_c), s	0.1	5.2	0.0	0.2	0.2	4.6	0.1	0.1				

Intersection Summary

HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	20	20	40	20	40	60	1270	60	50	540	40
Future Volume (veh/h)	20	20	20	40	20	40	60	1270	60	50	540	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	21	2	42	21	6	63	1337	32	53	568	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	75	444	42	121	573	253	116	2230	690	107	2111	140
Arrive On Green	0.04	0.13	0.13	0.07	0.16	0.16	0.06	0.43	0.43	0.06	0.42	0.42
Sat Flow, veh/h	1810	3332	312	1810	3610	1595	1810	5187	1605	1810	4967	330
Grp Volume(v), veh/h	21	11	12	42	21	6	63	1337	32	53	394	212
Grp Sat Flow(s),veh/h/ln	1810	1805	1840	1810	1805	1595	1810	1729	1605	1810	1729	1839
Q Serve(g_s), s	0.9	0.5	0.5	1.9	0.4	0.3	2.8	16.6	1.0	2.4	6.2	6.3
Cycle Q Clear(g_c), s	0.9	0.5	0.5	1.9	0.4	0.3	2.8	16.6	1.0	2.4	6.2	6.3
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	75	241	245	121	573	253	116	2230	690	107	1469	782
V/C Ratio(X)	0.28	0.05	0.05	0.35	0.04	0.02	0.54	0.60	0.05	0.49	0.27	0.27
Avail Cap(c_a), veh/h	195	905	923	195	1811	800	166	2230	690	151	1469	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	31.6	31.7	37.3	29.8	29.7	38.0	18.3	13.9	38.2	15.6	15.6
Incr Delay (d2), s/veh	0.7	0.1	0.1	0.6	0.0	0.0	1.5	1.2	0.1	1.3	0.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	0.2	0.8	0.2	0.1	1.2	6.1	0.4	1.0	2.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	31.7	31.7	37.9	29.8	29.8	39.4	19.5	14.0	39.5	16.1	16.5
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		44			69			1432			659	
Approach Delay, s/veh		35.5			34.8			20.3			18.1	
Approach LOS		D			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	42.5	12.1	17.7	11.9	42.1	10.0	19.8				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	36.0	9.0	42.0	7.7	35.3	9.0	42.0					
Max Q Clear Time (g_c+1/4), s	18.6	3.9	2.5	4.8	8.3	2.9	2.4					
Green Ext Time (p_c), s	0.0	9.6	0.0	0.1	0.0	4.4	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	50	330	190	160	440	60	360	1350	530	50	540	50
Future Volume (veh/h)	50	330	190	160	440	60	360	1350	530	50	540	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	347	40	168	463	16	379	1421	229	53	568	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	276	593	262	360	679	301	465	2013	623	193	1612	498
Arrive On Green	0.08	0.16	0.16	0.10	0.19	0.19	0.13	0.39	0.39	0.06	0.31	0.31
Sat Flow, veh/h	3510	3610	1595	3510	3610	1597	3510	5187	1604	3510	5187	1602
Grp Volume(v), veh/h	53	347	40	168	463	16	379	1421	229	53	568	17
Grp Sat Flow(s),veh/h/ln	1755	1805	1595	1755	1805	1597	1755	1729	1604	1755	1729	1602
Q Serve(g_s), s	1.4	8.6	2.1	4.4	11.5	0.8	10.1	22.3	9.8	1.4	8.2	0.7
Cycle Q Clear(g_c), s	1.4	8.6	2.1	4.4	11.5	0.8	10.1	22.3	9.8	1.4	8.2	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	593	262	360	679	301	465	2013	623	193	1612	498
V/C Ratio(X)	0.19	0.58	0.15	0.47	0.68	0.05	0.82	0.71	0.37	0.27	0.35	0.03
Avail Cap(c_a), veh/h	727	1122	496	727	1122	496	727	2013	623	727	1612	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	37.3	34.6	40.8	36.5	32.1	40.7	24.9	21.1	43.8	25.7	23.2
Incr Delay (d2), s/veh	0.2	1.1	0.3	0.7	1.5	0.1	3.2	2.1	1.7	0.6	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.7	0.8	1.8	4.9	0.3	4.4	8.8	3.7	0.6	3.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	38.4	34.9	41.5	37.9	32.2	44.0	27.0	22.8	44.3	26.4	23.3
LnGrp LOS	D	D	C	D	D	C	D	C	C	D	C	C
Approach Vol, veh/h		440			647			2029			638	
Approach Delay, s/veh		38.5			38.7			29.7			27.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	44.0	17.4	23.4	19.3	36.5	15.1	25.7				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1), s	13.4	24.3	6.4	10.6	12.1	10.2	3.4	13.5				
Green Ext Time (p_c), s	0.1	4.5	0.3	2.3	0.6	4.1	0.1	2.9				

Intersection Summary

HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↵	↵	↵	↵↵	↵↵↵			↵↵↵	↵
Traffic Volume (veh/h)	0	0	0	320	0	480	710	1820	0	0	710	180
Future Volume (veh/h)	0	0	0	320	0	480	710	1820	0	0	710	180
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				No
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				492	0	279	747	1916	0	0	747	38
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				941	0	419	1170	3170	0	0	1452	354
Arrive On Green				0.26	0.00	0.26	0.22	0.41	0.00	0.00	0.22	0.22
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1592
Grp Volume(v), veh/h				492	0	279	747	1916	0	0	747	38
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1592
Q Serve(g_s), s				10.5	0.0	14.0	17.3	26.1	0.0	0.0	9.0	1.7
Cycle Q Clear(g_c), s				10.5	0.0	14.0	17.3	26.1	0.0	0.0	9.0	1.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				941	0	419	1170	3170	0	0	1452	354
V/C Ratio(X)				0.52	0.00	0.67	0.64	0.60	0.00	0.00	0.51	0.11
Avail Cap(c_a), veh/h				941	0	419	1170	3170	0	0	1452	354
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.57	0.57	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				28.5	0.0	29.8	30.0	18.0	0.0	0.0	30.7	27.9
Incr Delay (d2), s/veh				2.1	0.0	8.1	1.5	0.5	0.0	0.0	1.2	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.7	0.0	13.1	7.7	10.6	0.0	0.0	3.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.6	0.0	38.0	31.6	18.5	0.0	0.0	31.9	28.5
LnGrp LOS				C	A	D	C	B	A	A	C	C
Approach Vol, veh/h					771			2663			785	
Approach Delay, s/veh					33.3			22.2			31.8	
Approach LOS					C			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		60.8		29.2	35.0	25.8						
Change Period (Y+Rc), s		5.8		5.8	5.0	5.8						
Max Green Setting (Gmax), s		55.0		23.4	30.0	20.0						
Max Q Clear Time (g_c+I1), s		28.1		16.0	19.3	11.0						
Green Ext Time (p_c), s		16.1		1.9	1.2	3.2						

Intersection Summary

HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	450	0	430	0	0	0	0	1980	530	250	780	0
Future Volume (veh/h)	450	0	430	0	0	0	0	1980	530	250	780	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	586	0	240				0	2084	180	263	821	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1054	0	469				0	2702	662	390	3008	0
Arrive On Green	0.29	0.00	0.29				0.00	0.41	0.41	0.04	0.19	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	1600	3510	5358	0
Grp Volume(v), veh/h	586	0	240				0	2084	180	263	821	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1600	1755	1729	0
Q Serve(g_s), s	12.3	0.0	11.2				0.0	24.7	6.7	6.7	12.2	0.0
Cycle Q Clear(g_c), s	12.3	0.0	11.2				0.0	24.7	6.7	6.7	12.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1054	0	469				0	2702	662	390	3008	0
V/C Ratio(X)	0.56	0.00	0.51				0.00	0.77	0.27	0.67	0.27	0.00
Avail Cap(c_a), veh/h	1054	0	469				0	2702	662	390	3008	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.81	0.81	0.00
Uniform Delay (d), s/veh	27.0	0.0	26.6				0.0	22.7	17.5	41.7	20.2	0.0
Incr Delay (d2), s/veh	2.1	0.0	4.0				0.0	2.2	1.0	7.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	4.7				0.0	8.9	2.4	3.3	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	0.0	30.5				0.0	24.9	18.5	49.1	20.4	0.0
LnGrp LOS	C	A	C				A	C	B	D	C	A
Approach Vol, veh/h		826						2264			1084	
Approach Delay, s/veh		29.5						24.4			27.3	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	5.0	43.0					58.0	32.0				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	10.0	37.2					52.2	26.2				
Max Q Clear Time (g_c+1/3), s	10.0	26.7					14.2	14.3				
Green Ext Time (p_c), s	0.1	8.7					5.9	2.6				

Intersection Summary

HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	500	0	900	0	2600	0	0	1690	460	0	0
Future Volume (veh/h)	500	0	900	0	2600	0	0	1690	460	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	526	526	932	0	2737	0	0	1779	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	925	925	1641	0	2484	0	0	2888			
Arrive On Green	0.51	0.51	0.51	0.00	0.38	0.00	0.00	0.38	0.00		
Sat Flow, veh/h	1810	1810	3211	0	7068	0	0	7600	1610		
Grp Volume(v), veh/h	526	526	932	0	2737	0	0	1779	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1605	0	1634	0	0	1900	1610		
Q Serve(g_s), s	20.0	20.0	20.0	0.0	38.0	0.0	0.0	18.9	0.0		
Cycle Q Clear(g_c), s	20.0	20.0	20.0	0.0	38.0	0.0	0.0	18.9	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	925	925	1641	0	2484	0	0	2888			
V/C Ratio(X)	0.57	0.57	0.57	0.00	1.10	0.00	0.00	0.62			
Avail Cap(c_a), veh/h	925	925	1641	0	2484	0	0	2888			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	16.9	16.9	16.8	0.0	31.0	0.0	0.0	25.1	0.0		
Incr Delay (d2), s/veh	2.5	2.5	1.4	0.0	52.7	0.0	0.0	1.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.6	8.6	7.3	0.0	22.8	0.0	0.0	8.2	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	19.4	19.4	18.3	0.0	83.7	0.0	0.0	26.1	0.0		
LnGrp LOS	B	B	B	A	F	A	A	C			
Approach Vol, veh/h	1458	1458			2737			1779	A		
Approach Delay, s/veh	18.7	18.7			83.7			26.1			
Approach LOS	B	B			F			C			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	43.8		56.2		43.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	38.0		51.1		38.0						
Max Q Clear Time (g_c+I1), s	40.0		22.0		20.9						
Green Ext Time (p_c), s	0.0		3.4		8.4						

Intersection Summary

HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	620	0	390	0	3180	830	0	1790	0	0	0
Future Volume (veh/h)	620	0	390	0	3180	830	0	1790	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	653	653	391	0	3347	0	0	1884	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	581	581	1034	0	3726		0	3726	0		
Arrive On Green	0.32	0.32	0.32	0.00	0.57	0.00	0.00	0.57	0.00		
Sat Flow, veh/h	1810	1810	3220	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	653	653	391	0	3347	0	0	1884	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	1610	0	1634	0		
Q Serve(g_s), s	32.1	32.1	9.4	0.0	45.1	0.0	0.0	17.4	0.0		
Cycle Q Clear(g_c), s	32.1	32.1	9.4	0.0	45.1	0.0	0.0	17.4	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	581	581	1034	0	3726		0	3726	0		
V/C Ratio(X)	1.12	1.12	0.38	0.00	0.90		0.00	0.51	0.00		
Avail Cap(c_a), veh/h	581	581	1034	0	3726		0	3726	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.27	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	33.9	33.9	26.2	0.0	18.9	0.0	0.0	13.0	0.0		
Incr Delay (d2), s/veh	76.4	76.4	1.1	0.0	1.1	0.0	0.0	0.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	26.0	26.0	3.7	0.0	15.8	0.0	0.0	5.8	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	110.4	110.4	27.3	0.0	20.1	0.0	0.0	13.5	0.0		
LnGrp LOS	F	F	C	A	C		A	B	A		
Approach Vol, veh/h	1044	1044			3347	A		1884			
Approach Delay, s/veh	79.2	79.2			20.1			13.5			
Approach LOS	E	E			C			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	62.8		37.2		62.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	57.0		32.1		57.0						
Max Q Clear Time (g_c+I1), s	47.1		34.1		19.4						
Green Ext Time (p_c), s	9.4		0.0		12.5						

Intersection Summary

HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖↗	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	400	100	210	70	60	290	80	2950	120	200	1870	120
Future Volume (veh/h)	400	100	210	70	60	290	80	2950	120	200	1870	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	421	105	38	74	63	30	84	3105	63	211	1968	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	464	219	183	260	109	162	193	3550	872	263	3679	904
Arrive On Green	0.13	0.12	0.12	0.07	0.06	0.06	0.05	0.54	0.54	0.07	0.56	0.56
Sat Flow, veh/h	3510	1900	1589	3510	1900	2834	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	421	105	38	74	63	30	84	3105	63	211	1968	66
Grp Sat Flow(s),veh/h/ln	1755	1900	1589	1755	1900	1417	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	16.6	7.2	3.0	2.8	4.5	1.4	3.2	57.9	2.6	8.3	26.4	2.6
Cycle Q Clear(g_c), s	16.6	7.2	3.0	2.8	4.5	1.4	3.2	57.9	2.6	8.3	26.4	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	219	183	260	109	162	193	3550	872	263	3679	904
V/C Ratio(X)	0.91	0.48	0.21	0.28	0.58	0.19	0.44	0.87	0.07	0.80	0.53	0.07
Avail Cap(c_a), veh/h	464	387	324	464	387	577	602	3550	872	602	3679	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.28	0.28	0.28	0.86	0.86	0.86
Uniform Delay (d), s/veh	59.9	58.0	56.2	61.3	64.4	62.9	64.0	27.8	15.2	63.8	19.1	13.9
Incr Delay (d2), s/veh	21.0	0.6	0.2	0.2	1.8	0.2	0.2	1.0	0.0	1.9	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	3.5	1.2	1.2	2.2	0.5	1.4	21.3	0.9	3.7	9.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.9	58.6	56.4	61.5	66.2	63.1	64.2	28.8	15.3	65.6	19.6	14.1
LnGrp LOS	F	E	E	E	E	E	E	C	B	E	B	B
Approach Vol, veh/h		564			167			3252			2245	
Approach Delay, s/veh		75.1			63.6			29.5			23.8	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	83.0	16.9	22.6	14.7	85.8	25.0	14.5				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	24.0	42.0	18.5	28.5	24.0	42.0	18.5	28.5				
Max Q Clear Time (g_c+10), s	11.3	59.9	4.8	9.2	5.2	28.4	18.6	6.5				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.2	0.1	9.2	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↓		↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	430	640	670	70	670	740	720	2250	50	30	1750	170
Future Volume (veh/h)	430	640	670	70	670	740	720	2250	50	30	1750	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	434	646	585	71	677	501	727	2273	21	30	1768	85
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	483	638	567	111	893	398	652	2681	658	80	1617	396
Arrive On Green	0.14	0.35	0.35	0.03	0.25	0.25	0.19	0.41	0.41	0.02	0.25	0.25
Sat Flow, veh/h	3510	1805	1603	3510	3610	1610	3510	6536	1604	3510	6536	1600
Grp Volume(v), veh/h	434	646	585	71	677	501	727	2273	21	30	1768	85
Grp Sat Flow(s),veh/h/ln	1755	1805	1603	1755	1805	1610	1755	1634	1604	1755	1634	1600
Q Serve(g_s), s	19.7	57.1	57.1	3.2	28.1	40.0	30.0	50.8	1.3	1.4	40.0	6.8
Cycle Q Clear(g_c), s	19.7	57.1	57.1	3.2	28.1	40.0	30.0	50.8	1.3	1.4	40.0	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	483	638	567	111	893	398	652	2681	658	80	1617	396
V/C Ratio(X)	0.90	1.01	1.03	0.64	0.76	1.26	1.12	0.85	0.03	0.37	1.09	0.21
Avail Cap(c_a), veh/h	652	638	567	652	893	398	652	2681	658	652	1617	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.6	52.3	52.3	77.4	56.3	60.8	65.8	43.1	28.5	77.8	60.8	48.3
Incr Delay (d2), s/veh	10.4	38.8	46.3	2.3	3.8	134.8	71.5	2.8	0.0	1.1	52.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	32.0	29.6	1.5	13.0	30.8	19.5	20.1	0.5	0.6	22.1	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.0	91.0	98.6	79.7	60.1	195.6	137.3	45.9	28.5	78.9	113.2	48.7
LnGrp LOS	E	F	F	E	E	F	F	D	C	E	F	D
Approach Vol, veh/h		1665			1249			3021			1883	
Approach Delay, s/veh		90.5			115.6			67.8			109.7	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	73.8	12.1	64.5	37.5	47.5	29.2	47.4				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+1), s	13.4	52.8	5.2	59.1	32.0	42.0	21.7	42.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.6	0.0				

Intersection Summary

HCM 6th Ctrl Delay	90.4
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑↑		↖	↖	↖	↖		↕	
Traffic Volume (veh/h)	160	570	20	30	1400	120	20	0	50	260	0	380
Future Volume (veh/h)	160	570	20	30	1400	120	20	0	50	260	0	380
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	168	600	19	32	1474	42	21	0	19	274	0	302
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	2030	64	62	1633	507	407	0	605	314	0	292
Arrive On Green	0.11	0.39	0.39	0.03	0.31	0.31	0.38	0.00	0.38	0.38	0.00	0.38
Sat Flow, veh/h	1810	5166	163	1810	5187	1610	1094	0	1610	705	0	777
Grp Volume(v), veh/h	168	401	218	32	1474	42	21	0	19	576	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1871	1810	1729	1610	1094	0	1610	1481	0	0
Q Serve(g_s), s	9.7	8.5	8.5	1.9	29.0	2.0	0.0	0.0	0.8	39.2	0.0	0.0
Cycle Q Clear(g_c), s	9.7	8.5	8.5	1.9	29.0	2.0	1.6	0.0	0.8	40.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	0.48		0.52
Lane Grp Cap(c), veh/h	204	1359	735	62	1633	507	407	0	605	606	0	0
V/C Ratio(X)	0.82	0.30	0.30	0.51	0.90	0.08	0.05	0.00	0.03	0.95	0.00	0.00
Avail Cap(c_a), veh/h	594	1948	1054	153	1655	514	407	0	605	606	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.2	22.2	22.2	50.6	34.9	25.7	21.3	0.0	21.0	34.3	0.0	0.0
Incr Delay (d2), s/veh	8.1	0.2	0.3	6.4	7.4	0.1	0.2	0.0	0.1	26.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.3	3.6	0.9	12.6	0.7	0.4	0.0	0.3	19.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	22.4	22.5	56.9	42.4	25.8	21.5	0.0	21.1	60.5	0.0	0.0
LnGrp LOS	D	C	C	E	D	C	C	A	C	E	A	A
Approach Vol, veh/h	787			1548			40			576		
Approach Delay, s/veh	29.2			42.2			21.3			60.5		
Approach LOS	C			D			C			E		
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	47.0	10.7	48.9		47.0	19.0	40.5					
Change Period (Y+Rc), s	7.0	7.0	7.0		7.0	7.0	7.0					
Max Green Setting (Gmax), s	40.0	9.0	60.0		40.0	35.0	34.0					
Max Q Clear Time (g_c+1), s	3.6	3.9	10.5		42.0	11.7	31.0					
Green Ext Time (p_c), s	0.2	0.0	5.9		0.0	0.4	2.5					

Intersection Summary

HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	
Traffic Volume (veh/h)	0	700	60	80	1180	20	80	0	60	20	0	20
Future Volume (veh/h)	0	700	60	80	1180	20	80	0	60	20	0	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	737	54	84	1242	20	84	0	26	21	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	3067	224	110	1417	23	220	0	133	126	4	5
Arrive On Green	0.00	0.62	0.62	0.06	0.76	0.76	0.08	0.00	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1810	4932	360	1810	1865	30	1660	0	1582	585	43	60
Grp Volume(v), veh/h	0	516	275	84	0	1262	84	0	26	23	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1834	1810	0	1895	1660	0	1582	687	0	0
Q Serve(g_s), s	0.0	6.0	6.0	4.1	0.0	43.1	0.0	0.0	1.4	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.0	6.0	4.1	0.0	43.1	4.1	0.0	1.4	5.3	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.02	1.00		1.00	0.91		0.09
Lane Grp Cap(c), veh/h	2	2150	1140	110	0	1440	220	0	133	134	0	0
V/C Ratio(X)	0.00	0.24	0.24	0.77	0.00	0.88	0.38	0.00	0.20	0.17	0.00	0.00
Avail Cap(c_a), veh/h	322	2150	1140	322	0	1440	684	0	650	593	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.6	7.6	41.6	0.0	7.8	39.6	0.0	38.4	41.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.5	10.5	0.0	7.8	1.1	0.0	0.7	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	2.1	2.1	0.0	12.3	1.9	0.0	0.5	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.8	8.1	52.2	0.0	15.5	40.7	0.0	39.1	42.0	0.0	0.0
LnGrp LOS	A	A	A	D	A	B	D	A	D	D	A	A
Approach Vol, veh/h	791		1346		110		23					
Approach Delay, s/veh	7.9		17.8		40.3		42.0					
Approach LOS	A		B		D		D					
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	14.6		12.5		63.0		14.6		0.0		75.4	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	37.0		16.0		16.0		37.0		16.0		16.0	
Max Q Clear Time (g_c+1), s	6.1		6.1		8.0		7.3		0.0		45.1	
Green Ext Time (p_c), s	0.5		0.1		2.9		0.1		0.0		0.0	
Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary
29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Volume (veh/h)	510	780	170	490	610	130	90	2150	360	210	1700	720
Future Volume (veh/h)	510	780	170	490	610	130	90	2150	360	210	1700	720
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	531	812	48	510	635	36	94	2240	180	219	1771	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	590	993	306	569	669	298	115	2311	567	165	2490	
Arrive On Green	0.17	0.19	0.19	0.16	0.19	0.19	0.06	0.35	0.35	0.09	0.38	0.00
Sat Flow, veh/h	3510	5187	1598	3510	3610	1610	1810	6536	1603	1810	6536	1610
Grp Volume(v), veh/h	531	812	48	510	635	36	94	2240	180	219	1771	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1598	1755	1805	1610	1810	1634	1603	1810	1634	1610
Q Serve(g_s), s	22.0	22.3	3.7	21.1	25.8	2.8	7.6	50.0	12.1	13.5	34.2	0.0
Cycle Q Clear(g_c), s	22.0	22.3	3.7	21.1	25.8	2.8	7.6	50.0	12.1	13.5	34.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	590	993	306	569	669	298	115	2311	567	165	2490	
V/C Ratio(X)	0.90	0.82	0.16	0.90	0.95	0.12	0.82	0.97	0.32	1.33	0.71	
Avail Cap(c_a), veh/h	1100	993	306	1100	669	298	165	2312	567	165	2490	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	60.5	57.5	50.0	61.0	59.8	50.4	68.6	47.2	34.9	67.5	39.0	0.0
Incr Delay (d2), s/veh	2.1	5.5	0.2	2.1	23.1	0.2	12.7	12.4	0.4	184.3	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	10.1	1.5	9.4	13.7	1.1	3.8	21.3	4.7	14.5	13.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	63.0	50.3	63.1	82.9	50.6	81.4	59.5	35.3	251.8	40.0	0.0
LnGrp LOS	E	E	D	E	F	D	F	E	D	F	D	
Approach Vol, veh/h		1391			1181			2514			1990	A
Approach Delay, s/veh		62.4			73.3			58.6			63.3	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	60.0	31.5	35.9	16.9	64.0	32.4	35.0				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	13.5	52.5	46.5	27.5	13.5	52.5	46.5	27.5				
Max Q Clear Time (g_c+1/5), s	11.5	52.0	23.1	24.3	9.6	36.2	24.0	27.8				
Green Ext Time (p_c), s	0.0	0.5	0.9	1.6	0.0	11.4	0.9	0.0				

Intersection Summary

HCM 6th Ctrl Delay	63.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗		↖ ↗	↖ ↗	↖ ↗		↖ ↗	↖ ↗	↖ ↗
Traffic Volume (veh/h)	320	1170	20	20	1010	20	20	20	20	30	0	210
Future Volume (veh/h)	320	1170	20	20	1010	20	20	20	20	30	0	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	337	1232	20	21	1063	15	21	21	5	32	0	122
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	440	4133	67	395	2838	1266	196	145	35	189	186	158
Arrive On Green	0.79	0.79	0.79	0.79	0.79	0.79	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	532	5257	85	451	3610	1610	1289	1483	353	1407	1900	1610
Grp Volume(v), veh/h	337	810	442	21	1063	15	21	0	26	32	0	122
Grp Sat Flow(s),veh/h/ln	532	1729	1885	451	1805	1610	1289	0	1836	1407	1900	1610
Q Serve(g_s), s	54.2	6.8	6.8	1.4	9.2	0.2	1.5	0.0	1.3	2.2	0.0	7.6
Cycle Q Clear(g_c), s	63.4	6.8	6.8	8.1	9.2	0.2	1.5	0.0	1.3	3.5	0.0	7.6
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	440	2718	1481	395	2838	1266	196	0	180	189	186	158
V/C Ratio(X)	0.77	0.30	0.30	0.05	0.37	0.01	0.11	0.00	0.14	0.17	0.00	0.77
Avail Cap(c_a), veh/h	536	3343	1822	476	3490	1557	543	0	675	568	698	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	3.1	3.1	4.2	3.4	2.4	42.8	0.0	42.7	44.3	0.0	45.5
Incr Delay (d2), s/veh	5.3	0.1	0.1	0.1	0.1	0.0	0.2	0.0	0.4	0.4	0.0	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	1.4	1.5	0.1	2.0	0.0	0.5	0.0	0.6	0.8	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	3.2	3.2	4.3	3.4	2.4	43.0	0.0	43.1	44.7	0.0	53.4
LnGrp LOS	B	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h	1589				1099				47		154	
Approach Delay, s/veh	6.4				3.4				43.0		51.6	
Approach LOS	A				A				D		D	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	15.1		88.3		15.1		88.3					
Change Period (Y+Rc), s	5.0		7.0		5.0		7.0					
Max Green Setting (Gmax), s	38.0		100.0		38.0		100.0					
Max Q Clear Time (g_c+1), s	3.5		65.4		9.6		11.2					
Green Ext Time (p_c), s	0.2		15.8		0.5		9.6					

Intersection Summary

HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	1030	30	30	990	650	30	40	80	300	30	80
Future Volume (veh/h)	280	1030	30	30	990	650	30	40	80	300	30	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	295	1084	10	32	1042	0	32	42	22	316	32	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	2355	727	78	1353		89	120	63	312	272	228
Arrive On Green	0.12	0.45	0.45	0.01	0.12	0.00	0.05	0.10	0.10	0.09	0.14	0.14
Sat Flow, veh/h	1810	5187	1601	1810	3610	1610	1810	1168	612	3510	1900	1593
Grp Volume(v), veh/h	295	1084	10	32	1042	0	32	0	64	316	32	24
Grp Sat Flow(s),veh/h/ln	1810	1729	1601	1810	1805	1610	1810	0	1779	1755	1900	1593
Q Serve(g_s), s	11.0	13.0	0.3	1.6	25.2	0.0	1.5	0.0	3.0	8.0	1.3	1.2
Cycle Q Clear(g_c), s	11.0	13.0	0.3	1.6	25.2	0.0	1.5	0.0	3.0	8.0	1.3	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	221	2355	727	78	1353		89	0	183	312	272	228
V/C Ratio(X)	1.33	0.46	0.01	0.41	0.77		0.36	0.00	0.35	1.01	0.12	0.11
Avail Cap(c_a), veh/h	221	2355	727	161	1353		161	0	395	312	422	354
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.83	0.83	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	17.0	13.5	43.2	35.7	0.0	41.4	0.0	37.6	41.0	33.6	33.6
Incr Delay (d2), s/veh	176.8	0.6	0.0	3.5	3.6	0.0	0.9	0.0	0.8	54.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	4.7	0.1	0.8	12.6	0.0	0.7	0.0	1.3	5.8	0.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	216.3	17.6	13.5	46.7	39.3	0.0	42.4	0.0	38.4	95.2	33.8	33.7
LnGrp LOS	F	B	B	D	D		D	A	D	F	C	C
Approach Vol, veh/h		1389			1074	A		96			372	
Approach Delay, s/veh		59.7			39.5			39.7			86.0	
Approach LOS		E			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	16.3	10.9	47.9	11.4	19.9	18.0	40.7				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	20.0	20.0	8.0	26.0	8.0	20.0	11.0	23.0				
Max Q Clear Time (g_c+I), s	11.0	5.0	3.6	15.0	3.5	3.3	13.0	27.2				
Green Ext Time (p_c), s	0.0	0.1	0.0	5.8	0.0	0.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	55.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗			↖ ↑	↑ ↗		↖ ↑	↑ ↗	
Traffic Volume (veh/h)	70	1410	30	50	1360	70	40	40	130	110	30	140
Future Volume (veh/h)	70	1410	30	50	1360	70	40	40	130	110	30	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	1484	31	53	1432	69	42	42	48	116	32	50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	3012	63	74	2861	138	257	290	257	258	290	257
Arrive On Green	0.11	1.00	1.00	0.04	0.56	0.56	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	5229	109	1810	5069	244	1327	1805	1595	1317	1805	1595
Grp Volume(v), veh/h	74	981	534	53	977	524	42	42	48	116	32	50
Grp Sat Flow(s),veh/h/ln	1810	1729	1880	1810	1729	1855	1327	1805	1595	1317	1805	1595
Q Serve(g_s), s	3.6	0.0	0.0	2.6	15.4	15.4	2.5	1.8	2.3	7.5	1.4	2.4
Cycle Q Clear(g_c), s	3.6	0.0	0.0	2.6	15.4	15.4	5.0	1.8	2.3	9.9	1.4	2.4
Prop In Lane	1.00		0.06	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	1992	1083	74	1951	1047	257	290	257	258	290	257
V/C Ratio(X)	0.78	0.49	0.49	0.72	0.50	0.50	0.16	0.14	0.19	0.45	0.11	0.19
Avail Cap(c_a), veh/h	201	1992	1083	281	1951	1047	472	582	514	470	582	514
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	0.0	0.0	42.7	11.9	11.9	34.9	32.4	32.7	36.9	32.3	32.7
Incr Delay (d2), s/veh	4.1	0.7	1.3	3.3	0.6	1.1	0.3	0.2	0.3	1.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.2	0.4	1.2	5.2	5.7	0.8	0.8	0.9	2.4	0.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	0.7	1.3	45.9	12.5	13.1	35.2	32.7	33.0	38.2	32.4	33.1
LnGrp LOS	D	A	A	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h	1589				1554		132				198	
Approach Delay, s/veh	2.9				13.8		33.6				35.9	
Approach LOS	A				B		C				D	
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	20.5		10.7		58.8		20.5		11.7		57.8	
Change Period (Y+Rc), s	6.0		7.0		7.0		6.0		7.0		7.0	
Max Green Setting (Gmax), s	29.0		14.0		27.0		29.0		10.0		31.0	
Max Q Clear Time (g_c+1), s	7.0		4.6		2.0		11.9		5.6		17.4	
Green Ext Time (p_c), s	0.5		0.0		14.7		0.7		0.0		9.5	
Intersection Summary												
HCM 6th Ctrl Delay			10.8									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	200	1180	190	560	1020	140	270	1120	550	310	970	110
Future Volume (veh/h)	200	1180	190	560	1020	140	270	1120	550	310	970	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	211	1242	52	589	1074	138	284	1179	341	326	1021	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	264	1367	422	590	1656	213	339	1341	414	381	1403	554
Arrive On Green	0.08	0.26	0.26	0.17	0.36	0.36	0.10	0.26	0.26	0.11	0.27	0.27
Sat Flow, veh/h	3510	5187	1601	3510	4651	597	3510	5187	1601	3510	5187	1601
Grp Volume(v), veh/h	211	1242	52	589	798	414	284	1179	341	326	1021	64
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1790	1755	1729	1601	1755	1729	1601
Q Serve(g_s), s	8.8	34.5	3.7	25.0	28.8	28.8	11.8	32.5	29.9	13.6	26.6	4.1
Cycle Q Clear(g_c), s	8.8	34.5	3.7	25.0	28.8	28.8	11.8	32.5	29.9	13.6	26.6	4.1
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	1367	422	590	1232	637	339	1341	414	381	1403	554
V/C Ratio(X)	0.80	0.91	0.12	1.00	0.65	0.65	0.84	0.88	0.82	0.86	0.73	0.12
Avail Cap(c_a), veh/h	590	1394	430	590	1232	637	590	1394	430	590	1403	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.7	53.1	41.7	61.9	40.1	40.1	66.1	53.0	52.0	65.2	49.3	33.2
Incr Delay (d2), s/veh	4.1	9.0	0.2	36.8	1.3	2.5	4.2	6.7	12.2	6.4	2.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	15.8	1.5	13.9	12.2	12.8	5.4	14.5	13.2	6.3	11.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	62.1	41.9	98.7	41.4	42.6	70.3	59.7	64.3	71.6	51.3	33.3
LnGrp LOS	E	E	D	F	D	D	E	E	E	E	D	C
Approach Vol, veh/h		1505			1801			1804			1411	
Approach Delay, s/veh		62.8			60.4			62.2			55.2	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.7	46.0	32.5	46.7	21.9	47.8	18.7	60.5				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+1/6), s	11.6	34.5	27.0	36.5	13.8	28.6	10.8	30.8				
Green Ext Time (p_c), s	0.6	4.0	0.0	2.5	0.5	5.6	0.4	5.4				

Intersection Summary

HCM 6th Ctrl Delay	60.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	140	1920	0	70	1540	50	20	30	100	400	20	140
Future Volume (veh/h)	140	1920	0	70	1540	50	20	30	100	400	20	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	2021	0	74	1621	51	21	32	27	421	21	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	173	2102	0	120	1943	61	60	188	157	432	578	488
Arrive On Green	0.10	0.41	0.00	0.07	0.38	0.38	0.03	0.10	0.10	0.24	0.30	0.30
Sat Flow, veh/h	1810	5358	0	1810	5166	162	1810	1900	1586	1810	1900	1602
Grp Volume(v), veh/h	147	2021	0	74	1085	587	21	32	27	421	21	147
Grp Sat Flow(s),veh/h/ln	1810	1729	0	1810	1729	1870	1810	1900	1586	1810	1900	1602
Q Serve(g_s), s	10.0	47.7	0.0	5.0	35.8	35.9	1.4	1.9	2.0	29.0	1.0	8.8
Cycle Q Clear(g_c), s	10.0	47.7	0.0	5.0	35.8	35.9	1.4	1.9	2.0	29.0	1.0	8.8
Prop In Lane	1.00		0.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	2102	0	120	1301	703	60	188	157	432	578	488
V/C Ratio(X)	0.85	0.96	0.00	0.62	0.83	0.83	0.35	0.17	0.17	0.97	0.04	0.30
Avail Cap(c_a), veh/h	173	2106	0	130	1321	714	115	544	454	432	877	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	36.4	0.0	57.1	35.6	35.6	59.4	51.9	51.9	47.4	30.7	33.5
Incr Delay (d2), s/veh	30.0	11.9	0.0	5.0	4.8	8.5	1.3	0.3	0.4	36.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	21.3	0.0	2.4	15.2	17.2	0.7	1.0	0.8	17.5	0.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.0	48.3	0.0	62.1	40.4	44.2	60.7	52.2	52.3	83.9	30.7	33.7
LnGrp LOS	F	D	A	E	D	D	E	D	D	F	C	C
Approach Vol, veh/h	2168				1746		80				589	
Approach Delay, s/veh	50.9				42.6		54.5				69.4	
Approach LOS	D				D		D				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.0	17.4	15.3	57.9	9.2	43.2	19.0	54.3				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	30.0	36.0	9.0	51.0	8.0	58.0	12.0	48.0				
Max Q Clear Time (g_c+D), s	30.0	4.0	7.0	49.7	3.4	10.8	12.0	37.9				
Green Ext Time (p_c), s	0.0	0.2	0.0	1.2	0.0	0.5	0.0	7.5				

Intersection Summary

HCM 6th Ctrl Delay	50.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1990	590	540	1200	0	0	0	0	260	0	480
Future Volume (veh/h)	0	1990	590	540	1200	0	0	0	0	260	0	480
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	2095	268	568	1263	0				183	0	525
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2578	726	585	3498	0				328	0	583
Arrive On Green	0.00	0.45	0.45	0.06	0.22	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5700	1605	3510	5358	0				1810	0	3220
Grp Volume(v), veh/h	0	2095	268	568	1263	0				183	0	525
Grp Sat Flow(s),veh/h/ln	0	1900	1605	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	28.7	9.9	14.5	18.5	0.0				8.3	0.0	14.4
Cycle Q Clear(g_c), s	0.0	28.7	9.9	14.5	18.5	0.0				8.3	0.0	14.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2578	726	585	3498	0				328	0	583
V/C Ratio(X)	0.00	0.81	0.37	0.97	0.36	0.00				0.56	0.00	0.90
Avail Cap(c_a), veh/h	0	2578	726	585	3498	0				328	0	583
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.22	0.22	0.59	0.59	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.3	16.2	42.3	18.6	0.0				33.6	0.0	36.1
Incr Delay (d2), s/veh	0.0	0.7	0.3	22.3	0.2	0.0				6.7	0.0	19.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.4	3.3	8.5	8.4	0.0				4.2	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.0	16.5	64.7	18.8	0.0				40.3	0.0	55.5
LnGrp LOS		A	C	B	E	B	A			D	A	E
Approach Vol, veh/h		2363			1831					708		
Approach Delay, s/veh		21.4			33.0					51.6		
Approach LOS		C			C					D		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.0	47.2		22.8		67.2						
Change Period (Y+Rc), s	5.0	6.5		6.5		6.5						
Max Green Setting (Gmax), s	15.0	40.7		16.3		60.7						
Max Q Clear Time (g_c+1/3), s	11.0	30.7		16.4		20.5						
Green Ext Time (p_c), s	0.0	8.5		0.0		8.4						

Intersection Summary

HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	600	1650	0	0	1530	540	210	0	370	0	0	0
Future Volume (veh/h)	600	1650	0	0	1530	540	210	0	370	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	632	1737	0	0	1611	293	329	0	190			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	702	3458	0	0	2132	662	684	0	304			
Arrive On Green	0.20	0.67	0.00	0.00	0.41	0.41	0.19	0.00	0.19			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	632	1737	0	0	1611	293	329	0	190			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	15.8	15.1	0.0	0.0	23.9	11.8	7.3	0.0	9.8			
Cycle Q Clear(g_c), s	15.8	15.1	0.0	0.0	23.9	11.8	7.3	0.0	9.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	702	3458	0	0	2132	662	684	0	304			
V/C Ratio(X)	0.90	0.50	0.00	0.00	0.76	0.44	0.48	0.00	0.62			
Avail Cap(c_a), veh/h	702	3458	0	0	2132	662	684	0	304			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.19	0.19	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.1	7.5	0.0	0.0	22.6	19.1	32.6	0.0	33.6			
Incr Delay (d2), s/veh	4.0	0.1	0.0	0.0	2.5	2.1	2.4	0.0	9.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.7	4.2	0.0	0.0	9.2	4.4	3.4	0.0	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	7.6	0.0	0.0	25.2	21.2	35.0	0.0	42.9			
LnGrp LOS	D	A	A	A	C	C	C	A	D			
Approach Vol, veh/h		2369			1904			519				
Approach Delay, s/veh		16.0			24.6			37.9				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.5			23.0	43.5		23.5				
Change Period (Y+Rc), s		6.5			5.0	6.5		6.5				
Max Green Setting (Gmax), s		60.0			18.0	37.0		17.0				
Max Q Clear Time (g_c+I1), s		17.1			17.8	25.9		11.8				
Green Ext Time (p_c), s		14.0			0.0	7.9		0.7				
Intersection Summary												
HCM 6th Ctrl Delay					21.8							
HCM 6th LOS					C							
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary
 1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	1030	170	260	1200	270	110	1190	220	170	1440	150
Future Volume (veh/h)	270	1030	170	260	1200	270	110	1190	220	170	1440	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	284	1084	71	274	1263	176	116	1253	204	179	1516	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1271	83	227	1176	164	308	1139	185	319	1346	416
Arrive On Green	0.13	0.26	0.26	0.13	0.26	0.26	0.13	0.25	0.25	0.13	0.26	0.26
Sat Flow, veh/h	1810	4972	325	1810	4601	641	1810	4490	731	1810	5187	1601
Grp Volume(v), veh/h	284	754	401	274	949	490	116	965	492	179	1516	51
Grp Sat Flow(s),veh/h/ln	1810	1729	1839	1810	1729	1785	1810	1729	1763	1810	1729	1601
Q Serve(g_s), s	11.3	18.7	18.7	11.3	23.0	23.0	3.8	22.8	22.8	6.1	23.4	2.2
Cycle Q Clear(g_c), s	11.3	18.7	18.7	11.3	23.0	23.0	3.8	22.8	22.8	6.1	23.4	2.2
Prop In Lane	1.00		0.18	1.00		0.36	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	227	884	470	227	884	456	308	877	447	319	1346	416
V/C Ratio(X)	1.25	0.85	0.85	1.21	1.07	1.07	0.38	1.10	1.10	0.56	1.13	0.12
Avail Cap(c_a), veh/h	227	884	470	227	884	456	321	877	447	321	1346	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	31.9	31.9	39.3	33.5	33.5	21.4	33.6	33.6	21.8	33.3	25.5
Incr Delay (d2), s/veh	143.6	8.3	14.6	119.7	48.5	58.0	1.1	61.4	72.4	2.8	66.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	8.2	9.5	12.2	14.8	16.4	1.6	16.5	18.2	2.6	17.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	182.9	40.2	46.5	159.0	82.0	91.5	22.5	95.0	106.0	24.5	100.2	26.1
LnGrp LOS	F	D	D	F	F	F	C	F	F	C	F	C
Approach Vol, veh/h		1439			1713			1573			1746	
Approach Delay, s/veh		70.1			97.1			93.1			90.2	
Approach LOS		E			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	28.6	16.0	28.8	16.0	29.2	16.0	28.8				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.7	* 11	23.0	* 12	22.7	* 11	23.0				
Max Q Clear Time (g_c+I1), s	8.1	24.8	13.3	20.7	5.8	25.4	13.3	25.0				
Green Ext Time (p_c), s	0.2	0.0	0.0	1.7	0.2	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				88.3								
HCM 6th LOS				F								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑				↕			↕	
Traffic Volume (veh/h)	50	1340	50	80	1500	80	50	170	50	80	170	70
Future Volume (veh/h)	50	1340	50	80	1500	80	50	170	50	80	170	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1411	27	84	1579	44	53	179	42	84	179	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	2593	50	111	2636	73	125	317	68	158	262	79
Arrive On Green	0.05	0.49	0.49	0.06	0.51	0.51	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	5239	100	1810	5187	145	225	1253	268	340	1037	314
Grp Volume(v), veh/h	53	931	507	84	1053	570	274	0	0	323	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1881	1810	1729	1873	1746	0	0	1690	0	0
Q Serve(g_s), s	1.8	11.7	11.7	2.9	13.5	13.5	0.0	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	1.8	11.7	11.7	2.9	13.5	13.5	8.4	0.0	0.0	10.7	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.08	0.19		0.15	0.26		0.19
Lane Grp Cap(c), veh/h	87	1712	931	111	1757	952	510	0	0	500	0	0
V/C Ratio(X)	0.61	0.54	0.54	0.76	0.60	0.60	0.54	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	158	1959	1066	184	2008	1088	775	0	0	756	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.3	11.0	11.0	29.0	10.9	10.9	20.6	0.0	0.0	21.4	0.0	0.0
Incr Delay (d2), s/veh	13.9	0.6	1.1	19.9	0.7	1.4	1.9	0.0	0.0	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	3.9	1.7	4.0	4.5	3.5	0.0	0.0	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	11.5	12.0	49.0	11.7	12.3	22.5	0.0	0.0	24.4	0.0	0.0
LnGrp LOS	D	B	B	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h	1491				1707		274				323	
Approach Delay, s/veh	12.8				13.7		22.5				24.4	
Approach LOS	B				B		C				C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	7.8	35.1	19.9		7.0	35.9	19.9					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	4.0	35.6	26.0		5.5	36.5	26.0					
Max Q Clear Time (g_c+14.5), s	4.0	13.7	12.7		3.8	15.5	10.4					
Green Ext Time (p_c), s	0.0	15.5	2.8		0.0	16.4	2.5					
Intersection Summary												
HCM 6th Ctrl Delay			14.9									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔ ↑↑↑			↔ ↑↑↑			↔ ↑	↑		↔ ↑	↑↑	
Traffic Volume (veh/h)	260	1180	90	130	1470	80	130	430	60	70	630	50
Future Volume (veh/h)	260	1180	90	130	1470	80	130	430	60	70	630	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	274	1242	42	137	1547	38	137	453	59	74	663	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	7070	239	141	7145	175	147	439	57	80	911	65
Arrive On Green	0.08	1.00	1.00	0.16	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	5152	174	1810	5207	128	750	1646	214	902	3418	242
Grp Volume(v), veh/h	274	834	450	137	1027	558	137	0	512	74	350	360
Grp Sat Flow(s),veh/h/ln	1810	1729	1868	1810	1729	1877	750	0	1860	902	1805	1855
Q Serve(g_s), s	7.0	0.0	0.0	6.8	0.0	0.0	8.1	0.0	24.0	0.0	15.9	15.9
Cycle Q Clear(g_c), s	7.0	0.0	0.0	6.8	0.0	0.0	24.0	0.0	24.0	24.0	15.9	15.9
Prop In Lane	1.00		0.09	1.00		0.07	1.00		0.12	1.00		0.13
Lane Grp Cap(c), veh/h	141	4745	2564	141	4745	2575	147	0	496	80	481	495
V/C Ratio(X)	1.95	0.18	0.18	0.97	0.22	0.22	0.93	0.00	1.03	0.92	0.73	0.73
Avail Cap(c_a), veh/h	141	4745	2564	141	4745	2575	147	0	496	80	481	495
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.56	0.56	0.56	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	0.0	37.9	0.0	0.0	43.0	0.0	33.0	45.0	30.0	30.0
Incr Delay (d2), s/veh	450.9	0.1	0.1	49.5	0.1	0.1	54.5	0.0	49.0	77.4	6.7	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.6	0.1	0.1	4.6	0.0	0.1	5.2	0.0	16.9	3.3	7.4	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	492.4	0.1	0.1	87.5	0.1	0.1	97.5	0.0	82.0	122.4	36.7	36.6
LnGrp LOS	F	A	A	F	A	A	F	A	F	F	D	D
Approach Vol, veh/h	1558		1722		649		784					
Approach Delay, s/veh	86.7		7.0		85.2		44.7					
Approach LOS	F		A		F		D					
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	30.5		14.0		133.0		30.5		14.0		133.0	
Change Period (Y+Rc), s	6.5		7.0		7.0		* 6.5		7.0		* 7	
Max Green Setting (Gmax), s	22.5		7.0		40.0		* 24		7.0		* 41	
Max Q Clear Time (g_c+I1), s	26.0		8.8		2.0		26.0		9.0		2.0	
Green Ext Time (p_c), s	0.0		0.0		19.7		0.0		0.0		25.6	

Intersection Summary

HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑ ↘			↙ ↑↑↑ ↘				↙ ↑↑ ↘		↙ ↘	↙ ↑↑ ↘	
Traffic Volume (veh/h)	70	1210	50	60	1500	110	80	500	50	70	450	100
Future Volume (veh/h)	70	1210	50	60	1500	110	80	500	50	70	450	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	1274	25	63	1579	54	84	526	14	74	474	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	1965	39	81	1891	65	145	806	516	138	779	516
Arrive On Green	0.04	0.25	0.25	0.04	0.37	0.37	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1810	5236	103	1810	5149	176	252	2255	1443	229	2177	1443
Grp Volume(v), veh/h	74	841	458	63	1060	573	223	387	14	188	360	27
Grp Sat Flow(s),veh/h/ln	1810	1729	1881	1810	1729	1867	864	1643	1443	764	1643	1443
Q Serve(g_s), s	3.7	19.6	19.6	3.1	25.2	25.2	9.1	17.8	0.6	7.5	16.2	1.1
Cycle Q Clear(g_c), s	3.7	19.6	19.6	3.1	25.2	25.2	25.3	17.8	0.6	25.3	16.2	1.1
Prop In Lane	1.00		0.05	1.00		0.09	0.38		1.00	0.39		1.00
Lane Grp Cap(c), veh/h	96	1298	706	81	1270	686	364	587	516	329	587	516
V/C Ratio(X)	0.77	0.65	0.65	0.77	0.83	0.84	0.61	0.66	0.03	0.57	0.61	0.05
Avail Cap(c_a), veh/h	101	1298	706	101	1270	686	556	821	722	515	821	722
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.13	0.13	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	28.4	28.4	42.5	26.0	26.0	28.2	24.3	18.8	28.0	23.8	18.9
Incr Delay (d2), s/veh	21.0	1.9	3.5	3.0	0.9	1.7	1.7	1.3	0.0	1.6	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	8.6	9.6	1.4	9.5	10.5	4.4	6.5	0.2	3.7	5.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	30.3	31.9	45.5	26.9	27.7	29.9	25.6	18.8	29.6	24.8	19.0
LnGrp LOS	E	C	C	D	C	C	C	C	C	B	C	C
Approach Vol, veh/h	1373		1696				624		575			
Approach Delay, s/veh	32.7		27.9				27.0		26.1			
Approach LOS	C		C				C		C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	1.0	40.8	38.2		11.8	40.0	38.2					
Change Period (Y+Rc), s	7.0	7.0	6.0		7.0	7.0	6.0					
Max Green Setting (Gmax), s	5.0	20.0	45.0		5.0	20.0	45.0					
Max Q Clear Time (g_c+1.5), s	1.5	21.6	27.3		5.7	27.2	27.3					
Green Ext Time (p_c), s	0.0	0.0	2.8		0.0	0.0	3.3					

Intersection Summary

HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑	↖	↖ ↑ ↑ ↗			↖ ↑ ↑ ↑	↖	
Traffic Volume (veh/h)	280	880	140	40	1130	950	240	980	70	800	930	210
Future Volume (veh/h)	280	880	140	40	1130	950	240	980	70	800	930	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	283	889	39	40	1141	563	242	990	68	808	939	183
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	1325	409	158	1067	329	213	1020	70	585	2135	812
Arrive On Green	0.09	0.26	0.26	0.04	0.21	0.21	0.12	0.21	0.21	0.32	0.41	0.41
Sat Flow, veh/h	3510	5187	1601	3510	5187	1598	1810	4954	340	1810	5187	1604
Grp Volume(v), veh/h	283	889	39	40	1141	563	242	690	368	808	939	183
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1598	1810	1729	1836	1810	1729	1604
Q Serve(g_s), s	13.5	26.2	3.2	1.9	35.0	35.0	20.0	33.7	33.8	55.0	22.1	10.8
Cycle Q Clear(g_c), s	13.5	26.2	3.2	1.9	35.0	35.0	20.0	33.7	33.8	55.0	22.1	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	332	1325	409	158	1067	329	213	712	378	585	2135	812
V/C Ratio(X)	0.85	0.67	0.10	0.25	1.07	1.71	1.14	0.97	0.97	1.38	0.44	0.23
Avail Cap(c_a), veh/h	619	1372	424	413	1067	329	213	712	378	585	2135	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.8	56.9	48.3	78.5	67.5	67.5	75.0	67.0	67.1	57.5	36.0	23.4
Incr Delay (d2), s/veh	4.7	1.3	0.1	0.6	47.9	332.9	103.6	26.5	39.1	181.9	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	11.3	1.3	0.9	19.9	44.5	15.3	17.3	19.7	54.1	9.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	58.2	48.4	79.1	115.5	400.4	178.6	93.6	106.1	239.4	36.2	23.6
LnGrp LOS	F	E	D	E	F	F	F	F	F	F	D	C
Approach Vol, veh/h		1211			1744			1300			1930	
Approach Delay, s/veh		63.1			206.6			112.9			120.1	
Approach LOS		E			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.0	42.0	15.1	50.9	27.0	77.0	23.6	42.5				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+Y), s	57.0	35.8	3.9	28.2	22.0	24.1	15.5	37.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.9	0.0	12.4	0.6	0.0				

Intersection Summary

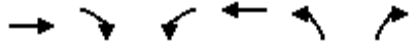
HCM 6th Ctrl Delay	131.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↘	↗
Traffic Volume (veh/h)	1720	90	60	1780	150	140
Future Volume (veh/h)	1720	90	60	1780	150	140
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1811	73	63	1874	158	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3427	1060	96	4133	245	112
Arrive On Green	0.66	0.66	0.05	0.80	0.07	0.07
Sat Flow, veh/h	5358	1604	1810	5358	3510	1610
Grp Volume(v), veh/h	1811	73	63	1874	158	15
Grp Sat Flow(s),veh/h/ln	1729	1604	1810	1729	1755	1610
Q Serve(g_s), s	16.4	1.5	3.1	10.3	3.9	0.8
Cycle Q Clear(g_c), s	16.4	1.5	3.1	10.3	3.9	0.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3427	1060	96	4133	245	112
V/C Ratio(X)	0.53	0.07	0.66	0.45	0.64	0.13
Avail Cap(c_a), veh/h	3427	1060	251	4133	800	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.63	0.63	1.00	1.00
Uniform Delay (d), s/veh	8.0	5.4	41.8	2.9	40.8	39.3
Incr Delay (d2), s/veh	0.1	0.0	3.6	0.2	2.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.3	1.4	1.1	1.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.0	5.4	45.4	3.1	43.6	39.8
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1884			1937	173	
Approach Delay, s/veh	7.9			4.5	43.3	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2		6	8	
Phs Duration (G+Y+Rc), s	2.3	67.0		79.2	10.8	
Change Period (Y+Rc), s	7.5	* 7.5		7.5	4.5	
Max Green Setting (Gmax), s	12.5	* 38		57.5	20.5	
Max Q Clear Time (g_c+1.5), s	15.5	18.4		12.3	5.9	
Green Ext Time (p_c), s	0.0	10.2		18.9	0.4	

Intersection Summary

HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Intersection Delay, s/veh 11.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	
Traffic Vol, veh/h	0	10	0	390	10	0	0	30	240	20	60	0
Future Vol, veh/h	0	10	0	390	10	0	0	30	240	20	60	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	0	411	11	0	0	32	253	21	63	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	9.2	11.8	10.5	9.5
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	100%	95%	50%	0%
Vol Thru, %	100%	0%	100%	0%	5%	50%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	240	10	199	201	40	40
LT Vol	0	0	0	199	191	20	0
Through Vol	30	0	10	0	10	20	40
RT Vol	0	240	0	0	0	0	0
Lane Flow Rate	32	253	11	209	212	42	42
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.051	0.357	0.018	0.344	0.346	0.073	0.07
Departure Headway (Hd)	5.797	5.09	6.125	5.914	5.889	6.261	6.008
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	614	702	588	601	605	567	590
Service Time	3.569	2.861	4.125	3.713	3.688	4.061	3.807
HCM Lane V/C Ratio	0.052	0.36	0.019	0.348	0.35	0.074	0.071
HCM Control Delay	8.9	10.7	9.2	11.8	11.8	9.6	9.3
HCM Lane LOS	A	B	A	B	B	A	A
HCM 95th-tile Q	0.2	1.6	0.1	1.5	1.5	0.2	0.2

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	270	0	0	440	0
Future Vol, veh/h	0	0	0	0	0	0	0	270	0	0	440	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	284	0	0	463	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	605	747	232	516	747	142	463	0	0	284	0	0
Stage 1	463	463	-	284	284	-	-	-	-	-	-	-
Stage 2	142	284	-	232	463	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	386	344	776	446	344	886	1109	-	-	1290	-	-
Stage 1	554	568	-	705	680	-	-	-	-	-	-	-
Stage 2	852	680	-	756	568	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	386	344	776	446	344	886	1109	-	-	1290	-	-
Mov Cap-2 Maneuver	386	344	-	446	344	-	-	-	-	-	-	-
Stage 1	554	568	-	705	680	-	-	-	-	-	-	-
Stage 2	852	680	-	756	568	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1109	-	-	-	-	1290	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

HCM 6th Signalized Intersection Summary
9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1290	280	70	1300	10	290	90	90	10	260	160
Future Volume (veh/h)	170	1290	280	70	1300	10	290	90	90	10	260	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	1358	215	74	1368	10	305	95	10	11	274	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	220	2188	679	131	2152	16	285	843	376	372	843	
Arrive On Green	0.12	0.42	0.42	0.07	0.41	0.41	0.23	0.23	0.23	0.23	0.23	0.00
Sat Flow, veh/h	1810	5187	1610	1810	5312	39	1123	3610	1610	1309	3610	1610
Grp Volume(v), veh/h	179	1358	215	74	891	487	305	95	10	11	274	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1893	1123	1805	1610	1309	1805	1610
Q Serve(g_s), s	7.4	15.8	6.9	3.0	15.9	15.9	13.1	1.6	0.4	0.5	4.9	0.0
Cycle Q Clear(g_c), s	7.4	15.8	6.9	3.0	15.9	15.9	18.0	1.6	0.4	2.1	4.9	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	220	2188	679	131	1401	767	285	843	376	372	843	
V/C Ratio(X)	0.82	0.62	0.32	0.57	0.64	0.64	1.07	0.11	0.03	0.03	0.32	
Avail Cap(c_a), veh/h	293	2961	919	164	1840	1007	285	843	376	372	843	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.0	17.5	14.9	34.6	18.4	18.4	34.1	23.3	22.8	24.1	24.5	0.0
Incr Delay (d2), s/veh	12.3	0.4	0.4	1.4	0.7	1.3	73.2	0.1	0.0	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.2	2.1	1.3	5.4	6.0	11.1	0.7	0.1	0.2	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	17.9	15.2	36.0	19.1	19.6	107.3	23.3	22.8	24.1	24.9	0.0
LnGrp LOS	D	B	B	D	B	B	F	C	C	C	C	
Approach Vol, veh/h		1752			1452			410			285	A
Approach Delay, s/veh		20.3			20.1			85.8			24.9	
Approach LOS		C			C			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	39.5		25.0	13.9	38.2		25.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	4.5	7.0		7.0				
Max Green Setting (Gmax), s	7.0	44.0		18.0	12.5	41.0		18.0				
Max Q Clear Time (g_c+I1), s	5.0	17.8		6.9	9.4	17.9		20.0				
Green Ext Time (p_c), s	0.0	14.7		1.7	0.1	12.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	330	90	190	430	80	100	280	50	50	580	180
Future Volume (veh/h)	60	330	90	190	430	80	100	280	50	50	580	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	347	20	200	453	22	105	295	19	53	611	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	601	265	337	733	324	370	1283	570	504	1227	545
Arrive On Green	0.06	0.17	0.17	0.09	0.20	0.20	0.07	0.36	0.36	0.05	0.34	0.34
Sat Flow, veh/h	1810	3610	1596	1810	3610	1598	1810	3610	1603	1810	3610	1603
Grp Volume(v), veh/h	63	347	20	200	453	22	105	295	19	53	611	65
Grp Sat Flow(s),veh/h/ln	1810	1805	1596	1810	1805	1598	1810	1805	1603	1810	1805	1603
Q Serve(g_s), s	2.3	7.2	0.9	7.4	9.3	0.9	3.0	4.6	0.6	1.5	10.9	2.3
Cycle Q Clear(g_c), s	2.3	7.2	0.9	7.4	9.3	0.9	3.0	4.6	0.6	1.5	10.9	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	601	265	337	733	324	370	1283	570	504	1227	545
V/C Ratio(X)	0.23	0.58	0.08	0.59	0.62	0.07	0.28	0.23	0.03	0.11	0.50	0.12
Avail Cap(c_a), veh/h	306	1205	533	337	1272	563	382	1283	570	545	1227	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	31.1	28.5	25.4	29.4	26.1	15.9	18.3	17.0	15.5	21.2	18.4
Incr Delay (d2), s/veh	0.5	1.3	0.2	2.8	1.2	0.1	0.5	0.4	0.1	0.1	1.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.0	0.3	3.2	3.8	0.3	1.1	1.8	0.2	0.6	4.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	32.3	28.6	28.2	30.6	26.2	16.4	18.7	17.1	15.6	22.7	18.8
LnGrp LOS	C	C	C	C	C	C	B	B	B	B	C	B
Approach Vol, veh/h		430			675			419			729	
Approach Delay, s/veh		31.3			29.7			18.1			21.8	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	35.8	14.0	20.0	12.4	34.5	11.0	22.9				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	6.0	27.5	7.5	27.0	6.0	27.5	6.0	28.5				
Max Q Clear Time (g_c+1), s	13.5	6.6	9.4	9.2	5.0	12.9	4.3	11.3				
Green Ext Time (p_c), s	0.0	2.3	0.0	2.6	0.0	4.7	0.0	3.5				
Intersection Summary												
HCM 6th Ctrl Delay											25.3	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗	↖	↖	↖↗	
Traffic Volume (veh/h)	30	480	360	240	670	100	120	220	100	70	840	120
Future Volume (veh/h)	30	480	360	240	670	100	120	220	100	70	840	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	505	239	253	705	93	126	232	27	74	884	112
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	490	231	237	858	113	157	1073	479	95	848	107
Arrive On Green	0.02	0.21	0.21	0.08	0.27	0.27	0.17	0.59	0.59	0.05	0.26	0.26
Sat Flow, veh/h	1810	2375	1119	1810	3204	422	1810	3610	1610	1810	3221	408
Grp Volume(v), veh/h	32	383	361	253	397	401	126	232	27	74	495	501
Grp Sat Flow(s),veh/h/ln	1810	1805	1689	1810	1805	1821	1810	1805	1610	1810	1805	1824
Q Serve(g_s), s	1.1	16.5	16.5	6.5	16.5	16.5	5.4	2.4	0.6	3.2	21.1	21.1
Cycle Q Clear(g_c), s	1.1	16.5	16.5	6.5	16.5	16.5	5.4	2.4	0.6	3.2	21.1	21.1
Prop In Lane	1.00		0.66	1.00		0.23	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	168	372	348	237	483	488	157	1073	479	95	476	480
V/C Ratio(X)	0.19	1.03	1.04	1.07	0.82	0.82	0.80	0.22	0.06	0.78	1.04	1.04
Avail Cap(c_a), veh/h	189	372	348	237	483	488	204	1073	479	113	476	480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	0.87	0.87	0.87
Uniform Delay (d), s/veh	25.3	31.7	31.8	27.7	27.5	27.5	32.4	11.9	11.5	37.4	29.5	29.5
Incr Delay (d2), s/veh	0.2	54.4	57.8	77.4	10.6	10.6	12.2	0.5	0.2	17.5	49.8	49.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	12.1	11.7	6.2	7.8	7.9	2.6	0.9	0.2	1.8	14.9	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	86.1	89.5	105.2	38.1	38.1	44.6	12.3	11.7	55.0	79.3	79.1
LnGrp LOS	C	F	F	F	D	D	D	B	B	D	F	F
Approach Vol, veh/h		776			1051			385			1070	
Approach Delay, s/veh		85.2			54.3			22.9			77.5	
Approach LOS		F			D			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	30.8	14.0	24.0	13.9	28.1	9.1	28.9				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	23.0	6.5	16.5	9.0	19.0	2.5	20.5				
Max Q Clear Time (g_c+1/2), s	11.2	4.4	8.5	18.5	7.4	23.1	3.1	18.5				
Green Ext Time (p_c), s	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	65.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	20	50	390	20	110	30	350	160	60	1350	20
Future Volume (veh/h)	20	20	50	390	20	110	30	350	160	60	1350	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	21	5	426	0	22	32	368	61	63	1421	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	84	20	564	0	248	39	1624	721	68	1697	24
Arrive On Green	0.06	0.06	0.06	0.16	0.00	0.16	0.01	0.15	0.15	0.08	0.93	0.93
Sat Flow, veh/h	1810	1483	353	3619	0	1595	1810	3610	1601	1810	3644	51
Grp Volume(v), veh/h	21	0	26	426	0	22	32	368	61	63	703	738
Grp Sat Flow(s),veh/h/ln	1810	0	1836	1810	0	1595	1810	1805	1601	1810	1805	1890
Q Serve(g_s), s	0.9	0.0	1.1	9.0	0.0	0.9	1.4	7.2	2.6	2.8	9.7	9.7
Cycle Q Clear(g_c), s	0.9	0.0	1.1	9.0	0.0	0.9	1.4	7.2	2.6	2.8	9.7	9.7
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	103	0	104	564	0	248	39	1624	721	68	841	881
V/C Ratio(X)	0.20	0.00	0.25	0.76	0.00	0.09	0.81	0.23	0.08	0.93	0.84	0.84
Avail Cap(c_a), veh/h	158	0	161	950	0	419	68	1624	721	68	841	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	36.0	0.0	36.1	32.3	0.0	28.9	39.6	21.8	19.9	36.9	1.8	1.8
Incr Delay (d2), s/veh	0.4	0.0	0.5	1.6	0.0	0.1	36.5	0.3	0.2	17.4	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	4.0	0.0	0.4	1.0	3.0	0.9	1.4	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	0.0	36.6	33.9	0.0	29.0	76.1	22.1	20.1	54.3	2.8	2.7
LnGrp LOS	D	A	D	C	A	C	E	C	C	D	A	A
Approach Vol, veh/h		47			448			461			1504	
Approach Delay, s/veh		36.5			33.6			25.6			4.9	
Approach LOS		D			C			C			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	43.0		9.5	8.7	44.3		17.5				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	30.0	25.0		7.0	3.0	25.0		21.0				
Max Q Clear Time (g_c+1/4), s	14.8	9.2		3.1	3.4	11.7		11.0				
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	6.2		1.0				

Intersection Summary

HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↵	↵	↵↵	↵	↵↵↵			↵↵↵	↵
Traffic Volume (veh/h)	0	0	0	520	0	140	220	380	0	0	1330	520
Future Volume (veh/h)	0	0	0	520	0	140	220	380	0	0	1330	520
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				547	0	38	232	400	0	0	1400	375
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				720	0	641	268	3403	0	0	2311	713
Arrive On Green				0.20	0.00	0.20	0.30	1.00	0.00	0.00	0.15	0.15
Sat Flow, veh/h				3619	0	3220	1810	5358	0	0	5358	1601
Grp Volume(v), veh/h				547	0	38	232	400	0	0	1400	375
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1729	0	0	1729	1601
Q Serve(g_s), s				11.4	0.0	0.8	9.7	0.0	0.0	0.0	20.2	17.3
Cycle Q Clear(g_c), s				11.4	0.0	0.8	9.7	0.0	0.0	0.0	20.2	17.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				720	0	641	268	3403	0	0	2311	713
V/C Ratio(X)				0.76	0.00	0.06	0.87	0.12	0.00	0.00	0.61	0.53
Avail Cap(c_a), veh/h				923	0	821	362	3403	0	0	2311	713
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.82	0.82	0.00	0.00	0.38	0.38
Uniform Delay (d), s/veh				30.2	0.0	26.0	27.4	0.0	0.0	0.0	27.5	26.3
Incr Delay (d2), s/veh				4.3	0.0	0.1	10.4	0.1	0.0	0.0	0.5	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.2	0.0	0.3	4.1	0.0	0.0	0.0	9.2	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.5	0.0	26.1	37.8	0.1	0.0	0.0	28.0	27.4
LnGrp LOS				C	A	C	D	A	A	A	C	C
Approach Vol, veh/h					585			632			1775	
Approach Delay, s/veh					34.0			13.9			27.9	
Approach LOS					C			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		58.3			16.8	41.4		21.7				
Change Period (Y+Rc), s		5.8			5.0	5.8		5.8				
Max Green Setting (Gmax), s		48.0			16.0	27.0		20.4				
Max Q Clear Time (g_c+I1), s		2.0			11.7	22.2		13.4				
Green Ext Time (p_c), s		2.1			0.1	3.4		2.5				

Intersection Summary

HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↘	↖					↖↗		↖	↖↗	
Traffic Volume (veh/h)	90	0	240	0	0	0	0	500	410	380	1480	0
Future Volume (veh/h)	90	0	240	0	0	0	0	500	410	380	1480	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	95	0	171				0	526	248	400	1558	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	769	0	684				0	1152	524	450	3333	0
Arrive On Green	0.21	0.00	0.21				0.00	0.33	0.33	0.08	0.21	0.00
Sat Flow, veh/h	3619	0	3220				0	3647	1582	1810	5358	0
Grp Volume(v), veh/h	95	0	171				0	523	251	400	1558	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1601	1810	1729	0
Q Serve(g_s), s	1.7	0.0	3.5				0.0	9.5	9.9	17.5	21.0	0.0
Cycle Q Clear(g_c), s	1.7	0.0	3.5				0.0	9.5	9.9	17.5	21.0	0.0
Prop In Lane	1.00		1.00				0.00		0.99	1.00		0.00
Lane Grp Cap(c), veh/h	769	0	684				0	1146	530	450	3333	0
V/C Ratio(X)	0.12	0.00	0.25				0.00	0.46	0.47	0.89	0.47	0.00
Avail Cap(c_a), veh/h	769	0	684				0	1146	530	611	3333	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.66	0.66	0.00
Uniform Delay (d), s/veh	25.5	0.0	26.2				0.0	21.1	21.2	35.6	19.5	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.9				0.0	1.3	3.0	6.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.4				0.0	3.7	3.8	9.2	9.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	0.0	27.1				0.0	22.4	24.2	42.4	19.9	0.0
LnGrp LOS	C	A	C				A	C	C	D	B	A
Approach Vol, veh/h		266						774			1958	
Approach Delay, s/veh		26.6						23.0			24.5	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	24.9	32.3	22.8	57.2								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	27.0	19.0	17.0	51.4								
Max Q Clear Time (g_c+119), s	119.5	11.9	5.5	23.0								
Green Ext Time (p_c), s	0.4	2.3	1.5	10.5								

Intersection Summary

HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 15: Archibald Ave & Jurupa St

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	130	30	1210	90	120	30	90	380	30	20	20
Future Volume (veh/h)	30	130	30	1210	90	120	30	90	380	30	20	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	137	6	1274	95	66	32	95	55	32	21	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	199	209	177	1644	863	731	63	180	268	63	154	22
Arrive On Green	0.11	0.11	0.11	0.45	0.45	0.45	0.03	0.09	0.09	0.03	0.09	0.09
Sat Flow, veh/h	1810	1900	1610	3619	1900	1610	1810	1900	2834	1810	1626	232
Grp Volume(v), veh/h	32	137	6	1274	95	66	32	95	55	32	0	24
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1417	1810	0	1858
Q Serve(g_s), s	0.9	4.1	0.2	17.4	1.7	1.4	1.0	2.8	1.1	1.0	0.0	0.7
Cycle Q Clear(g_c), s	0.9	4.1	0.2	17.4	1.7	1.4	1.0	2.8	1.1	1.0	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	199	209	177	1644	863	731	63	180	268	63	0	176
V/C Ratio(X)	0.16	0.66	0.03	0.78	0.11	0.09	0.51	0.53	0.21	0.51	0.00	0.14
Avail Cap(c_a), veh/h	1326	1392	1179	2928	1537	1303	154	1181	1762	154	0	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.7	25.1	23.3	13.5	9.2	9.1	27.8	25.3	24.5	27.8	0.0	24.4
Incr Delay (d2), s/veh	0.4	3.5	0.1	0.8	0.1	0.1	6.3	2.4	0.4	6.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.8	0.1	6.3	0.6	0.4	0.5	1.3	0.4	0.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	28.5	23.4	14.3	9.3	9.2	34.1	27.7	24.9	34.1	0.0	24.7
LnGrp LOS	C	C	C	B	A	A	C	C	C	C	A	C
Approach Vol, veh/h		175			1435			182			56	
Approach Delay, s/veh		27.5			13.7			28.0			30.1	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	10.1		11.0	6.5	10.1		31.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	36.5		43.0	5.0	36.5		47.5				
Max Q Clear Time (g_c+1), s	13.0	4.8		6.1	3.0	2.7		19.4				
Green Ext Time (p_c), s	0.0	0.8		0.8	0.0	0.1		7.3				

Intersection Summary

HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	20	0	30	20	0	20	30	420	20	20	1400	20
Future Volume (veh/h)	20	0	30	20	0	20	30	420	20	20	1400	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	0	4	21	0	2	32	442	15	21	1474	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	0	104	128	3	7	99	2590	1151	76	2544	1131
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.05	0.72	0.72	0.04	0.70	0.70
Sat Flow, veh/h	1529	0	1581	1071	41	106	1810	3610	1605	1810	3610	1604
Grp Volume(v), veh/h	21	0	4	23	0	0	32	442	15	21	1474	15
Grp Sat Flow(s),veh/h/ln	1529	0	1581	1218	0	0	1810	1805	1605	1810	1805	1604
Q Serve(g_s), s	0.0	0.0	0.3	1.6	0.0	0.0	2.0	4.7	0.3	1.3	24.5	0.3
Cycle Q Clear(g_c), s	1.4	0.0	0.3	3.0	0.0	0.0	2.0	4.7	0.3	1.3	24.5	0.3
Prop In Lane	1.00		1.00	0.91		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	0	104	137	0	0	99	2590	1151	76	2544	1131
V/C Ratio(X)	0.13	0.00	0.04	0.17	0.00	0.00	0.32	0.17	0.01	0.28	0.58	0.01
Avail Cap(c_a), veh/h	452	0	435	434	0	0	196	2590	1151	196	2544	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.96	0.96	0.96	0.65	0.65	0.65
Uniform Delay (d), s/veh	53.0	0.0	52.5	54.2	0.0	0.0	54.6	5.5	4.8	55.7	8.8	5.3
Incr Delay (d2), s/veh	0.4	0.0	0.2	0.7	0.0	0.0	2.2	0.1	0.0	1.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.7	0.0	0.0	1.0	1.5	0.1	0.6	8.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	0.0	52.7	54.8	0.0	0.0	56.8	5.6	4.9	57.2	9.5	5.3
LnGrp LOS	D	A	D	D	A	A	E	A	A	E	A	A
Approach Vol, veh/h		25			23			489			1510	
Approach Delay, s/veh		53.3			54.8			8.9			10.1	
Approach LOS		D			D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	93.1		14.9	13.6	91.6		14.9				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.0	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+1), s	13.3	6.7		3.4	4.0	26.5		5.0				
Green Ext Time (p_c), s	0.0	6.0		0.1	0.0	19.4		0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1080	310	110	1060	50	230	240	140	80	1020	230
Future Volume (veh/h)	140	1080	310	110	1060	50	230	240	140	80	1020	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	1137	243	116	1116	49	242	253	0	84	1074	242
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	183	1873	579	171	1805	79	109	1585		388	1292	291
Arrive On Green	0.10	0.36	0.36	0.09	0.35	0.35	0.31	0.31	0.00	0.31	0.31	0.31
Sat Flow, veh/h	1810	5187	1603	1810	5093	223	424	5187	1610	1141	4229	952
Grp Volume(v), veh/h	147	1137	243	116	757	408	242	253	0	84	878	438
Grp Sat Flow(s),veh/h/ln	1810	1729	1603	1810	1729	1859	424	1729	1610	1141	1729	1723
Q Serve(g_s), s	7.2	16.1	10.3	5.6	16.3	16.3	6.2	3.2	0.0	5.2	21.3	21.3
Cycle Q Clear(g_c), s	7.2	16.1	10.3	5.6	16.3	16.3	27.5	3.2	0.0	8.4	21.3	21.3
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	183	1873	579	171	1226	659	109	1585		388	1057	526
V/C Ratio(X)	0.80	0.61	0.42	0.68	0.62	0.62	2.22	0.16		0.22	0.83	0.83
Avail Cap(c_a), veh/h	432	1873	579	211	1226	659	109	1585		388	1057	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	0.92	0.92	0.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	39.6	23.5	21.7	39.4	24.0	24.0	44.2	22.8	0.0	25.9	29.1	29.1
Incr Delay (d2), s/veh	5.1	1.2	1.9	3.7	2.3	4.3	573.4	0.1	0.0	0.3	4.8	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.0	3.7	2.5	6.3	7.1	19.8	1.2	0.0	1.4	8.8	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	24.8	23.5	43.1	26.4	28.3	617.6	22.9	0.0	26.2	33.9	38.3
LnGrp LOS	D	C	C	D	C	C	F	C		C	C	D
Approach Vol, veh/h		1527			1281			495	A		1400	
Approach Delay, s/veh		26.5			28.5			313.6			34.8	
Approach LOS		C			C			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	40.0		34.0	16.6	39.4		34.0				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	10.5	30.5		27.5	21.5	19.5		27.5				
Max Q Clear Time (g_c+I1), s	7.6	18.1		23.3	9.2	18.3		29.5				
Green Ext Time (p_c), s	0.0	9.1		3.1	0.2	1.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay											59.7	
HCM 6th LOS											E	

Notes
 User approved ignoring U-Turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	170	280	30	60	80	130	410	30	60	980	330
Future Volume (veh/h)	190	170	280	30	60	80	130	410	30	60	980	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	179	64	32	63	10	137	432	13	63	1032	227
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	510	176	99	427	188	170	1482	659	110	1956	605
Arrive On Green	0.13	0.19	0.19	0.05	0.12	0.12	0.09	0.41	0.41	0.06	0.38	0.38
Sat Flow, veh/h	1810	2627	906	1810	3610	1590	1810	3610	1604	1810	5187	1604
Grp Volume(v), veh/h	200	121	122	32	63	10	137	432	13	63	1032	227
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1810	1805	1590	1810	1805	1604	1810	1729	1604
Q Serve(g_s), s	10.0	5.4	5.7	1.6	1.5	0.5	6.9	7.4	0.4	3.1	14.4	9.5
Cycle Q Clear(g_c), s	10.0	5.4	5.7	1.6	1.5	0.5	6.9	7.4	0.4	3.1	14.4	9.5
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	351	336	99	427	188	170	1482	659	110	1956	605
V/C Ratio(X)	0.85	0.35	0.36	0.32	0.15	0.05	0.80	0.29	0.02	0.57	0.53	0.38
Avail Cap(c_a), veh/h	390	486	466	390	972	428	390	1482	659	390	1956	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	32.3	32.4	42.2	36.7	36.3	41.2	18.3	16.3	42.4	22.5	21.0
Incr Delay (d2), s/veh	4.1	0.4	0.5	0.7	0.1	0.1	3.4	0.5	0.1	1.8	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	2.3	2.3	0.7	0.6	0.2	3.1	3.0	0.2	1.4	5.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	32.7	32.9	42.9	36.8	36.4	44.6	18.8	16.3	44.2	23.5	22.8
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	C	C
Approach Vol, veh/h		443			105			582			1322	
Approach Delay, s/veh		37.7			38.7			24.8			24.4	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	44.6	11.6	24.5	15.2	41.5	18.6	17.5				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+1.5), s	11.5	9.4	3.6	7.7	8.9	16.4	12.0	3.5				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.9	0.1	8.5	0.2	0.2				

Intersection Summary

HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	50	20	70	50	20	20	70	460	60	40	1270	20
Future Volume (veh/h)	50	20	70	50	20	20	70	460	60	40	1270	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	21	11	53	21	3	74	484	30	42	1337	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	335	161	136	513	226	122	2219	686	93	2168	32
Arrive On Green	0.08	0.14	0.14	0.08	0.14	0.14	0.07	0.43	0.43	0.05	0.41	0.41
Sat Flow, veh/h	1810	2355	1132	1810	3610	1593	1810	5187	1605	1810	5265	79
Grp Volume(v), veh/h	53	16	16	53	21	3	74	484	30	42	878	479
Grp Sat Flow(s),veh/h/ln	1810	1805	1682	1810	1805	1593	1810	1729	1605	1810	1729	1885
Q Serve(g_s), s	2.4	0.6	0.7	2.4	0.4	0.1	3.4	5.0	0.9	1.9	17.2	17.2
Cycle Q Clear(g_c), s	2.4	0.6	0.7	2.4	0.4	0.1	3.4	5.0	0.9	1.9	17.2	17.2
Prop In Lane	1.00		0.67	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	136	256	239	136	513	226	122	2219	686	93	1424	776
V/C Ratio(X)	0.39	0.06	0.07	0.39	0.04	0.01	0.60	0.22	0.04	0.45	0.62	0.62
Avail Cap(c_a), veh/h	190	884	824	190	1769	781	163	2219	686	148	1424	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	31.8	31.9	37.8	31.7	31.6	38.9	15.5	14.3	39.5	19.9	19.9
Incr Delay (d2), s/veh	0.7	0.1	0.1	0.7	0.0	0.0	1.8	0.2	0.1	1.3	2.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.3	0.3	1.1	0.2	0.1	1.5	1.8	0.4	0.9	6.5	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	31.9	31.9	38.4	31.8	31.6	40.6	15.7	14.4	40.7	21.9	23.5
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		85			77			588			1399	
Approach Delay, s/veh		36.0			36.3			18.8			23.0	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	43.2	13.0	18.7	12.3	41.8	13.0	18.7				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	36.0	9.0	42.0	7.7	35.3	9.0	42.0					
Max Q Clear Time (g_c+1), s	7.0	4.4	2.7	5.4	19.2	4.4	2.4					
Green Ext Time (p_c), s	0.0	3.9	0.0	0.1	0.0	8.8	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	70	560	430	480	550	50	300	460	230	50	1280	80
Future Volume (veh/h)	70	560	430	480	550	50	300	460	230	50	1280	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	589	209	505	579	17	316	484	87	53	1347	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	281	769	341	568	1064	472	387	1693	523	177	1381	426
Arrive On Green	0.08	0.21	0.21	0.16	0.29	0.29	0.11	0.33	0.33	0.05	0.27	0.27
Sat Flow, veh/h	3510	3610	1599	3510	3610	1602	3510	5187	1603	3510	5187	1601
Grp Volume(v), veh/h	74	589	209	505	579	17	316	484	87	53	1347	24
Grp Sat Flow(s),veh/h/ln	1755	1805	1599	1755	1805	1602	1755	1729	1603	1755	1729	1601
Q Serve(g_s), s	2.2	17.3	13.3	15.9	15.2	0.9	9.9	7.8	4.4	1.6	29.0	1.3
Cycle Q Clear(g_c), s	2.2	17.3	13.3	15.9	15.2	0.9	9.9	7.8	4.4	1.6	29.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	769	341	568	1064	472	387	1693	523	177	1381	426
V/C Ratio(X)	0.26	0.77	0.61	0.89	0.54	0.04	0.82	0.29	0.17	0.30	0.98	0.06
Avail Cap(c_a), veh/h	623	961	426	623	1064	472	623	1693	523	623	1381	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	41.7	40.1	46.2	33.4	28.3	49.0	28.2	27.0	51.6	41.0	30.8
Incr Delay (d2), s/veh	0.4	3.2	2.2	13.6	0.7	0.0	3.4	0.4	0.7	0.7	19.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0	7.7	5.2	7.7	6.4	0.3	4.4	3.2	1.7	0.7	14.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	44.9	42.3	59.9	34.0	28.3	52.4	28.6	27.7	52.3	59.9	31.0
LnGrp LOS	D	D	D	E	C	C	D	C	C	D	E	C
Approach Vol, veh/h		872			1101			887			1424	
Approach Delay, s/veh		44.6			45.8			37.0			59.2	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	42.2	43.3	25.7	31.5	18.9	36.5	16.5	40.7				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1), s	13.6	9.8	17.9	19.3	11.9	31.0	4.2	17.2				
Green Ext Time (p_c), s	0.1	3.8	0.4	3.7	0.5	0.0	0.1	3.3				

Intersection Summary

HCM 6th Ctrl Delay	48.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶	↶			↷	↶
Traffic Volume (veh/h)	0	0	0	400	0	300	480	690	0	0	1820	430
Future Volume (veh/h)	0	0	0	400	0	300	480	690	0	0	1820	430
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				465	0	94	505	726	0	0	1916	265
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				852	0	379	702	3297	0	0	2484	608
Arrive On Green				0.24	0.00	0.24	0.07	0.21	0.00	0.00	0.38	0.38
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1600
Grp Volume(v), veh/h				465	0	94	505	726	0	0	1916	265
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1600
Q Serve(g_s), s				10.1	0.0	4.3	12.7	10.4	0.0	0.0	23.1	11.1
Cycle Q Clear(g_c), s				10.1	0.0	4.3	12.7	10.4	0.0	0.0	23.1	11.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				852	0	379	702	3297	0	0	2484	608
V/C Ratio(X)				0.55	0.00	0.25	0.72	0.22	0.00	0.00	0.77	0.44
Avail Cap(c_a), veh/h				852	0	379	702	3297	0	0	2484	608
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.90	0.90	0.00	0.00	0.32	0.32
Uniform Delay (d), s/veh				30.2	0.0	27.9	39.6	17.1	0.0	0.0	24.5	20.7
Incr Delay (d2), s/veh				2.5	0.0	1.6	5.7	0.1	0.0	0.0	0.8	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.6	0.0	4.3	6.4	4.2	0.0	0.0	8.2	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.7	0.0	29.5	45.2	17.2	0.0	0.0	25.2	21.5
LnGrp LOS				C	A	C	D	B	A	A	C	C
Approach Vol, veh/h					559			1231			2181	
Approach Delay, s/veh					32.1			28.7			24.8	
Approach LOS					C			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		63.0		27.0	23.0	40.0						
Change Period (Y+Rc), s		5.8		5.8	5.0	5.8						
Max Green Setting (Gmax), s		57.2		21.2	18.0	34.2						
Max Q Clear Time (g_c+I1), s		12.4		12.1	14.7	25.1						
Green Ext Time (p_c), s		5.2		1.5	0.4	7.4						

Intersection Summary

HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	0	410	0	0	0	0	940	480	520	1700	0
Future Volume (veh/h)	160	0	410	0	0	0	0	940	480	520	1700	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	112	0	430				0	989	164	547	1789	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	611	0	1088				0	2106	515	546	2766	0
Arrive On Green	0.34	0.00	0.34				0.00	0.32	0.32	0.16	0.53	0.00
Sat Flow, veh/h	1810	0	3220				0	6802	1598	3510	5358	0
Grp Volume(v), veh/h	112	0	430				0	989	164	547	1789	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1598	1755	1729	0
Q Serve(g_s), s	3.9	0.0	9.2				0.0	10.9	7.0	14.0	22.1	0.0
Cycle Q Clear(g_c), s	3.9	0.0	9.2				0.0	10.9	7.0	14.0	22.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	611	0	1088				0	2106	515	546	2766	0
V/C Ratio(X)	0.18	0.00	0.40				0.00	0.47	0.32	1.00	0.65	0.00
Avail Cap(c_a), veh/h	611	0	1088				0	2106	515	546	2766	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.57	0.57	0.00
Uniform Delay (d), s/veh	21.0	0.0	22.8				0.0	24.4	23.0	38.0	15.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	1.1				0.0	0.8	1.6	29.5	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	3.5				0.0	4.0	2.7	7.9	7.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	0.0	23.9				0.0	25.1	24.7	67.5	15.6	0.0
LnGrp LOS	C	A	C				A	C	C	F	B	A
Approach Vol, veh/h		542						1153			2336	
Approach Delay, s/veh		23.4						25.0			27.8	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	19.0	34.8					53.8	36.2				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	14.0	29.0					48.0	30.4				
Max Q Clear Time (g_c+110), s	11.0	12.9					24.1	11.2				
Green Ext Time (p_c), s	0.0	6.3					13.8	2.0				

Intersection Summary

HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	230	0	450	0	2930	0	0	2040	970	0	0
Future Volume (veh/h)	230	0	450	0	2930	0	0	2040	970	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	242	242	454	0	3084	0	0	2440	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	563	563	1002	0	3791	0	0	4408			
Arrive On Green	0.31	0.31	0.31	0.00	0.58	0.00	0.00	0.58	0.00		
Sat Flow, veh/h	1810	1810	3220	0	7068	0	0	7600	1610		
Grp Volume(v), veh/h	242	242	454	0	3084	0	0	2440	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	0	0	1900	1610		
Q Serve(g_s), s	10.6	10.6	11.3	0.0	37.5	0.0	0.0	19.9	0.0		
Cycle Q Clear(g_c), s	10.6	10.6	11.3	0.0	37.5	0.0	0.0	19.9	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	563	563	1002	0	3791	0	0	4408			
V/C Ratio(X)	0.43	0.43	0.45	0.00	0.81	0.00	0.00	0.55			
Avail Cap(c_a), veh/h	563	563	1002	0	3791	0	0	4408			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	27.4	27.4	27.6	0.0	16.7	0.0	0.0	13.0	0.0		
Incr Delay (d2), s/veh	2.4	2.4	1.5	0.0	2.0	0.0	0.0	0.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.9	4.9	4.5	0.0	12.4	0.0	0.0	7.6	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	29.8	29.8	29.1	0.0	18.7	0.0	0.0	13.5	0.0		
LnGrp LOS	C	C	C	A	B	A	A	B			
Approach Vol, veh/h	696	696			3084			2440	A		
Approach Delay, s/veh	29.3	29.3			18.7			13.5			
Approach LOS	C	C			B			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	63.8		36.2		63.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	58.0		31.1		58.0						
Max Q Clear Time (g_c+I1), s	39.5		13.3		21.9						
Green Ext Time (p_c), s	15.5		1.3		19.1						

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	620	0	390	0	3180	830	0	1790	0	0	0
Future Volume (veh/h)	620	0	390	0	3180	830	0	1790	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	653	653	391	0	3347	0	0	1884	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	581	581	1034	0	3726		0	3726	0		
Arrive On Green	0.32	0.32	0.32	0.00	0.57	0.00	0.00	0.57	0.00		
Sat Flow, veh/h	1810	1810	3220	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	653	653	391	0	3347	0	0	1884	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	1610	0	1634	0		
Q Serve(g_s), s	32.1	32.1	9.4	0.0	45.1	0.0	0.0	17.4	0.0		
Cycle Q Clear(g_c), s	32.1	32.1	9.4	0.0	45.1	0.0	0.0	17.4	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	581	581	1034	0	3726		0	3726	0		
V/C Ratio(X)	1.12	1.12	0.38	0.00	0.90		0.00	0.51	0.00		
Avail Cap(c_a), veh/h	581	581	1034	0	3726		0	3726	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.27	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	33.9	33.9	26.2	0.0	18.9	0.0	0.0	13.0	0.0		
Incr Delay (d2), s/veh	76.4	76.4	1.1	0.0	1.1	0.0	0.0	0.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	26.0	26.0	3.7	0.0	15.8	0.0	0.0	5.8	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	110.4	110.4	27.3	0.0	20.1	0.0	0.0	13.5	0.0		
LnGrp LOS	F	F	C	A	C		A	B	A		
Approach Vol, veh/h	1044	1044			3347	A		1884			
Approach Delay, s/veh	79.2	79.2			20.1			13.5			
Approach LOS	E	E			C			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	62.8		37.2		62.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	57.0		32.1		57.0						
Max Q Clear Time (g_c+I1), s	47.1		34.1		19.4						
Green Ext Time (p_c), s	9.4		0.0		12.5						

Intersection Summary

HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖↗	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	400	100	210	70	60	290	80	2950	120	200	1870	120
Future Volume (veh/h)	400	100	210	70	60	290	80	2950	120	200	1870	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	421	105	38	74	63	30	84	3105	63	211	1968	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	464	219	183	260	109	162	193	3550	872	263	3679	904
Arrive On Green	0.13	0.12	0.12	0.07	0.06	0.06	0.05	0.54	0.54	0.07	0.56	0.56
Sat Flow, veh/h	3510	1900	1589	3510	1900	2834	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	421	105	38	74	63	30	84	3105	63	211	1968	66
Grp Sat Flow(s),veh/h/ln	1755	1900	1589	1755	1900	1417	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	16.6	7.2	3.0	2.8	4.5	1.4	3.2	57.9	2.6	8.3	26.4	2.6
Cycle Q Clear(g_c), s	16.6	7.2	3.0	2.8	4.5	1.4	3.2	57.9	2.6	8.3	26.4	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	219	183	260	109	162	193	3550	872	263	3679	904
V/C Ratio(X)	0.91	0.48	0.21	0.28	0.58	0.19	0.44	0.87	0.07	0.80	0.53	0.07
Avail Cap(c_a), veh/h	464	387	324	464	387	577	602	3550	872	602	3679	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.28	0.28	0.28	0.86	0.86	0.86
Uniform Delay (d), s/veh	59.9	58.0	56.2	61.3	64.4	62.9	64.0	27.8	15.2	63.8	19.1	13.9
Incr Delay (d2), s/veh	21.0	0.6	0.2	0.2	1.8	0.2	0.2	1.0	0.0	1.9	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	3.5	1.2	1.2	2.2	0.5	1.4	21.3	0.9	3.7	9.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.9	58.6	56.4	61.5	66.2	63.1	64.2	28.8	15.3	65.6	19.6	14.1
LnGrp LOS	F	E	E	E	E	E	E	C	B	E	B	B
Approach Vol, veh/h		564			167			3252			2245	
Approach Delay, s/veh		75.1			63.6			29.5			23.8	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	83.0	16.9	22.6	14.7	85.8	25.0	14.5				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	24.0	42.0	18.5	28.5	24.0	42.0	18.5	28.5				
Max Q Clear Time (g_c+10), s	110.3	59.9	4.8	9.2	5.2	28.4	18.6	6.5				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.2	0.1	9.2	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕		↖↗	↕	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	430	640	670	70	670	740	720	2250	50	30	1750	170
Future Volume (veh/h)	430	640	670	70	670	740	720	2250	50	30	1750	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	434	646	585	71	677	501	727	2273	21	30	1768	85
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	483	638	567	111	893	398	652	2681	658	80	1617	396
Arrive On Green	0.14	0.35	0.35	0.03	0.25	0.25	0.19	0.41	0.41	0.02	0.25	0.25
Sat Flow, veh/h	3510	1805	1603	3510	3610	1610	3510	6536	1604	3510	6536	1600
Grp Volume(v), veh/h	434	646	585	71	677	501	727	2273	21	30	1768	85
Grp Sat Flow(s),veh/h/ln	1755	1805	1603	1755	1805	1610	1755	1634	1604	1755	1634	1600
Q Serve(g_s), s	19.7	57.1	57.1	3.2	28.1	40.0	30.0	50.8	1.3	1.4	40.0	6.8
Cycle Q Clear(g_c), s	19.7	57.1	57.1	3.2	28.1	40.0	30.0	50.8	1.3	1.4	40.0	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	483	638	567	111	893	398	652	2681	658	80	1617	396
V/C Ratio(X)	0.90	1.01	1.03	0.64	0.76	1.26	1.12	0.85	0.03	0.37	1.09	0.21
Avail Cap(c_a), veh/h	652	638	567	652	893	398	652	2681	658	652	1617	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.6	52.3	52.3	77.4	56.3	60.8	65.8	43.1	28.5	77.8	60.8	48.3
Incr Delay (d2), s/veh	10.4	38.8	46.3	2.3	3.8	134.8	71.5	2.8	0.0	1.1	52.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	32.0	29.6	1.5	13.0	30.8	19.5	20.1	0.5	0.6	22.1	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.0	91.0	98.6	79.7	60.1	195.6	137.3	45.9	28.5	78.9	113.2	48.7
LnGrp LOS	E	F	F	E	E	F	F	D	C	E	F	D
Approach Vol, veh/h		1665			1249			3021			1883	
Approach Delay, s/veh		90.5			115.6			67.8			109.7	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	73.8	12.1	64.5	37.5	47.5	29.2	47.4				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+1/4), s	13.4	52.8	5.2	59.1	32.0	42.0	21.7	42.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.6	0.0				

Intersection Summary

HCM 6th Ctrl Delay	90.4
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑↑ ↗		↖	↖	↖	↖		↕	
Traffic Volume (veh/h)	160	570	20	30	1400	120	20	0	50	260	0	380
Future Volume (veh/h)	160	570	20	30	1400	120	20	0	50	260	0	380
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	168	600	19	32	1474	42	21	0	19	274	0	302
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	2030	64	62	1633	507	407	0	605	314	0	292
Arrive On Green	0.11	0.39	0.39	0.03	0.31	0.31	0.38	0.00	0.38	0.38	0.00	0.38
Sat Flow, veh/h	1810	5166	163	1810	5187	1610	1094	0	1610	705	0	777
Grp Volume(v), veh/h	168	401	218	32	1474	42	21	0	19	576	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1871	1810	1729	1610	1094	0	1610	1481	0	0
Q Serve(g_s), s	9.7	8.5	8.5	1.9	29.0	2.0	0.0	0.0	0.8	39.2	0.0	0.0
Cycle Q Clear(g_c), s	9.7	8.5	8.5	1.9	29.0	2.0	1.6	0.0	0.8	40.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	0.48		0.52
Lane Grp Cap(c), veh/h	204	1359	735	62	1633	507	407	0	605	606	0	0
V/C Ratio(X)	0.82	0.30	0.30	0.51	0.90	0.08	0.05	0.00	0.03	0.95	0.00	0.00
Avail Cap(c_a), veh/h	594	1948	1054	153	1655	514	407	0	605	606	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.2	22.2	22.2	50.6	34.9	25.7	21.3	0.0	21.0	34.3	0.0	0.0
Incr Delay (d2), s/veh	8.1	0.2	0.3	6.4	7.4	0.1	0.2	0.0	0.1	26.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.3	3.6	0.9	12.6	0.7	0.4	0.0	0.3	19.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	22.4	22.5	56.9	42.4	25.8	21.5	0.0	21.1	60.5	0.0	0.0
LnGrp LOS	D	C	C	E	D	C	C	A	C	E	A	A
Approach Vol, veh/h	787			1548			40			576		
Approach Delay, s/veh	29.2			42.2			21.3			60.5		
Approach LOS	C			D			C			E		
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	47.0	10.7	48.9		47.0	19.0	40.5					
Change Period (Y+Rc), s	7.0	7.0	7.0		7.0	7.0	7.0					
Max Green Setting (Gmax), s	40.0	9.0	60.0		40.0	35.0	34.0					
Max Q Clear Time (g_c+1), s	3.6	3.9	10.5		42.0	11.7	31.0					
Green Ext Time (p_c), s	0.2	0.0	5.9		0.0	0.4	2.5					

Intersection Summary

HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	
Traffic Volume (veh/h)	0	700	60	80	1180	20	80	0	60	20	0	20
Future Volume (veh/h)	0	700	60	80	1180	20	80	0	60	20	0	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	737	54	84	1242	20	84	0	26	21	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	3067	224	110	1417	23	220	0	133	126	4	5
Arrive On Green	0.00	0.62	0.62	0.06	0.76	0.76	0.08	0.00	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1810	4932	360	1810	1865	30	1660	0	1582	585	43	60
Grp Volume(v), veh/h	0	516	275	84	0	1262	84	0	26	23	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1834	1810	0	1895	1660	0	1582	687	0	0
Q Serve(g_s), s	0.0	6.0	6.0	4.1	0.0	43.1	0.0	0.0	1.4	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.0	6.0	4.1	0.0	43.1	4.1	0.0	1.4	5.3	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.02	1.00		1.00	0.91		0.09
Lane Grp Cap(c), veh/h	2	2150	1140	110	0	1440	220	0	133	134	0	0
V/C Ratio(X)	0.00	0.24	0.24	0.77	0.00	0.88	0.38	0.00	0.20	0.17	0.00	0.00
Avail Cap(c_a), veh/h	322	2150	1140	322	0	1440	684	0	650	593	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.6	7.6	41.6	0.0	7.8	39.6	0.0	38.4	41.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.5	10.5	0.0	7.8	1.1	0.0	0.7	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	2.1	2.1	0.0	12.3	1.9	0.0	0.5	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.8	8.1	52.2	0.0	15.5	40.7	0.0	39.1	42.0	0.0	0.0
LnGrp LOS	A	A	A	D	A	B	D	A	D	D	A	A
Approach Vol, veh/h	791		1346		110		23					
Approach Delay, s/veh	7.9		17.8		40.3		42.0					
Approach LOS	A		B		D		D					
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	14.6		12.5		63.0		14.6		0.0		75.4	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	37.0		16.0		16.0		37.0		16.0		16.0	
Max Q Clear Time (g_c+1), s	6.1		6.1		8.0		7.3		0.0		45.1	
Green Ext Time (p_c), s	0.5		0.1		2.9		0.1		0.0		0.0	
Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary
29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	520	681	110	270	761	160	250	1850	360	20	1750	852
Future Volume (veh/h)	520	681	110	270	761	160	250	1850	360	20	1750	852
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	547	717	31	284	801	46	263	1947	130	21	1842	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	595	1480	457	327	755	337	195	2633	646	61	2151	
Arrive On Green	0.17	0.29	0.29	0.09	0.21	0.21	0.11	0.40	0.40	0.03	0.33	0.00
Sat Flow, veh/h	3510	5187	1602	3510	3610	1610	1810	6536	1604	1810	6536	1610
Grp Volume(v), veh/h	547	717	31	284	801	46	263	1947	130	21	1842	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1602	1755	1805	1610	1810	1634	1604	1810	1634	1610
Q Serve(g_s), s	24.9	18.6	2.3	13.0	34.0	3.8	17.5	41.2	8.6	1.8	42.8	0.0
Cycle Q Clear(g_c), s	24.9	18.6	2.3	13.0	34.0	3.8	17.5	41.2	8.6	1.8	42.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	595	1480	457	327	755	337	195	2633	646	61	2151	
V/C Ratio(X)	0.92	0.48	0.07	0.87	1.06	0.14	1.35	0.74	0.20	0.34	0.86	
Avail Cap(c_a), veh/h	702	1532	473	400	755	337	195	2633	646	100	2252	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	66.4	48.2	42.3	72.7	64.2	52.3	72.5	41.3	31.5	76.7	50.9	0.0
Incr Delay (d2), s/veh	14.7	0.2	0.1	13.7	50.0	0.2	187.3	1.2	0.2	1.2	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	8.0	0.9	6.4	20.6	1.5	18.1	16.1	3.3	0.9	17.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	48.4	42.4	86.4	114.2	52.5	259.8	42.4	31.7	77.9	54.4	0.0
LnGrp LOS	F	D	D	F	F	D	F	D	C	E	D	
Approach Vol, veh/h		1295			1131			2340			1863	A
Approach Delay, s/veh		62.1			104.7			66.3			54.7	
Approach LOS		E			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	73.0	22.7	53.9	25.0	61.0	35.0	41.5				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	9.0	64.5	18.5	48.0	17.5	56.0	32.5	34.0				
Max Q Clear Time (g_c+1/3), s	13.8	43.2	15.0	20.6	19.5	44.8	26.9	36.0				
Green Ext Time (p_c), s	0.0	15.6	0.2	4.9	0.0	8.7	0.6	0.0				

Intersection Summary

HCM 6th Ctrl Delay	68.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↑	↑↑	↑	↑	↑		↑	↑	↑
Traffic Volume (veh/h)	160	791	20	20	901	40	0	0	20	20	0	240
Future Volume (veh/h)	160	791	20	20	901	40	0	0	20	20	0	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	168	833	19	21	948	19	0	0	9	21	0	162
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	390	3019	69	464	2089	928	137	0	309	404	367	309
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.00	0.00	0.19	0.19	0.00	0.19
Sat Flow, veh/h	590	5217	119	657	3610	1603	1243	0	1598	1418	1900	1598
Grp Volume(v), veh/h	168	552	300	21	948	19	0	0	9	21	0	162
Grp Sat Flow(s),veh/h/ln	590	1729	1878	657	1805	1603	1243	0	1598	1418	1900	1598
Q Serve(g_s), s	12.0	4.2	4.2	0.9	7.9	0.3	0.0	0.0	0.2	0.6	0.0	4.8
Cycle Q Clear(g_c), s	19.9	4.2	4.2	5.1	7.9	0.3	0.0	0.0	0.2	0.9	0.0	4.8
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	2001	1087	464	2089	928	137	0	309	404	367	309
V/C Ratio(X)	0.43	0.28	0.28	0.05	0.45	0.02	0.00	0.00	0.03	0.05	0.00	0.53
Avail Cap(c_a), veh/h	1170	6576	3572	1333	6865	3049	795	0	1155	1155	1373	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	5.6	5.6	6.8	6.3	4.7	0.0	0.0	17.2	17.6	0.0	19.0
Incr Delay (d2), s/veh	0.8	0.1	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.9	1.0	0.1	1.7	0.1	0.0	0.0	0.1	0.2	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	5.6	5.7	6.9	6.5	4.7	0.0	0.0	17.3	17.6	0.0	20.4
LnGrp LOS	B	A	A	A	A	A	A	A	B	B	A	C
Approach Vol, veh/h	1020				988				9		183	
Approach Delay, s/veh	6.8				6.5				17.3		20.1	
Approach LOS	A				A				B		C	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	15.2		37.4		15.2		37.4					
Change Period (Y+Rc), s	5.0		7.0		5.0		7.0					
Max Green Setting (Gmax), s	38.0		100.0		38.0		100.0					
Max Q Clear Time (g_c+I1), s	2.2		21.9		6.8		9.9					
Green Ext Time (p_c), s	0.0		8.6		0.6		7.9					
Intersection Summary												
HCM 6th Ctrl Delay			7.8									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
 31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖	↖	↖	↖↗	↑	↗
Traffic Volume (veh/h)	90	771	20	40	1001	200	20	20	20	470	20	100
Future Volume (veh/h)	90	771	20	40	1001	200	20	20	20	470	20	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	812	6	42	1054	0	21	21	6	495	21	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	2185	674	91	1448		66	134	38	429	344	289
Arrive On Green	0.07	0.42	0.42	0.02	0.13	0.00	0.04	0.09	0.09	0.12	0.18	0.18
Sat Flow, veh/h	1810	5187	1601	1810	3610	1610	1810	1415	404	3510	1900	1597
Grp Volume(v), veh/h	95	812	6	42	1054	0	21	0	27	495	21	34
Grp Sat Flow(s),veh/h/ln	1810	1729	1601	1810	1805	1610	1810	0	1820	1755	1900	1597
Q Serve(g_s), s	4.6	9.7	0.2	2.1	25.2	0.0	1.0	0.0	1.2	11.0	0.8	1.6
Cycle Q Clear(g_c), s	4.6	9.7	0.2	2.1	25.2	0.0	1.0	0.0	1.2	11.0	0.8	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	128	2185	674	91	1448		66	0	173	429	344	289
V/C Ratio(X)	0.74	0.37	0.01	0.46	0.73		0.32	0.00	0.16	1.15	0.06	0.12
Avail Cap(c_a), veh/h	161	2185	674	161	1448		161	0	344	429	422	355
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.89	0.89	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	17.9	15.1	43.0	34.3	0.0	42.3	0.0	37.4	39.5	30.5	30.9
Incr Delay (d2), s/veh	13.7	0.5	0.0	3.8	2.9	0.0	1.0	0.0	0.3	92.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.6	0.1	1.0	12.5	0.0	0.5	0.0	0.5	10.2	0.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	18.3	15.2	46.8	37.2	0.0	43.3	0.0	37.7	132.2	30.6	31.0
LnGrp LOS	D	B	B	D	D		D	A	D	F	C	C
Approach Vol, veh/h		913			1096	A		48			550	
Approach Delay, s/veh		22.1			37.6			40.2			122.0	
Approach LOS		C			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	15.5	11.6	44.9	10.3	23.3	13.3	43.1				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	18.0	17.0	8.0	26.0	8.0	20.0	8.0	26.0				
Max Q Clear Time (g_c+fl), s	18.0	3.2	4.1	11.7	3.0	3.6	6.6	27.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.1	0.0	0.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑			↙ ↑↑↑			↙ ↑↑	↑↑		↙ ↑↑	↑↑	
Traffic Volume (veh/h)	140	941	30	80	1151	110	30	20	40	30	20	30
Future Volume (veh/h)	140	941	30	80	1151	110	30	20	40	30	20	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	991	30	84	1212	103	32	21	15	32	21	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	182	3264	99	109	2874	244	187	182	116	185	204	98
Arrive On Green	0.03	0.21	0.21	0.06	0.59	0.59	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1810	5173	156	1810	4869	414	1377	2103	1334	1372	2352	1127
Grp Volume(v), veh/h	147	662	359	84	861	454	32	18	18	32	16	16
Grp Sat Flow(s),veh/h/ln	1810	1729	1871	1810	1729	1824	1377	1805	1632	1372	1805	1674
Q Serve(g_s), s	7.3	14.6	14.6	4.1	12.2	12.2	2.0	0.8	0.9	2.0	0.7	0.8
Cycle Q Clear(g_c), s	7.3	14.6	14.6	4.1	12.2	12.2	2.8	0.8	0.9	2.9	0.7	0.8
Prop In Lane	1.00		0.08	1.00		0.23	1.00		0.82	1.00		0.67
Lane Grp Cap(c), veh/h	182	2182	1181	109	2041	1077	187	156	141	185	156	145
V/C Ratio(X)	0.81	0.30	0.30	0.77	0.42	0.42	0.17	0.11	0.13	0.17	0.10	0.11
Avail Cap(c_a), veh/h	241	2182	1181	281	2041	1077	511	582	526	508	582	539
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	18.9	18.9	41.7	10.1	10.1	39.2	37.9	38.0	39.3	37.9	37.9
Incr Delay (d2), s/veh	7.7	0.3	0.5	3.2	0.5	0.9	0.4	0.3	0.4	0.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.7	7.3	1.8	3.9	4.3	0.7	0.4	0.4	0.7	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	19.2	19.4	44.9	10.5	10.9	39.6	38.2	38.4	39.8	38.1	38.3
LnGrp LOS	D	B	B	D	B	B	D	D	D	D	D	D
Approach Vol, veh/h	1168				1399		68				64	
Approach Delay, s/veh	23.2				12.7		38.9				39.0	
Approach LOS	C				B		D				D	
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	13.8	12.4	63.8		13.8	16.1	60.1					
Change Period (Y+Rc), s	6.0	7.0	7.0		6.0	7.0	7.0					
Max Green Setting (Gmax), s	29.0	14.0	27.0		29.0	12.0	29.0					
Max Q Clear Time (g_c+I1), s	4.8	6.1	16.6		4.9	9.3	14.2					
Green Ext Time (p_c), s	0.2	0.0	5.6		0.2	0.0	9.1					
Intersection Summary												
HCM 6th Ctrl Delay			18.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	130	761	110	590	891	190	200	850	530	180	810	160
Future Volume (veh/h)	130	761	110	590	891	190	200	850	530	180	810	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	801	23	621	938	180	211	895	303	189	853	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1168	360	676	1440	275	283	1346	415	283	1345	415
Arrive On Green	0.09	0.23	0.23	0.19	0.33	0.33	0.08	0.26	0.26	0.08	0.26	0.26
Sat Flow, veh/h	3510	5187	1599	3510	4368	835	3510	5187	1601	3510	5187	1601
Grp Volume(v), veh/h	137	801	23	621	742	376	211	895	303	189	853	62
Grp Sat Flow(s),veh/h/ln	1755	1729	1599	1755	1729	1745	1755	1729	1601	1755	1729	1601
Q Serve(g_s), s	4.6	17.5	1.4	21.5	22.7	22.8	7.3	19.1	21.4	6.5	18.1	3.7
Cycle Q Clear(g_c), s	4.6	17.5	1.4	21.5	22.7	22.8	7.3	19.1	21.4	6.5	18.1	3.7
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	1168	360	676	1140	575	283	1346	415	283	1345	415
V/C Ratio(X)	0.44	0.69	0.06	0.92	0.65	0.65	0.74	0.67	0.73	0.67	0.63	0.15
Avail Cap(c_a), veh/h	709	1675	517	709	1140	575	709	1675	517	709	1675	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	44.0	37.7	49.1	35.4	35.5	55.7	41.0	41.9	55.3	40.7	35.3
Incr Delay (d2), s/veh	0.7	0.9	0.1	16.5	1.4	2.8	2.9	0.8	4.4	2.0	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.4	0.5	10.7	9.4	9.8	3.2	7.9	8.7	2.9	7.5	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	44.8	37.8	65.5	36.8	38.3	58.6	41.9	46.3	57.3	41.3	35.5
LnGrp LOS	D	D	D	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		961			1739			1409			1104	
Approach Delay, s/veh		46.0			47.4			45.3			43.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	39.6	18.4	48.3	17.5	39.6	31.3	35.4				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+1), s	19.3	20.1	6.6	24.8	8.5	23.4	23.5	19.5				
Green Ext Time (p_c), s	0.4	6.4	0.3	7.1	0.4	7.2	0.3	6.0				

Intersection Summary

HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	160	1261	20	30	1591	150	0	20	30	130	20	80
Future Volume (veh/h)	160	1261	20	30	1591	150	0	20	30	130	20	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	168	1327	21	32	1675	151	0	21	10	137	21	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	2714	43	95	2216	199	2	204	171	168	472	398
Arrive On Green	0.11	0.52	0.52	0.05	0.46	0.46	0.00	0.11	0.11	0.09	0.25	0.25
Sat Flow, veh/h	1810	5259	83	1810	4842	436	1810	1900	1588	1810	1900	1600
Grp Volume(v), veh/h	168	872	476	32	1195	631	0	21	10	137	21	36
Grp Sat Flow(s),veh/h/ln	1810	1729	1885	1810	1729	1820	1810	1900	1588	1810	1900	1600
Q Serve(g_s), s	9.4	16.9	16.9	1.8	29.7	29.8	0.0	1.0	0.6	7.7	0.9	1.8
Cycle Q Clear(g_c), s	9.4	16.9	16.9	1.8	29.7	29.8	0.0	1.0	0.6	7.7	0.9	1.8
Prop In Lane	1.00		0.04	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	1784	972	95	1583	833	2	204	171	168	472	398
V/C Ratio(X)	0.84	0.49	0.49	0.34	0.76	0.76	0.00	0.10	0.06	0.82	0.04	0.09
Avail Cap(c_a), veh/h	314	2168	1182	157	1868	983	140	678	567	262	806	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	16.2	16.2	47.4	23.3	23.3	0.0	41.8	41.6	46.2	29.6	29.9
Incr Delay (d2), s/veh	6.3	0.3	0.5	0.8	1.6	3.1	0.0	0.2	0.1	8.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	6.1	6.7	0.8	11.4	12.4	0.0	0.5	0.2	3.9	0.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	16.5	16.7	48.2	24.9	26.4	0.0	41.9	41.7	54.7	29.6	30.0
LnGrp LOS	D	B	B	D	C	C	A	D	D	D	C	C
Approach Vol, veh/h	1516				1858		31				194	
Approach Delay, s/veh	20.4				25.8		41.8				47.4	
Approach LOS	C				C		D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	16.1	12.4	60.5	0.0	30.8	18.5	54.5				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	15.0	37.0	9.0	65.0	8.0	44.0	18.0	56.0				
Max Q Clear Time (g_c+1), s	19.7	3.0	3.8	18.9	0.0	3.8	11.4	31.8				
Green Ext Time (p_c), s	0.1	0.1	0.0	13.9	0.0	0.2	0.1	15.6				
Intersection Summary												
HCM 6th Ctrl Delay			24.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1040	321	290	764	0	0	0	0	650	0	1358
Future Volume (veh/h)	0	1040	321	290	764	0	0	0	0	650	0	1358
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1095	106	305	804	0				456	0	1619
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1387	389	312	2011	0				846	0	1506
Arrive On Green	0.00	0.24	0.24	0.18	0.78	0.00				0.47	0.00	0.47
Sat Flow, veh/h	0	5700	1600	3510	5358	0				1810	0	3220
Grp Volume(v), veh/h	0	1095	106	305	804	0				456	0	1619
Grp Sat Flow(s),veh/h/ln	0	1900	1600	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	16.2	4.8	7.8	4.5	0.0				16.1	0.0	42.1
Cycle Q Clear(g_c), s	0.0	16.2	4.8	7.8	4.5	0.0				16.1	0.0	42.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1387	389	312	2011	0				846	0	1506
V/C Ratio(X)	0.00	0.79	0.27	0.98	0.40	0.00				0.54	0.00	1.07
Avail Cap(c_a), veh/h	0	1387	389	312	2011	0				846	0	1506
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	0.91	0.91	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.9	27.6	36.9	6.7	0.0				17.0	0.0	24.0
Incr Delay (d2), s/veh	0.0	4.1	1.5	43.2	0.5	0.0				2.5	0.0	46.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.5	1.9	4.7	1.3	0.0				6.9	0.0	24.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.0	29.1	80.2	7.2	0.0				19.5	0.0	70.1
LnGrp LOS		A	D	C	F	A				B	A	F
Approach Vol, veh/h		1201			1109					2075		
Approach Delay, s/veh		35.4			27.3					59.0		
Approach LOS		D			C					E		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	3.0	28.4		48.6		41.4						
Change Period (Y+Rc), s	5.0	6.5		6.5		6.5						
Max Green Setting (Gmax), s	3.0	21.9		42.1		34.9						
Max Q Clear Time (g_c+I), s	19.8	18.2		44.1		6.5						
Green Ext Time (p_c), s	0.0	2.1		0.0		4.5						

Intersection Summary

HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) No Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑			↑↑↑	↖	↖	↕	↖			
Traffic Volume (veh/h)	427	1303	0	0	764	440	260	0	570	0	0	0
Future Volume (veh/h)	427	1303	0	0	764	440	260	0	570	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	449	1372	0	0	804	116	183	0	620			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	390	2824	0	0	1960	608	563	0	1002			
Arrive On Green	0.22	1.00	0.00	0.00	0.38	0.38	0.31	0.00	0.31			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	1810	0	3220			
Grp Volume(v), veh/h	449	1372	0	0	804	116	183	0	620			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	10.0	0.0	0.0	0.0	10.3	4.3	7.0	0.0	14.8			
Cycle Q Clear(g_c), s	10.0	0.0	0.0	0.0	10.3	4.3	7.0	0.0	14.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	390	2824	0	0	1960	608	563	0	1002			
V/C Ratio(X)	1.15	0.49	0.00	0.00	0.41	0.19	0.33	0.00	0.62			
Avail Cap(c_a), veh/h	390	2824	0	0	1960	608	563	0	1002			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.34	0.34	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.0	0.0	0.0	0.0	20.6	18.8	23.8	0.0	26.4			
Incr Delay (d2), s/veh	78.4	0.2	0.0	0.0	0.6	0.7	1.5	0.0	2.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.8	0.1	0.0	0.0	3.9	1.6	3.2	0.0	5.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.4	0.2	0.0	0.0	21.3	19.5	25.3	0.0	29.3			
LnGrp LOS	F	A	A	A	C	B	C	A	C			
Approach Vol, veh/h		1821			920			803				
Approach Delay, s/veh		28.1			21.0			28.4				
Approach LOS		C			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		55.5			15.0	40.5		34.5				
Change Period (Y+Rc), s		6.5			5.0	6.5		6.5				
Max Green Setting (Gmax), s		49.0			10.0	34.0		28.0				
Max Q Clear Time (g_c+1), s		2.0			12.0	12.3		16.8				
Green Ext Time (p_c), s		9.7			0.0	4.5		2.6				

Intersection Summary

HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	1288	90	320	897	204	190	1300	160	384	960	220
Future Volume (veh/h)	430	1288	90	320	897	204	190	1300	160	384	960	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	453	1356	26	337	944	107	200	1368	151	404	1011	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1339	26	227	1207	136	358	1195	132	321	1313	405
Arrive On Green	0.13	0.26	0.26	0.13	0.26	0.26	0.13	0.25	0.25	0.13	0.25	0.25
Sat Flow, veh/h	1810	5239	100	1810	4724	534	1810	4737	523	1810	5187	1601
Grp Volume(v), veh/h	453	895	487	337	690	361	200	999	520	404	1011	72
Grp Sat Flow(s),veh/h/ln	1810	1729	1881	1810	1729	1800	1810	1729	1802	1810	1729	1601
Q Serve(g_s), s	11.3	23.0	23.0	11.3	16.7	16.8	6.9	22.7	22.7	12.0	16.3	3.2
Cycle Q Clear(g_c), s	11.3	23.0	23.0	11.3	16.7	16.8	6.9	22.7	22.7	12.0	16.3	3.2
Prop In Lane	1.00		0.05	1.00		0.30	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	227	884	481	227	884	460	358	872	455	321	1313	405
V/C Ratio(X)	1.99	1.01	1.01	1.48	0.78	0.78	0.56	1.14	1.14	1.26	0.77	0.18
Avail Cap(c_a), veh/h	227	884	481	227	884	460	359	872	455	321	1313	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	33.5	33.5	39.3	31.2	31.2	21.4	33.6	33.7	23.7	31.2	26.3
Incr Delay (d2), s/veh	462.6	33.5	44.3	237.1	4.3	8.1	2.4	78.7	88.3	138.7	4.4	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	33.9	12.9	15.5	19.7	6.9	7.7	2.9	18.5	20.5	17.1	7.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	502.0	67.0	77.8	276.5	35.4	39.3	23.8	112.4	122.0	162.5	35.6	27.2
LnGrp LOS	F	F	F	F	D	D	C	F	F	F	D	C
Approach Vol, veh/h		1835			1388			1719			1487	
Approach Delay, s/veh		177.2			95.0			105.0			69.7	
Approach LOS		F			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	28.5	16.0	28.8	16.6	28.6	16.0	28.8				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.7	* 11	23.0	* 12	22.7	* 11	23.0				
Max Q Clear Time (g_c+I1), s	14.0	24.7	13.3	25.0	8.9	18.3	13.3	18.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.2	3.6	0.0	2.7				

Intersection Summary

HCM 6th Ctrl Delay	115.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗				↕			↕	
Traffic Volume (veh/h)	60	1582	70	60	1191	50	50	150	60	60	140	50
Future Volume (veh/h)	60	1582	70	60	1191	50	50	150	60	60	140	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	1665	41	63	1254	29	53	158	48	63	147	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	2782	68	98	2786	64	126	249	69	143	238	58
Arrive On Green	0.05	0.53	0.53	0.05	0.53	0.53	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1810	5207	128	1810	5215	121	253	1192	329	320	1140	278
Grp Volume(v), veh/h	63	1106	600	63	831	452	259	0	0	250	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1877	1810	1729	1878	1775	0	0	1738	0	0
Q Serve(g_s), s	2.0	13.0	13.0	2.0	8.8	8.8	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	13.0	13.0	2.0	8.8	8.8	7.6	0.0	0.0	7.5	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.06	0.20		0.19	0.25		0.16
Lane Grp Cap(c), veh/h	98	1847	1003	98	1847	1003	444	0	0	440	0	0
V/C Ratio(X)	0.64	0.60	0.60	0.64	0.45	0.45	0.58	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	168	2074	1126	195	2126	1155	822	0	0	808	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.5	9.5	9.5	27.5	8.5	8.5	21.6	0.0	0.0	21.5	0.0	0.0
Incr Delay (d2), s/veh	13.8	0.7	1.3	13.8	0.4	0.7	2.6	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.5	4.0	1.2	2.3	2.6	3.3	0.0	0.0	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	10.2	10.8	41.3	8.8	9.2	24.2	0.0	0.0	24.0	0.0	0.0
LnGrp LOS	D	B	B	D	A	A	C	A	A	C	A	A
Approach Vol, veh/h	1769				1346		259				250	
Approach Delay, s/veh	11.5				10.5		24.2				24.0	
Approach LOS	B				B		C				C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	7.2	35.7	16.4		7.2	35.7	16.4					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	4.0	35.6	26.0		5.5	36.5	26.0					
Max Q Clear Time (g_c+14), s	14.0	15.0	9.5		4.0	10.8	9.6					
Green Ext Time (p_c), s	0.0	16.7	2.3		0.0	15.6	2.4					
Intersection Summary												
HCM 6th Ctrl Delay			12.9									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
 3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔ ↑↑↑			↔ ↑↑↑			↔ ↑	↑		↔ ↑	↑	
Traffic Volume (veh/h)	210	1402	90	50	991	60	100	450	90	100	280	320
Future Volume (veh/h)	210	1402	90	50	991	60	100	450	90	100	280	320
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	1476	46	53	1043	27	105	474	88	105	295	162
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	5246	163	103	5055	131	225	415	77	80	605	323
Arrive On Green	0.10	1.00	1.00	0.11	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	5167	161	1810	5199	135	947	1557	289	862	2267	1212
Grp Volume(v), veh/h	221	988	534	53	694	376	105	0	562	105	233	224
Grp Sat Flow(s),veh/h/ln	1810	1729	1871	1810	1729	1876	947	0	1846	862	1805	1674
Q Serve(g_s), s	9.0	0.0	0.0	2.5	0.0	0.0	9.5	0.0	24.0	0.0	9.8	10.2
Cycle Q Clear(g_c), s	9.0	0.0	0.0	2.5	0.0	0.0	19.7	0.0	24.0	24.0	9.8	10.2
Prop In Lane	1.00		0.09	1.00		0.07	1.00		0.16	1.00		0.72
Lane Grp Cap(c), veh/h	181	3510	1899	103	3362	1823	225	0	492	80	481	446
V/C Ratio(X)	1.22	0.28	0.28	0.51	0.21	0.21	0.47	0.00	1.14	1.31	0.48	0.50
Avail Cap(c_a), veh/h	181	3510	1899	181	3362	1823	225	0	492	80	481	446
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	0.0	0.0	38.7	0.0	0.0	36.3	0.0	33.0	45.0	27.8	27.9
Incr Delay (d2), s/veh	138.9	0.2	0.4	7.5	0.1	0.2	3.2	0.0	85.7	205.3	1.6	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.2	1.2	0.1	0.1	2.3	0.0	21.8	6.3	4.2	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	179.4	0.2	0.4	46.2	0.1	0.2	39.4	0.0	118.7	250.3	29.4	29.8
LnGrp LOS	F	A	A	D	A	A	D	A	F	F	C	C
Approach Vol, veh/h		1743			1123			667			562	
Approach Delay, s/veh		23.0			2.3			106.2			70.8	
Approach LOS		C			A			F			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.5	16.0	96.0		30.5	12.1	99.9				
Change Period (Y+Rc), s		6.5	7.0	7.0		* 6.5	7.0	* 7				
Max Green Setting (Gmax), s		22.5	9.0	38.0		* 24	9.0	* 39				
Max Q Clear Time (g_c+I1), s		26.0	11.0	2.0		26.0	4.5	2.0				
Green Ext Time (p_c), s		0.0	0.0	15.3		0.0	0.1	23.7				

Intersection Summary

HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑ ↘			↙ ↑↑↑ ↘				↙ ↑↑ ↘		↙ ↘	↙ ↑↑ ↘	
Traffic Volume (veh/h)	90	1342	80	50	971	70	60	350	40	70	230	120
Future Volume (veh/h)	90	1342	80	50	971	70	60	350	40	70	230	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	1413	44	53	1022	37	63	368	8	74	242	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	2563	80	89	2456	89	116	597	335	148	447	335
Arrive On Green	0.09	0.66	0.66	0.05	0.48	0.48	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	5168	161	1810	5138	186	272	2563	1440	349	1919	1440
Grp Volume(v), veh/h	95	946	511	53	688	371	192	239	8	113	203	26
Grp Sat Flow(s),veh/h/ln	1810	1729	1870	1810	1729	1866	1192	1643	1440	626	1643	1440
Q Serve(g_s), s	4.6	13.2	13.2	2.6	11.7	11.7	5.5	11.8	0.4	6.5	9.8	1.3
Cycle Q Clear(g_c), s	4.6	13.2	13.2	2.6	11.7	11.7	15.3	11.8	0.4	18.2	9.8	1.3
Prop In Lane	1.00		0.09	1.00		0.10	0.33		1.00	0.66		1.00
Lane Grp Cap(c), veh/h	121	1715	928	89	1653	892	331	382	335	212	382	335
V/C Ratio(X)	0.78	0.55	0.55	0.60	0.42	0.42	0.58	0.63	0.02	0.53	0.53	0.08
Avail Cap(c_a), veh/h	181	1715	928	181	1653	892	366	420	368	239	420	368
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	10.0	10.0	41.9	15.3	15.3	32.3	31.0	26.6	36.4	30.2	27.0
Incr Delay (d2), s/veh	4.7	0.9	1.7	1.8	0.6	1.1	1.9	2.5	0.0	2.1	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.7	4.3	1.1	4.2	4.7	3.9	4.6	0.1	2.4	3.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	10.9	11.7	43.7	15.9	16.4	34.1	33.5	26.7	38.4	31.4	27.1
LnGrp LOS	D	B	B	D	B	B	C	C	C	D	C	C
Approach Vol, veh/h	1552				1112		439				342	
Approach Delay, s/veh	13.2				17.4		33.7				33.4	
Approach LOS	B				B		C				C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	11.4	51.6	27.0		13.0	50.0	27.0					
Change Period (Y+Rc), s	7.0	7.0	6.0		7.0	7.0	6.0					
Max Green Setting (Gmax), s	38.0	38.0	23.0		9.0	38.0	23.0					
Max Q Clear Time (g_c+14), s	11.6	15.2	20.2		6.6	13.7	17.3					
Green Ext Time (p_c), s	0.0	11.7	0.4		0.0	8.3	1.1					

Intersection Summary

HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑	↖	↖ ↑ ↑ ↗			↖ ↑ ↑ ↑	↑ ↑ ↑	↖
Traffic Volume (veh/h)	280	1052	240	60	701	807	150	890	50	808	1020	260
Future Volume (veh/h)	280	1052	240	60	701	807	150	890	50	808	1020	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	295	1107	120	63	738	433	158	937	51	851	1074	243
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	344	1315	406	176	1067	329	178	1021	55	585	2218	844
Arrive On Green	0.10	0.25	0.25	0.05	0.21	0.21	0.10	0.20	0.20	0.32	0.43	0.43
Sat Flow, veh/h	3510	5187	1601	3510	5187	1598	1810	5033	273	1810	5187	1605
Grp Volume(v), veh/h	295	1107	120	63	738	433	158	643	345	851	1074	243
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1598	1810	1729	1848	1810	1729	1605
Q Serve(g_s), s	14.1	34.5	10.3	3.0	22.4	35.0	14.7	31.0	31.1	55.0	25.4	14.4
Cycle Q Clear(g_c), s	14.1	34.5	10.3	3.0	22.4	35.0	14.7	31.0	31.1	55.0	25.4	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	344	1315	406	176	1067	329	178	701	375	585	2218	844
V/C Ratio(X)	0.86	0.84	0.30	0.36	0.69	1.32	0.89	0.92	0.92	1.46	0.48	0.29
Avail Cap(c_a), veh/h	619	1372	423	413	1067	329	213	711	380	585	2218	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.6	60.3	51.3	78.2	62.6	67.6	75.8	66.4	66.5	57.6	35.2	22.6
Incr Delay (d2), s/veh	4.7	4.9	0.5	0.9	2.0	162.7	28.8	17.0	27.3	214.3	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	15.3	4.2	1.3	10.0	28.9	8.2	15.1	17.3	59.4	10.7	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.3	65.2	51.8	79.1	64.6	230.3	104.6	83.4	93.8	271.9	35.4	22.8
LnGrp LOS	F	E	D	E	E	F	F	F	F	F	D	C
Approach Vol, veh/h		1522			1234			1146			2168	
Approach Delay, s/veh		67.1			123.5			89.4			126.8	
Approach LOS		E			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.0	41.5	16.0	50.6	23.8	79.8	24.2	42.5				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+Y), s	57.0	33.1	5.0	36.5	16.7	27.4	16.1	37.0				
Green Ext Time (p_c), s	0.0	1.3	0.1	5.0	0.1	15.0	0.6	0.0				

Intersection Summary

HCM 6th Ctrl Delay	104.1
HCM 6th LOS	F

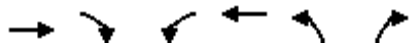
Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↘	↗
Traffic Volume (veh/h)	1570	170	150	1527	70	50
Future Volume (veh/h)	1570	170	150	1527	70	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1653	104	158	1607	74	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3069	949	193	4054	202	92
Arrive On Green	0.59	0.59	0.11	0.78	0.06	0.06
Sat Flow, veh/h	5358	1603	1810	5358	3510	1610
Grp Volume(v), veh/h	1653	104	158	1607	74	5
Grp Sat Flow(s),veh/h/ln	1729	1603	1810	1729	1755	1610
Q Serve(g_s), s	17.2	2.5	7.7	8.8	1.8	0.3
Cycle Q Clear(g_c), s	17.2	2.5	7.7	8.8	1.8	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3069	949	193	4054	202	92
V/C Ratio(X)	0.54	0.11	0.82	0.40	0.37	0.05
Avail Cap(c_a), veh/h	3069	949	251	4054	702	322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.74	0.74	1.00	1.00
Uniform Delay (d), s/veh	11.0	8.0	39.4	3.1	40.8	40.1
Incr Delay (d2), s/veh	0.1	0.0	10.5	0.2	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.7	3.7	1.2	0.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.1	8.0	49.9	3.3	41.7	40.3
LnGrp LOS	B	A	D	A	D	D
Approach Vol, veh/h	1757			1765	79	
Approach Delay, s/veh	10.9			7.5	41.6	
Approach LOS	B			A	D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.1	60.8		12.2		77.8
Change Period (Y+Rc), s	7.5	* 7.5		7.0		7.5
Max Green Setting (Gmax), s	12.5	* 38		18.0		57.5
Max Q Clear Time (g_c+I), s	19.7	19.2		3.8		10.8
Green Ext Time (p_c), s	0.1	9.1		0.1		14.7

Intersection Summary

HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	15.3											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	
Traffic Vol, veh/h	0	10	0	308	10	0	10	80	488	10	30	0
Future Vol, veh/h	0	10	0	308	10	0	10	80	488	10	30	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	0	324	11	0	11	84	514	11	32	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	9.9	12.3	17.5	9.5
HCM LOS	A	B	C	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	11%	0%	0%	100%	94%	50%	0%
Vol Thru, %	89%	0%	100%	0%	6%	50%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	488	10	160	158	20	20
LT Vol	10	0	0	160	148	10	0
Through Vol	80	0	10	0	10	10	20
RT Vol	0	488	0	0	0	0	0
Lane Flow Rate	95	514	11	169	166	21	21
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.151	0.711	0.02	0.31	0.305	0.039	0.037
Departure Headway (Hd)	5.748	4.986	6.682	6.63	6.598	6.59	6.336
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	628	729	536	543	545	543	565
Service Time	3.448	2.686	4.724	4.36	4.328	4.33	4.075
HCM Lane V/C Ratio	0.151	0.705	0.021	0.311	0.305	0.039	0.037
HCM Control Delay	9.5	19	9.9	12.3	12.2	9.6	9.3
HCM Lane LOS	A	C	A	B	B	A	A
HCM 95th-tile Q	0.5	6	0.1	1.3	1.3	0.1	0.1

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	578	0	0	338	0
Future Vol, veh/h	0	0	0	0	0	0	0	578	0	0	338	0
Conflicting Peds, #/hr	0	0	5	0	0	5	0	0	5	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	608	0	0	356	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	670	974	188	796	974	314	361	0	0	613	0	0
Stage 1	361	361	-	613	613	-	-	-	-	-	-	-
Stage 2	309	613	-	183	361	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	347	254	828	281	254	688	1209	-	-	976	-	-
Stage 1	636	629	-	451	486	-	-	-	-	-	-	-
Stage 2	682	486	-	807	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	344	251	820	278	251	681	1203	-	-	971	-	-
Mov Cap-2 Maneuver	344	251	-	278	251	-	-	-	-	-	-	-
Stage 1	633	626	-	449	484	-	-	-	-	-	-	-
Stage 2	679	484	-	803	626	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1203	-	-	-	-	971	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

HCM 6th Signalized Intersection Summary

9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	1070	190	70	1140	42	220	306	70	10	161	167
Future Volume (veh/h)	230	1070	190	70	1140	42	220	306	70	10	161	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	242	1126	81	74	1200	41	232	322	8	11	169	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	235	2181	677	131	1869	64	336	845	377	263	845	
Arrive On Green	0.13	0.42	0.42	0.07	0.36	0.36	0.23	0.23	0.23	0.23	0.23	0.00
Sat Flow, veh/h	1810	5187	1610	1810	5150	176	1236	3610	1610	1067	3610	1610
Grp Volume(v), veh/h	242	1126	81	74	806	435	232	322	8	11	169	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1868	1236	1805	1610	1067	1805	1610
Q Serve(g_s), s	10.0	12.4	2.4	3.0	14.9	14.9	14.3	5.8	0.3	0.7	2.9	0.0
Cycle Q Clear(g_c), s	10.0	12.4	2.4	3.0	14.9	14.9	17.2	5.8	0.3	6.4	2.9	0.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	2181	677	131	1255	678	336	845	377	263	845	
V/C Ratio(X)	1.03	0.52	0.12	0.57	0.64	0.64	0.69	0.38	0.02	0.04	0.20	
Avail Cap(c_a), veh/h	235	2968	921	165	1844	996	336	845	377	263	845	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.4	16.5	13.6	34.5	20.4	20.4	30.6	24.8	22.7	27.5	23.7	0.0
Incr Delay (d2), s/veh	66.2	0.3	0.1	1.4	0.8	1.5	6.9	0.5	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	4.1	0.7	1.3	5.2	5.7	4.8	2.5	0.1	0.2	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.7	16.8	13.7	35.9	21.1	21.8	37.5	25.3	22.7	27.6	23.9	0.0
LnGrp LOS	F	B	B	D	C	C	D	C	C	C	C	
Approach Vol, veh/h		1449			1315			562			180	A
Approach Delay, s/veh		30.4			22.2			30.3			24.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	39.3		25.0	17.0	34.9		25.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	44.0		18.0	10.0	41.0		18.0				
Max Q Clear Time (g_c+I1), s	5.0	14.4		8.4	12.0	16.9		19.2				
Green Ext Time (p_c), s	0.0	11.9		0.9	0.0	11.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				27.0								
HCM 6th LOS				C								
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	220	100	50	160	40	140	606	130	56	265	40
Future Volume (veh/h)	190	220	100	50	160	40	140	606	130	56	265	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	232	23	53	168	8	147	638	54	59	279	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	328	509	225	286	413	182	581	1399	622	394	1328	590
Arrive On Green	0.08	0.14	0.14	0.05	0.11	0.11	0.08	0.39	0.39	0.06	0.37	0.37
Sat Flow, veh/h	1810	3610	1593	1810	3610	1589	1810	3610	1604	1810	3610	1604
Grp Volume(v), veh/h	200	232	23	53	168	8	147	638	54	59	279	16
Grp Sat Flow(s),veh/h/ln	1810	1805	1593	1810	1805	1589	1810	1805	1604	1810	1805	1604
Q Serve(g_s), s	6.0	4.4	0.9	1.9	3.2	0.3	3.7	9.8	1.6	1.5	4.0	0.5
Cycle Q Clear(g_c), s	6.0	4.4	0.9	1.9	3.2	0.3	3.7	9.8	1.6	1.5	4.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	509	225	286	413	182	581	1399	622	394	1328	590
V/C Ratio(X)	0.61	0.46	0.10	0.19	0.41	0.04	0.25	0.46	0.09	0.15	0.21	0.03
Avail Cap(c_a), veh/h	328	1304	575	371	1376	606	588	1399	622	437	1328	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	29.5	28.0	26.7	30.8	29.5	12.7	17.0	14.5	13.3	16.2	15.1
Incr Delay (d2), s/veh	3.5	0.9	0.3	0.3	0.9	0.1	0.3	1.1	0.3	0.2	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	1.8	0.4	0.8	1.4	0.1	1.3	3.7	0.6	0.5	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	30.4	28.3	27.0	31.7	29.6	13.0	18.1	14.8	13.5	16.6	15.2
LnGrp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		455			229			839			354	
Approach Delay, s/veh		30.8			30.5			17.0			16.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	36.0	10.5	17.0	12.7	34.5	12.5	15.1				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	6.0	27.5	7.5	27.0	6.0	27.5	6.0	28.5				
Max Q Clear Time (g_c+1), s	13.5	11.8	3.9	6.4	5.7	6.0	8.0	5.2				
Green Ext Time (p_c), s	0.0	4.9	0.0	1.8	0.0	2.2	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	380	180	90	260	70	240	916	180	90	305	30
Future Volume (veh/h)	150	380	180	90	260	70	240	916	180	90	305	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	396	118	94	271	43	250	954	60	94	318	22
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	279	497	146	206	565	89	204	1264	564	113	1028	71
Arrive On Green	0.04	0.18	0.18	0.04	0.18	0.18	0.22	0.70	0.70	0.06	0.30	0.30
Sat Flow, veh/h	1810	2744	808	1810	3123	489	1810	3610	1610	1810	3425	236
Grp Volume(v), veh/h	156	259	255	94	155	159	250	954	60	94	167	173
Grp Sat Flow(s),veh/h/ln	1810	1805	1747	1810	1805	1807	1810	1805	1610	1810	1805	1856
Q Serve(g_s), s	3.5	11.0	11.2	3.4	6.2	6.3	9.0	13.4	1.0	4.1	5.7	5.8
Cycle Q Clear(g_c), s	3.5	11.0	11.2	3.4	6.2	6.3	9.0	13.4	1.0	4.1	5.7	5.8
Prop In Lane	1.00		0.46	1.00		0.27	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	279	327	316	206	327	327	204	1264	564	113	542	557
V/C Ratio(X)	0.56	0.79	0.81	0.46	0.47	0.49	1.23	0.75	0.11	0.83	0.31	0.31
Avail Cap(c_a), veh/h	279	395	382	206	395	395	204	1264	564	113	542	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56	0.99	0.99	0.99
Uniform Delay (d), s/veh	29.2	31.3	31.4	26.2	29.3	29.4	31.0	9.8	7.9	37.1	21.6	21.6
Incr Delay (d2), s/veh	1.5	8.1	9.5	0.6	0.8	0.8	124.6	2.4	0.2	36.2	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0	5.1	5.1	1.4	2.5	2.6	10.2	3.1	0.3	2.9	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	39.5	40.9	26.8	30.1	30.2	155.6	12.2	8.1	73.3	23.0	23.0
LnGrp LOS	C	D	D	C	C	C	F	B	A	E	C	C
Approach Vol, veh/h		670			408			1264			434	
Approach Delay, s/veh		38.0			29.4			40.4			33.9	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	35.0	11.0	22.0	16.0	31.0	11.0	22.0				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	25.0	3.5	17.5	9.0	21.0	3.5	17.5				
Max Q Clear Time (g_c+10), s	10.0	15.4	5.4	13.2	11.0	7.8	5.5	8.3				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.9	0.0	1.1	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	20	20	140	20	50	30	1266	490	100	485	20
Future Volume (veh/h)	20	20	20	140	20	50	30	1266	490	100	485	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	21	1	162	0	7	32	1333	275	105	511	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	97	5	335	0	146	69	1773	787	113	1825	71
Arrive On Green	0.05	0.05	0.05	0.09	0.00	0.09	0.03	0.33	0.33	0.13	1.00	1.00
Sat Flow, veh/h	1810	1799	86	3619	0	1584	1810	3610	1602	1810	3541	138
Grp Volume(v), veh/h	21	0	22	162	0	7	32	1333	275	105	260	271
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1810	0	1584	1810	1805	1602	1810	1805	1874
Q Serve(g_s), s	0.9	0.0	0.9	3.4	0.0	0.3	1.4	26.3	10.4	4.6	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.9	3.4	0.0	0.3	1.4	26.3	10.4	4.6	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	97	0	101	335	0	146	69	1773	787	113	931	966
V/C Ratio(X)	0.22	0.00	0.22	0.48	0.00	0.05	0.46	0.75	0.35	0.93	0.28	0.28
Avail Cap(c_a), veh/h	181	0	188	769	0	337	136	1773	787	113	931	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	0.92	0.92	0.92
Uniform Delay (d), s/veh	36.2	0.0	36.2	34.5	0.0	33.1	38.2	22.5	17.1	34.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.4	0.8	0.0	0.1	5.1	2.6	1.1	58.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	1.5	0.0	0.1	0.7	11.8	3.9	3.6	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	36.6	35.3	0.0	33.2	43.2	25.1	18.2	93.4	0.7	0.7
LnGrp LOS	D	A	D	D	A	C	D	C	B	F	A	A
Approach Vol, veh/h		43			169			1640			636	
Approach Delay, s/veh		36.6			35.2			24.3			16.0	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	2.0	46.3		9.3	10.1	48.2		12.4				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	5.0	26.0		8.0	6.0	25.0		17.0				
Max Q Clear Time (g_c+1), s	10.6	28.3		2.9	3.4	2.0		5.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	2.2		0.3				

Intersection Summary

HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↙	↗	↘	↗			↗	↘
Traffic Volume (veh/h)	0	0	0	190	0	390	310	1376	0	0	463	172
Future Volume (veh/h)	0	0	0	190	0	390	310	1376	0	0	463	172
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				200	0	332	326	1448	0	0	487	62
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				579	0	516	362	3604	0	0	2243	692
Arrive On Green				0.16	0.00	0.16	0.40	1.00	0.00	0.00	0.14	0.14
Sat Flow, veh/h				3619	0	3220	1810	5358	0	0	5358	1601
Grp Volume(v), veh/h				200	0	332	326	1448	0	0	487	62
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1729	0	0	1729	1601
Q Serve(g_s), s				3.9	0.0	7.7	13.5	0.0	0.0	0.0	6.6	2.7
Cycle Q Clear(g_c), s				3.9	0.0	7.7	13.5	0.0	0.0	0.0	6.6	2.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				579	0	516	362	3604	0	0	2243	692
V/C Ratio(X)				0.35	0.00	0.64	0.90	0.40	0.00	0.00	0.22	0.09
Avail Cap(c_a), veh/h				923	0	821	362	3604	0	0	2243	692
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.38	0.38	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				29.9	0.0	31.5	23.3	0.0	0.0	0.0	22.3	20.6
Incr Delay (d2), s/veh				0.8	0.0	2.9	13.2	0.1	0.0	0.0	0.2	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.7	0.0	3.1	5.3	0.0	0.0	0.0	2.6	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.6	0.0	34.3	36.5	0.1	0.0	0.0	22.5	20.9
LnGrp LOS				C	A	C	D	A	A	A	C	C
Approach Vol, veh/h					532			1774			549	
Approach Delay, s/veh					32.9			6.8			22.3	
Approach LOS					C			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.4			21.0	40.4		18.6				
Change Period (Y+Rc), s		5.8			5.0	5.8		5.8				
Max Green Setting (Gmax), s		48.0			16.0	27.0		20.4				
Max Q Clear Time (g_c+I1), s		2.0			15.5	8.6		9.7				
Green Ext Time (p_c), s		10.5			0.0	2.4		3.1				

Intersection Summary

HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖	↗					↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	552	0	170	0	0	0	0	1174	480	150	483	0
Future Volume (veh/h)	552	0	170	0	0	0	0	1174	480	150	483	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	581	0	58				0	1236	413	158	508	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1149	0	1022				0	1392	464	203	2788	0
Arrive On Green	0.32	0.00	0.32				0.00	0.36	0.36	0.04	0.18	0.00
Sat Flow, veh/h	3619	0	3220				0	4008	1280	1810	5358	0
Grp Volume(v), veh/h	581	0	58				0	1114	535	158	508	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1659	1810	1729	0
Q Serve(g_s), s	10.4	0.0	1.0				0.0	24.2	24.3	6.9	6.7	0.0
Cycle Q Clear(g_c), s	10.4	0.0	1.0				0.0	24.2	24.3	6.9	6.7	0.0
Prop In Lane	1.00		1.00				0.00		0.77	1.00		0.00
Lane Grp Cap(c), veh/h	1149	0	1022				0	1254	602	203	2788	0
V/C Ratio(X)	0.51	0.00	0.06				0.00	0.89	0.89	0.78	0.18	0.00
Avail Cap(c_a), veh/h	1149	0	1022				0	1254	602	271	2788	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	22.2	0.0	19.0				0.0	24.0	24.0	37.5	18.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.1				0.0	9.5	17.8	6.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.4				0.0	10.4	11.4	3.4	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	0.0	19.1				0.0	33.5	41.7	44.1	18.1	0.0
LnGrp LOS	C	A	B				A	C	D	D	B	A
Approach Vol, veh/h		639						1649			666	
Approach Delay, s/veh		23.4						36.2			24.3	
Approach LOS		C						D			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	34.0	34.8	31.2	48.8								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	12.0	26.0	25.4	43.0								
Max Q Clear Time (g_c+I), s	10.5	26.3	12.4	8.7								
Green Ext Time (p_c), s	0.1	0.0	4.1	2.7								

Intersection Summary

HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 15: Archibald Ave & Jurupa St

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	131	61	530	143	180	51	110	1010	90	30	20
Future Volume (veh/h)	20	131	61	530	143	180	51	110	1010	90	30	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	138	12	558	151	55	54	116	256	95	32	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	239	251	210	901	473	397	95	366	541	131	341	53
Arrive On Green	0.13	0.13	0.13	0.25	0.25	0.25	0.05	0.19	0.19	0.07	0.21	0.21
Sat Flow, veh/h	1810	1900	1592	3619	1900	1594	1810	1900	2812	1810	1602	250
Grp Volume(v), veh/h	21	138	12	558	151	55	54	116	256	95	0	37
Grp Sat Flow(s),veh/h/ln	1810	1900	1592	1810	1900	1594	1810	1900	1406	1810	0	1853
Q Serve(g_s), s	0.5	3.5	0.3	7.0	3.3	1.4	1.5	2.7	4.1	2.6	0.0	0.8
Cycle Q Clear(g_c), s	0.5	3.5	0.3	7.0	3.3	1.4	1.5	2.7	4.1	2.6	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	239	251	210	901	473	397	95	366	541	131	0	394
V/C Ratio(X)	0.09	0.55	0.06	0.62	0.32	0.14	0.57	0.32	0.47	0.72	0.00	0.09
Avail Cap(c_a), veh/h	1263	1327	1111	3915	2055	1724	178	1364	2019	178	0	1330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	20.7	19.3	17.0	15.6	14.9	23.5	17.7	18.2	23.1	0.0	16.1
Incr Delay (d2), s/veh	0.2	1.9	0.1	0.7	0.4	0.2	5.3	0.5	0.6	9.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.4	0.1	2.7	1.4	0.5	0.7	1.1	1.3	1.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	22.5	19.4	17.7	16.0	15.0	28.8	18.1	18.9	32.0	0.0	16.2
LnGrp LOS	B	C	B	B	B	B	C	B	B	C	A	B
Approach Vol, veh/h		171			764			426			132	
Approach Delay, s/veh		22.0			17.1			19.9			27.6	
Approach LOS		C			B			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	14.3		11.2	7.2	15.3		17.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	36.5		35.5	5.0	36.5		55.0				
Max Q Clear Time (g_c+14), s	14.6	6.1		5.5	3.5	2.8		9.0				
Green Ext Time (p_c), s	0.0	1.8		0.8	0.0	0.1		3.5				

Intersection Summary

HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕	↗	↗	↕	↗
Traffic Volume (veh/h)	20	0	20	20	0	20	30	1381	40	30	641	30
Future Volume (veh/h)	20	0	20	20	0	20	30	1381	40	30	641	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	0	1	21	0	0	32	1454	30	32	675	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	0	98	131	0	0	99	2556	1136	99	2556	1136
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.00	0.05	0.71	0.71	0.05	0.71	0.71
Sat Flow, veh/h	1542	0	1581	1150	0	0	1810	3610	1604	1810	3610	1604
Grp Volume(v), veh/h	21	0	1	21	0	0	32	1454	30	32	675	24
Grp Sat Flow(s),veh/h/ln	1542	0	1581	1150	0	0	1810	1805	1604	1810	1805	1604
Q Serve(g_s), s	0.0	0.0	0.1	1.7	0.0	0.0	2.0	23.6	0.7	2.0	8.1	0.5
Cycle Q Clear(g_c), s	1.4	0.0	0.1	3.1	0.0	0.0	2.0	23.6	0.7	2.0	8.1	0.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	0	98	132	0	0	99	2556	1136	99	2556	1136
V/C Ratio(X)	0.13	0.00	0.01	0.16	0.00	0.00	0.32	0.57	0.03	0.32	0.26	0.02
Avail Cap(c_a), veh/h	453	0	435	431	0	0	196	2556	1136	196	2556	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.79	0.79	0.79	0.88	0.88	0.88
Uniform Delay (d), s/veh	53.4	0.0	52.8	54.9	0.0	0.0	54.6	8.6	5.2	54.6	6.3	5.2
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.7	0.0	0.0	1.8	0.7	0.0	2.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.6	0.0	0.0	1.0	7.8	0.2	1.0	2.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	0.0	52.9	55.6	0.0	0.0	56.4	9.3	5.2	56.6	6.5	5.2
LnGrp LOS	D	A	D	E	A	A	E	A	A	E	A	A
Approach Vol, veh/h		22			21			1516			731	
Approach Delay, s/veh		53.8			55.6			10.2			8.7	
Approach LOS		D			E			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	92.0		14.5	13.6	92.0		14.5				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.6	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+14), s	14.0	25.6		3.4	4.0	10.1		5.1				
Green Ext Time (p_c), s	0.0	19.7		0.1	0.0	9.9		0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	680	320	130	1062	100	260	931	80	50	401	180
Future Volume (veh/h)	150	680	320	130	1062	100	260	931	80	50	401	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	158	716	170	137	1118	93	274	980	0	53	422	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	192	1515	468	175	1379	115	313	1931		212	1325	565
Arrive On Green	0.11	0.29	0.29	0.10	0.28	0.28	0.37	0.37	0.00	0.37	0.37	0.37
Sat Flow, veh/h	1810	5187	1602	1810	4877	405	823	5187	1610	583	3560	1517
Grp Volume(v), veh/h	158	716	170	137	792	419	274	980	0	53	409	202
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1729	1824	823	1729	1610	583	1729	1620
Q Serve(g_s), s	7.7	10.2	7.6	6.7	19.2	19.2	25.5	13.2	0.0	7.0	7.6	8.0
Cycle Q Clear(g_c), s	7.7	10.2	7.6	6.7	19.2	19.2	33.5	13.2	0.0	20.1	7.6	8.0
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	192	1515	468	175	978	516	313	1931		212	1287	603
V/C Ratio(X)	0.82	0.47	0.36	0.78	0.81	0.81	0.88	0.51		0.25	0.32	0.33
Avail Cap(c_a), veh/h	231	1515	468	231	978	516	313	1931		212	1287	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	0.67	0.67	0.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	39.4	26.2	25.2	39.7	30.0	30.0	34.2	21.9	0.0	29.7	20.1	20.3
Incr Delay (d2), s/veh	15.2	0.9	1.9	8.5	7.3	13.0	17.1	0.2	0.0	0.7	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	3.9	2.9	3.2	8.2	9.4	7.4	5.0	0.0	1.0	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	27.1	27.2	48.2	37.3	43.1	51.3	22.0	0.0	30.4	20.3	20.6
LnGrp LOS	D	C	C	D	D	D	D	C		C	C	C
Approach Vol, veh/h		1044			1348			1254	A		664	
Approach Delay, s/veh		31.3			40.2			28.4			21.2	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.2	33.8		40.0	17.1	32.9		40.0				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	11.5	23.5		33.5	11.5	23.5		33.5				
Max Q Clear Time (g_c+I1), s	8.7	12.2		22.1	9.7	21.2		35.5				
Green Ext Time (p_c), s	0.0	6.0		3.7	0.0	1.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	40	110	20	30	40	220	1121	30	80	581	170
Future Volume (veh/h)	130	40	110	20	30	40	220	1121	30	80	581	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	42	27	21	32	6	232	1180	14	84	612	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	365	213	73	410	180	268	1632	725	119	1919	593
Arrive On Green	0.09	0.17	0.17	0.04	0.11	0.11	0.15	0.45	0.45	0.07	0.37	0.37
Sat Flow, veh/h	1810	2185	1276	1810	3610	1589	1810	3610	1605	1810	5187	1604
Grp Volume(v), veh/h	137	34	35	21	32	6	232	1180	14	84	612	74
Grp Sat Flow(s),veh/h/ln	1810	1805	1657	1810	1805	1589	1810	1805	1605	1810	1729	1604
Q Serve(g_s), s	7.0	1.5	1.7	1.1	0.8	0.3	11.9	25.2	0.5	4.3	8.0	2.9
Cycle Q Clear(g_c), s	7.0	1.5	1.7	1.1	0.8	0.3	11.9	25.2	0.5	4.3	8.0	2.9
Prop In Lane	1.00		0.77	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	301	277	73	410	180	268	1632	725	119	1919	593
V/C Ratio(X)	0.81	0.11	0.13	0.29	0.08	0.03	0.87	0.72	0.02	0.70	0.32	0.12
Avail Cap(c_a), veh/h	383	477	438	383	954	420	383	1632	725	383	1919	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	33.5	33.5	44.1	37.5	37.3	39.4	21.1	14.3	43.3	21.3	19.7
Incr Delay (d2), s/veh	3.4	0.1	0.2	0.8	0.1	0.1	10.3	2.8	0.0	2.8	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.6	0.7	0.5	0.3	0.1	5.8	10.1	0.2	1.9	3.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	33.6	33.7	44.9	37.6	37.4	49.7	23.9	14.4	46.1	21.7	20.1
LnGrp LOS	D	C	C	D	D	D	D	C	B	D	C	C
Approach Vol, veh/h		206			59			1426			770	
Approach Delay, s/veh		41.5			40.2			28.0			24.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	49.3	10.3	22.3	20.5	41.5	15.4	17.2				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+I), s	10.3	27.2	3.1	3.7	13.9	10.0	9.0	2.8				
Green Ext Time (p_c), s	0.1	4.9	0.0	0.2	0.2	5.0	0.1	0.1				

Intersection Summary

HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	20	20	40	20	40	60	1291	60	50	581	40
Future Volume (veh/h)	20	20	20	40	20	40	60	1291	60	50	581	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	21	2	42	21	6	63	1359	32	53	612	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	75	444	42	121	573	253	116	2230	690	107	2122	131
Arrive On Green	0.04	0.13	0.13	0.07	0.16	0.16	0.06	0.43	0.43	0.06	0.42	0.42
Sat Flow, veh/h	1810	3332	312	1810	3610	1595	1810	5187	1605	1810	4993	308
Grp Volume(v), veh/h	21	11	12	42	21	6	63	1359	32	53	423	227
Grp Sat Flow(s),veh/h/ln	1810	1805	1840	1810	1805	1595	1810	1729	1605	1810	1729	1843
Q Serve(g_s), s	0.9	0.5	0.5	1.9	0.4	0.3	2.8	16.9	1.0	2.4	6.7	6.8
Cycle Q Clear(g_c), s	0.9	0.5	0.5	1.9	0.4	0.3	2.8	16.9	1.0	2.4	6.7	6.8
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	75	241	245	121	573	253	116	2230	690	107	1469	783
V/C Ratio(X)	0.28	0.05	0.05	0.35	0.04	0.02	0.54	0.61	0.05	0.49	0.29	0.29
Avail Cap(c_a), veh/h	195	905	923	195	1811	800	166	2230	690	151	1469	783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	31.6	31.7	37.3	29.8	29.7	38.0	18.4	13.9	38.2	15.8	15.8
Incr Delay (d2), s/veh	0.7	0.1	0.1	0.6	0.0	0.0	1.5	1.3	0.1	1.3	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	0.2	0.8	0.2	0.1	1.2	6.2	0.4	1.0	2.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	31.7	31.7	37.9	29.8	29.8	39.4	19.7	14.0	39.5	16.3	16.7
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		44			69			1454			703	
Approach Delay, s/veh		35.5			34.8			20.4			18.2	
Approach LOS		D			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	42.5	12.1	17.7	11.9	42.1	10.0	19.8				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	36.0	9.0	42.0	7.7	35.3	9.0	42.0					
Max Q Clear Time (g_c+1/4), s	18.9	3.9	2.5	4.8	8.8	2.9	2.4					
Green Ext Time (p_c), s	0.0	9.6	0.0	0.1	0.0	4.8	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay											20.4	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	50	330	190	160	440	60	360	1371	530	50	581	50
Future Volume (veh/h)	50	330	190	160	440	60	360	1371	530	50	581	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	347	40	168	463	16	379	1443	229	53	612	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	276	593	262	360	679	301	465	2013	623	193	1612	498
Arrive On Green	0.08	0.16	0.16	0.10	0.19	0.19	0.13	0.39	0.39	0.06	0.31	0.31
Sat Flow, veh/h	3510	3610	1595	3510	3610	1597	3510	5187	1604	3510	5187	1602
Grp Volume(v), veh/h	53	347	40	168	463	16	379	1443	229	53	612	17
Grp Sat Flow(s),veh/h/ln	1755	1805	1595	1755	1805	1597	1755	1729	1604	1755	1729	1602
Q Serve(g_s), s	1.4	8.6	2.1	4.4	11.5	0.8	10.1	22.8	9.8	1.4	8.9	0.7
Cycle Q Clear(g_c), s	1.4	8.6	2.1	4.4	11.5	0.8	10.1	22.8	9.8	1.4	8.9	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	593	262	360	679	301	465	2013	623	193	1612	498
V/C Ratio(X)	0.19	0.58	0.15	0.47	0.68	0.05	0.82	0.72	0.37	0.27	0.38	0.03
Avail Cap(c_a), veh/h	727	1122	496	727	1122	496	727	2013	623	727	1612	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	37.3	34.6	40.8	36.5	32.1	40.7	25.0	21.1	43.8	26.0	23.2
Incr Delay (d2), s/veh	0.2	1.1	0.3	0.7	1.5	0.1	3.2	2.2	1.7	0.6	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.7	0.8	1.8	4.9	0.3	4.4	9.0	3.7	0.6	3.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	38.4	34.9	41.5	37.9	32.2	44.0	27.3	22.8	44.3	26.7	23.3
LnGrp LOS	D	D	C	D	D	C	D	C	C	D	C	C
Approach Vol, veh/h		440			647			2051			682	
Approach Delay, s/veh		38.5			38.7			29.8			28.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	44.0	17.4	23.4	19.3	36.5	15.1	25.7				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1), s	13.4	24.8	6.4	10.6	12.1	10.9	3.4	13.5				
Green Ext Time (p_c), s	0.1	4.2	0.3	2.3	0.6	4.4	0.1	2.9				

Intersection Summary

HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶ ↷	↶ ↷	↶ ↷	↶ ↷	↶ ↷			↑↑↑	↶ ↷
Traffic Volume (veh/h)	0	0	0	320	0	497	710	1824	0	0	751	180
Future Volume (veh/h)	0	0	0	320	0	497	710	1824	0	0	751	180
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				496	0	282	747	1920	0	0	791	40
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				941	0	419	1170	3170	0	0	1452	354
Arrive On Green				0.26	0.00	0.26	0.33	0.61	0.00	0.00	0.22	0.22
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1592
Grp Volume(v), veh/h				496	0	282	747	1920	0	0	791	40
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1592
Q Serve(g_s), s				10.6	0.0	14.1	16.2	20.6	0.0	0.0	9.6	1.8
Cycle Q Clear(g_c), s				10.6	0.0	14.1	16.2	20.6	0.0	0.0	9.6	1.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				941	0	419	1170	3170	0	0	1452	354
V/C Ratio(X)				0.53	0.00	0.67	0.64	0.61	0.00	0.00	0.54	0.11
Avail Cap(c_a), veh/h				941	0	419	1170	3170	0	0	1452	354
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.56	0.56	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				28.6	0.0	29.9	25.4	10.8	0.0	0.0	31.0	27.9
Incr Delay (d2), s/veh				2.1	0.0	8.4	1.5	0.5	0.0	0.0	1.4	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.8	0.0	13.2	6.5	6.4	0.0	0.0	3.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.7	0.0	38.3	26.9	11.3	0.0	0.0	32.3	28.5
LnGrp LOS				C	A	D	C	B	A	A	C	C
Approach Vol, veh/h					778			2667			831	
Approach Delay, s/veh					33.4			15.7			32.1	
Approach LOS					C			B			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		60.8		29.2	35.0	25.8						
Change Period (Y+Rc), s		5.8		5.8	5.0	5.8						
Max Green Setting (Gmax), s		55.0		23.4	30.0	20.0						
Max Q Clear Time (g_c+I1), s		22.6		16.1	18.2	11.6						
Green Ext Time (p_c), s		18.0		1.9	1.2	3.2						

Intersection Summary

HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	450	0	430	0	0	0	0	1984	530	288	783	0
Future Volume (veh/h)	450	0	430	0	0	0	0	1984	530	288	783	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	579	0	225				0	2088	180	303	824	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	1013	0	451				0	2702	662	429	3066	0
Arrive On Green	0.28	0.00	0.28				0.00	0.41	0.41	0.04	0.20	0.00
Sat Flow, veh/h	3619	0	1610				0	6802	1600	3510	5358	0
Grp Volume(v), veh/h	579	0	225				0	2088	180	303	824	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1600	1755	1729	0
Q Serve(g_s), s	12.3	0.0	10.5				0.0	24.8	6.7	7.7	12.1	0.0
Cycle Q Clear(g_c), s	12.3	0.0	10.5				0.0	24.8	6.7	7.7	12.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1013	0	451				0	2702	662	429	3066	0
V/C Ratio(X)	0.57	0.00	0.50				0.00	0.77	0.27	0.71	0.27	0.00
Avail Cap(c_a), veh/h	1013	0	451				0	2702	662	429	3066	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh	27.8	0.0	27.1				0.0	22.8	17.5	41.6	19.7	0.0
Incr Delay (d2), s/veh	2.3	0.0	3.9				0.0	2.2	1.0	7.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	4.4				0.0	8.9	2.4	3.8	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	0.0	31.0				0.0	25.0	18.5	49.1	19.9	0.0
LnGrp LOS	C	A	C				A	C	B	D	B	A
Approach Vol, veh/h		804						2268			1127	
Approach Delay, s/veh		30.4						24.5			27.7	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	60.0	43.0					59.0	31.0				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	60.0	37.2					53.2	25.2				
Max Q Clear Time (g_c+1/3), s	19.7	26.8					14.1	14.3				
Green Ext Time (p_c), s	0.1	8.6					6.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	508	0	900	0	2603	0	0	1694	460	0	0
Future Volume (veh/h)	508	0	900	0	2603	0	0	1694	460	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	535	535	918	0	2740	0	0	1783	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	722	722	1280	0	3216	0	0	3739			
Arrive On Green	0.40	0.40	0.40	0.00	0.49	0.00	0.00	0.49	0.00		
Sat Flow, veh/h	1810	1810	3208	0	7068	0	0	7600	1610		
Grp Volume(v), veh/h	535	535	918	0	2740	0	0	1783	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1604	0	1634	0	0	1900	1610		
Q Serve(g_s), s	25.2	25.2	24.1	0.0	36.7	0.0	0.0	15.6	0.0		
Cycle Q Clear(g_c), s	25.2	25.2	24.1	0.0	36.7	0.0	0.0	15.6	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	722	722	1280	0	3216	0	0	3739			
V/C Ratio(X)	0.74	0.74	0.72	0.00	0.85	0.00	0.00	0.48			
Avail Cap(c_a), veh/h	722	722	1280	0	3216	0	0	3739			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	25.6	25.6	25.3	0.0	22.2	0.0	0.0	16.9	0.0		
Incr Delay (d2), s/veh	6.7	6.7	3.5	0.0	3.1	0.0	0.0	0.4	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	11.8	11.8	9.5	0.0	13.1	0.0	0.0	6.4	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	32.4	32.4	28.8	0.0	25.3	0.0	0.0	17.3	0.0		
LnGrp LOS	C	C	C	A	C	A	A	B			
Approach Vol, veh/h	1453	1453			2740			1783	A		
Approach Delay, s/veh	30.1	30.1			25.3			17.3			
Approach LOS	C	C			C			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	55.0		45.0		55.0						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	49.2		39.9		49.2						
Max Q Clear Time (g_c+I1), s	38.7		27.2		17.6						
Green Ext Time (p_c), s	8.7		3.0		10.9						

Intersection Summary

HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	860	0	950	0	1783	387	0	1772	0	0	0
Future Volume (veh/h)	860	0	950	0	1783	387	0	1772	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	905	905	985	0	1877	0	0	1865	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	961	961	1710	0	2353		0	2353	0		
Arrive On Green	0.53	0.53	0.53	0.00	0.36	0.00	0.00	0.36	0.00		
Sat Flow, veh/h	1810	1810	3220	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	905	905	985	0	1877	0	0	1865	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	1610	0	1634	0		
Q Serve(g_s), s	46.9	46.9	20.7	0.0	25.8	0.0	0.0	25.6	0.0		
Cycle Q Clear(g_c), s	46.9	46.9	20.7	0.0	25.8	0.0	0.0	25.6	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	961	961	1710	0	2353		0	2353	0		
V/C Ratio(X)	0.94	0.94	0.58	0.00	0.80		0.00	0.79	0.00		
Avail Cap(c_a), veh/h	961	961	1710	0	2353		0	2353	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.82	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	22.0	22.0	15.8	0.0	28.7	0.0	0.0	28.7	0.0		
Incr Delay (d2), s/veh	18.0	18.0	1.4	0.0	2.4	0.0	0.0	2.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	23.2	23.2	7.5	0.0	10.2	0.0	0.0	9.9	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	40.0	40.0	17.3	0.0	31.1	0.0	0.0	31.5	0.0		
LnGrp LOS	D	D	B	A	C		A	C	A		
Approach Vol, veh/h	1890	1890			1877	A		1865			
Approach Delay, s/veh	28.1	28.1			31.1			31.5			
Approach LOS	C	C			C			C			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	41.8		58.2		41.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	36.0		53.1		36.0						
Max Q Clear Time (g_c+I1), s	27.8		48.9		27.6						
Green Ext Time (p_c), s	5.7		3.0		5.5						

Intersection Summary

HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔↔	↑	↔↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	60	40	40	80	50	190	220	1920	150	190	2232	310
Future Volume (veh/h)	60	40	40	80	50	190	220	1920	150	190	2232	310
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	42	3	84	53	15	232	2021	87	200	2349	253
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	282	165	137	302	175	257	291	3453	848	259	3393	834
Arrive On Green	0.08	0.09	0.09	0.09	0.09	0.09	0.08	0.53	0.53	0.07	0.52	0.52
Sat Flow, veh/h	3510	1900	1582	3510	1900	2788	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	63	42	3	84	53	15	232	2021	87	200	2349	253
Grp Sat Flow(s),veh/h/ln	1755	1900	1582	1755	1900	1394	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	2.0	2.5	0.2	2.7	3.1	0.6	7.8	25.3	3.2	6.7	32.4	10.8
Cycle Q Clear(g_c), s	2.0	2.5	0.2	2.7	3.1	0.6	7.8	25.3	3.2	6.7	32.4	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	165	137	302	175	257	291	3453	848	259	3393	834
V/C Ratio(X)	0.22	0.25	0.02	0.28	0.30	0.06	0.80	0.59	0.10	0.77	0.69	0.30
Avail Cap(c_a), veh/h	453	372	310	453	372	546	556	3453	848	556	3393	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.17	0.17	0.17	0.57	0.57	0.57
Uniform Delay (d), s/veh	51.7	51.2	50.1	51.3	50.8	49.7	54.0	19.3	14.1	54.6	21.7	16.5
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.2	0.4	0.0	0.3	0.1	0.0	1.1	0.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.2	0.1	1.2	1.5	0.2	3.4	8.9	1.1	2.9	11.6	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	51.5	50.2	51.5	51.2	49.7	54.3	19.4	14.2	55.6	22.3	17.0
LnGrp LOS	D	D	D	D	D	D	D	B	B	E	C	B
Approach Vol, veh/h		108			152			2340			2802	
Approach Delay, s/veh		51.6			51.2			22.7			24.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	70.4	16.8	16.9	17.0	69.3	16.2	17.6				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	19.0	35.0	15.5	23.5	19.0	35.0	15.5	23.5				
Max Q Clear Time (g_c+1), s	19.7	27.3	4.7	4.5	9.8	34.4	4.0	5.1				
Green Ext Time (p_c), s	0.2	6.0	0.0	0.1	0.2	0.6	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↓		↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	140	430	530	160	220	290	280	1790	110	730	1772	40
Future Volume (veh/h)	140	430	530	160	220	290	280	1790	110	730	1772	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	448	434	167	229	96	292	1865	30	760	1846	15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	196	486	431	217	994	441	345	1759	431	709	2437	598
Arrive On Green	0.06	0.27	0.27	0.06	0.28	0.28	0.10	0.27	0.27	0.20	0.37	0.37
Sat Flow, veh/h	3510	1805	1601	3510	3610	1601	3510	6536	1601	3510	6536	1604
Grp Volume(v), veh/h	146	448	434	167	229	96	292	1865	30	760	1846	15
Grp Sat Flow(s),veh/h/ln	1755	1805	1601	1755	1805	1601	1755	1634	1601	1755	1634	1604
Q Serve(g_s), s	6.1	35.9	40.0	7.0	7.3	6.9	12.2	40.0	2.1	30.0	36.7	0.9
Cycle Q Clear(g_c), s	6.1	35.9	40.0	7.0	7.3	6.9	12.2	40.0	2.1	30.0	36.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	486	431	217	994	441	345	1759	431	709	2437	598
V/C Ratio(X)	0.75	0.92	1.01	0.77	0.23	0.22	0.85	1.06	0.07	1.07	0.76	0.03
Avail Cap(c_a), veh/h	709	486	431	709	994	441	709	1759	431	709	2437	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.1	52.8	54.3	68.7	41.7	41.5	65.9	54.3	40.4	59.3	40.7	29.5
Incr Delay (d2), s/veh	2.1	23.2	45.1	2.2	0.1	0.2	2.3	39.4	0.1	54.9	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	19.0	21.1	3.1	3.2	2.7	5.4	20.6	0.8	18.4	14.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.2	76.0	99.4	70.8	41.8	41.8	68.2	93.7	40.5	114.2	42.2	29.5
LnGrp LOS	E	E	F	E	D	D	E	F	D	F	D	C
Approach Vol, veh/h		1028			492			2187			2621	
Approach Delay, s/veh		85.2			51.6			89.6			63.0	
Approach LOS		F			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.5	47.5	16.2	47.4	22.1	62.9	15.3	48.3				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+Rc), s	30.0	42.0	9.0	42.0	14.2	38.7	8.1	9.3				
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0	0.4	1.2	0.2	1.6				

Intersection Summary

HCM 6th Ctrl Delay	74.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗		↖	↖	↖			↕	
Traffic Volume (veh/h)	480	1231	20	50	953	220	20	0	40	80	20	130
Future Volume (veh/h)	480	1231	20	50	953	220	20	0	40	80	20	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	505	1296	21	53	1003	57	21	0	14	84	21	101
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	500	2513	41	72	1253	385	425	0	506	225	67	241
Arrive On Green	0.28	0.48	0.48	0.04	0.24	0.24	0.32	0.00	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	5257	85	1810	5187	1594	1285	0	1603	584	210	764
Grp Volume(v), veh/h	505	852	465	53	1003	57	21	0	14	206	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1884	1810	1729	1594	1285	0	1603	1558	0	0
Q Serve(g_s), s	35.0	21.6	21.6	3.7	23.0	3.6	0.0	0.0	0.8	10.0	0.0	0.0
Cycle Q Clear(g_c), s	35.0	21.6	21.6	3.7	23.0	3.6	2.0	0.0	0.8	12.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	0.41		0.49
Lane Grp Cap(c), veh/h	500	1653	901	72	1253	385	425	0	506	533	0	0
V/C Ratio(X)	1.01	0.52	0.52	0.73	0.80	0.15	0.05	0.00	0.03	0.39	0.00	0.00
Avail Cap(c_a), veh/h	500	1653	901	129	1393	428	425	0	506	533	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.8	22.9	22.9	60.1	45.1	37.8	30.3	0.0	29.9	33.9	0.0	0.0
Incr Delay (d2), s/veh	42.5	0.4	0.7	13.2	3.4	0.3	0.2	0.0	0.1	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	8.4	9.3	1.9	10.0	1.4	0.5	0.0	0.3	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.3	23.3	23.6	73.2	48.5	38.0	30.5	0.0	30.0	36.0	0.0	0.0
LnGrp LOS	F	C	C	E	D	D	C	A	C	D	A	A
Approach Vol, veh/h	1822				1113		35		206			
Approach Delay, s/veh	41.4				49.2		30.3		36.0			
Approach LOS	D				D		C		D			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	47.0	12.1	67.5		47.0	42.0	37.6					
Change Period (Y+Rc), s	7.0	7.0	7.0		7.0	7.0	7.0					
Max Green Setting (Gmax), s	40.0	9.0	60.0		40.0	35.0	34.0					
Max Q Clear Time (g_c+I1), s	4.0	5.7	23.6		14.9	37.0	25.0					
Green Ext Time (p_c), s	0.1	0.0	15.0		1.3	0.0	5.3					
Intersection Summary												
HCM 6th Ctrl Delay			43.6									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	
Traffic Volume (veh/h)	0	991	50	50	1133	20	50	0	30	0	0	0
Future Volume (veh/h)	0	991	50	50	1133	20	50	0	30	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1043	49	53	1193	20	53	0	13	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	3289	154	89	1443	24	178	0	110	0	133	0
Arrive On Green	0.00	0.65	0.65	0.05	0.77	0.77	0.07	0.00	0.07	0.00	0.00	0.00
Sat Flow, veh/h	1810	5076	238	1810	1863	31	1409	0	1576	0	1900	0
Grp Volume(v), veh/h	0	710	382	53	0	1213	53	0	13	0	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1856	1810	0	1894	1409	0	1576	0	1900	0
Q Serve(g_s), s	0.0	8.2	8.2	2.6	0.0	36.1	3.3	0.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.2	8.2	2.6	0.0	36.1	3.3	0.0	0.7	0.0	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.02	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	2241	1203	89	0	1468	178	0	110	0	133	0
V/C Ratio(X)	0.00	0.32	0.32	0.60	0.00	0.83	0.30	0.00	0.12	0.00	0.00	0.00
Avail Cap(c_a), veh/h	322	2241	1203	322	0	1468	659	0	648	0	781	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.0	7.0	41.9	0.0	6.4	40.5	0.0	39.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.6	6.3	0.0	5.5	0.9	0.0	0.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.4	2.7	1.3	0.0	9.2	1.2	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.3	7.6	48.3	0.0	11.8	41.4	0.0	39.7	0.0	0.0	0.0
LnGrp LOS	A	A	A	D	A	B	D	A	D	A	A	A
Approach Vol, veh/h	1092				1266		66				0	
Approach Delay, s/veh	7.4				13.3		41.1				0.0	
Approach LOS	A				B		D					
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	13.3		11.4		65.3		13.3		0.0		76.7	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	37.0		16.0		16.0		37.0		16.0		16.0	
Max Q Clear Time (g_c+1), s	5.3		4.6		10.2		0.0		0.0		38.1	
Green Ext Time (p_c), s	0.3		0.1		3.1		0.0		0.0		0.0	
Intersection Summary												
HCM 6th Ctrl Delay			11.4									
HCM 6th LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary
29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	520	681	110	270	761	160	250	1850	360	20	1750	852
Future Volume (veh/h)	520	681	110	270	761	160	250	1850	360	20	1750	852
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	547	717	31	284	801	46	263	1947	130	21	1842	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	595	1480	457	327	755	337	195	2633	646	61	2151	
Arrive On Green	0.17	0.29	0.29	0.09	0.21	0.21	0.11	0.40	0.40	0.03	0.33	0.00
Sat Flow, veh/h	3510	5187	1602	3510	3610	1610	1810	6536	1604	1810	6536	1610
Grp Volume(v), veh/h	547	717	31	284	801	46	263	1947	130	21	1842	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1602	1755	1805	1610	1810	1634	1604	1810	1634	1610
Q Serve(g_s), s	24.9	18.6	2.3	13.0	34.0	3.8	17.5	41.2	8.6	1.8	42.8	0.0
Cycle Q Clear(g_c), s	24.9	18.6	2.3	13.0	34.0	3.8	17.5	41.2	8.6	1.8	42.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	595	1480	457	327	755	337	195	2633	646	61	2151	
V/C Ratio(X)	0.92	0.48	0.07	0.87	1.06	0.14	1.35	0.74	0.20	0.34	0.86	
Avail Cap(c_a), veh/h	702	1532	473	400	755	337	195	2633	646	100	2252	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	66.4	48.2	42.3	72.7	64.2	52.3	72.5	41.3	31.5	76.7	50.9	0.0
Incr Delay (d2), s/veh	14.7	0.2	0.1	13.7	50.0	0.2	187.3	1.2	0.2	1.2	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	8.0	0.9	6.4	20.6	1.5	18.1	16.1	3.3	0.9	17.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	48.4	42.4	86.4	114.2	52.5	259.8	42.4	31.7	77.9	54.4	0.0
LnGrp LOS	F	D	D	F	F	D	F	D	C	E	D	
Approach Vol, veh/h		1295			1131			2340			1863	A
Approach Delay, s/veh		62.1			104.7			66.3			54.7	
Approach LOS		E			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	73.0	22.7	53.9	25.0	61.0	35.0	41.5				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	30.0	64.5	18.5	48.0	17.5	56.0	32.5	34.0				
Max Q Clear Time (g_c+1/3), s	13.8	43.2	15.0	20.6	19.5	44.8	26.9	36.0				
Green Ext Time (p_c), s	0.0	15.6	0.2	4.9	0.0	8.7	0.6	0.0				

Intersection Summary

HCM 6th Ctrl Delay	68.7
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗			↖ ↗	↖ ↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	160	791	20	20	901	40	0	0	20	20	0	240
Future Volume (veh/h)	160	791	20	20	901	40	0	0	20	20	0	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	168	833	19	21	948	19	0	0	9	21	0	162
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	390	3019	69	464	2089	928	137	0	309	404	367	309
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.00	0.00	0.19	0.19	0.00	0.19
Sat Flow, veh/h	590	5217	119	657	3610	1603	1243	0	1598	1418	1900	1598
Grp Volume(v), veh/h	168	552	300	21	948	19	0	0	9	21	0	162
Grp Sat Flow(s),veh/h/ln	590	1729	1878	657	1805	1603	1243	0	1598	1418	1900	1598
Q Serve(g_s), s	12.0	4.2	4.2	0.9	7.9	0.3	0.0	0.0	0.2	0.6	0.0	4.8
Cycle Q Clear(g_c), s	19.9	4.2	4.2	5.1	7.9	0.3	0.0	0.0	0.2	0.9	0.0	4.8
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	2001	1087	464	2089	928	137	0	309	404	367	309
V/C Ratio(X)	0.43	0.28	0.28	0.05	0.45	0.02	0.00	0.00	0.03	0.05	0.00	0.53
Avail Cap(c_a), veh/h	1170	6576	3572	1333	6865	3049	795	0	1155	1155	1373	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	5.6	5.6	6.8	6.3	4.7	0.0	0.0	17.2	17.6	0.0	19.0
Incr Delay (d2), s/veh	0.8	0.1	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.9	1.0	0.1	1.7	0.1	0.0	0.0	0.1	0.2	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	5.6	5.7	6.9	6.5	4.7	0.0	0.0	17.3	17.6	0.0	20.4
LnGrp LOS	B	A	A	A	A	A	A	A	B	B	A	C
Approach Vol, veh/h	1020				988		9				183	
Approach Delay, s/veh	6.8				6.5		17.3				20.1	
Approach LOS	A				A		B				C	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	15.2		37.4		15.2		37.4					
Change Period (Y+Rc), s	5.0		7.0		5.0		7.0					
Max Green Setting (Gmax), s	38.0		100.0		38.0		100.0					
Max Q Clear Time (g_c+1), s	2.2		21.9		6.8		9.9					
Green Ext Time (p_c), s	0.0		8.6		0.6		7.9					
Intersection Summary												
HCM 6th Ctrl Delay			7.8									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
 31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖	↖	↗	↖↗	↑	↗
Traffic Volume (veh/h)	90	771	20	40	1001	200	20	20	20	470	20	100
Future Volume (veh/h)	90	771	20	40	1001	200	20	20	20	470	20	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	812	6	42	1054	0	21	21	6	495	21	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	2185	674	91	1448		66	134	38	429	344	289
Arrive On Green	0.07	0.42	0.42	0.02	0.13	0.00	0.04	0.09	0.09	0.12	0.18	0.18
Sat Flow, veh/h	1810	5187	1601	1810	3610	1610	1810	1415	404	3510	1900	1597
Grp Volume(v), veh/h	95	812	6	42	1054	0	21	0	27	495	21	34
Grp Sat Flow(s),veh/h/ln	1810	1729	1601	1810	1805	1610	1810	0	1820	1755	1900	1597
Q Serve(g_s), s	4.6	9.7	0.2	2.1	25.2	0.0	1.0	0.0	1.2	11.0	0.8	1.6
Cycle Q Clear(g_c), s	4.6	9.7	0.2	2.1	25.2	0.0	1.0	0.0	1.2	11.0	0.8	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	128	2185	674	91	1448		66	0	173	429	344	289
V/C Ratio(X)	0.74	0.37	0.01	0.46	0.73		0.32	0.00	0.16	1.15	0.06	0.12
Avail Cap(c_a), veh/h	161	2185	674	161	1448		161	0	344	429	422	355
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.89	0.89	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	17.9	15.1	43.0	34.3	0.0	42.3	0.0	37.4	39.5	30.5	30.9
Incr Delay (d2), s/veh	13.7	0.5	0.0	3.8	2.9	0.0	1.0	0.0	0.3	92.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.6	0.1	1.0	12.5	0.0	0.5	0.0	0.5	10.2	0.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	18.3	15.2	46.8	37.2	0.0	43.3	0.0	37.7	132.2	30.6	31.0
LnGrp LOS	D	B	B	D	D		D	A	D	F	C	C
Approach Vol, veh/h		913			1096	A		48			550	
Approach Delay, s/veh		22.1			37.6			40.2			122.0	
Approach LOS		C			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	15.5	11.6	44.9	10.3	23.3	13.3	43.1				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	18.0	17.0	8.0	26.0	8.0	20.0	8.0	26.0				
Max Q Clear Time (g_c+fl), s	18.0	3.2	4.1	11.7	3.0	3.6	6.6	27.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.1	0.0	0.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑			↖ ↑↑	↑↑		↖ ↑↑	↑↑	
Traffic Volume (veh/h)	140	941	30	80	1151	110	30	20	40	30	20	30
Future Volume (veh/h)	140	941	30	80	1151	110	30	20	40	30	20	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	991	30	84	1212	103	32	21	15	32	21	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	182	3264	99	109	2874	244	187	182	116	185	204	98
Arrive On Green	0.03	0.21	0.21	0.06	0.59	0.59	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1810	5173	156	1810	4869	414	1377	2103	1334	1372	2352	1127
Grp Volume(v), veh/h	147	662	359	84	861	454	32	18	18	32	16	16
Grp Sat Flow(s),veh/h/ln	1810	1729	1871	1810	1729	1824	1377	1805	1632	1372	1805	1674
Q Serve(g_s), s	7.3	14.6	14.6	4.1	12.2	12.2	2.0	0.8	0.9	2.0	0.7	0.8
Cycle Q Clear(g_c), s	7.3	14.6	14.6	4.1	12.2	12.2	2.8	0.8	0.9	2.9	0.7	0.8
Prop In Lane	1.00		0.08	1.00		0.23	1.00		0.82	1.00		0.67
Lane Grp Cap(c), veh/h	182	2182	1181	109	2041	1077	187	156	141	185	156	145
V/C Ratio(X)	0.81	0.30	0.30	0.77	0.42	0.42	0.17	0.11	0.13	0.17	0.10	0.11
Avail Cap(c_a), veh/h	241	2182	1181	281	2041	1077	511	582	526	508	582	539
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	18.9	18.9	41.7	10.1	10.1	39.2	37.9	38.0	39.3	37.9	37.9
Incr Delay (d2), s/veh	7.7	0.3	0.5	3.2	0.5	0.9	0.4	0.3	0.4	0.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.7	7.3	1.8	3.9	4.3	0.7	0.4	0.4	0.7	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	19.2	19.4	44.9	10.5	10.9	39.6	38.2	38.4	39.8	38.1	38.3
LnGrp LOS	D	B	B	D	B	B	D	D	D	D	D	D
Approach Vol, veh/h	1168				1399		68				64	
Approach Delay, s/veh	23.2				12.7		38.9				39.0	
Approach LOS	C				B		D				D	
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	13.8	12.4	63.8		13.8	16.1	60.1					
Change Period (Y+Rc), s	6.0	7.0	7.0		6.0	7.0	7.0					
Max Green Setting (Gmax), s	29.0	14.0	27.0		29.0	12.0	29.0					
Max Q Clear Time (g_c+I1), s	4.8	6.1	16.6		4.9	9.3	14.2					
Green Ext Time (p_c), s	0.2	0.0	5.6		0.2	0.0	9.1					
Intersection Summary												
HCM 6th Ctrl Delay			18.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	130	761	110	590	891	190	200	850	530	180	810	160
Future Volume (veh/h)	130	761	110	590	891	190	200	850	530	180	810	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	801	23	621	938	180	211	895	303	189	853	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1168	360	676	1440	275	283	1346	415	283	1345	415
Arrive On Green	0.09	0.23	0.23	0.19	0.33	0.33	0.08	0.26	0.26	0.08	0.26	0.26
Sat Flow, veh/h	3510	5187	1599	3510	4368	835	3510	5187	1601	3510	5187	1601
Grp Volume(v), veh/h	137	801	23	621	742	376	211	895	303	189	853	62
Grp Sat Flow(s),veh/h/ln	1755	1729	1599	1755	1729	1745	1755	1729	1601	1755	1729	1601
Q Serve(g_s), s	4.6	17.5	1.4	21.5	22.7	22.8	7.3	19.1	21.4	6.5	18.1	3.7
Cycle Q Clear(g_c), s	4.6	17.5	1.4	21.5	22.7	22.8	7.3	19.1	21.4	6.5	18.1	3.7
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	1168	360	676	1140	575	283	1346	415	283	1345	415
V/C Ratio(X)	0.44	0.69	0.06	0.92	0.65	0.65	0.74	0.67	0.73	0.67	0.63	0.15
Avail Cap(c_a), veh/h	709	1675	517	709	1140	575	709	1675	517	709	1675	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	44.0	37.7	49.1	35.4	35.5	55.7	41.0	41.9	55.3	40.7	35.3
Incr Delay (d2), s/veh	0.7	0.9	0.1	16.5	1.4	2.8	2.9	0.8	4.4	2.0	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.4	0.5	10.7	9.4	9.8	3.2	7.9	8.7	2.9	7.5	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	44.8	37.8	65.5	36.8	38.3	58.6	41.9	46.3	57.3	41.3	35.5
LnGrp LOS	D	D	D	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		961			1739			1409			1104	
Approach Delay, s/veh		46.0			47.4			45.3			43.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	39.6	18.4	48.3	17.5	39.6	31.3	35.4				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+1), s	19.3	20.1	6.6	24.8	8.5	23.4	23.5	19.5				
Green Ext Time (p_c), s	0.4	6.4	0.3	7.1	0.4	7.2	0.3	6.0				

Intersection Summary

HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	160	1261	20	30	1591	150	0	20	30	130	20	80
Future Volume (veh/h)	160	1261	20	30	1591	150	0	20	30	130	20	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	168	1327	21	32	1675	151	0	21	10	137	21	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	2714	43	95	2216	199	2	204	171	168	472	398
Arrive On Green	0.11	0.52	0.52	0.05	0.46	0.46	0.00	0.11	0.11	0.09	0.25	0.25
Sat Flow, veh/h	1810	5259	83	1810	4842	436	1810	1900	1588	1810	1900	1600
Grp Volume(v), veh/h	168	872	476	32	1195	631	0	21	10	137	21	36
Grp Sat Flow(s),veh/h/ln	1810	1729	1885	1810	1729	1820	1810	1900	1588	1810	1900	1600
Q Serve(g_s), s	9.4	16.9	16.9	1.8	29.7	29.8	0.0	1.0	0.6	7.7	0.9	1.8
Cycle Q Clear(g_c), s	9.4	16.9	16.9	1.8	29.7	29.8	0.0	1.0	0.6	7.7	0.9	1.8
Prop In Lane	1.00		0.04	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	1784	972	95	1583	833	2	204	171	168	472	398
V/C Ratio(X)	0.84	0.49	0.49	0.34	0.76	0.76	0.00	0.10	0.06	0.82	0.04	0.09
Avail Cap(c_a), veh/h	314	2168	1182	157	1868	983	140	678	567	262	806	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	16.2	16.2	47.4	23.3	23.3	0.0	41.8	41.6	46.2	29.6	29.9
Incr Delay (d2), s/veh	6.3	0.3	0.5	0.8	1.6	3.1	0.0	0.2	0.1	8.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	6.1	6.7	0.8	11.4	12.4	0.0	0.5	0.2	3.9	0.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	16.5	16.7	48.2	24.9	26.4	0.0	41.9	41.7	54.7	29.6	30.0
LnGrp LOS	D	B	B	D	C	C	A	D	D	D	C	C
Approach Vol, veh/h	1516				1858		31				194	
Approach Delay, s/veh	20.4				25.8		41.8				47.4	
Approach LOS	C				C		D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	16.1	12.4	60.5	0.0	30.8	18.5	54.5				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	15.0	37.0	9.0	65.0	8.0	44.0	18.0	56.0				
Max Q Clear Time (g_c+1), s	19.5	3.0	3.8	18.9	0.0	3.8	11.4	31.8				
Green Ext Time (p_c), s	0.1	0.1	0.0	13.9	0.0	0.2	0.1	15.6				
Intersection Summary												
HCM 6th Ctrl Delay			24.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1040	321	290	764	0	0	0	0	650	0	1358
Future Volume (veh/h)	0	1040	321	290	764	0	0	0	0	650	0	1358
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1095	106	305	804	0				456	0	1619
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1387	389	312	2011	0				846	0	1506
Arrive On Green	0.00	0.24	0.24	0.18	0.78	0.00				0.47	0.00	0.47
Sat Flow, veh/h	0	5700	1600	3510	5358	0				1810	0	3220
Grp Volume(v), veh/h	0	1095	106	305	804	0				456	0	1619
Grp Sat Flow(s),veh/h/ln	0	1900	1600	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	16.2	4.8	7.8	4.5	0.0				16.1	0.0	42.1
Cycle Q Clear(g_c), s	0.0	16.2	4.8	7.8	4.5	0.0				16.1	0.0	42.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1387	389	312	2011	0				846	0	1506
V/C Ratio(X)	0.00	0.79	0.27	0.98	0.40	0.00				0.54	0.00	1.07
Avail Cap(c_a), veh/h	0	1387	389	312	2011	0				846	0	1506
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	0.91	0.91	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.9	27.6	36.9	6.7	0.0				17.0	0.0	24.0
Incr Delay (d2), s/veh	0.0	4.1	1.5	43.2	0.5	0.0				2.5	0.0	46.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.5	1.9	4.7	1.3	0.0				6.9	0.0	24.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.0	29.1	80.2	7.2	0.0				19.5	0.0	70.1
LnGrp LOS		A	D	C	F	A				B	A	F
Approach Vol, veh/h		1201			1109					2075		
Approach Delay, s/veh		35.4			27.3					59.0		
Approach LOS		D			C					E		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	3.0	28.4		48.6		41.4						
Change Period (Y+Rc), s	5.0	6.5		6.5		6.5						
Max Green Setting (Gmax), s	3.0	21.9		42.1		34.9						
Max Q Clear Time (g_c+I), s	3.0	18.2		44.1		6.5						
Green Ext Time (p_c), s	0.0	2.1		0.0		4.5						

Intersection Summary

HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	427	1303	0	0	764	440	260	0	570	0	0	0
Future Volume (veh/h)	427	1303	0	0	764	440	260	0	570	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	449	1372	0	0	804	116	183	0	620			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	390	2824	0	0	1960	608	563	0	1002			
Arrive On Green	0.22	1.00	0.00	0.00	0.38	0.38	0.31	0.00	0.31			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	1810	0	3220			
Grp Volume(v), veh/h	449	1372	0	0	804	116	183	0	620			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	10.0	0.0	0.0	0.0	10.3	4.3	7.0	0.0	14.8			
Cycle Q Clear(g_c), s	10.0	0.0	0.0	0.0	10.3	4.3	7.0	0.0	14.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	390	2824	0	0	1960	608	563	0	1002			
V/C Ratio(X)	1.15	0.49	0.00	0.00	0.41	0.19	0.33	0.00	0.62			
Avail Cap(c_a), veh/h	390	2824	0	0	1960	608	563	0	1002			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.34	0.34	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.0	0.0	0.0	0.0	20.6	18.8	23.8	0.0	26.4			
Incr Delay (d2), s/veh	78.4	0.2	0.0	0.0	0.6	0.7	1.5	0.0	2.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.8	0.1	0.0	0.0	3.9	1.6	3.2	0.0	5.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.4	0.2	0.0	0.0	21.3	19.5	25.3	0.0	29.3			
LnGrp LOS	F	A	A	A	C	B	C	A	C			
Approach Vol, veh/h		1821			920			803				
Approach Delay, s/veh		28.1			21.0			28.4				
Approach LOS		C			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		55.5			15.0	40.5		34.5				
Change Period (Y+Rc), s		6.5			5.0	6.5		6.5				
Max Green Setting (Gmax), s		49.0			10.0	34.0		28.0				
Max Q Clear Time (g_c+1), s		2.0			12.0	12.3		16.8				
Green Ext Time (p_c), s		9.7			0.0	4.5		2.6				

Intersection Summary

HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 1: Mission Blvd & Euclid Ave/SR-83

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑↑↑		↖	↑↑↑	↖
Traffic Volume (veh/h)	270	1041	170	260	1213	277	110	1190	220	176	1440	150
Future Volume (veh/h)	270	1041	170	260	1213	277	110	1190	220	176	1440	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	284	1096	71	274	1277	184	116	1253	204	185	1516	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1272	82	221	1155	166	308	1153	188	319	1364	421
Arrive On Green	0.13	0.26	0.26	0.12	0.25	0.25	0.13	0.26	0.26	0.13	0.26	0.26
Sat Flow, veh/h	1810	4976	322	1810	4579	660	1810	4490	731	1810	5187	1601
Grp Volume(v), veh/h	284	761	406	274	964	497	116	965	492	185	1516	51
Grp Sat Flow(s),veh/h/ln	1810	1729	1840	1810	1729	1781	1810	1729	1763	1810	1729	1601
Q Serve(g_s), s	11.3	18.9	18.9	11.0	22.7	22.7	3.8	23.1	23.1	6.3	23.7	2.2
Cycle Q Clear(g_c), s	11.3	18.9	18.9	11.0	22.7	22.7	3.8	23.1	23.1	6.3	23.7	2.2
Prop In Lane	1.00		0.18	1.00		0.37	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	227	884	470	221	872	449	308	888	453	319	1364	421
V/C Ratio(X)	1.25	0.86	0.86	1.24	1.11	1.11	0.38	1.09	1.09	0.58	1.11	0.12
Avail Cap(c_a), veh/h	227	884	470	221	872	449	321	888	453	321	1364	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	32.0	32.0	39.5	33.6	33.7	21.3	33.4	33.4	21.7	33.2	25.3
Incr Delay (d2), s/veh	143.6	9.0	15.6	132.8	60.2	68.9	1.1	56.4	67.6	3.2	61.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	8.3	9.7	12.7	16.0	17.6	1.6	16.1	17.8	2.7	17.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	182.9	40.9	47.6	172.3	93.8	102.6	22.4	89.9	101.0	24.9	94.3	25.8
LnGrp LOS	F	D	D	F	F	F	C	F	F	C	F	C
Approach Vol, veh/h		1451			1735			1573			1752	
Approach Delay, s/veh		70.6			108.7			88.4			84.9	
Approach LOS		E			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	28.9	15.7	28.8	16.0	29.5	16.0	28.5				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	23.0	* 11	23.0	* 12	23.0	* 11	22.7				
Max Q Clear Time (g_c+I1), s	8.3	25.1	13.0	20.9	5.8	25.7	13.3	24.7				
Green Ext Time (p_c), s	0.2	0.0	0.0	1.5	0.2	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	88.9
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Mission Blvd & Sultana Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑ ↘			↙ ↑↑↑ ↘				↕			↕	
Traffic Volume (veh/h)	50	1357	50	80	1520	80	50	170	50	80	170	70
Future Volume (veh/h)	50	1357	50	80	1520	80	50	170	50	80	170	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1428	27	84	1600	51	53	179	42	84	179	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	2604	49	110	2633	84	125	316	68	157	261	79
Arrive On Green	0.05	0.50	0.50	0.06	0.51	0.51	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	5240	99	1810	5163	165	225	1252	267	340	1035	314
Grp Volume(v), veh/h	53	942	513	84	1072	579	274	0	0	323	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1882	1810	1729	1869	1744	0	0	1688	0	0
Q Serve(g_s), s	1.8	11.9	11.9	2.9	13.9	13.9	0.0	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	1.8	11.9	11.9	2.9	13.9	13.9	8.5	0.0	0.0	10.8	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.09	0.19		0.15	0.26		0.19
Lane Grp Cap(c), veh/h	87	1718	935	110	1763	953	508	0	0	498	0	0
V/C Ratio(X)	0.61	0.55	0.55	0.76	0.61	0.61	0.54	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	157	1945	1058	183	1994	1078	769	0	0	750	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.6	11.0	11.0	29.3	11.0	11.0	20.8	0.0	0.0	21.6	0.0	0.0
Incr Delay (d2), s/veh	14.0	0.6	1.1	20.3	0.8	1.5	1.9	0.0	0.0	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.6	4.0	1.8	4.1	4.6	3.5	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	11.6	12.1	49.5	11.8	12.5	22.7	0.0	0.0	24.6	0.0	0.0
LnGrp LOS	D	B	B	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		1508			1735			274			323	
Approach Delay, s/veh		12.9			13.9			22.7			24.6	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	35.4		20.0	7.0	36.3		20.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	6.4	35.6		26.0	5.5	36.5		26.0				
Max Q Clear Time (g_c+14), s	14.9	13.9		12.8	3.8	15.9		10.5				
Green Ext Time (p_c), s	0.0	15.5		2.8	0.0	16.3		2.5				
Intersection Summary												
HCM 6th Ctrl Delay											15.0	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary

3: Mission Blvd & Campus Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑			↖	↑		↖	↑↑	
Traffic Volume (veh/h)	260	1197	90	130	1490	80	130	430	60	70	630	50
Future Volume (veh/h)	260	1197	90	130	1490	80	130	430	60	70	630	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	274	1260	42	137	1568	39	137	453	59	74	663	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	7074	236	141	7142	178	147	439	57	80	911	65
Arrive On Green	0.08	1.00	1.00	0.16	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	5155	172	1810	5205	129	750	1646	214	902	3418	242
Grp Volume(v), veh/h	274	845	457	137	1042	565	137	0	512	74	350	360
Grp Sat Flow(s),veh/h/ln	1810	1729	1869	1810	1729	1876	750	0	1860	902	1805	1855
Q Serve(g_s), s	7.0	0.0	0.0	6.8	0.0	0.0	8.1	0.0	24.0	0.0	15.9	15.9
Cycle Q Clear(g_c), s	7.0	0.0	0.0	6.8	0.0	0.0	24.0	0.0	24.0	24.0	15.9	15.9
Prop In Lane	1.00		0.09	1.00		0.07	1.00		0.12	1.00		0.13
Lane Grp Cap(c), veh/h	141	4745	2564	141	4745	2575	147	0	496	80	481	495
V/C Ratio(X)	1.95	0.18	0.18	0.97	0.22	0.22	0.93	0.00	1.03	0.92	0.73	0.73
Avail Cap(c_a), veh/h	141	4745	2564	141	4745	2575	147	0	496	80	481	495
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.54	0.54	0.54	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	0.0	37.9	0.0	0.0	43.0	0.0	33.0	45.0	30.0	30.0
Incr Delay (d2), s/veh	450.9	0.1	0.2	48.6	0.1	0.1	54.5	0.0	49.0	77.4	6.7	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.6	0.1	0.1	4.5	0.0	0.1	5.2	0.0	16.9	3.3	7.4	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	492.4	0.1	0.2	86.5	0.1	0.1	97.5	0.0	82.0	122.4	36.7	36.6
LnGrp LOS	F	A	A	F	A	A	F	A	F	F	D	D
Approach Vol, veh/h	1576		1744		649		784					
Approach Delay, s/veh	85.7		6.9		85.2		44.7					
Approach LOS	F		A		F		D					
Timer - Assigned Phs	2	3	4	6	7	8						
Phs Duration (G+Y+Rc), s	30.5	14.0	133.0	30.5	14.0	133.0						
Change Period (Y+Rc), s	6.5	7.0	7.0	* 6.5	7.0	* 7						
Max Green Setting (Gmax), s	22.5	7.0	40.0	* 24	7.0	* 41						
Max Q Clear Time (g_c+I1), s	26.0	8.8	2.0	26.0	9.0	2.0						
Green Ext Time (p_c), s	0.0	0.0	20.1	0.0	0.0	26.0						

Intersection Summary

HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 4: Mission Blvd & Bon View Ave

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗			↖ ↑		↗		↖ ↑	
Traffic Volume (veh/h)	70	1227	50	60	1520	110	80	500	50	70	450	100
Future Volume (veh/h)	70	1227	50	60	1520	110	80	500	50	70	450	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	1292	25	63	1600	54	84	526	14	74	474	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	1924	37	96	1875	63	145	806	516	138	779	516
Arrive On Green	0.04	0.25	0.25	0.05	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1810	5238	101	1810	5152	174	252	2255	1443	229	2177	1443
Grp Volume(v), veh/h	74	853	464	63	1074	580	223	387	14	188	360	27
Grp Sat Flow(s),veh/h/ln	1810	1729	1881	1810	1729	1868	864	1643	1443	764	1643	1443
Q Serve(g_s), s	3.6	20.0	20.1	3.1	25.8	25.8	9.1	17.8	0.6	7.5	16.2	1.1
Cycle Q Clear(g_c), s	3.6	20.0	20.1	3.1	25.8	25.8	25.3	17.8	0.6	25.3	16.2	1.1
Prop In Lane	1.00		0.05	1.00		0.09	0.38		1.00	0.39		1.00
Lane Grp Cap(c), veh/h	102	1270	691	96	1259	680	364	587	516	329	587	516
V/C Ratio(X)	0.73	0.67	0.67	0.66	0.85	0.85	0.61	0.66	0.03	0.57	0.61	0.05
Avail Cap(c_a), veh/h	121	1270	691	121	1259	680	556	821	722	515	821	722
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	29.0	29.0	41.8	26.4	26.4	28.2	24.3	18.8	28.0	23.8	18.9
Incr Delay (d2), s/veh	9.6	2.2	3.9	0.4	0.8	1.5	1.7	1.3	0.0	1.6	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	8.8	9.9	1.3	9.7	10.7	4.4	6.5	0.2	3.7	5.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	31.2	33.0	42.3	27.2	27.9	29.9	25.6	18.8	29.6	24.8	19.0
LnGrp LOS	D	C	C	D	C	C	C	C	B	C	C	B
Approach Vol, veh/h	1391				1717		624				575	
Approach Delay, s/veh	32.9				28.0		27.0				26.1	
Approach LOS	C				C		C				C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	1.8	40.1	38.2		12.1	39.8	38.2					
Change Period (Y+Rc), s	7.0	7.0	6.0		7.0	7.0	6.0					
Max Green Setting (Gmax), s	19.0	19.0	45.0		6.0	19.0	45.0					
Max Q Clear Time (g_c+1/4), s	22.1	22.1	27.3		5.6	27.8	27.3					
Green Ext Time (p_c), s	0.0	0.0	2.8		0.0	0.0	3.3					

Intersection Summary

HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑	↖	↖ ↗	↑ ↑ ↑	↖	↖ ↑ ↑ ↗			↖ ↑ ↑ ↑		↖
Traffic Volume (veh/h)	280	897	140	40	1150	964	240	980	70	812	930	210
Future Volume (veh/h)	280	897	140	40	1150	964	240	980	70	812	930	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	283	906	39	40	1162	577	242	990	68	820	939	183
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	1325	409	158	1067	329	213	1020	70	585	2135	812
Arrive On Green	0.09	0.26	0.26	0.04	0.21	0.21	0.12	0.21	0.21	0.32	0.41	0.41
Sat Flow, veh/h	3510	5187	1601	3510	5187	1598	1810	4954	340	1810	5187	1604
Grp Volume(v), veh/h	283	906	39	40	1162	577	242	690	368	820	939	183
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1598	1810	1729	1836	1810	1729	1604
Q Serve(g_s), s	13.5	26.8	3.2	1.9	35.0	35.0	20.0	33.7	33.8	55.0	22.1	10.8
Cycle Q Clear(g_c), s	13.5	26.8	3.2	1.9	35.0	35.0	20.0	33.7	33.8	55.0	22.1	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	332	1325	409	158	1067	329	213	712	378	585	2135	812
V/C Ratio(X)	0.85	0.68	0.10	0.25	1.09	1.75	1.14	0.97	0.97	1.40	0.44	0.23
Avail Cap(c_a), veh/h	619	1372	424	413	1067	329	213	712	378	585	2135	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.8	57.1	48.3	78.5	67.5	67.5	75.0	67.0	67.1	57.5	36.0	23.4
Incr Delay (d2), s/veh	4.7	1.4	0.1	0.6	54.9	351.6	103.6	26.5	39.1	190.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	11.6	1.3	0.9	20.6	46.2	15.3	17.3	19.7	55.6	9.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	58.6	48.4	79.1	122.4	419.2	178.6	93.6	106.1	248.3	36.2	23.6
LnGrp LOS	F	E	D	E	F	F	F	F	F	F	D	C
Approach Vol, veh/h		1228			1779			1300			1942	
Approach Delay, s/veh		63.3			217.7			112.9			124.5	
Approach LOS		E			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.0	42.0	15.1	50.9	27.0	77.0	23.6	42.5				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+Y), s	57.0	35.8	3.9	28.8	22.0	24.1	15.5	37.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	6.0	0.0	12.4	0.6	0.0				

Intersection Summary

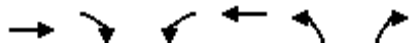
HCM 6th Ctrl Delay	136.6
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
6: Baker Ave & Mission Blvd

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗	↘	↑↑↑	↘↘	↗
Traffic Volume (veh/h)	1748	90	60	1813	150	140
Future Volume (veh/h)	1748	90	60	1813	150	140
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1840	63	63	1908	158	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3427	1060	96	4133	245	112
Arrive On Green	0.66	0.66	0.05	0.80	0.07	0.07
Sat Flow, veh/h	5358	1604	1810	5358	3510	1610
Grp Volume(v), veh/h	1840	63	63	1908	158	15
Grp Sat Flow(s),veh/h/ln	1729	1604	1810	1729	1755	1610
Q Serve(g_s), s	16.8	1.2	3.1	10.6	3.9	0.8
Cycle Q Clear(g_c), s	16.8	1.2	3.1	10.6	3.9	0.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3427	1060	96	4133	245	112
V/C Ratio(X)	0.54	0.06	0.66	0.46	0.64	0.13
Avail Cap(c_a), veh/h	3427	1060	251	4133	800	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.61	0.61	1.00	1.00
Uniform Delay (d), s/veh	8.0	5.4	41.8	2.9	40.8	39.3
Incr Delay (d2), s/veh	0.1	0.0	3.5	0.2	2.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.3	1.4	1.2	1.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.1	5.4	45.3	3.2	43.6	39.8
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1903			1971	173	
Approach Delay, s/veh	8.0			4.5	43.3	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	2.3	67.0			79.2	10.8
Change Period (Y+Rc), s	7.5	* 7.5			7.5	4.5
Max Green Setting (Gmax), s	12.5	* 38			57.5	20.5
Max Q Clear Time (g_c+1.5), s	15.5	18.8			12.6	5.9
Green Ext Time (p_c), s	0.0	10.3			19.4	0.4

Intersection Summary

HCM 6th Ctrl Delay		7.8	
HCM 6th LOS		A	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	12.9											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕		↕	↕
Traffic Vol, veh/h	0	10	0	452	10	0	0	30	315	20	60	0
Future Vol, veh/h	0	10	0	452	10	0	0	30	315	20	60	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	0	476	11	0	0	32	332	21	63	0
Number of Lanes	0	1	0	1	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	9.7	13.5	12.9	9.9
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	100%	96%	50%	0%
Vol Thru, %	100%	0%	100%	0%	4%	50%	100%
Vol Right, %	0%	100%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	315	10	231	231	40	40
LT Vol	0	0	0	231	221	20	0
Through Vol	30	0	10	0	10	20	40
RT Vol	0	315	0	0	0	0	0
Lane Flow Rate	32	332	11	243	244	42	42
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.054	0.498	0.019	0.422	0.422	0.078	0.075
Departure Headway (Hd)	6.116	5.407	6.512	6.258	6.236	6.7	6.445
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	589	670	549	578	577	534	555
Service Time	3.816	3.107	4.556	3.985	3.963	4.444	4.189
HCM Lane V/C Ratio	0.054	0.496	0.02	0.42	0.423	0.079	0.076
HCM Control Delay	9.2	13.3	9.7	13.5	13.5	10	9.7
HCM Lane LOS	A	B	A	B	B	A	A
HCM 95th-tile Q	0.2	2.8	0.1	2.1	2.1	0.3	0.2

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	345	0	0	502	0
Future Vol, veh/h	0	0	0	0	0	0	0	345	0	0	502	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	363	0	0	528	0

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	710	891	264	627	891	182	528	0	0	363	0	0
Stage 1	528	528	-	363	363	-	-	-	-	-	-	-
Stage 2	182	363	-	264	528	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	324	284	741	372	284	836	1049	-	-	1207	-	-
Stage 1	507	531	-	634	628	-	-	-	-	-	-	-
Stage 2	808	628	-	724	531	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	324	284	741	372	284	836	1049	-	-	1207	-	-
Mov Cap-2 Maneuver	324	284	-	372	284	-	-	-	-	-	-	-
Stage 1	507	531	-	634	628	-	-	-	-	-	-	-
Stage 2	808	628	-	724	531	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1049	-	-	-	-	1207	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

HCM 6th Signalized Intersection Summary
 9: Vineyard Ave & Mission Blvd

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	1290	280	70	1300	13	290	134	90	10	289	193
Future Volume (veh/h)	198	1290	280	70	1300	13	290	134	90	10	289	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	208	1358	222	74	1368	13	305	141	12	11	304	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	2205	684	130	2076	20	269	838	374	345	838	
Arrive On Green	0.14	0.43	0.43	0.07	0.39	0.39	0.23	0.23	0.23	0.23	0.23	0.00
Sat Flow, veh/h	1810	5187	1610	1810	5299	50	1092	3610	1610	1254	3610	1610
Grp Volume(v), veh/h	208	1358	222	74	893	488	305	141	12	11	304	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1891	1092	1805	1610	1254	1805	1610
Q Serve(g_s), s	8.7	15.8	7.1	3.1	16.4	16.4	12.5	2.4	0.4	0.5	5.5	0.0
Cycle Q Clear(g_c), s	8.7	15.8	7.1	3.1	16.4	16.4	18.0	2.4	0.4	3.0	5.5	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	2205	684	130	1355	741	269	838	374	345	838	
V/C Ratio(X)	0.84	0.62	0.32	0.57	0.66	0.66	1.13	0.17	0.03	0.03	0.36	
Avail Cap(c_a), veh/h	292	2943	914	163	1828	1000	269	838	374	345	838	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.6	17.4	14.9	34.8	19.3	19.3	34.7	23.8	23.0	25.0	25.0	0.0
Incr Delay (d2), s/veh	16.6	0.4	0.4	1.5	0.8	1.4	95.4	0.1	0.0	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	5.2	2.2	1.3	5.6	6.3	12.2	1.0	0.2	0.2	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	17.8	15.3	36.3	20.1	20.8	130.0	23.9	23.1	25.0	25.4	0.0
LnGrp LOS	D	B	B	D	C	C	F	C	C	C	C	
Approach Vol, veh/h		1788			1455			458			315	A
Approach Delay, s/veh		21.1			21.2			94.6			25.4	
Approach LOS		C			C			F			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	40.0		25.0	15.2	37.4		25.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	4.5	7.0		7.0				
Max Green Setting (Gmax), s	7.0	44.0		18.0	12.5	41.0		18.0				
Max Q Clear Time (g_c+I1), s	5.1	17.8		7.5	10.7	18.4		20.0				
Green Ext Time (p_c), s	0.0	14.7		1.9	0.1	12.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 10: Vineyard Ave & Francis St

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	330	90	190	430	80	100	312	62	50	609	180
Future Volume (veh/h)	60	330	90	190	430	80	100	312	62	50	609	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	347	20	200	453	22	105	328	24	53	641	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	601	265	337	733	324	359	1283	570	486	1227	545
Arrive On Green	0.06	0.17	0.17	0.09	0.20	0.20	0.07	0.36	0.36	0.05	0.34	0.34
Sat Flow, veh/h	1810	3610	1596	1810	3610	1598	1810	3610	1603	1810	3610	1603
Grp Volume(v), veh/h	63	347	20	200	453	22	105	328	24	53	641	65
Grp Sat Flow(s),veh/h/ln	1810	1805	1596	1810	1805	1598	1810	1805	1603	1810	1805	1603
Q Serve(g_s), s	2.3	7.2	0.9	7.4	9.3	0.9	3.0	5.2	0.8	1.5	11.5	2.3
Cycle Q Clear(g_c), s	2.3	7.2	0.9	7.4	9.3	0.9	3.0	5.2	0.8	1.5	11.5	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	601	265	337	733	324	359	1283	570	486	1227	545
V/C Ratio(X)	0.23	0.58	0.08	0.59	0.62	0.07	0.29	0.26	0.04	0.11	0.52	0.12
Avail Cap(c_a), veh/h	306	1205	533	337	1272	563	372	1283	570	527	1227	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	31.1	28.5	25.4	29.4	26.1	16.0	18.5	17.1	15.5	21.4	18.4
Incr Delay (d2), s/veh	0.5	1.3	0.2	2.8	1.2	0.1	0.5	0.5	0.1	0.1	1.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.0	0.3	3.2	3.8	0.3	1.1	2.0	0.3	0.6	4.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	32.3	28.6	28.2	30.6	26.2	16.6	19.0	17.2	15.6	23.0	18.8
LnGrp LOS	C	C	C	C	C	C	B	B	B	B	C	B
Approach Vol, veh/h		430			675			457			759	
Approach Delay, s/veh		31.3			29.7			18.3			22.1	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	35.8	14.0	20.0	12.4	34.5	11.0	22.9				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	6.0	27.5	7.5	27.0	6.0	27.5	6.0	28.5				
Max Q Clear Time (g_c+1), s	13.5	7.2	9.4	9.2	5.0	13.5	4.3	11.3				
Green Ext Time (p_c), s	0.0	2.6	0.0	2.6	0.0	4.8	0.0	3.5				

Intersection Summary

HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	480	360	240	670	100	120	252	100	70	869	120
Future Volume (veh/h)	30	480	360	240	670	100	120	252	100	70	869	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	505	239	253	705	93	126	265	27	74	915	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	490	231	237	858	113	157	1073	479	95	851	105
Arrive On Green	0.02	0.21	0.21	0.08	0.27	0.27	0.17	0.59	0.59	0.05	0.26	0.26
Sat Flow, veh/h	1810	2375	1119	1810	3204	422	1810	3610	1610	1810	3231	399
Grp Volume(v), veh/h	32	383	361	253	397	401	126	265	27	74	511	517
Grp Sat Flow(s),veh/h/ln	1810	1805	1689	1810	1805	1821	1810	1805	1610	1810	1805	1825
Q Serve(g_s), s	1.1	16.5	16.5	6.5	16.5	16.5	5.4	2.8	0.6	3.2	21.1	21.1
Cycle Q Clear(g_c), s	1.1	16.5	16.5	6.5	16.5	16.5	5.4	2.8	0.6	3.2	21.1	21.1
Prop In Lane	1.00		0.66	1.00		0.23	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	168	372	348	237	483	488	157	1073	479	95	476	481
V/C Ratio(X)	0.19	1.03	1.04	1.07	0.82	0.82	0.80	0.25	0.06	0.78	1.07	1.07
Avail Cap(c_a), veh/h	189	372	348	237	483	488	204	1073	479	113	476	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.86	0.86	0.86
Uniform Delay (d), s/veh	25.3	31.7	31.8	27.7	27.5	27.5	32.4	12.0	11.5	37.4	29.5	29.5
Incr Delay (d2), s/veh	0.2	54.4	57.8	77.4	10.6	10.6	12.1	0.5	0.2	17.4	59.9	59.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	12.1	11.7	6.2	7.8	7.9	2.6	1.0	0.2	1.8	16.2	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	86.1	89.5	105.2	38.1	38.1	44.5	12.5	11.7	54.8	89.4	89.2
LnGrp LOS	C	F	F	F	D	D	D	B	B	D	F	F
Approach Vol, veh/h		776			1051			418			1102	
Approach Delay, s/veh		85.2			54.3			22.1			87.0	
Approach LOS		F			D			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	30.8	14.0	24.0	13.9	28.1	9.1	28.9				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	23.0	6.5	16.5	9.0	19.0	2.5	20.5				
Max Q Clear Time (g_c+1/2), s	1.2	4.8	8.5	18.5	7.4	23.1	3.1	18.5				
Green Ext Time (p_c), s	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	68.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

12: Vineyard Ave & Raymond Kay Way

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	20	50	390	20	110	30	382	160	60	1379	20
Future Volume (veh/h)	20	20	50	390	20	110	30	382	160	60	1379	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	21	5	426	0	22	32	402	61	63	1452	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	84	20	564	0	248	39	1624	721	68	1697	25
Arrive On Green	0.06	0.06	0.06	0.16	0.00	0.16	0.01	0.15	0.15	0.08	0.93	0.93
Sat Flow, veh/h	1810	1483	353	3619	0	1595	1810	3610	1601	1810	3643	53
Grp Volume(v), veh/h	21	0	26	426	0	22	32	402	61	63	719	754
Grp Sat Flow(s),veh/h/ln	1810	0	1836	1810	0	1595	1810	1805	1601	1810	1805	1890
Q Serve(g_s), s	0.9	0.0	1.1	9.0	0.0	0.9	1.4	7.9	2.6	2.8	10.7	10.8
Cycle Q Clear(g_c), s	0.9	0.0	1.1	9.0	0.0	0.9	1.4	7.9	2.6	2.8	10.7	10.8
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	103	0	104	564	0	248	39	1624	721	68	841	880
V/C Ratio(X)	0.20	0.00	0.25	0.76	0.00	0.09	0.81	0.25	0.08	0.93	0.86	0.86
Avail Cap(c_a), veh/h	158	0	161	950	0	419	68	1624	721	68	841	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.09	0.09	0.09
Uniform Delay (d), s/veh	36.0	0.0	36.1	32.3	0.0	28.9	39.6	22.1	19.9	36.9	1.8	1.8
Incr Delay (d2), s/veh	0.4	0.0	0.5	1.6	0.0	0.1	36.2	0.4	0.2	17.4	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	4.0	0.0	0.4	1.0	3.3	0.9	1.4	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	0.0	36.6	33.9	0.0	29.0	75.8	22.4	20.1	54.3	2.9	2.9
LnGrp LOS	D	A	D	C	A	C	E	C	C	D	A	A
Approach Vol, veh/h		47			448			495			1536	
Approach Delay, s/veh		36.5			33.6			25.6			5.0	
Approach LOS		D			C			C			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.0	43.0		9.5	8.7	44.3		17.5				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	30.0	25.0		7.0	3.0	25.0		21.0				
Max Q Clear Time (g_c+1/4), s	14.8	9.9		3.1	3.4	12.8		11.0				
Green Ext Time (p_c), s	0.0	2.6		0.0	0.0	6.1		1.0				

Intersection Summary

HCM 6th Ctrl Delay 14.7
HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘	↙	↗	↘	↑↑↑			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	520	0	140	220	412	0	0	1337	542
Future Volume (veh/h)	0	0	0	520	0	140	220	412	0	0	1337	542
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				547	0	38	232	434	0	0	1407	314
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				720	0	641	268	3403	0	0	2311	713
Arrive On Green				0.20	0.00	0.20	0.30	1.00	0.00	0.00	0.15	0.15
Sat Flow, veh/h				3619	0	3220	1810	5358	0	0	5358	1601
Grp Volume(v), veh/h				547	0	38	232	434	0	0	1407	314
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1810	1729	0	0	1729	1601
Q Serve(g_s), s				11.4	0.0	0.8	9.7	0.0	0.0	0.0	20.3	14.3
Cycle Q Clear(g_c), s				11.4	0.0	0.8	9.7	0.0	0.0	0.0	20.3	14.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				720	0	641	268	3403	0	0	2311	713
V/C Ratio(X)				0.76	0.00	0.06	0.87	0.13	0.00	0.00	0.61	0.44
Avail Cap(c_a), veh/h				923	0	821	362	3403	0	0	2311	713
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.83	0.83	0.00	0.00	0.35	0.35
Uniform Delay (d), s/veh				30.2	0.0	26.0	27.4	0.0	0.0	0.0	27.6	25.0
Incr Delay (d2), s/veh				4.3	0.0	0.1	10.5	0.1	0.0	0.0	0.4	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.2	0.0	0.3	4.1	0.0	0.0	0.0	9.3	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.5	0.0	26.1	37.9	0.1	0.0	0.0	28.0	25.7
LnGrp LOS				C	A	C	D	A	A	A	C	C
Approach Vol, veh/h					585			666			1721	
Approach Delay, s/veh					34.0			13.2			27.6	
Approach LOS					C			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		58.3			16.8	41.4		21.7				
Change Period (Y+Rc), s		5.8			5.0	5.8		5.8				
Max Green Setting (Gmax), s		48.0			16.0	27.0		20.4				
Max Q Clear Time (g_c+I1), s		2.0			11.7	22.3		13.4				
Green Ext Time (p_c), s		2.3			0.1	3.2		2.5				

Intersection Summary

HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↗	↘					↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	116	0	240	0	0	0	0	506	410	380	1487	0
Future Volume (veh/h)	116	0	240	0	0	0	0	506	410	380	1487	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	122	0	171				0	533	250	400	1565	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	769	0	684				0	1153	523	450	3333	0
Arrive On Green	0.21	0.00	0.21				0.00	0.33	0.33	0.08	0.21	0.00
Sat Flow, veh/h	3619	0	3220				0	3652	1578	1810	5358	0
Grp Volume(v), veh/h	122	0	171				0	529	254	400	1565	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1602	1810	1729	0
Q Serve(g_s), s	2.2	0.0	3.5				0.0	9.7	10.1	17.5	21.1	0.0
Cycle Q Clear(g_c), s	2.2	0.0	3.5				0.0	9.7	10.1	17.5	21.1	0.0
Prop In Lane	1.00		1.00				0.00		0.99	1.00		0.00
Lane Grp Cap(c), veh/h	769	0	684				0	1146	531	450	3333	0
V/C Ratio(X)	0.16	0.00	0.25				0.00	0.46	0.48	0.89	0.47	0.00
Avail Cap(c_a), veh/h	769	0	684				0	1146	531	611	3333	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.66	0.66	0.00
Uniform Delay (d), s/veh	25.7	0.0	26.2				0.0	21.1	21.3	35.6	19.6	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.9				0.0	1.3	3.1	6.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.4				0.0	3.7	3.9	9.2	9.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	0.0	27.1				0.0	22.5	24.3	42.4	19.9	0.0
LnGrp LOS	C	A	C				A	C	C	D	B	A
Approach Vol, veh/h		293						783			1965	
Approach Delay, s/veh		26.7						23.1			24.5	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	24.9	32.3	22.8	57.2								
Change Period (Y+Rc), s	5.0	5.8	5.8	5.8								
Max Green Setting (Gmax), s	27.0	19.0	17.0	51.4								
Max Q Clear Time (g_c+119), s	119.5	12.1	5.5	23.1								
Green Ext Time (p_c), s	0.4	2.3	1.6	10.5								

Intersection Summary

HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 15: Archibald Ave & Jurupa St

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	197	56	1210	140	120	48	90	380	30	20	20
Future Volume (veh/h)	30	197	56	1210	140	120	48	90	380	30	20	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	207	12	1274	147	66	51	95	65	32	21	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	292	307	258	1588	834	702	80	234	344	59	181	26
Arrive On Green	0.16	0.16	0.16	0.44	0.44	0.44	0.04	0.12	0.12	0.03	0.11	0.11
Sat Flow, veh/h	1810	1900	1595	3619	1900	1601	1810	1900	2799	1810	1623	232
Grp Volume(v), veh/h	32	207	12	1274	147	66	51	95	65	32	0	24
Grp Sat Flow(s),veh/h/ln	1810	1900	1595	1810	1900	1601	1810	1900	1400	1810	0	1855
Q Serve(g_s), s	1.1	7.6	0.5	22.5	3.5	1.8	2.0	3.4	1.5	1.3	0.0	0.9
Cycle Q Clear(g_c), s	1.1	7.6	0.5	22.5	3.5	1.8	2.0	3.4	1.5	1.3	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	292	307	258	1588	834	702	80	234	344	59	0	207
V/C Ratio(X)	0.11	0.67	0.05	0.80	0.18	0.09	0.64	0.41	0.19	0.54	0.00	0.12
Avail Cap(c_a), veh/h	872	916	769	2702	1418	1195	123	941	1387	123	0	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.4	29.1	26.1	17.9	12.6	12.1	34.6	29.8	29.0	35.1	0.0	29.5
Incr Delay (d2), s/veh	0.2	2.6	0.1	1.0	0.1	0.1	8.3	1.1	0.3	7.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.4	0.2	8.9	1.4	0.6	1.1	1.6	0.5	0.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	31.7	26.2	18.9	12.7	12.2	42.9	31.0	29.3	42.6	0.0	29.7
LnGrp LOS	C	C	C	B	B	B	D	C	C	D	A	C
Approach Vol, veh/h		251			1487			211			56	
Approach Delay, s/veh		30.7			18.0			33.3			37.1	
Approach LOS		C			B			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	13.6		16.4	7.7	12.7		36.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	36.5		35.5	5.0	36.5		55.0				
Max Q Clear Time (g_c+1), s	13.3	5.4		9.6	4.0	2.9		24.5				
Green Ext Time (p_c), s	0.0	0.8		1.1	0.0	0.1		7.9				

Intersection Summary

HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

16: Archibald Ave & Tracy Paseo

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕	↗	↗	↕	↗
Traffic Volume (veh/h)	20	0	30	20	0	20	30	438	20	20	1426	20
Future Volume (veh/h)	20	0	30	20	0	20	30	438	20	20	1426	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	0	4	21	0	0	32	461	15	21	1501	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	161	0	104	136	0	0	99	2590	1151	76	2544	1131
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.00	0.05	0.72	0.72	0.04	0.70	0.70
Sat Flow, veh/h	1536	0	1581	1163	0	0	1810	3610	1605	1810	3610	1604
Grp Volume(v), veh/h	21	0	4	21	0	0	32	461	15	21	1501	15
Grp Sat Flow(s),veh/h/ln	1536	0	1581	1163	0	0	1810	1805	1605	1810	1805	1604
Q Serve(g_s), s	0.0	0.0	0.3	1.7	0.0	0.0	2.0	5.0	0.3	1.3	25.2	0.3
Cycle Q Clear(g_c), s	1.4	0.0	0.3	3.1	0.0	0.0	2.0	5.0	0.3	1.3	25.2	0.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	0	104	136	0	0	99	2590	1151	76	2544	1131
V/C Ratio(X)	0.13	0.00	0.04	0.15	0.00	0.00	0.32	0.18	0.01	0.28	0.59	0.01
Avail Cap(c_a), veh/h	453	0	435	430	0	0	196	2590	1151	196	2544	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.96	0.96	0.96	0.66	0.66	0.66
Uniform Delay (d), s/veh	53.0	0.0	52.5	54.5	0.0	0.0	54.6	5.5	4.8	55.7	9.0	5.3
Incr Delay (d2), s/veh	0.4	0.0	0.2	0.6	0.0	0.0	2.2	0.1	0.0	1.6	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.6	0.0	0.0	1.0	1.6	0.1	0.6	8.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	0.0	52.7	55.1	0.0	0.0	56.8	5.6	4.9	57.3	9.6	5.3
LnGrp LOS	D	A	D	E	A	A	E	A	A	E	A	A
Approach Vol, veh/h		25			21			508			1537	
Approach Delay, s/veh		53.3			55.1			8.8			10.2	
Approach LOS		D			E			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	93.1		14.9	13.6	91.6		14.9				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	13.0	53.0		33.0	13.0	53.0		33.0				
Max Q Clear Time (g_c+1), s	13.3	7.0		3.4	4.0	27.2		5.1				
Green Ext Time (p_c), s	0.0	6.3		0.1	0.0	19.3		0.1				

Intersection Summary
































HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  			  	
Traffic Volume (veh/h)	140	1080	310	110	1063	50	230	258	140	80	1046	230
Future Volume (veh/h)	140	1080	310	110	1063	50	230	258	140	80	1046	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	1137	243	116	1119	49	242	272	0	84	1101	242
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	183	1873	579	171	1805	79	106	1585		380	1299	285
Arrive On Green	0.10	0.36	0.36	0.09	0.35	0.35	0.31	0.31	0.00	0.31	0.31	0.31
Sat Flow, veh/h	1810	5187	1603	1810	5094	223	413	5187	1610	1122	4251	934
Grp Volume(v), veh/h	147	1137	243	116	759	409	242	272	0	84	896	447
Grp Sat Flow(s),veh/h/ln	1810	1729	1603	1810	1729	1859	413	1729	1610	1122	1729	1726
Q Serve(g_s), s	7.2	16.1	10.3	5.6	16.4	16.4	5.6	3.5	0.0	5.3	21.8	21.9
Cycle Q Clear(g_c), s	7.2	16.1	10.3	5.6	16.4	16.4	27.5	3.5	0.0	8.8	21.8	21.9
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	183	1873	579	171	1226	659	106	1585		380	1057	528
V/C Ratio(X)	0.80	0.61	0.42	0.68	0.62	0.62	2.29	0.17		0.22	0.85	0.85
Avail Cap(c_a), veh/h	432	1873	579	211	1226	659	106	1585		380	1057	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	0.92	0.92	0.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	39.6	23.5	21.7	39.4	24.0	24.0	44.3	22.9	0.0	26.1	29.3	29.3
Incr Delay (d2), s/veh	5.1	1.2	1.9	3.7	2.4	4.4	605.0	0.1	0.0	0.3	5.4	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.0	3.7	2.5	6.3	7.2	20.1	1.3	0.0	1.4	9.1	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	24.8	23.5	43.1	26.4	28.4	649.3	23.0	0.0	26.4	34.7	39.6
LnGrp LOS	D	C	C	D	C	C	F	C		C	C	D
Approach Vol, veh/h		1527			1284			514	A		1427	
Approach Delay, s/veh		26.5			28.5			317.9			35.8	
Approach LOS		C			C			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	40.0		34.0	16.6	39.4		34.0				
Change Period (Y+Rc), s	7.5	7.5		6.5	7.5	7.5		6.5				
Max Green Setting (Gmax), s	10.5	30.5		27.5	21.5	19.5		27.5				
Max Q Clear Time (g_c+I1), s	7.6	18.1		23.9	9.2	18.4		29.5				
Green Ext Time (p_c), s	0.0	9.1		2.8	0.2	0.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	61.3
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 18: Archibald Ave & Francis St

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	170	280	30	60	80	130	428	30	60	1006	330
Future Volume (veh/h)	190	170	280	30	60	80	130	428	30	60	1006	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	179	64	32	63	10	137	451	13	63	1059	231
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	510	176	99	427	188	170	1482	659	110	1956	605
Arrive On Green	0.13	0.19	0.19	0.05	0.12	0.12	0.09	0.41	0.41	0.06	0.38	0.38
Sat Flow, veh/h	1810	2627	906	1810	3610	1590	1810	3610	1604	1810	5187	1604
Grp Volume(v), veh/h	200	121	122	32	63	10	137	451	13	63	1059	231
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1810	1805	1590	1810	1805	1604	1810	1729	1604
Q Serve(g_s), s	10.0	5.4	5.7	1.6	1.5	0.5	6.9	7.8	0.4	3.1	14.8	9.7
Cycle Q Clear(g_c), s	10.0	5.4	5.7	1.6	1.5	0.5	6.9	7.8	0.4	3.1	14.8	9.7
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	351	336	99	427	188	170	1482	659	110	1956	605
V/C Ratio(X)	0.85	0.35	0.36	0.32	0.15	0.05	0.80	0.30	0.02	0.57	0.54	0.38
Avail Cap(c_a), veh/h	390	486	466	390	972	428	390	1482	659	390	1956	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	32.3	32.4	42.2	36.7	36.3	41.2	18.4	16.3	42.4	22.6	21.0
Incr Delay (d2), s/veh	4.1	0.4	0.5	0.7	0.1	0.1	3.4	0.5	0.1	1.8	1.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	2.3	2.3	0.7	0.6	0.2	3.1	3.1	0.2	1.4	5.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	32.7	32.9	42.9	36.8	36.4	44.6	19.0	16.3	44.2	23.7	22.9
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	C	C
Approach Vol, veh/h		443			105			601			1353	
Approach Delay, s/veh		37.7			38.7			24.7			24.5	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	44.6	11.6	24.5	15.2	41.5	18.6	17.5				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	20.0	35.0	20.0	25.0	20.0	35.0	20.0	25.0				
Max Q Clear Time (g_c+1.5), s	19.5	9.8	3.6	7.7	8.9	16.8	12.0	3.5				
Green Ext Time (p_c), s	0.0	3.3	0.0	0.9	0.1	8.6	0.2	0.2				

Intersection Summary

HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 19: Archibald Ave & Cedar St

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	50	20	70	50	20	20	70	478	60	40	1296	20
Future Volume (veh/h)	50	20	70	50	20	20	70	478	60	40	1296	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	21	11	53	21	3	74	503	30	42	1364	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	335	161	136	513	226	122	2219	686	93	2167	33
Arrive On Green	0.08	0.14	0.14	0.08	0.14	0.14	0.07	0.43	0.43	0.05	0.41	0.41
Sat Flow, veh/h	1810	2355	1132	1810	3610	1593	1810	5187	1605	1810	5262	81
Grp Volume(v), veh/h	53	16	16	53	21	3	74	503	30	42	896	489
Grp Sat Flow(s),veh/h/ln	1810	1805	1682	1810	1805	1593	1810	1729	1605	1810	1729	1885
Q Serve(g_s), s	2.4	0.6	0.7	2.4	0.4	0.1	3.4	5.3	0.9	1.9	17.6	17.6
Cycle Q Clear(g_c), s	2.4	0.6	0.7	2.4	0.4	0.1	3.4	5.3	0.9	1.9	17.6	17.6
Prop In Lane	1.00		0.67	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	136	256	239	136	513	226	122	2219	686	93	1424	776
V/C Ratio(X)	0.39	0.06	0.07	0.39	0.04	0.01	0.60	0.23	0.04	0.45	0.63	0.63
Avail Cap(c_a), veh/h	190	884	824	190	1769	781	163	2219	686	148	1424	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	31.8	31.9	37.8	31.7	31.6	38.9	15.5	14.3	39.5	20.0	20.0
Incr Delay (d2), s/veh	0.7	0.1	0.1	0.7	0.0	0.0	1.8	0.2	0.1	1.3	2.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.3	0.3	1.1	0.2	0.1	1.5	1.9	0.4	0.9	6.7	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	31.9	31.9	38.4	31.8	31.6	40.6	15.8	14.4	40.7	22.1	23.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		85			77			607			1427	
Approach Delay, s/veh		36.0			36.3			18.7			23.3	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	43.2	13.0	18.7	12.3	41.8	13.0	18.7				
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5				
Max Green Setting (Gmax), s	36.0	9.0	42.0	7.7	35.3	9.0	42.0					
Max Q Clear Time (g_c+1), s	7.3	4.4	2.7	5.4	19.6	4.4	2.4					
Green Ext Time (p_c), s	0.0	4.0	0.0	0.1	0.0	8.8	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

20: Archibald Ave & Philadelphia St

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	70	560	430	480	550	50	300	478	230	50	1306	80
Future Volume (veh/h)	70	560	430	480	550	50	300	478	230	50	1306	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	589	209	505	579	17	316	503	87	53	1375	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	281	769	341	568	1064	472	387	1693	523	177	1381	426
Arrive On Green	0.08	0.21	0.21	0.16	0.29	0.29	0.11	0.33	0.33	0.05	0.27	0.27
Sat Flow, veh/h	3510	3610	1599	3510	3610	1602	3510	5187	1603	3510	5187	1601
Grp Volume(v), veh/h	74	589	209	505	579	17	316	503	87	53	1375	24
Grp Sat Flow(s),veh/h/ln	1755	1805	1599	1755	1805	1602	1755	1729	1603	1755	1729	1601
Q Serve(g_s), s	2.2	17.3	13.3	15.9	15.2	0.9	9.9	8.2	4.4	1.6	29.8	1.3
Cycle Q Clear(g_c), s	2.2	17.3	13.3	15.9	15.2	0.9	9.9	8.2	4.4	1.6	29.8	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	769	341	568	1064	472	387	1693	523	177	1381	426
V/C Ratio(X)	0.26	0.77	0.61	0.89	0.54	0.04	0.82	0.30	0.17	0.30	1.00	0.06
Avail Cap(c_a), veh/h	623	961	426	623	1064	472	623	1693	523	623	1381	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	41.7	40.1	46.2	33.4	28.3	49.0	28.3	27.0	51.6	41.3	30.8
Incr Delay (d2), s/veh	0.4	3.2	2.2	13.6	0.7	0.0	3.4	0.4	0.7	0.7	23.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0	7.7	5.2	7.7	6.4	0.3	4.4	3.3	1.7	0.7	15.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	44.9	42.3	59.9	34.0	28.3	52.4	28.8	27.7	52.3	64.4	31.0
LnGrp LOS	D	D	D	E	C	C	D	C	C	D	E	C
Approach Vol, veh/h		872			1101			906			1452	
Approach Delay, s/veh		44.6			45.8			36.9			63.4	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	42.2	43.3	25.7	31.5	18.9	36.5	16.5	40.7				
Change Period (Y+Rc), s	6.5	6.5	7.5	7.5	6.5	6.5	7.5	7.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+1), s	13.6	10.2	17.9	19.3	11.9	31.8	4.2	17.2				
Green Ext Time (p_c), s	0.1	3.9	0.4	3.7	0.5	0.0	0.1	3.3				

Intersection Summary

HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘ ↙	↔	↗	↘ ↙	↑↑↑			↑↑↑	↗
Traffic Volume (veh/h)	0	0	0	400	0	312	480	696	0	0	1846	430
Future Volume (veh/h)	0	0	0	400	0	312	480	696	0	0	1846	430
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				464	0	92	505	733	0	0	1943	268
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				852	0	379	702	3297	0	0	2484	608
Arrive On Green				0.24	0.00	0.24	0.07	0.21	0.00	0.00	0.38	0.38
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	6802	1600
Grp Volume(v), veh/h				464	0	92	505	733	0	0	1943	268
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1634	1600
Q Serve(g_s), s				10.1	0.0	4.2	12.7	10.5	0.0	0.0	23.6	11.2
Cycle Q Clear(g_c), s				10.1	0.0	4.2	12.7	10.5	0.0	0.0	23.6	11.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				852	0	379	702	3297	0	0	2484	608
V/C Ratio(X)				0.54	0.00	0.24	0.72	0.22	0.00	0.00	0.78	0.44
Avail Cap(c_a), veh/h				852	0	379	702	3297	0	0	2484	608
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.90	0.90	0.00	0.00	0.29	0.29
Uniform Delay (d), s/veh				30.2	0.0	27.9	39.6	17.1	0.0	0.0	24.6	20.8
Incr Delay (d2), s/veh				2.5	0.0	1.5	5.7	0.1	0.0	0.0	0.7	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.6	0.0	4.2	6.4	4.3	0.0	0.0	8.4	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.7	0.0	29.4	45.2	17.3	0.0	0.0	25.4	21.5
LnGrp LOS				C	A	C	D	B	A	A	C	C
Approach Vol, veh/h					556			1238			2211	
Approach Delay, s/veh					32.1			28.7			24.9	
Approach LOS					C			C			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		63.0		27.0	23.0	40.0						
Change Period (Y+Rc), s		5.8		5.8	5.0	5.8						
Max Green Setting (Gmax), s		57.2		21.2	18.0	34.2						
Max Q Clear Time (g_c+I1), s		12.5		12.1	14.7	25.6						
Green Ext Time (p_c), s		5.3		1.5	0.4	7.1						

Intersection Summary

HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	0	410	0	0	0	0	946	480	539	1707	0
Future Volume (veh/h)	160	0	410	0	0	0	0	946	480	539	1707	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	112	0	430				0	996	164	567	1797	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	611	0	1088				0	2106	515	546	2766	0
Arrive On Green	0.34	0.00	0.34				0.00	0.32	0.32	0.16	0.53	0.00
Sat Flow, veh/h	1810	0	3220				0	6802	1598	3510	5358	0
Grp Volume(v), veh/h	112	0	430				0	996	164	567	1797	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1634	1598	1755	1729	0
Q Serve(g_s), s	3.9	0.0	9.2				0.0	11.0	7.0	14.0	22.3	0.0
Cycle Q Clear(g_c), s	3.9	0.0	9.2				0.0	11.0	7.0	14.0	22.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	611	0	1088				0	2106	515	546	2766	0
V/C Ratio(X)	0.18	0.00	0.40				0.00	0.47	0.32	1.04	0.65	0.00
Avail Cap(c_a), veh/h	611	0	1088				0	2106	515	546	2766	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.56	0.56	0.00
Uniform Delay (d), s/veh	21.0	0.0	22.8				0.0	24.4	23.0	38.0	15.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	1.1				0.0	0.8	1.6	39.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	3.5				0.0	4.0	2.7	8.6	7.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	0.0	23.9				0.0	25.2	24.7	77.2	15.7	0.0
LnGrp LOS	C	A	C				A	C	C	F	B	A
Approach Vol, veh/h		542						1160			2364	
Approach Delay, s/veh		23.4						25.1			30.4	
Approach LOS		C						C			C	
Timer - Assigned Phs	1	2					6	8				
Phs Duration (G+Y+Rc), s	19.0	34.8					53.8	36.2				
Change Period (Y+Rc), s	5.0	5.8					5.8	5.8				
Max Green Setting (Gmax), s	14.0	29.0					48.0	30.4				
Max Q Clear Time (g_c+110), s	11.0	13.0					24.3	11.2				
Green Ext Time (p_c), s	0.0	6.3					13.8	2.0				

Intersection Summary

HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (veh/h)	242	0	450	0	2937	0	0	2046	970	0	0
Future Volume (veh/h)	242	0	450	0	2937	0	0	2046	970	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	0	0	1900	1900		
Adj Flow Rate, veh/h	255	255	433	0	3092	0	0	2400	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	563	563	1002	0	3791	0	0	4408			
Arrive On Green	0.31	0.31	0.31	0.00	0.58	0.00	0.00	0.58	0.00		
Sat Flow, veh/h	1810	1810	3220	0	7068	0	0	7600	1610		
Grp Volume(v), veh/h	255	255	433	0	3092	0	0	2400	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	0	0	1900	1610		
Q Serve(g_s), s	11.3	11.3	10.7	0.0	37.7	0.0	0.0	19.4	0.0		
Cycle Q Clear(g_c), s	11.3	11.3	10.7	0.0	37.7	0.0	0.0	19.4	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		0.00	0.00		1.00		
Lane Grp Cap(c), veh/h	563	563	1002	0	3791	0	0	4408			
V/C Ratio(X)	0.45	0.45	0.43	0.00	0.82	0.00	0.00	0.54			
Avail Cap(c_a), veh/h	563	563	1002	0	3791	0	0	4408			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	27.6	27.6	27.4	0.0	16.7	0.0	0.0	12.9	0.0		
Incr Delay (d2), s/veh	2.6	2.6	1.4	0.0	2.1	0.0	0.0	0.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.2	5.2	4.2	0.0	12.4	0.0	0.0	7.4	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	30.3	30.3	28.8	0.0	18.8	0.0	0.0	13.4	0.0		
LnGrp LOS	C	C	C	A	B	A	A	B			
Approach Vol, veh/h	688	688			3092			2400	A		
Approach Delay, s/veh	29.3	29.3			18.8			13.4			
Approach LOS	C	C			B			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	63.8		36.2		63.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	58.0		31.1		58.0						
Max Q Clear Time (g_c+I1), s	39.7		13.3		21.4						
Green Ext Time (p_c), s	15.4		1.3		18.7						

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	620	0	390	0	3187	850	0	1808	0	0	0
Future Volume (veh/h)	620	0	390	0	3187	850	0	1808	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	0		
Adj Flow Rate, veh/h	653	653	391	0	3355	0	0	1903	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	581	581	1034	0	3726		0	3726	0		
Arrive On Green	0.32	0.32	0.32	0.00	0.57	0.00	0.00	0.57	0.00		
Sat Flow, veh/h	1810	1810	3220	0	6802	1610	0	7068	0		
Grp Volume(v), veh/h	653	653	391	0	3355	0	0	1903	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1610	0	1634	1610	0	1634	0		
Q Serve(g_s), s	32.1	32.1	9.4	0.0	45.4	0.0	0.0	17.7	0.0		
Cycle Q Clear(g_c), s	32.1	32.1	9.4	0.0	45.4	0.0	0.0	17.7	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		0.00		
Lane Grp Cap(c), veh/h	581	581	1034	0	3726		0	3726	0		
V/C Ratio(X)	1.12	1.12	0.38	0.00	0.90		0.00	0.51	0.00		
Avail Cap(c_a), veh/h	581	581	1034	0	3726		0	3726	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.26	0.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	33.9	33.9	26.2	0.0	19.0	0.0	0.0	13.0	0.0		
Incr Delay (d2), s/veh	76.4	76.4	1.1	0.0	1.1	0.0	0.0	0.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	26.0	26.0	3.7	0.0	15.9	0.0	0.0	5.9	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	110.4	110.4	27.3	0.0	20.1	0.0	0.0	13.5	0.0		
LnGrp LOS	F	F	C	A	C		A	B	A		
Approach Vol, veh/h	1044	1044			3355	A		1903			
Approach Delay, s/veh	79.2	79.2			20.1			13.5			
Approach LOS	E	E			C			B			
Timer - Assigned Phs	2		4		6						
Phs Duration (G+Y+Rc), s	62.8		37.2		62.8						
Change Period (Y+Rc), s	5.8		5.1		5.8						
Max Green Setting (Gmax), s	57.0		32.1		57.0						
Max Q Clear Time (g_c+I1), s	47.4		34.1		19.7						
Green Ext Time (p_c), s	9.2		0.0		12.7						

Intersection Summary

HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 25: Haven Ave & Guasti Rd

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↑	↖↗	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	400	100	210	70	60	290	80	2977	120	200	1888	120
Future Volume (veh/h)	400	100	210	70	60	290	80	2977	120	200	1888	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	421	105	38	74	63	30	84	3134	63	211	1987	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	464	219	183	260	109	162	193	3550	872	263	3679	904
Arrive On Green	0.13	0.12	0.12	0.07	0.06	0.06	0.05	0.54	0.54	0.07	0.56	0.56
Sat Flow, veh/h	3510	1900	1589	3510	1900	2834	3510	6536	1606	3510	6536	1606
Grp Volume(v), veh/h	421	105	38	74	63	30	84	3134	63	211	1987	66
Grp Sat Flow(s),veh/h/ln	1755	1900	1589	1755	1900	1417	1755	1634	1606	1755	1634	1606
Q Serve(g_s), s	16.6	7.2	3.0	2.8	4.5	1.4	3.2	58.9	2.6	8.3	26.7	2.6
Cycle Q Clear(g_c), s	16.6	7.2	3.0	2.8	4.5	1.4	3.2	58.9	2.6	8.3	26.7	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	219	183	260	109	162	193	3550	872	263	3679	904
V/C Ratio(X)	0.91	0.48	0.21	0.28	0.58	0.19	0.44	0.88	0.07	0.80	0.54	0.07
Avail Cap(c_a), veh/h	464	387	324	464	387	577	602	3550	872	602	3679	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.27	0.27	0.27	0.86	0.86	0.86
Uniform Delay (d), s/veh	59.9	58.0	56.2	61.3	64.4	62.9	64.0	28.1	15.2	63.8	19.2	13.9
Incr Delay (d2), s/veh	21.0	0.6	0.2	0.2	1.8	0.2	0.2	1.0	0.0	1.9	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	3.5	1.2	1.2	2.2	0.5	1.4	21.6	0.9	3.7	9.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.9	58.6	56.4	61.5	66.2	63.1	64.2	29.1	15.3	65.6	19.7	14.1
LnGrp LOS	F	E	E	E	E	E	E	C	B	E	B	B
Approach Vol, veh/h		564			167			3281			2264	
Approach Delay, s/veh		75.1			63.6			29.7			23.8	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	83.0	16.9	22.6	14.7	85.8	25.0	14.5				
Change Period (Y+Rc), s	7.0	7.0	6.5	6.5	7.0	7.0	6.5	6.5				
Max Green Setting (Gmax), s	24.0	42.0	18.5	28.5	24.0	42.0	18.5	28.5				
Max Q Clear Time (g_c+10), s	11.0	60.9	4.8	9.2	5.2	28.7	18.6	6.5				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.2	0.1	9.1	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↔		↔↔	↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	430	640	670	70	670	740	720	2277	50	30	1768	170
Future Volume (veh/h)	430	640	670	70	670	740	720	2277	50	30	1768	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	434	646	585	71	677	501	727	2300	21	30	1786	85
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	483	638	567	111	893	398	652	2681	658	80	1617	396
Arrive On Green	0.14	0.35	0.35	0.03	0.25	0.25	0.19	0.41	0.41	0.02	0.25	0.25
Sat Flow, veh/h	3510	1805	1603	3510	3610	1610	3510	6536	1604	3510	6536	1600
Grp Volume(v), veh/h	434	646	585	71	677	501	727	2300	21	30	1786	85
Grp Sat Flow(s),veh/h/ln	1755	1805	1603	1755	1805	1610	1755	1634	1604	1755	1634	1600
Q Serve(g_s), s	19.7	57.1	57.1	3.2	28.1	40.0	30.0	51.8	1.3	1.4	40.0	6.8
Cycle Q Clear(g_c), s	19.7	57.1	57.1	3.2	28.1	40.0	30.0	51.8	1.3	1.4	40.0	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	483	638	567	111	893	398	652	2681	658	80	1617	396
V/C Ratio(X)	0.90	1.01	1.03	0.64	0.76	1.26	1.12	0.86	0.03	0.37	1.10	0.21
Avail Cap(c_a), veh/h	652	638	567	652	893	398	652	2681	658	652	1617	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.6	52.3	52.3	77.4	56.3	60.8	65.8	43.4	28.5	77.8	60.8	48.3
Incr Delay (d2), s/veh	10.4	38.8	46.3	2.3	3.8	134.8	71.5	3.1	0.0	1.1	56.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	32.0	29.6	1.5	13.0	30.8	19.5	20.5	0.5	0.6	22.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.0	91.0	98.6	79.7	60.1	195.6	137.3	46.4	28.5	78.9	117.5	48.7
LnGrp LOS	E	F	F	E	E	F	F	D	C	E	F	D
Approach Vol, veh/h		1665			1249			3048			1901	
Approach Delay, s/veh		90.5			115.6			68.0			113.8	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	73.8	12.1	64.5	37.5	47.5	29.2	47.4				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+1/4), s	13.4	53.8	5.2	59.1	32.0	42.0	21.7	42.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.6	0.0				

Intersection Summary

HCM 6th Ctrl Delay	91.4
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

27: Hofer Ranch Rd & Jurupa St

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔ ↑↑↑			↔ ↑↑↑		↔	↔	↔	↔		↔	
Traffic Volume (veh/h)	160	637	20	30	1450	120	20	0	50	260	0	380
Future Volume (veh/h)	160	637	20	30	1450	120	20	0	50	260	0	380
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	168	671	19	32	1526	42	21	0	19	274	0	302
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	2046	58	62	1641	509	406	0	603	314	0	291
Arrive On Green	0.11	0.39	0.39	0.03	0.32	0.32	0.37	0.00	0.37	0.37	0.00	0.37
Sat Flow, veh/h	1810	5185	146	1810	5187	1610	1094	0	1610	705	0	777
Grp Volume(v), veh/h	168	447	243	32	1526	42	21	0	19	576	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1874	1810	1729	1610	1094	0	1610	1481	0	0
Q Serve(g_s), s	9.7	9.6	9.6	1.9	30.4	2.0	0.0	0.0	0.8	39.2	0.0	0.0
Cycle Q Clear(g_c), s	9.7	9.6	9.6	1.9	30.4	2.0	1.6	0.0	0.8	40.0	0.0	0.0
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	0.48		0.52
Lane Grp Cap(c), veh/h	204	1365	739	62	1641	509	406	0	603	604	0	0
V/C Ratio(X)	0.82	0.33	0.33	0.51	0.93	0.08	0.05	0.00	0.03	0.95	0.00	0.00
Avail Cap(c_a), veh/h	593	1942	1052	152	1651	512	406	0	603	604	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.4	22.5	22.5	50.7	35.4	25.6	21.4	0.0	21.2	34.6	0.0	0.0
Incr Delay (d2), s/veh	8.1	0.2	0.4	6.4	9.9	0.1	0.2	0.0	0.1	26.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.7	4.1	0.9	13.6	0.7	0.4	0.0	0.3	19.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	22.7	22.9	57.1	45.3	25.7	21.6	0.0	21.3	61.3	0.0	0.0
LnGrp LOS	D	C	C	E	D	C	C	A	C	E	A	A
Approach Vol, veh/h	858			1600			40			576		
Approach Delay, s/veh	29.0			45.0			21.5			61.3		
Approach LOS	C			D			C			E		
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	47.0		10.7		49.2		47.0		19.0		40.8	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	40.0		9.0		60.0		40.0		35.0		34.0	
Max Q Clear Time (g_c+1), s	3.6		3.9		11.6		42.0		11.7		32.4	
Green Ext Time (p_c), s	0.2		0.0		6.8		0.0		0.4		1.4	
Intersection Summary												
HCM 6th Ctrl Delay	43.3											
HCM 6th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary
28: Jurupa St & Turner Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔ ↑↑↑↔			↔	↔			↔	↔		↔↔	
Traffic Volume (veh/h)	0	767	60	80	1230	20	80	0	60	20	0	20
Future Volume (veh/h)	0	767	60	80	1230	20	80	0	60	20	0	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	807	55	84	1295	20	84	0	26	21	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	3086	210	110	1420	22	221	0	132	133	0	0
Arrive On Green	0.00	0.62	0.62	0.06	0.76	0.76	0.08	0.00	0.08	0.08	0.00	0.00
Sat Flow, veh/h	1810	4959	337	1810	1866	29	1685	0	1581	639	0	0
Grp Volume(v), veh/h	0	562	300	84	0	1315	84	0	26	21	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1838	1810	0	1895	1685	0	1581	639	0	0
Q Serve(g_s), s	0.0	6.6	6.6	4.1	0.0	48.8	0.0	0.0	1.4	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.6	6.6	4.1	0.0	48.8	4.1	0.0	1.4	5.4	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	2152	1144	110	0	1442	221	0	132	133	0	0
V/C Ratio(X)	0.00	0.26	0.26	0.77	0.00	0.91	0.38	0.00	0.20	0.16	0.00	0.00
Avail Cap(c_a), veh/h	322	2152	1144	322	0	1442	687	0	650	588	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.7	7.7	41.6	0.0	8.4	39.6	0.0	38.4	42.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.5	10.5	0.0	10.3	1.1	0.0	0.7	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	2.3	2.1	0.0	14.6	1.8	0.0	0.5	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.9	8.2	52.2	0.0	18.7	40.7	0.0	39.1	42.8	0.0	0.0
LnGrp LOS	A	A	A	D	A	B	D	A	D	D	A	A
Approach Vol, veh/h	862				1399		110				21	
Approach Delay, s/veh	8.0				20.7		40.3				42.8	
Approach LOS	A				C		D				D	
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	14.5		12.5		63.0		14.5		0.0		75.5	
Change Period (Y+Rc), s	7.0		7.0		7.0		7.0		7.0		7.0	
Max Green Setting (Gmax), s	37.0		16.0		16.0		37.0		16.0		16.0	
Max Q Clear Time (g_c+1), s	6.1		6.1		8.6		7.4		0.0		50.8	
Green Ext Time (p_c), s	0.5		0.1		3.0		0.1		0.0		0.0	
Intersection Summary												
HCM 6th Ctrl Delay			17.2									
HCM 6th LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary
29: Jurupa St & Haven Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	537	821	170	490	642	130	90	2150	360	210	1700	738
Future Volume (veh/h)	537	821	170	490	642	130	90	2150	360	210	1700	738
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	559	855	48	510	669	36	94	2240	181	219	1771	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	618	1025	316	568	662	295	115	2289	562	163	2463	
Arrive On Green	0.18	0.20	0.20	0.16	0.18	0.18	0.06	0.35	0.35	0.09	0.38	0.00
Sat Flow, veh/h	3510	5187	1598	3510	3610	1610	1810	6536	1603	1810	6536	1610
Grp Volume(v), veh/h	559	855	48	510	669	36	94	2240	181	219	1771	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1598	1755	1805	1610	1810	1634	1603	1810	1634	1610
Q Serve(g_s), s	23.4	23.7	3.7	21.4	27.5	2.8	7.7	50.8	12.4	13.5	34.7	0.0
Cycle Q Clear(g_c), s	23.4	23.7	3.7	21.4	27.5	2.8	7.7	50.8	12.4	13.5	34.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	618	1025	316	568	662	295	115	2289	562	163	2463	
V/C Ratio(X)	0.90	0.83	0.15	0.90	1.01	0.12	0.82	0.98	0.32	1.34	0.72	
Avail Cap(c_a), veh/h	1089	1025	316	1089	662	295	163	2289	562	163	2463	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	60.5	57.8	49.7	61.6	61.2	51.1	69.3	48.1	35.7	68.2	39.9	0.0
Incr Delay (d2), s/veh	2.7	6.0	0.2	2.1	37.5	0.2	13.3	14.1	0.4	189.8	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	10.8	1.5	9.5	15.8	1.1	3.9	21.9	4.9	14.7	13.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	63.8	50.0	63.7	98.7	51.3	82.7	62.2	36.1	258.0	41.0	0.0
LnGrp LOS	E	E	D	E	F	D	F	E	D	F	D	
Approach Vol, veh/h		1462			1215			2515			1990	A
Approach Delay, s/veh		63.1			82.6			61.1			64.9	
Approach LOS		E			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	60.0	31.8	37.1	17.0	64.0	33.9	35.0				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	13.5	52.5	46.5	27.5	13.5	52.5	46.5	27.5				
Max Q Clear Time (g_c+1/5), s	13.5	52.8	23.4	25.7	9.7	36.7	25.4	29.5				
Green Ext Time (p_c), s	0.0	0.0	0.9	1.0	0.0	11.1	1.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	66.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
30: Jurupa St & Carnegie Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑ ↗			↖ ↑↑ ↗		↖ ↗	↖ ↗	↖ ↗		↖ ↗	↖ ↗	↖ ↗
Traffic Volume (veh/h)	320	1211	20	20	1042	20	20	20	20	30	0	210
Future Volume (veh/h)	320	1211	20	20	1042	20	20	20	20	30	0	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	337	1275	21	21	1097	15	21	21	5	32	0	128
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	426	4170	69	378	2864	1278	192	148	35	186	190	161
Arrive On Green	0.79	0.79	0.79	0.79	0.79	0.79	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	515	5256	87	432	3610	1610	1282	1483	353	1407	1900	1610
Grp Volume(v), veh/h	337	839	457	21	1097	15	21	0	26	32	0	128
Grp Sat Flow(s),veh/h/ln	515	1729	1884	432	1805	1610	1282	0	1836	1407	1900	1610
Q Serve(g_s), s	63.2	7.4	7.4	1.6	10.1	0.2	1.7	0.0	1.5	2.4	0.0	8.7
Cycle Q Clear(g_c), s	73.4	7.4	7.4	9.0	10.1	0.2	1.7	0.0	1.5	3.8	0.0	8.7
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	426	2744	1495	378	2864	1278	192	0	183	186	190	161
V/C Ratio(X)	0.79	0.31	0.31	0.06	0.38	0.01	0.11	0.00	0.14	0.17	0.00	0.80
Avail Cap(c_a), veh/h	475	3075	1675	420	3210	1432	497	0	620	521	642	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	3.2	3.2	4.4	3.4	2.4	46.3	0.0	46.2	48.0	0.0	49.5
Incr Delay (d2), s/veh	8.0	0.1	0.1	0.1	0.1	0.0	0.2	0.0	0.3	0.4	0.0	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	1.6	1.8	0.1	2.3	0.0	0.6	0.0	0.7	0.9	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	3.2	3.3	4.5	3.5	2.4	46.6	0.0	46.6	48.4	0.0	58.1
LnGrp LOS	C	A	A	A	A	A	D	A	D	D	A	E
Approach Vol, veh/h	1633		1133				47			160		
Approach Delay, s/veh	7.2		3.5				46.6			56.2		
Approach LOS	A		A				D			E		
Timer - Assigned Phs	2		4				6			8		
Phs Duration (G+Y+Rc), s	16.2		96.2				16.2			96.2		
Change Period (Y+Rc), s	5.0		7.0				5.0			7.0		
Max Green Setting (Gmax), s	38.0		100.0				38.0			100.0		
Max Q Clear Time (g_c+1), s	3.7		75.4				10.7			12.1		
Green Ext Time (p_c), s	0.2		13.8				0.5			10.1		

Intersection Summary

HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
 31: Jurupa St & Commerce Pwky

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	1071	30	30	1022	650	30	40	80	300	30	80
Future Volume (veh/h)	280	1071	30	30	1022	650	30	40	80	300	30	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	295	1127	10	32	1076	0	32	42	22	316	32	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	2355	727	78	1353		89	120	63	312	272	228
Arrive On Green	0.12	0.45	0.45	0.01	0.12	0.00	0.05	0.10	0.10	0.09	0.14	0.14
Sat Flow, veh/h	1810	5187	1601	1810	3610	1610	1810	1168	612	3510	1900	1593
Grp Volume(v), veh/h	295	1127	10	32	1076	0	32	0	64	316	32	24
Grp Sat Flow(s),veh/h/ln	1810	1729	1601	1810	1805	1610	1810	0	1779	1755	1900	1593
Q Serve(g_s), s	11.0	13.6	0.3	1.6	26.1	0.0	1.5	0.0	3.0	8.0	1.3	1.2
Cycle Q Clear(g_c), s	11.0	13.6	0.3	1.6	26.1	0.0	1.5	0.0	3.0	8.0	1.3	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	221	2355	727	78	1353		89	0	183	312	272	228
V/C Ratio(X)	1.33	0.48	0.01	0.41	0.80		0.36	0.00	0.35	1.01	0.12	0.11
Avail Cap(c_a), veh/h	221	2355	727	161	1353		161	0	395	312	422	354
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.83	0.83	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	17.1	13.5	43.2	36.1	0.0	41.4	0.0	37.6	41.0	33.6	33.6
Incr Delay (d2), s/veh	176.8	0.7	0.0	3.5	4.1	0.0	0.9	0.0	0.8	54.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	5.0	0.1	0.8	13.1	0.0	0.7	0.0	1.3	5.8	0.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	216.3	17.8	13.5	46.7	40.2	0.0	42.4	0.0	38.4	95.2	33.8	33.7
LnGrp LOS	F	B	B	D	D		D	A	D	F	C	C
Approach Vol, veh/h		1432			1108	A		96			372	
Approach Delay, s/veh		58.7			40.4			39.7			86.0	
Approach LOS		E			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	16.3	10.9	47.9	11.4	19.9	18.0	40.7				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	30.0	20.0	8.0	26.0	8.0	20.0	11.0	23.0				
Max Q Clear Time (g_c+I1), s	11.0	5.0	3.6	15.6	3.5	3.3	13.0	28.1				
Green Ext Time (p_c), s	0.0	0.1	0.0	5.7	0.0	0.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

32: Jurupa St & Dupont Ave

Ontario Airport South Cargo Center

Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↵ ↑↑			↵ ↑↑		
Traffic Volume (veh/h)	70	1451	30	50	1392	70	40	40	130	110	30	140
Future Volume (veh/h)	70	1451	30	50	1392	70	40	40	130	110	30	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	74	1527	31	53	1465	69	42	42	48	116	32	50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	3014	61	74	2864	135	257	290	257	258	290	257
Arrive On Green	0.11	1.00	1.00	0.04	0.56	0.56	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	5232	106	1810	5075	239	1327	1805	1595	1317	1805	1595
Grp Volume(v), veh/h	74	1009	549	53	998	536	42	42	48	116	32	50
Grp Sat Flow(s),veh/h/ln	1810	1729	1881	1810	1729	1856	1327	1805	1595	1317	1805	1595
Q Serve(g_s), s	3.6	0.0	0.0	2.6	15.9	15.9	2.5	1.8	2.3	7.5	1.4	2.4
Cycle Q Clear(g_c), s	3.6	0.0	0.0	2.6	15.9	15.9	5.0	1.8	2.3	9.9	1.4	2.4
Prop In Lane	1.00		0.06	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	1992	1083	74	1951	1048	257	290	257	258	290	257
V/C Ratio(X)	0.78	0.51	0.51	0.72	0.51	0.51	0.16	0.14	0.19	0.45	0.11	0.19
Avail Cap(c_a), veh/h	201	1992	1083	281	1951	1048	472	582	514	470	582	514
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	0.0	0.0	42.7	12.0	12.0	34.9	32.4	32.7	36.9	32.3	32.7
Incr Delay (d2), s/veh	4.0	0.7	1.3	3.2	0.6	1.2	0.3	0.2	0.3	1.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.2	0.4	1.2	5.3	5.9	0.8	0.8	0.9	2.4	0.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	0.7	1.3	45.9	12.6	13.2	35.2	32.7	33.0	38.2	32.4	33.1
LnGrp LOS	D	A	A	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h	1632				1587				132		198	
Approach Delay, s/veh	2.9				13.9				33.6		35.9	
Approach LOS	A				B				C		D	
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	20.5		10.7		58.8		20.5		11.7		57.8	
Change Period (Y+Rc), s	6.0		7.0		7.0		6.0		7.0		7.0	
Max Green Setting (Gmax), s	29.0		14.0		27.0		29.0		10.0		31.0	
Max Q Clear Time (g_c+1), s	7.0		4.6		2.0		11.9		5.6		17.9	
Green Ext Time (p_c), s	0.5		0.0		15.2		0.7		0.0		9.4	
Intersection Summary												
HCM 6th Ctrl Delay			10.8									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
33: Jurupa St & Milliken Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	200	1221	190	560	1052	140	270	1120	550	310	970	110
Future Volume (veh/h)	200	1221	190	560	1052	140	270	1120	550	310	970	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	211	1285	146	589	1107	102	284	1179	499	326	1021	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	264	1365	421	581	1708	157	338	1373	424	380	1435	564
Arrive On Green	0.08	0.26	0.26	0.17	0.35	0.35	0.10	0.26	0.26	0.11	0.28	0.28
Sat Flow, veh/h	3510	5187	1601	3510	4831	445	3510	5187	1601	3510	5187	1601
Grp Volume(v), veh/h	211	1285	146	589	792	417	284	1179	499	326	1021	40
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1818	1755	1729	1601	1755	1729	1601
Q Serve(g_s), s	8.9	36.7	11.2	25.0	29.0	29.1	12.0	32.7	40.0	13.8	26.8	2.5
Cycle Q Clear(g_c), s	8.9	36.7	11.2	25.0	29.0	29.1	12.0	32.7	40.0	13.8	26.8	2.5
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	1365	421	581	1223	643	338	1373	424	380	1435	564
V/C Ratio(X)	0.80	0.94	0.35	1.01	0.65	0.65	0.84	0.86	1.18	0.86	0.71	0.07
Avail Cap(c_a), veh/h	581	1373	424	581	1223	643	581	1373	424	581	1435	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.8	54.5	45.1	63.1	41.0	41.0	67.2	52.9	55.6	66.3	49.2	32.6
Incr Delay (d2), s/veh	4.2	12.8	0.6	41.0	1.3	2.4	4.3	5.8	102.1	6.8	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	17.2	4.5	14.3	12.3	13.2	5.5	14.5	27.7	6.4	11.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	67.4	45.7	104.1	42.3	43.4	71.4	58.7	157.6	73.1	51.0	32.6
LnGrp LOS	E	E	D	F	D	D	E	E	F	E	D	C
Approach Vol, veh/h		1642			1798			1962			1387	
Approach Delay, s/veh		66.2			62.8			85.7			55.6	
Approach LOS		E			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.9	47.5	32.5	47.3	22.0	49.3	18.8	60.9				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+1/8), s	11.8	42.0	27.0	38.7	14.0	28.8	10.9	31.1				
Green Ext Time (p_c), s	0.6	0.0	0.0	1.1	0.5	5.5	0.4	5.3				

Intersection Summary

HCM 6th Ctrl Delay	68.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
34: Jurupa St & Rockefeller Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗			↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	140	1961	0	70	1572	50	20	30	100	400	20	140
Future Volume (veh/h)	140	1961	0	70	1572	50	20	30	100	400	20	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	2064	0	74	1655	51	21	32	27	421	21	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	2127	0	119	1970	61	60	186	155	428	573	483
Arrive On Green	0.09	0.41	0.00	0.07	0.38	0.38	0.03	0.10	0.10	0.24	0.30	0.30
Sat Flow, veh/h	1810	5358	0	1810	5169	159	1810	1900	1586	1810	1900	1602
Grp Volume(v), veh/h	147	2064	0	74	1107	599	21	32	27	421	21	60
Grp Sat Flow(s),veh/h/ln	1810	1729	0	1810	1729	1871	1810	1900	1586	1810	1900	1602
Q Serve(g_s), s	10.1	49.4	0.0	5.0	36.9	36.9	1.4	2.0	2.0	29.3	1.0	3.4
Cycle Q Clear(g_c), s	10.1	49.4	0.0	5.0	36.9	36.9	1.4	2.0	2.0	29.3	1.0	3.4
Prop In Lane	1.00		0.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	171	2127	0	119	1318	713	60	186	155	428	573	483
V/C Ratio(X)	0.86	0.97	0.00	0.62	0.84	0.84	0.35	0.17	0.17	0.98	0.04	0.12
Avail Cap(c_a), veh/h	171	2129	0	129	1337	723	114	525	438	428	855	721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	36.6	0.0	57.7	35.7	35.7	59.9	52.4	52.4	48.1	31.2	32.1
Incr Delay (d2), s/veh	31.4	13.3	0.0	5.3	5.0	8.8	1.3	0.3	0.4	38.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	22.3	0.0	2.4	15.7	17.8	0.7	1.0	0.8	17.9	0.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.9	49.9	0.0	62.9	40.7	44.5	61.2	52.8	52.8	86.9	31.3	32.2
LnGrp LOS	F	D	A	E	D	D	E	D	D	F	C	C
Approach Vol, veh/h	2211				1780		80				502	
Approach Delay, s/veh	52.4				42.9		55.0				78.0	
Approach LOS	D				D		E				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.0	17.4	15.3	59.0	9.2	43.2	19.0	55.3				
Change Period (Y+Rc), s	5.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0				
Max Green Setting (Gmax), s	30.0	35.0	9.0	52.0	8.0	57.0	12.0	49.0				
Max Q Clear Time (g_c+D1), s	11.3	4.0	7.0	51.4	3.4	5.4	12.1	38.9				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.6	0.0	0.2	0.0	7.5				

Intersection Summary

HCM 6th Ctrl Delay	51.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑		↑	↑↑	↑↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	2011	610	540	1221	0	0	0	0	260	0	492
Future Volume (veh/h)	0	2011	610	540	1221	0	0	0	0	260	0	492
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach	No			No						No		
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	2117	287	568	1285	0				414	0	241
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2578	726	585	3498	0				655	0	292
Arrive On Green	0.00	0.45	0.45	0.06	0.22	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5700	1605	3510	5358	0				3619	0	1610
Grp Volume(v), veh/h	0	2117	287	568	1285	0				414	0	241
Grp Sat Flow(s),veh/h/ln	0	1900	1605	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	29.1	10.7	14.5	18.9	0.0				9.5	0.0	13.0
Cycle Q Clear(g_c), s	0.0	29.1	10.7	14.5	18.9	0.0				9.5	0.0	13.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2578	726	585	3498	0				655	0	292
V/C Ratio(X)	0.00	0.82	0.40	0.97	0.37	0.00				0.63	0.00	0.83
Avail Cap(c_a), veh/h	0	2578	726	585	3498	0				655	0	292
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.20	0.20	0.58	0.58	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.5	16.4	42.3	18.7	0.0				34.1	0.0	35.5
Incr Delay (d2), s/veh	0.0	0.6	0.3	22.1	0.2	0.0				4.6	0.0	22.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.5	3.6	8.5	8.6	0.0				4.5	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.1	16.8	64.4	18.9	0.0				38.7	0.0	58.2
LnGrp LOS	A	C	B	E	B	A				D	A	E
Approach Vol, veh/h	2404				1853						655	
Approach Delay, s/veh	21.5				32.9						45.9	
Approach LOS	C				C						D	
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	30.0	47.2	22.8		67.2							
Change Period (Y+Rc), s	5.0	6.5	6.5		6.5							
Max Green Setting (Gmax), s	15.0	40.7	16.3		60.7							
Max Q Clear Time (g_c+1/0.5), s	11.0	31.1	15.0		20.9							
Green Ext Time (p_c), s	0.0	8.2	0.4		8.6							

Intersection Summary

HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	614	1657	0	0	1536	540	225	0	370	0	0	0
Future Volume (veh/h)	614	1657	0	0	1536	540	225	0	370	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	646	1744	0	0	1617	293	332	0	180			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	702	3458	0	0	2132	662	684	0	304			
Arrive On Green	0.20	0.67	0.00	0.00	0.41	0.41	0.19	0.00	0.19			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	646	1744	0	0	1617	293	332	0	180			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	16.2	15.2	0.0	0.0	24.0	11.8	7.4	0.0	9.2			
Cycle Q Clear(g_c), s	16.2	15.2	0.0	0.0	24.0	11.8	7.4	0.0	9.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	702	3458	0	0	2132	662	684	0	304			
V/C Ratio(X)	0.92	0.50	0.00	0.00	0.76	0.44	0.49	0.00	0.59			
Avail Cap(c_a), veh/h	702	3458	0	0	2132	662	684	0	304			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.17	0.17	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.3	7.5	0.0	0.0	22.7	19.1	32.6	0.0	33.3			
Incr Delay (d2), s/veh	4.5	0.1	0.0	0.0	2.6	2.1	2.5	0.0	8.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.9	4.2	0.0	0.0	9.3	4.4	3.4	0.0	4.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	7.6	0.0	0.0	25.3	21.2	35.1	0.0	41.5			
LnGrp LOS	D	A	A	A	C	C	D	A	D			
Approach Vol, veh/h		2390			1910			512				
Approach Delay, s/veh		16.3			24.6			37.3				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		66.5			23.0	43.5		23.5				
Change Period (Y+Rc), s		6.5			5.0	6.5		6.5				
Max Green Setting (Gmax), s		60.0			18.0	37.0		17.0				
Max Q Clear Time (g_c+1), s		17.2			18.2	26.0		11.2				
Green Ext Time (p_c), s		14.1			0.0	7.9		0.8				
Intersection Summary												
HCM 6th Ctrl Delay					21.9							
HCM 6th LOS					C							
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

17: Archibald Ave & Mission Blvd

Opening Year (2025) Plus Phase 1 Project with Improvements- - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	599	150	120	858	50	210	242	60	20	253	158
Future Volume (veh/h)	100	599	150	120	858	50	210	242	60	20	253	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	106	637	40	128	913	53	223	257	24	21	269	168
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	953	423	157	931	54	230	632	533	71	267	167
Arrive On Green	0.08	0.26	0.26	0.09	0.27	0.27	0.13	0.33	0.33	0.04	0.24	0.24
Sat Flow, veh/h	1810	3610	1601	1810	3466	201	1810	1900	1603	1810	1091	681
Grp Volume(v), veh/h	106	637	40	128	475	491	223	257	24	21	0	437
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1862	1810	1900	1603	1810	0	1772
Q Serve(g_s), s	6.0	16.5	2.0	7.3	27.4	27.4	12.8	10.9	1.1	1.2	0.0	25.6
Cycle Q Clear(g_c), s	6.0	16.5	2.0	7.3	27.4	27.4	12.8	10.9	1.1	1.2	0.0	25.6
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	149	953	423	157	485	500	230	632	533	71	0	434
V/C Ratio(X)	0.71	0.67	0.09	0.82	0.98	0.98	0.97	0.41	0.05	0.30	0.00	1.01
Avail Cap(c_a), veh/h	156	953	423	187	485	500	230	632	533	156	0	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.8	34.4	29.0	46.9	38.0	38.0	45.4	26.9	23.6	48.8	0.0	39.5
Incr Delay (d2), s/veh	12.7	2.4	0.2	17.6	35.9	35.2	50.3	0.5	0.0	0.8	0.0	45.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	7.0	0.8	3.9	16.0	16.4	8.8	4.9	0.4	0.5	0.0	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	36.8	29.3	64.6	73.8	73.2	95.8	27.4	23.7	49.7	0.0	84.5
LnGrp LOS	E	D	C	E	E	E	F	C	C	D	A	F
Approach Vol, veh/h		783			1094			504				458
Approach Delay, s/veh		39.5			72.5			57.5				82.9
Approach LOS		D			E			E				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	35.1	20.8	32.1	16.1	35.6	11.6	41.3				
Change Period (Y+Rc), s	7.5	7.5	7.5	6.5	7.5	7.5	7.5	6.5				
Max Green Setting (Gmax), s	10.8	26.3	13.3	25.6	9.0	28.1	9.0	29.9				
Max Q Clear Time (g_c+I1), s	9.3	18.5	14.8	27.6	8.0	29.4	3.2	12.9				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.0	0.0	0.0	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			62.4									
HCM 6th LOS			E									
Notes												
User approved ignoring U-Turning movement.												

HCM 6th Signalized Intersection Summary
 17: Archibald Ave & Mission Blvd

Ontario Airport South Cargo Center
 Opening Year (2025) Plus Phase 1 Project with Improvements- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↘	↘	↑↑		↘	↑	↘	↘	↘	↘
Traffic Volume (veh/h)	110	895	260	70	748	20	160	258	110	30	346	141
Future Volume (veh/h)	110	895	260	70	748	20	160	258	110	30	346	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	118	962	156	75	804	22	172	277	43	32	372	152
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	1011	449	129	979	27	182	654	551	91	376	153
Arrive On Green	0.08	0.28	0.28	0.07	0.27	0.27	0.10	0.34	0.34	0.05	0.29	0.29
Sat Flow, veh/h	1810	3610	1602	1810	3589	98	1810	1900	1603	1810	1280	523
Grp Volume(v), veh/h	118	962	156	75	404	422	172	277	43	32	0	524
Grp Sat Flow(s),veh/h/ln	1810	1805	1602	1810	1805	1882	1810	1900	1603	1810	0	1803
Q Serve(g_s), s	7.3	29.9	8.9	4.6	24.0	24.0	10.8	12.8	2.1	2.0	0.0	33.0
Cycle Q Clear(g_c), s	7.3	29.9	8.9	4.6	24.0	24.0	10.8	12.8	2.1	2.0	0.0	33.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	143	1011	449	129	492	513	182	654	551	91	0	529
V/C Ratio(X)	0.83	0.95	0.35	0.58	0.82	0.82	0.94	0.42	0.08	0.35	0.00	0.99
Avail Cap(c_a), veh/h	143	1012	449	143	506	528	182	654	551	143	0	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.8	40.3	32.8	51.3	38.9	38.9	51.0	28.8	25.2	52.4	0.0	40.2
Incr Delay (d2), s/veh	30.7	18.1	1.0	2.4	11.5	11.1	50.2	0.5	0.1	0.9	0.0	36.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	14.9	3.5	2.1	11.5	11.9	7.3	5.8	0.8	0.9	0.0	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.5	58.4	33.8	53.7	50.4	50.0	101.2	29.3	25.3	53.3	0.0	76.7
LnGrp LOS	F	E	C	D	D	D	F	C	C	D	A	E
Approach Vol, veh/h		1236			901			492				556
Approach Delay, s/veh		57.6			50.5			54.1				75.4
Approach LOS		E			D			D				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	39.5	19.0	40.0	16.5	38.6	13.2	45.8				
Change Period (Y+Rc), s	7.5	7.5	7.5	6.5	7.5	7.5	7.5	6.5				
Max Green Setting (Gmax), s	9.0	32.0	11.5	33.5	9.0	32.0	9.0	36.0				
Max Q Clear Time (g_c+I1), s	6.6	31.9	12.8	35.0	9.3	26.0	4.0	14.8				
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0	0.0	3.5	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	58.1
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

1: Mission Blvd & Euclid Ave/SR-83

Opening Year (2029) Plus Phase 1 and 2 with Improvements - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	825	91	132	636	231	161	831	74	263	866	188
Future Volume (veh/h)	301	825	91	132	636	231	161	831	74	263	866	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	342	938	27	150	723	97	183	944	77	299	984	53
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	328	933	414	216	710	314	319	863	70	321	928	411
Arrive On Green	0.18	0.26	0.26	0.12	0.20	0.20	0.13	0.26	0.26	0.13	0.26	0.26
Sat Flow, veh/h	1810	3610	1601	1810	3610	1598	1810	3378	276	1810	3610	1601
Grp Volume(v), veh/h	342	938	27	150	723	97	183	504	517	299	984	53
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1598	1810	1805	1848	1810	1805	1601
Q Serve(g_s), s	16.3	23.3	1.1	7.2	17.7	4.7	6.2	23.0	23.0	10.9	23.1	2.3
Cycle Q Clear(g_c), s	16.3	23.3	1.1	7.2	17.7	4.7	6.2	23.0	23.0	10.9	23.1	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	328	933	414	216	710	314	319	461	472	321	928	411
V/C Ratio(X)	1.04	1.01	0.07	0.69	1.02	0.31	0.57	1.09	1.09	0.93	1.06	0.13
Avail Cap(c_a), veh/h	328	933	414	221	710	314	321	461	472	321	928	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	33.4	25.2	38.1	36.2	30.9	21.7	33.5	33.5	23.1	33.4	25.7
Incr Delay (d2), s/veh	61.5	30.8	0.1	7.6	34.1	0.6	3.0	69.6	69.2	33.0	47.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	13.3	0.4	3.4	10.6	1.7	2.7	18.4	18.8	7.2	15.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.4	64.2	25.3	45.6	70.3	31.5	24.7	103.1	102.7	56.1	80.5	26.3
LnGrp LOS	F	F	C	D	F	C	C	F	F	E	F	C
Approach Vol, veh/h		1307			970			1204			1336	
Approach Delay, s/veh		72.3			62.6			91.0			72.9	
Approach LOS		E			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	28.8	15.4	29.1	16.6	28.9	21.0	23.5				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	23.0	* 11	23.0	* 12	23.0	* 16	17.7				
Max Q Clear Time (g_c+I1), s	12.9	25.0	9.2	25.3	8.2	25.1	18.3	19.7				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0				

Intersection Summary









































HCM 6th Ctrl Delay	75.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 with Improvements - AM Peak Hour

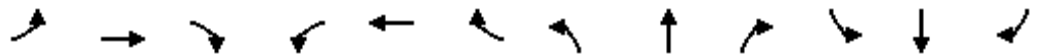
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 	 	 	 	 	  	 	   	  	 
Traffic Volume (veh/h)	303	745	175	50	718	451	122	717	30	585	1075	255
Future Volume (veh/h)	303	745	175	50	718	451	122	717	30	585	1075	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	333	819	87	55	789	441	134	788	32	643	1181	206
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	1071	475	174	857	862	156	922	37	542	2043	807
Arrive On Green	0.11	0.30	0.30	0.05	0.24	0.24	0.09	0.18	0.18	0.30	0.39	0.39
Sat Flow, veh/h	3510	3610	1602	3510	3610	1600	1810	5112	207	1810	5187	1604
Grp Volume(v), veh/h	333	819	87	55	789	441	134	532	288	643	1181	206
Grp Sat Flow(s),veh/h/ln	1755	1805	1602	1755	1805	1600	1810	1729	1861	1810	1729	1604
Q Serve(g_s), s	15.6	34.5	6.7	2.5	35.6	29.4	12.2	24.9	25.0	50.0	29.8	12.2
Cycle Q Clear(g_c), s	15.6	34.5	6.7	2.5	35.6	29.4	12.2	24.9	25.0	50.0	29.8	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	383	1071	475	174	857	862	156	624	336	542	2043	807
V/C Ratio(X)	0.87	0.76	0.18	0.32	0.92	0.51	0.86	0.85	0.86	1.19	0.58	0.26
Avail Cap(c_a), veh/h	599	1113	494	368	876	870	314	663	357	542	2043	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.2	53.4	43.7	76.6	62.1	24.7	75.3	66.3	66.3	58.5	39.7	23.7
Incr Delay (d2), s/veh	7.1	3.2	0.2	0.8	14.7	0.6	9.9	10.5	18.3	101.5	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	15.6	2.7	1.2	17.8	11.0	6.0	11.8	13.4	37.7	12.6	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.3	56.6	43.9	77.4	76.9	25.3	85.2	76.8	84.6	160.0	40.2	23.9
LnGrp LOS	F	E	D	E	E	C	F	E	F	F	D	C
Approach Vol, veh/h		1239			1285			954			2030	
Approach Delay, s/veh		62.1			59.2			80.3			76.5	
Approach LOS		E			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	57.0	37.1	15.8	57.1	21.4	72.8	25.7	47.1				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	50.0	32.0	17.5	51.5	29.0	53.0	28.5	40.5				
Max Q Clear Time (g_c+I1), s	52.0	27.0	4.5	36.5	14.2	31.8	17.6	37.6				
Green Ext Time (p_c), s	0.0	2.6	0.1	5.4	0.2	11.7	0.6	1.9				
Intersection Summary												
HCM 6th Ctrl Delay				69.9								
HCM 6th LOS				E								
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

1: Mission Blvd & Euclid Ave/SR-83

Opening Year (2029) Plus Phase 1 and 2 with Improvements - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	888	182	174	885	312	111	1008	72	195	998	152
Future Volume (veh/h)	228	888	182	174	885	312	111	1008	72	195	998	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	245	955	86	187	952	225	119	1084	72	210	1073	47
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	923	409	221	923	411	309	880	58	320	947	420
Arrive On Green	0.12	0.26	0.26	0.12	0.26	0.26	0.13	0.26	0.26	0.13	0.26	0.26
Sat Flow, veh/h	1810	3610	1601	1810	3610	1610	1810	3434	228	1810	3610	1601
Grp Volume(v), veh/h	245	955	86	187	952	225	119	570	586	210	1073	47
Grp Sat Flow(s),veh/h/ln	1810	1805	1601	1810	1805	1610	1810	1805	1857	1810	1805	1601
Q Serve(g_s), s	11.0	23.0	3.8	9.1	23.0	10.9	3.9	23.1	23.1	7.2	23.6	2.0
Cycle Q Clear(g_c), s	11.0	23.0	3.8	9.1	23.0	10.9	3.9	23.1	23.1	7.2	23.6	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	221	923	409	221	923	411	309	463	476	320	947	420
V/C Ratio(X)	1.11	1.04	0.21	0.85	1.03	0.55	0.39	1.23	1.23	0.66	1.13	0.11
Avail Cap(c_a), veh/h	221	923	409	221	923	411	321	463	476	321	947	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	33.5	26.4	38.7	33.5	29.0	21.3	33.5	33.5	22.0	33.2	25.2
Incr Delay (d2), s/veh	92.4	39.1	0.4	17.8	32.3	1.3	1.1	121.8	121.7	5.4	73.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	14.2	1.4	4.9	13.3	4.0	1.6	25.1	25.9	3.3	19.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.9	72.6	26.7	56.5	65.8	30.2	22.4	155.2	155.2	27.4	106.3	25.8
LnGrp LOS	F	F	C	E	F	C	C	F	F	C	F	C
Approach Vol, veh/h		1286			1364			1275			1330	
Approach Delay, s/veh		80.8			58.7			142.8			91.0	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	28.9	15.7	28.8	16.1	29.4	15.7	28.8				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	23.0	* 11	23.0	* 12	23.0	* 11	23.0				
Max Q Clear Time (g_c+I1), s	9.2	25.1	11.1	25.0	5.9	25.6	13.0	25.0				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	92.7
HCM 6th LOS	F

Notes

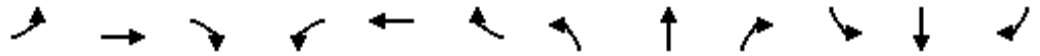
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

5: Mission Blvd & Grove Ave

Opening Year (2029) Plus Phase 1 and 2 with Improvements - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕	↗	↔↔	↕↕	↗	↗	↕↕↔		↗	↕↕↕	↗
Traffic Volume (veh/h)	276	808	124	40	872	616	225	1103	60	477	940	233
Future Volume (veh/h)	276	808	124	40	872	616	225	1103	60	477	940	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	279	816	37	40	881	583	227	1114	58	482	949	171
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	258	1018	452	166	923	760	250	1351	70	393	1799	674
Arrive On Green	0.07	0.28	0.28	0.05	0.26	0.26	0.14	0.27	0.27	0.22	0.35	0.35
Sat Flow, veh/h	3510	3610	1602	3510	3610	1601	1810	5046	263	1810	5187	1603
Grp Volume(v), veh/h	279	816	37	40	881	583	227	763	409	482	949	171
Grp Sat Flow(s),veh/h/ln	1755	1805	1602	1755	1805	1601	1810	1729	1851	1810	1729	1603
Q Serve(g_s), s	11.5	32.8	2.7	1.7	37.6	40.0	19.3	32.4	32.5	34.0	22.9	10.8
Cycle Q Clear(g_c), s	11.5	32.8	2.7	1.7	37.6	40.0	19.3	32.4	32.5	34.0	22.9	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	258	1018	452	166	923	760	250	926	496	393	1799	674
V/C Ratio(X)	1.08	0.80	0.08	0.24	0.95	0.77	0.91	0.82	0.83	1.22	0.53	0.25
Avail Cap(c_a), veh/h	258	1018	452	202	923	760	359	1006	539	393	1799	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.4	52.1	41.3	71.8	57.3	34.1	66.4	53.8	53.8	61.2	40.8	29.4
Incr Delay (d2), s/veh	79.1	4.8	0.1	0.5	19.4	4.9	18.6	5.7	10.1	121.9	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	15.0	1.1	0.8	19.2	18.7	10.1	14.6	16.2	28.6	9.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	151.6	56.9	41.4	72.3	76.7	39.0	85.0	59.5	63.9	183.1	41.2	29.7
LnGrp LOS	F	E	D	E	E	D	F	E	E	F	D	C
Approach Vol, veh/h		1132			1504			1399			1602	
Approach Delay, s/veh		79.7			62.0			64.9			82.7	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.0	48.9	14.9	51.6	28.6	61.2	19.0	47.5				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	34.0	45.5	9.0	42.5	31.0	48.5	11.5	40.0				
Max Q Clear Time (g_c+I1), s	36.0	34.5	3.7	34.8	21.3	24.9	13.5	42.0				
Green Ext Time (p_c), s	0.0	6.6	0.0	3.4	0.3	9.9	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	72.1
HCM 6th LOS	E

Notes

































User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center




































Opening Year (2029) Plus Phase 1 and 2 with Improvements - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	  		 	 	
Traffic Volume (veh/h)	400	504	590	154	519	524	465	2332	40	119	1694	160
Future Volume (veh/h)	400	504	590	154	519	524	465	2332	40	119	1694	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	404	509	288	156	524	299	470	2356	16	120	1711	45
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	463	1043	463	211	784	350	532	2516	618	172	1847	453
Arrive On Green	0.13	0.29	0.29	0.06	0.22	0.22	0.15	0.39	0.39	0.05	0.28	0.28
Sat Flow, veh/h	3510	3610	1602	3510	3610	1610	3510	6536	1604	3510	6536	1602
Grp Volume(v), veh/h	404	509	288	156	524	299	470	2356	16	120	1711	45
Grp Sat Flow(s),veh/h/ln	1755	1805	1602	1755	1805	1610	1755	1634	1604	1755	1634	1602
Q Serve(g_s), s	15.3	15.8	21.1	5.9	18.0	24.2	17.8	47.0	0.8	4.6	34.5	2.8
Cycle Q Clear(g_c), s	15.3	15.8	21.1	5.9	18.0	24.2	17.8	47.0	0.8	4.6	34.5	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	463	1043	463	211	784	350	532	2516	618	172	1847	453
V/C Ratio(X)	0.87	0.49	0.62	0.74	0.67	0.85	0.88	0.94	0.03	0.70	0.93	0.10
Avail Cap(c_a), veh/h	699	1043	463	751	1012	451	945	2516	618	635	1857	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	39.9	41.8	62.7	48.6	51.0	56.3	40.1	25.9	63.4	47.2	35.9
Incr Delay (d2), s/veh	5.5	0.4	2.6	1.9	1.1	12.0	2.0	7.5	0.0	1.9	8.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	6.9	8.4	2.6	8.0	10.6	7.7	18.9	0.3	2.0	14.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	40.2	44.3	64.6	49.7	63.0	58.3	47.6	25.9	65.4	55.8	36.0
LnGrp LOS	E	D	D	E	D	E	E	D	C	E	E	D
Approach Vol, veh/h		1201			979			2842			1876	
Approach Delay, s/veh		48.9			56.1			49.3			56.0	
Approach LOS		D			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	59.7	15.1	46.6	28.0	45.8	24.9	36.8				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	24.5	50.5	29.0	36.0	36.5	38.5	27.0	38.0				
Max Q Clear Time (g_c+I1), s	6.6	49.0	7.9	17.8	19.8	36.5	17.3	26.2				
Green Ext Time (p_c), s	0.2	1.5	0.2	1.7	0.8	1.8	0.6	3.2				
Intersection Summary												
HCM 6th Ctrl Delay			52.0									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

1: Mission Blvd & Euclid Ave/SR-83 Cumulative Year (2040) Plus Phase 1 and 2 with Improvements Alt 1 - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			  		 	  	
Traffic Volume (veh/h)	430	1288	90	320	897	204	190	1300	160	384	960	220
Future Volume (veh/h)	430	1288	90	320	897	204	190	1300	160	384	960	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	453	1356	26	337	944	107	200	1368	151	404	1011	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	441	1326	409	429	1308	404	240	1326	409	468	1330	411
Arrive On Green	0.13	0.26	0.26	0.12	0.25	0.25	0.13	0.26	0.26	0.13	0.26	0.26
Sat Flow, veh/h	3510	5187	1601	3510	5187	1601	1810	5187	1601	3510	5187	1601
Grp Volume(v), veh/h	453	1356	26	337	944	107	200	1368	151	404	1011	72
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1601	1810	1729	1601	1755	1729	1601
Q Serve(g_s), s	11.3	23.0	1.1	8.4	15.0	4.8	9.7	23.0	7.0	10.1	16.2	3.2
Cycle Q Clear(g_c), s	11.3	23.0	1.1	8.4	15.0	4.8	9.7	23.0	7.0	10.1	16.2	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	441	1326	409	429	1308	404	240	1326	409	468	1330	411
V/C Ratio(X)	1.03	1.02	0.06	0.79	0.72	0.27	0.83	1.03	0.37	0.86	0.76	0.18
Avail Cap(c_a), veh/h	441	1326	409	441	1326	409	241	1326	409	468	1330	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	33.5	25.4	38.4	30.8	27.0	38.1	33.5	27.5	38.2	30.9	26.0
Incr Delay (d2), s/veh	50.2	30.7	0.1	8.4	1.9	0.4	22.3	33.3	2.6	15.7	4.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	12.6	0.4	3.9	6.0	1.8	5.6	13.1	2.8	5.2	6.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.5	64.2	25.4	46.7	32.6	27.4	60.3	66.8	30.1	53.9	35.0	27.0
LnGrp LOS	F	F	C	D	C	C	E	F	C	D	D	C
Approach Vol, veh/h		1835			1388			1719			1487	
Approach Delay, s/veh		69.9			35.7			62.8			39.8	
Approach LOS		E			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	28.8	15.7	28.8	16.6	28.9	16.0	28.5				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	22.7	* 11	23.0	* 12	22.7	* 11	23.0				
Max Q Clear Time (g_c+I1), s	12.1	25.0	10.4	25.0	11.7	18.2	13.3	17.0				
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0	0.0	3.7	0.0	3.7				
Intersection Summary												
HCM 6th Ctrl Delay			53.6									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

5: Mission Blvd & Grove Ave

Cumulative Year (2040) Plus Phase 1 and 2 with Improvements Alt 1 - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↔	↑↑↑		↔↔	↑↑↑	↔
Traffic Volume (veh/h)	280	1052	240	60	701	807	150	890	50	808	1020	260
Future Volume (veh/h)	280	1052	240	60	701	807	150	890	50	808	1020	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	295	1107	120	63	738	433	158	937	51	851	1074	243
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	357	1416	437	211	1201	652	184	1301	71	992	1485	336
Arrive On Green	0.10	0.27	0.27	0.06	0.23	0.23	0.10	0.26	0.26	0.19	0.35	0.35
Sat Flow, veh/h	3510	5187	1601	3510	5187	2816	1810	5033	273	5103	4226	955
Grp Volume(v), veh/h	295	1107	120	63	738	433	158	643	345	851	879	438
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1408	1810	1729	1849	1701	1729	1723
Q Serve(g_s), s	11.2	26.7	8.0	2.3	17.3	18.9	11.7	23.0	23.0	21.9	30.0	30.0
Cycle Q Clear(g_c), s	11.2	26.7	8.0	2.3	17.3	18.9	11.7	23.0	23.0	21.9	30.0	30.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.55
Lane Grp Cap(c), veh/h	357	1416	437	211	1201	652	184	894	478	992	1215	605
V/C Ratio(X)	0.83	0.78	0.27	0.30	0.61	0.66	0.86	0.72	0.72	0.86	0.72	0.72
Avail Cap(c_a), veh/h	777	1722	532	518	1339	727	267	894	478	2071	1786	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	45.5	38.7	61.0	46.7	47.3	59.9	45.8	45.8	52.8	38.2	38.2
Incr Delay (d2), s/veh	3.6	2.1	0.4	0.6	0.8	2.2	15.3	3.1	5.7	1.7	1.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	11.2	3.1	1.0	7.4	6.7	6.0	10.0	11.1	9.3	12.5	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	47.6	39.1	61.5	47.5	49.5	75.2	48.9	51.5	54.5	39.4	40.6
LnGrp LOS	E	D	D	E	D	D	E	D	D	D	D	D
Approach Vol, veh/h		1522			1234			1146			2168	
Approach Delay, s/veh		50.0			48.9			53.3			45.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.3	42.0	15.7	44.5	20.8	54.6	21.3	38.9				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+I1), s	23.9	25.0	4.3	28.7	13.7	32.0	13.2	20.9				
Green Ext Time (p_c), s	2.5	5.3	0.1	7.6	0.1	15.6	0.6	6.4				

Intersection Summary

HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D
























Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

11: Vineyard Ave & Philadelphia St Cumulative Year (2040) Plus Phase 1 and 2 with Improvements Alt 1 - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	380	180	90	260	70	240	916	180	90	305	30
Future Volume (veh/h)	150	380	180	90	260	70	240	916	180	90	305	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	396	118	94	271	43	250	954	60	94	318	22
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	242	539	238	209	466	73	204	1379	615	113	1137	78
Arrive On Green	0.04	0.15	0.15	0.04	0.15	0.15	0.22	0.76	0.76	0.06	0.33	0.33
Sat Flow, veh/h	1810	3610	1594	1810	3122	489	1810	3610	1610	1810	3426	236
Grp Volume(v), veh/h	156	396	118	94	155	159	250	954	60	94	167	173
Grp Sat Flow(s),veh/h/ln	1810	1805	1594	1810	1805	1806	1810	1805	1610	1810	1805	1856
Q Serve(g_s), s	3.5	8.4	5.4	3.5	6.4	6.6	9.0	10.6	0.8	4.1	5.4	5.5
Cycle Q Clear(g_c), s	3.5	8.4	5.4	3.5	6.4	6.6	9.0	10.6	0.8	4.1	5.4	5.5
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	242	539	238	209	269	270	204	1379	615	113	599	616
V/C Ratio(X)	0.65	0.73	0.50	0.45	0.58	0.59	1.23	0.69	0.10	0.83	0.28	0.28
Avail Cap(c_a), veh/h	242	790	349	209	395	395	204	1379	615	113	599	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56	0.99	0.99	0.99
Uniform Delay (d), s/veh	31.8	32.5	31.3	28.0	31.7	31.7	31.0	7.1	5.9	37.1	19.7	19.7
Incr Delay (d2), s/veh	4.6	1.5	1.2	0.6	1.4	1.5	124.6	1.6	0.2	36.2	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.5	2.0	1.4	2.7	2.7	10.2	2.4	0.3	2.9	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	34.0	32.5	28.6	33.1	33.3	155.6	8.7	6.1	73.3	20.8	20.8
LnGrp LOS	D	C	C	C	C	C	F	A	A	E	C	C
Approach Vol, veh/h		670			408			1264			434	
Approach Delay, s/veh		34.3			32.1			37.6			32.2	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.6	11.0	19.4	16.0	33.6	11.0	19.4				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	25.0	3.5	17.5	9.0	21.0	3.5	17.5				
Max Q Clear Time (g_c+I1), s	6.1	12.6	5.5	10.4	11.0	7.5	5.5	8.6				
Green Ext Time (p_c), s	0.0	4.3	0.0	0.9	0.0	1.1	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			35.2									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

26: Haven Ave & Airport Dr

Cumulative Year (2040) Plus Phase 1 and 2 with Improvements Alt 1- AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔↔	↔↔	↑↑	↔↔	↔↔	↑↑↑↑		↔↔	↑↑↑↑	
Traffic Volume (veh/h)	140	430	530	160	220	290	280	1790	110	730	1772	40
Future Volume (veh/h)	140	430	530	160	220	290	280	1790	110	730	1772	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	448	434	167	229	96	292	1865	30	760	1846	15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	621	769	226	643	1154	354	2374	38	809	3431	28
Arrive On Green	0.06	0.17	0.17	0.06	0.18	0.18	0.10	0.30	0.30	0.23	0.43	0.43
Sat Flow, veh/h	3510	3610	2809	3510	3610	2810	3510	7905	127	3510	7979	65
Grp Volume(v), veh/h	146	448	434	167	229	96	292	1452	443	760	1424	437
Grp Sat Flow(s),veh/h/ln	1755	1805	1405	1755	1805	1405	1755	1539	1876	1755	1539	1888
Q Serve(g_s), s	5.2	14.8	16.8	5.9	7.0	2.6	10.3	27.3	27.3	26.9	21.7	21.7
Cycle Q Clear(g_c), s	5.2	14.8	16.8	5.9	7.0	2.6	10.3	27.3	27.3	26.9	21.7	21.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		0.03
Lane Grp Cap(c), veh/h	204	621	769	226	643	1154	354	1849	563	809	2647	812
V/C Ratio(X)	0.72	0.72	0.56	0.74	0.36	0.08	0.82	0.79	0.79	0.94	0.54	0.54
Avail Cap(c_a), veh/h	834	1143	1176	834	1143	1543	834	1950	594	834	2647	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	49.4	39.5	58.0	45.5	22.9	55.7	40.5	40.5	47.7	26.7	26.7
Incr Delay (d2), s/veh	1.8	1.6	0.7	1.8	0.3	0.0	1.9	2.2	6.8	17.5	0.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.7	5.6	2.6	3.1	0.8	4.5	10.0	13.0	13.3	7.7	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	51.0	40.1	59.8	45.9	22.9	57.6	42.6	47.3	65.2	26.9	27.5
LnGrp LOS	E	D	D	E	D	C	E	D	D	E	C	C
Approach Vol, veh/h		1028			492			2187			2621	
Approach Delay, s/veh		47.7			46.1			45.6			38.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.6	45.4	15.1	29.1	20.2	61.8	14.3	29.9				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+I1), s	28.9	29.3	7.9	16.8	12.3	23.7	7.2	9.0				
Green Ext Time (p_c), s	0.3	8.2	0.2	1.3	0.4	11.7	0.2	1.7				

Intersection Summary

HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

Notes

























User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

29: Jurupa St & Haven Ave

Cumulative Year (2040) Plus Phase 1 and 2 with Improvements Alt 1 - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	520	681	110	270	761	160	250	1850	360	20	1750	852
Future Volume (veh/h)	520	681	110	270	761	160	250	1850	360	20	1750	852
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	547	717	31	284	801	46	263	1947	130	21	1842	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	606	1239	382	334	838	260	285	2804	688	123	2002	
Arrive On Green	0.17	0.24	0.24	0.10	0.16	0.16	0.16	0.43	0.43	0.04	0.31	0.00
Sat Flow, veh/h	3510	5187	1600	3510	5187	1610	1810	6536	1605	3510	6536	1610
Grp Volume(v), veh/h	547	717	31	284	801	46	263	1947	130	21	1842	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1600	1755	1729	1610	1810	1634	1605	1755	1634	1610
Q Serve(g_s), s	22.7	18.1	2.2	11.8	22.8	3.7	21.3	36.0	7.5	0.9	40.4	0.0
Cycle Q Clear(g_c), s	22.7	18.1	2.2	11.8	22.8	3.7	21.3	36.0	7.5	0.9	40.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	606	1239	382	334	838	260	285	2804	688	123	2002	
V/C Ratio(X)	0.90	0.58	0.08	0.85	0.96	0.18	0.92	0.69	0.19	0.17	0.92	
Avail Cap(c_a), veh/h	1004	1571	485	508	838	260	335	2804	688	295	2023	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	60.3	50.0	43.9	66.2	61.8	53.8	61.7	34.5	26.4	69.6	49.8	0.0
Incr Delay (d2), s/veh	4.1	0.4	0.1	5.3	21.1	0.3	25.9	0.8	0.2	0.2	7.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	7.8	0.9	5.5	11.4	1.5	11.5	13.7	2.9	0.4	16.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	50.4	44.0	71.5	82.9	54.1	87.6	35.3	26.5	69.8	57.2	0.0
LnGrp LOS	E	D	D	E	F	D	F	D	C	E	E	
Approach Vol, veh/h		1295			1131			2340			1863	A
Approach Delay, s/veh		56.1			78.8			40.7			57.3	
Approach LOS		E			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	71.2	21.7	43.0	30.9	53.0	33.1	31.5				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	12.5	61.0	21.5	45.0	27.5	46.0	42.5	24.0				
Max Q Clear Time (g_c+I1), s	2.9	38.0	13.8	20.1	23.3	42.4	24.7	24.8				
Green Ext Time (p_c), s	0.0	16.5	0.3	4.8	0.1	3.1	0.9	0.0				

Intersection Summary

HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

Notes

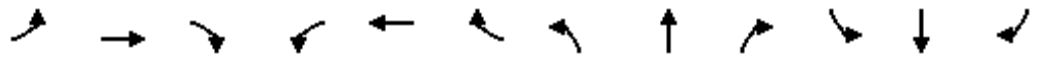
User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

33: Jurupa St & Milliken Ave

Cumulative Year (2040) Plus Phase 1 and 2 with Improvements Alt 1 - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖↗	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	130	761	110	590	891	190	200	850	530	180	810	160
Future Volume (veh/h)	130	761	110	590	891	190	200	850	530	180	810	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	801	23	621	938	180	211	895	303	189	853	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	314	1176	363	678	1715	530	288	1305	709	288	1305	403
Arrive On Green	0.09	0.23	0.23	0.19	0.33	0.33	0.08	0.25	0.25	0.08	0.25	0.25
Sat Flow, veh/h	3510	5187	1600	3510	5187	1603	3510	5187	2817	3510	5187	1601
Grp Volume(v), veh/h	137	801	23	621	938	180	211	895	303	189	853	62
Grp Sat Flow(s),veh/h/ln	1755	1729	1600	1755	1729	1603	1755	1729	1409	1755	1729	1601
Q Serve(g_s), s	4.5	17.2	1.4	21.1	18.0	10.3	7.1	19.0	11.0	6.4	17.9	3.7
Cycle Q Clear(g_c), s	4.5	17.2	1.4	21.1	18.0	10.3	7.1	19.0	11.0	6.4	17.9	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	1176	363	678	1715	530	288	1305	709	288	1305	403
V/C Ratio(X)	0.44	0.68	0.06	0.92	0.55	0.34	0.73	0.69	0.43	0.66	0.65	0.15
Avail Cap(c_a), veh/h	721	1704	525	721	1715	530	721	1704	925	721	1704	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	43.0	36.9	48.1	33.3	30.7	54.6	41.2	38.2	54.2	40.8	35.5
Incr Delay (d2), s/veh	0.7	0.8	0.1	15.6	0.4	0.5	2.7	0.9	0.5	1.9	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.2	0.5	10.4	7.3	3.9	3.2	7.9	3.7	2.8	7.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	43.9	37.0	63.8	33.7	31.2	57.3	42.1	38.7	56.1	41.5	35.7
LnGrp LOS	D	D	D	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		961			1739			1409			1104	
Approach Delay, s/veh		45.1			44.2			43.6			43.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	38.1	18.4	47.7	17.5	38.1	31.0	35.1				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.0	40.0	25.0	40.0	25.0	40.0	25.0	40.0				
Max Q Clear Time (g_c+I1), s	9.1	19.9	6.5	20.0	8.4	21.0	23.1	19.2				
Green Ext Time (p_c), s	0.4	6.4	0.3	6.1	0.4	7.9	0.4	6.1				

Intersection Summary

HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

































Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

1: Mission Blvd & Euclid Ave/SR-83 Cumulative Year (2040) Plus Phase 1 and 2 with Improvements Alt 1- PM Peak Hour




































												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			  		 		
Traffic Volume (veh/h)	270	1041	170	260	1213	277	110	1190	220	176	1440	150
Future Volume (veh/h)	270	1041	170	260	1213	277	110	1190	220	176	1440	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	284	1096	71	274	1277	184	116	1253	204	185	1516	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	429	1337	413	429	1337	415	133	1626	502	257	1626	502
Arrive On Green	0.12	0.26	0.26	0.12	0.26	0.26	0.07	0.31	0.31	0.07	0.31	0.31
Sat Flow, veh/h	3510	5187	1601	3510	5187	1610	1810	5187	1602	3510	5187	1602
Grp Volume(v), veh/h	284	1096	71	274	1277	184	116	1253	204	185	1516	51
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1610	1810	1729	1602	1755	1729	1602
Q Serve(g_s), s	7.0	17.9	3.1	6.7	21.8	8.6	5.7	19.7	9.0	4.6	25.5	2.0
Cycle Q Clear(g_c), s	7.0	17.9	3.1	6.7	21.8	8.6	5.7	19.7	9.0	4.6	25.5	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	1337	413	429	1337	415	133	1626	502	257	1626	502
V/C Ratio(X)	0.66	0.82	0.17	0.64	0.96	0.44	0.87	0.77	0.41	0.72	0.93	0.10
Avail Cap(c_a), veh/h	429	1337	413	429	1337	415	133	1626	502	269	1626	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	31.4	25.9	37.6	32.9	28.0	41.3	28.0	24.3	40.8	30.0	21.9
Incr Delay (d2), s/veh	4.3	4.4	0.3	2.7	12.3	0.8	43.9	3.6	2.4	9.4	11.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	7.4	1.1	2.9	9.9	0.1	4.1	8.1	3.5	2.3	11.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	35.8	26.2	40.3	45.2	28.8	85.1	31.6	26.7	50.2	41.1	22.3
LnGrp LOS	D	D	C	D	D	C	F	C	C	D	D	C
Approach Vol, veh/h		1451			1735			1573			1752	
Approach Delay, s/veh		36.5			42.7			34.9			41.6	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	34.0	15.7	29.0	11.3	34.0	15.7	29.0				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 6.9	27.9	* 11	23.2	* 6.6	28.2	* 11	23.2				
Max Q Clear Time (g_c+I1), s	6.6	21.7	8.7	19.9	7.7	27.5	9.0	23.8				
Green Ext Time (p_c), s	0.0	5.3	0.3	2.4	0.0	0.7	0.3	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				39.1								
HCM 6th LOS				D								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

5: Mission Blvd & Grove Ave

Cumulative Year (2040) Plus Phase 1 and 2 with Improvements Alt 1- PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  	 		  		  	  	
Traffic Volume (veh/h)	280	897	140	40	1150	964	240	980	70	812	930	210
Future Volume (veh/h)	280	897	140	40	1150	964	240	980	70	812	930	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	283	906	39	40	1162	577	242	990	68	820	939	183
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	342	1582	489	180	1342	1260	270	1219	84	956	1237	240
Arrive On Green	0.10	0.30	0.30	0.05	0.26	0.26	0.15	0.25	0.25	0.19	0.28	0.28
Sat Flow, veh/h	3510	5187	1602	3510	5187	2817	1810	4955	340	5103	4355	846
Grp Volume(v), veh/h	283	906	39	40	1162	577	242	690	368	820	745	377
Grp Sat Flow(s),veh/h/ln	1755	1729	1602	1755	1729	1409	1810	1729	1836	1701	1729	1742
Q Serve(g_s), s	10.9	20.3	2.4	1.5	29.5	10.5	18.1	25.9	26.0	21.4	27.1	27.2
Cycle Q Clear(g_c), s	10.9	20.3	2.4	1.5	29.5	10.5	18.1	25.9	26.0	21.4	27.1	27.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.49
Lane Grp Cap(c), veh/h	342	1582	489	180	1342	1260	270	850	452	956	982	495
V/C Ratio(X)	0.83	0.57	0.08	0.22	0.87	0.46	0.90	0.81	0.81	0.86	0.76	0.76
Avail Cap(c_a), veh/h	624	1826	564	319	1374	1278	749	929	493	2111	982	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.0	40.3	34.1	62.7	48.8	9.6	57.5	48.9	49.0	54.2	45.0	45.1
Incr Delay (d2), s/veh	3.9	0.4	0.1	0.5	6.1	0.3	7.9	5.5	10.1	1.8	3.7	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	8.3	0.9	0.7	13.1	2.9	8.7	11.6	12.9	9.1	11.8	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	40.7	34.2	63.2	54.9	9.9	65.4	54.5	59.0	56.0	48.7	52.4
LnGrp LOS	E	D	C	E	D	A	E	D	E	E	D	D
Approach Vol, veh/h		1228			1779			1300			1942	
Approach Delay, s/veh		46.1			40.5			57.8			52.5	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.8	40.9	14.6	49.5	27.6	46.1	20.9	43.1				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	57.0	37.0	12.5	48.5	57.0	37.0	24.5	36.5				
Max Q Clear Time (g_c+I1), s	23.4	28.0	3.5	22.3	20.1	29.2	12.9	31.5				
Green Ext Time (p_c), s	2.4	5.2	0.0	7.2	0.5	4.9	0.5	4.0				
Intersection Summary												
HCM 6th Ctrl Delay			48.9									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

11: Vineyard Ave & Philadelphia St Cumulative Year (2040) Plus Phase 1 and 2 with Improvements Alt 1 - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	480	360	240	670	100	120	252	100	70	869	120
Future Volume (veh/h)	30	480	360	240	670	100	120	252	100	70	869	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	505	239	253	705	93	126	265	27	74	915	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	669	296	275	790	104	157	1149	512	95	919	114
Arrive On Green	0.02	0.19	0.19	0.08	0.25	0.25	0.17	0.64	0.64	0.05	0.28	0.28
Sat Flow, veh/h	1810	3610	1597	1810	3204	422	1810	3610	1610	1810	3232	399
Grp Volume(v), veh/h	32	505	239	253	397	401	126	265	27	74	511	517
Grp Sat Flow(s),veh/h/ln	1810	1805	1597	1810	1805	1821	1810	1805	1610	1810	1805	1826
Q Serve(g_s), s	1.1	10.6	11.5	6.5	17.0	17.0	5.4	2.5	0.5	3.2	22.6	22.6
Cycle Q Clear(g_c), s	1.1	10.6	11.5	6.5	17.0	17.0	5.4	2.5	0.5	3.2	22.6	22.6
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	149	669	296	275	445	449	157	1149	512	95	513	519
V/C Ratio(X)	0.21	0.76	0.81	0.92	0.89	0.89	0.80	0.23	0.05	0.78	1.00	1.00
Avail Cap(c_a), veh/h	170	745	329	275	463	467	204	1149	512	113	513	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.86	0.86	0.86
Uniform Delay (d), s/veh	26.7	30.9	31.2	29.2	29.1	29.1	32.4	10.4	10.0	37.4	28.6	28.6
Incr Delay (d2), s/veh	0.3	3.7	12.1	33.1	18.5	18.5	12.1	0.5	0.2	17.4	35.7	35.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.5	5.0	3.9	8.9	9.0	2.6	0.9	0.2	1.8	13.9	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	34.6	43.3	62.2	47.6	47.6	44.5	10.8	10.2	54.8	64.3	64.1
LnGrp LOS	C	C	D	E	D	D	D	B	B	D	E	E
Approach Vol, veh/h		776			1051			418			1102	
Approach Delay, s/veh		36.9			51.1			20.9			63.6	
Approach LOS		D			D			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	32.5	14.0	22.3	13.9	29.8	9.1	27.2				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	23.0	6.5	16.5	9.0	19.0	2.5	20.5				
Max Q Clear Time (g_c+I1), s	5.2	4.5	8.5	12.6	7.4	24.6	3.1	19.0				
Green Ext Time (p_c), s	0.0	1.2	0.0	0.7	0.0	0.0	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	48.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

26: Haven Ave & Airport Dr

Cumulative Year (2040) Plus Phase 1 and 2 with Improvements Alt 1- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔↔	↔↔	↑↑	↔↔	↔↔	↑↑↑↑		↔↔	↑↑↑↑	
Traffic Volume (veh/h)	430	640	670	70	670	740	720	2277	50	30	1768	170
Future Volume (veh/h)	430	640	670	70	670	740	720	2277	50	30	1768	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	434	646	585	71	677	501	727	2300	21	30	1786	85
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	489	1071	1449	112	684	604	759	3633	33	83	2007	95
Arrive On Green	0.14	0.30	0.30	0.03	0.19	0.19	0.22	0.46	0.46	0.02	0.26	0.26
Sat Flow, veh/h	3510	3610	2820	3510	3610	2834	3510	7970	73	3510	7626	362
Grp Volume(v), veh/h	434	646	585	71	677	501	727	1777	544	30	1441	430
Grp Sat Flow(s),veh/h/ln	1755	1805	1410	1755	1805	1417	1755	1539	1887	1755	1539	1832
Q Serve(g_s), s	18.6	23.5	19.5	3.1	28.6	25.9	31.3	33.8	33.8	1.3	34.5	34.6
Cycle Q Clear(g_c), s	18.6	23.5	19.5	3.1	28.6	25.9	31.3	33.8	33.8	1.3	34.5	34.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		0.20
Lane Grp Cap(c), veh/h	489	1071	1449	112	684	604	759	2806	860	83	1620	482
V/C Ratio(X)	0.89	0.60	0.40	0.63	0.99	0.83	0.96	0.63	0.63	0.36	0.89	0.89
Avail Cap(c_a), veh/h	848	1071	1449	688	684	604	759	2806	860	745	1645	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.7	46.1	22.9	73.2	61.9	57.6	59.3	31.9	31.9	73.6	54.3	54.3
Incr Delay (d2), s/veh	2.8	1.0	0.2	2.2	31.8	9.5	22.7	0.5	1.6	1.0	6.5	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	10.5	6.3	1.4	15.8	9.8	15.8	12.1	15.0	0.6	13.8	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.5	47.1	23.1	75.4	93.7	67.1	82.0	32.4	33.5	74.6	60.7	72.6
LnGrp LOS	E	D	C	E	F	E	F	C	C	E	E	E
Approach Vol, veh/h		1665			1249			3048			1901	
Approach Delay, s/veh		44.0			82.0			44.4			63.6	
Approach LOS		D			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	77.3	11.9	52.8	40.6	47.8	28.3	36.4				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	32.5	41.5	30.0	36.0	33.1	40.9	37.0	29.0				
Max Q Clear Time (g_c+I1), s	3.3	35.8	5.1	25.5	33.3	36.6	20.6	30.6				
Green Ext Time (p_c), s	0.0	5.2	0.1	1.9	0.0	3.7	0.7	0.0				

Intersection Summary

HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

29: Jurupa St & Haven Ave

Cumulative Year (2040) Plus Phase 1 and 2 with Improvements Alt 1- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↖	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	537	821	170	490	642	130	90	2150	360	210	1700	738
Future Volume (veh/h)	537	821	170	490	642	130	90	2150	360	210	1700	738
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	559	855	48	510	669	36	94	2240	181	219	1771	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	621	959	295	571	886	275	116	2393	587	267	2473	
Arrive On Green	0.18	0.18	0.18	0.16	0.17	0.17	0.06	0.37	0.37	0.08	0.38	0.00
Sat Flow, veh/h	3510	5187	1597	3510	5187	1610	1810	6536	1604	3510	6536	1610
Grp Volume(v), veh/h	559	855	48	510	669	36	94	2240	181	219	1771	0
Grp Sat Flow(s),veh/h/ln	1755	1729	1597	1755	1729	1610	1810	1634	1604	1755	1634	1610
Q Serve(g_s), s	22.3	23.0	3.6	20.3	17.5	2.7	7.3	47.2	11.5	8.8	33.0	0.0
Cycle Q Clear(g_c), s	22.3	23.0	3.6	20.3	17.5	2.7	7.3	47.2	11.5	8.8	33.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	621	959	295	571	886	275	116	2393	587	267	2473	
V/C Ratio(X)	0.90	0.89	0.16	0.89	0.76	0.13	0.81	0.94	0.31	0.82	0.72	
Avail Cap(c_a), veh/h	1143	999	307	1143	999	310	171	2402	589	332	2473	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.6	56.8	48.9	58.6	56.4	50.2	66.0	43.6	32.3	65.0	37.8	0.0
Incr Delay (d2), s/veh	2.0	9.9	0.3	2.0	2.9	0.2	10.3	7.8	0.4	10.2	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	10.7	1.4	9.0	7.7	1.1	3.6	19.3	4.5	4.2	12.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	66.7	49.2	60.6	59.3	50.4	76.3	51.4	32.7	75.2	38.9	0.0
LnGrp LOS	E	E	D	E	E	D	E	D	C	E	D	
Approach Vol, veh/h		1462			1215			2515			1990	A
Approach Delay, s/veh		63.4			59.6			51.0			42.9	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.4	59.8	30.7	33.9	16.6	61.6	32.8	31.9				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	13.5	52.5	46.5	27.5	13.5	52.5	46.5	27.5				
Max Q Clear Time (g_c+I1), s	10.8	49.2	22.3	25.0	9.3	35.0	24.3	19.5				
Green Ext Time (p_c), s	0.1	3.1	0.9	1.3	0.0	12.0	1.0	2.6				

Intersection Summary

HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

33: Jurupa St & Milliken Ave

Cumulative Year (2040) Plus Phase 1 and 2 with Improvements Alt 1- PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	200	1221	190	560	1052	140	270	1120	550	310	970	110
Future Volume (veh/h)	200	1221	190	560	1052	140	270	1120	550	310	970	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	211	1285	146	589	1107	102	284	1179	499	326	1021	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	1341	570	640	1882	758	341	1231	1184	385	1296	525
Arrive On Green	0.08	0.26	0.26	0.18	0.36	0.36	0.10	0.24	0.24	0.11	0.25	0.25
Sat Flow, veh/h	3510	5187	1601	3510	5187	1604	3510	5187	2816	3510	5187	1601
Grp Volume(v), veh/h	211	1285	146	589	1107	102	284	1179	499	326	1021	40
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1604	1755	1729	1408	1755	1729	1601
Q Serve(g_s), s	8.3	34.5	4.3	23.3	24.4	5.1	11.2	31.7	4.9	12.9	26.0	2.4
Cycle Q Clear(g_c), s	8.3	34.5	4.3	23.3	24.4	5.1	11.2	31.7	4.9	12.9	26.0	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	1341	570	640	1882	758	341	1231	1184	385	1296	525
V/C Ratio(X)	0.77	0.96	0.26	0.92	0.59	0.13	0.83	0.96	0.42	0.85	0.79	0.08
Avail Cap(c_a), veh/h	559	1341	570	684	1882	758	559	1231	1184	634	1341	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.9	51.6	11.4	56.7	36.4	21.0	62.6	53.2	10.6	61.7	49.5	32.7
Incr Delay (d2), s/veh	3.5	15.8	0.3	17.0	0.5	0.1	4.3	16.7	0.3	4.5	3.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	16.5	2.0	11.6	10.1	1.9	5.1	15.2	2.7	5.8	11.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	67.4	11.7	73.7	37.0	21.1	67.0	69.8	10.9	66.2	52.7	32.8
LnGrp LOS	E	E	B	E	D	C	E	E	B	E	D	C
Approach Vol, veh/h		1642			1798			1962			1387	
Approach Delay, s/veh		62.4			48.1			54.4			55.3	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	41.0	33.2	44.0	21.2	42.8	18.5	58.7				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	25.5	33.5	27.5	36.5	22.5	36.5	22.5	41.5				
Max Q Clear Time (g_c+I1), s	14.9	33.7	25.3	36.5	13.2	28.0	10.3	26.4				
Green Ext Time (p_c), s	0.6	0.0	0.5	0.0	0.5	4.6	0.4	6.8				

Intersection Summary

HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

Notes


































User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

1: Mission Blvd & Euclid Ave/SR-83



































Ontario Airport South Cargo Center

Cumulative Year (2040) Plus Phase 1 and 2 Project Alt 2 - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			  		  		
Traffic Volume (veh/h)	430	1288	90	320	897	204	190	1300	160	384	960	220
Future Volume (veh/h)	430	1288	90	320	897	204	190	1300	160	384	960	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	453	1356	26	337	944	107	200	1368	151	404	1011	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	537	1415	437	329	1108	341	354	1377	425	387	1732	535
Arrive On Green	0.15	0.27	0.27	0.09	0.21	0.21	0.11	0.27	0.27	0.18	0.33	0.33
Sat Flow, veh/h	3510	5187	1601	3510	5187	1599	1810	5187	1601	1810	5187	1603
Grp Volume(v), veh/h	453	1356	26	337	944	107	200	1368	151	404	1011	72
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1599	1810	1729	1601	1810	1729	1603
Q Serve(g_s), s	13.8	28.3	1.3	10.3	19.2	6.2	8.6	28.9	8.4	19.5	17.7	3.4
Cycle Q Clear(g_c), s	13.8	28.3	1.3	10.3	19.2	6.2	8.6	28.9	8.4	19.5	17.7	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	537	1415	437	329	1108	341	354	1377	425	387	1732	535
V/C Ratio(X)	0.84	0.96	0.06	1.03	0.85	0.31	0.57	0.99	0.36	1.04	0.58	0.13
Avail Cap(c_a), veh/h	648	1415	437	329	1108	341	418	1377	425	387	1732	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	39.4	29.6	49.8	41.6	36.5	25.0	40.3	32.8	33.4	30.3	25.6
Incr Delay (d2), s/veh	9.4	15.3	0.1	53.2	6.0	0.7	2.0	22.8	2.3	57.6	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	13.3	0.5	6.8	8.4	2.4	3.7	14.7	3.4	12.6	7.4	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	54.6	29.7	103.0	47.6	37.1	27.0	63.1	35.1	91.0	31.8	26.1
LnGrp LOS	D	D	C	F	D	D	C	E	D	F	C	C
Approach Vol, veh/h		1835			1388			1719			1487	
Approach Delay, s/veh		54.3			60.3			56.4			47.6	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.2	35.0	15.0	35.8	16.7	42.5	21.5	29.3				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 20	29.2	* 10	30.0	* 16	32.8	* 20	20.0				
Max Q Clear Time (g_c+I1), s	21.5	30.9	12.3	30.3	10.6	19.7	15.8	21.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.4	9.5	1.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			54.6									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project Alt 2 - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			  		  	  	
Traffic Volume (veh/h)	280	1052	240	60	701	807	150	890	50	808	1020	260
Future Volume (veh/h)	280	1052	240	60	701	807	150	890	50	808	1020	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	295	1107	120	63	738	0	158	937	51	851	1074	243
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	357	1416	437	211	1201		184	1301	71	992	1485	336
Arrive On Green	0.10	0.27	0.27	0.06	0.23	0.00	0.10	0.26	0.26	0.19	0.35	0.35
Sat Flow, veh/h	3510	5187	1601	3510	5187	1610	1810	5033	273	5103	4226	955
Grp Volume(v), veh/h	295	1107	120	63	738	0	158	643	345	851	879	438
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1610	1810	1729	1849	1701	1729	1723
Q Serve(g_s), s	11.2	26.7	8.0	2.3	17.3	0.0	11.7	23.0	23.0	21.9	30.0	30.0
Cycle Q Clear(g_c), s	11.2	26.7	8.0	2.3	17.3	0.0	11.7	23.0	23.0	21.9	30.0	30.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.55
Lane Grp Cap(c), veh/h	357	1416	437	211	1201		184	894	478	992	1215	605
V/C Ratio(X)	0.83	0.78	0.27	0.30	0.61		0.86	0.72	0.72	0.86	0.72	0.72
Avail Cap(c_a), veh/h	777	1722	532	518	1339		267	894	478	2071	1786	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	45.5	38.7	61.0	46.7	0.0	59.9	45.8	45.8	52.8	38.2	38.2
Incr Delay (d2), s/veh	3.6	2.1	0.4	0.6	0.8	0.0	15.3	3.1	5.7	1.7	1.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	11.2	3.1	1.0	7.4	0.0	6.0	10.0	11.1	9.3	12.5	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	47.6	39.1	61.5	47.5	0.0	75.2	48.9	51.5	54.5	39.4	40.6
LnGrp LOS	E	D	D	E	D		E	D	D	D	D	D
Approach Vol, veh/h		1522			801	A		1146			2168	
Approach Delay, s/veh		50.0			48.6			53.3			45.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.3	42.0	15.7	44.5	20.8	54.6	21.3	38.9				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+I1), s	23.9	25.0	4.3	28.7	13.7	32.0	13.2	19.3				
Green Ext Time (p_c), s	2.5	5.3	0.1	7.6	0.1	15.6	0.6	4.8				

Intersection Summary

HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

























HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project Alt 2 - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	380	180	90	260	70	240	916	180	90	305	30
Future Volume (veh/h)	150	380	180	90	260	70	240	916	180	90	305	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	396	118	94	271	43	250	954	60	94	318	22
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	279	497	146	206	565	89	204	1264	564	113	1028	71
Arrive On Green	0.04	0.18	0.18	0.04	0.18	0.18	0.22	0.70	0.70	0.06	0.30	0.30
Sat Flow, veh/h	1810	2744	808	1810	3123	489	1810	3610	1610	1810	3425	236
Grp Volume(v), veh/h	156	259	255	94	155	159	250	954	60	94	167	173
Grp Sat Flow(s),veh/h/ln	1810	1805	1747	1810	1805	1807	1810	1805	1610	1810	1805	1856
Q Serve(g_s), s	3.5	11.0	11.2	3.4	6.2	6.3	9.0	13.4	1.0	4.1	5.7	5.8
Cycle Q Clear(g_c), s	3.5	11.0	11.2	3.4	6.2	6.3	9.0	13.4	1.0	4.1	5.7	5.8
Prop In Lane	1.00		0.46	1.00		0.27	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	279	327	316	206	327	327	204	1264	564	113	542	557
V/C Ratio(X)	0.56	0.79	0.81	0.46	0.47	0.49	1.23	0.75	0.11	0.83	0.31	0.31
Avail Cap(c_a), veh/h	279	395	382	206	395	395	204	1264	564	113	542	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56	0.99	0.99	0.99
Uniform Delay (d), s/veh	29.2	31.3	31.4	26.2	29.3	29.4	31.0	9.8	7.9	37.1	21.6	21.6
Incr Delay (d2), s/veh	1.5	8.1	9.5	0.6	0.8	0.8	124.6	2.4	0.2	36.2	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.1	5.1	1.4	2.5	2.6	10.2	3.1	0.3	2.9	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	39.5	40.9	26.8	30.1	30.2	155.6	12.2	8.1	73.3	23.0	23.0
LnGrp LOS	C	D	D	C	C	C	F	B	A	E	C	C
Approach Vol, veh/h		670			408			1264			434	
Approach Delay, s/veh		38.0			29.4			40.4			33.9	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	35.0	11.0	22.0	16.0	31.0	11.0	22.0				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	5.0	25.0	3.5	17.5	9.0	21.0	3.5	17.5				
Max Q Clear Time (g_c+I1), s	6.1	15.4	5.4	13.2	11.0	7.8	5.5	8.3				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.9	0.0	1.1	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay				37.2								
HCM 6th LOS				D								
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary
26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project Alt 2 - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	430	530	160	220	290	280	1790	110	730	1772	40
Future Volume (veh/h)	140	430	530	160	220	290	280	1790	110	730	1772	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	448	434	167	229	96	292	1865	30	760	1846	15
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	742	401	227	775	419	390	2098	514	814	3114	765
Arrive On Green	0.06	0.14	0.14	0.06	0.15	0.15	0.08	0.32	0.32	0.23	0.48	0.48
Sat Flow, veh/h	3510	5187	2804	3510	5187	2805	5103	6536	1603	3510	6536	1605
Grp Volume(v), veh/h	146	448	434	167	229	96	292	1865	30	760	1846	15
Grp Sat Flow(s),veh/h/ln	1755	1729	1402	1755	1729	1403	1701	1634	1603	1755	1634	1605
Q Serve(g_s), s	5.0	10.0	17.6	5.7	4.8	3.7	6.9	33.3	1.6	26.1	25.3	0.6
Cycle Q Clear(g_c), s	5.0	10.0	17.6	5.7	4.8	3.7	6.9	33.3	1.6	26.1	25.3	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	742	401	227	775	419	390	2098	514	814	3114	765
V/C Ratio(X)	0.71	0.60	1.08	0.73	0.30	0.23	0.75	0.89	0.06	0.93	0.59	0.02
Avail Cap(c_a), veh/h	857	1688	913	857	1688	913	1245	2127	522	857	3114	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	49.4	52.7	56.4	46.5	46.0	55.6	39.7	28.9	46.3	23.5	17.0
Incr Delay (d2), s/veh	1.7	0.8	46.7	1.7	0.2	0.3	1.1	5.1	0.1	16.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.3	8.6	2.5	2.0	1.3	2.9	13.2	0.6	12.8	9.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	50.2	99.4	58.2	46.7	46.3	56.7	44.8	28.9	62.3	23.8	17.0
LnGrp LOS	E	D	F	E	D	D	E	D	C	E	C	B
Approach Vol, veh/h		1028			492			2187			2621	
Approach Delay, s/veh		72.2			50.5			46.1			34.9	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.0	47.0	15.0	25.0	16.9	66.1	14.2	25.8				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+I1), s	28.1	35.3	7.7	12.0	8.9	27.3	7.0	6.8				
Green Ext Time (p_c), s	0.4	4.0	0.2	1.4	0.5	9.9	0.2	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			46.1									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

Ontario Airport South Cargo Center

1: Mission Blvd & Euclid Ave/SR-83

Cumulative Year (2040) Plus Phase 1 and 2 Project Alt 2 - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	270	1041	170	260	1213	277	110	1190	220	176	1440	150
Future Volume (veh/h)	270	1041	170	260	1213	277	110	1190	220	176	1440	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	284	1096	71	274	1277	184	116	1253	204	185	1516	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1371	423	351	1371	426	279	1743	539	308	1757	543
Arrive On Green	0.10	0.26	0.26	0.10	0.26	0.26	0.11	0.34	0.34	0.11	0.34	0.34
Sat Flow, veh/h	3510	5187	1601	3510	5187	1610	1810	5187	1603	1810	5187	1603
Grp Volume(v), veh/h	284	1096	71	274	1277	184	116	1253	204	185	1516	51
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1610	1810	1729	1603	1810	1729	1603
Q Serve(g_s), s	8.7	21.7	3.8	8.4	26.4	10.4	4.2	23.3	10.7	7.0	30.0	2.4
Cycle Q Clear(g_c), s	8.7	21.7	3.8	8.4	26.4	10.4	4.2	23.3	10.7	7.0	30.0	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	1371	423	351	1371	426	279	1743	539	308	1757	543
V/C Ratio(X)	0.81	0.80	0.17	0.78	0.93	0.43	0.42	0.72	0.38	0.60	0.86	0.09
Avail Cap(c_a), veh/h	361	1377	425	361	1377	427	285	1743	539	309	1757	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	37.7	31.1	48.3	39.5	33.6	23.8	32.0	27.8	23.4	34.0	24.8
Incr Delay (d2), s/veh	13.3	3.6	0.3	8.3	9.1	0.7	1.4	2.6	2.0	3.8	5.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	9.1	1.4	3.9	11.7	4.0	1.8	9.7	4.2	3.1	13.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	41.3	31.4	56.6	48.6	34.3	25.2	34.6	29.8	27.2	39.9	25.2
LnGrp LOS	E	D	C	E	D	C	C	C	C	C	D	C
Approach Vol, veh/h		1451			1735			1573			1752	
Approach Delay, s/veh		44.9			48.4			33.3			38.1	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	42.8	15.7	34.9	16.4	43.1	15.7	34.9				
Change Period (Y+Rc), s	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8	* 4.7	5.8				
Max Green Setting (Gmax), s	* 12	36.5	* 11	29.2	* 12	36.5	* 11	29.2				
Max Q Clear Time (g_c+I1), s	9.0	25.3	10.4	23.7	6.2	32.0	10.7	28.4				
Green Ext Time (p_c), s	0.2	9.0	0.1	3.7	0.2	4.2	0.1	0.7				

Intersection Summary

HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Mission Blvd & Grove Ave

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project Alt 2 - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔	↑↑↑		↔↔↔	↑↑↑	↘
Traffic Volume (veh/h)	280	897	140	40	1150	964	240	980	70	812	930	210
Future Volume (veh/h)	280	897	140	40	1150	964	240	980	70	812	930	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	283	906	39	40	1162	0	242	990	68	820	939	183
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	343	1523	470	179	1280		260	1288	88	955	1321	257
Arrive On Green	0.10	0.29	0.29	0.05	0.25	0.00	0.14	0.26	0.26	0.19	0.30	0.30
Sat Flow, veh/h	3510	5187	1602	3510	5187	1610	1810	4955	340	5103	4355	846
Grp Volume(v), veh/h	283	906	39	40	1162	0	242	690	368	820	745	377
Grp Sat Flow(s),veh/h/ln	1755	1729	1602	1755	1729	1610	1810	1729	1837	1701	1729	1743
Q Serve(g_s), s	11.0	20.8	2.5	1.5	30.3	0.0	18.4	25.7	25.8	21.7	26.6	26.8
Cycle Q Clear(g_c), s	11.0	20.8	2.5	1.5	30.3	0.0	18.4	25.7	25.8	21.7	26.6	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.49
Lane Grp Cap(c), veh/h	343	1523	470	179	1280		260	899	477	955	1049	529
V/C Ratio(X)	0.82	0.59	0.08	0.22	0.91		0.93	0.77	0.77	0.86	0.71	0.71
Avail Cap(c_a), veh/h	757	1678	518	505	1305		260	899	477	2017	1740	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.6	42.1	35.6	63.4	50.9	0.0	58.9	47.6	47.6	54.8	43.0	43.1
Incr Delay (d2), s/veh	3.8	0.6	0.1	0.5	9.5	0.0	37.3	4.3	8.0	1.8	1.3	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	8.6	1.0	0.7	13.9	0.0	10.9	11.3	12.6	9.2	11.3	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	42.6	35.7	63.8	60.3	0.0	96.1	51.9	55.6	56.6	44.3	45.7
LnGrp LOS	E	D	D	E	E		F	D	E	E	D	D
Approach Vol, veh/h		1228			1202	A		1300			1942	
Approach Delay, s/veh		47.6			60.5			61.2			49.7	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0	43.2	14.6	48.3	27.0	49.2	21.1	41.8				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	55.0	35.0	20.0	45.0	20.0	70.0	30.0	35.0				
Max Q Clear Time (g_c+I1), s	23.7	27.8	3.5	22.8	20.4	28.8	13.0	32.3				
Green Ext Time (p_c), s	2.4	4.4	0.0	6.8	0.0	12.8	0.6	1.9				

Intersection Summary

HCM 6th Ctrl Delay	54.2
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 11: Vineyard Ave & Philadelphia St

Ontario Airport South Cargo Center
 Cumulative Year (2040) Plus Phase 1 and 2 Project Alt 2 - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗	↖	↗	
Traffic Volume (veh/h)	30	480	360	240	670	100	120	252	100	70	869	120
Future Volume (veh/h)	30	480	360	240	670	100	120	252	100	70	869	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	505	239	253	705	93	126	265	27	74	915	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	193	575	271	270	1016	134	145	1157	516	96	947	117
Arrive On Green	0.02	0.24	0.24	0.09	0.32	0.32	0.08	0.32	0.32	0.05	0.29	0.29
Sat Flow, veh/h	1810	2376	1119	1810	3204	422	1810	3610	1610	1810	3232	399
Grp Volume(v), veh/h	32	383	361	253	397	401	126	265	27	74	511	517
Grp Sat Flow(s),veh/h/ln	1810	1805	1690	1810	1805	1822	1810	1805	1610	1810	1805	1826
Q Serve(g_s), s	1.3	20.4	20.6	9.5	19.2	19.3	6.9	5.4	1.2	4.0	27.9	27.9
Cycle Q Clear(g_c), s	1.3	20.4	20.6	9.5	19.2	19.3	6.9	5.4	1.2	4.0	27.9	27.9
Prop In Lane	1.00		0.66	1.00		0.23	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	193	437	409	270	573	578	145	1157	516	96	529	535
V/C Ratio(X)	0.17	0.88	0.88	0.94	0.69	0.69	0.87	0.23	0.05	0.77	0.97	0.97
Avail Cap(c_a), veh/h	276	478	448	270	573	578	145	1157	516	163	529	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.86	0.86	0.86
Uniform Delay (d), s/veh	28.5	36.5	36.5	28.8	29.9	29.9	45.5	24.9	23.5	46.8	34.8	34.8
Incr Delay (d2), s/veh	0.1	15.4	16.9	37.6	3.4	3.4	37.5	0.4	0.2	4.3	28.8	28.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	10.3	9.9	7.0	8.3	8.3	4.5	2.3	0.4	1.9	15.7	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	51.9	53.5	66.4	33.2	33.2	83.0	25.4	23.7	51.1	63.6	63.4
LnGrp LOS	C	D	D	E	C	C	F	C	C	D	E	E
Approach Vol, veh/h		776			1051			418			1102	
Approach Delay, s/veh		51.7			41.2			42.6			62.7	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	39.0	17.0	31.7	15.0	36.3	9.5	39.2				
Change Period (Y+Rc), s	7.0	7.0	7.5	7.5	7.0	7.0	7.5	7.5				
Max Green Setting (Gmax), s	9.0	26.0	9.5	26.5	8.0	27.0	6.5	29.5				
Max Q Clear Time (g_c+I1), s	6.0	7.4	11.5	22.6	8.9	29.9	3.3	21.3				
Green Ext Time (p_c), s	0.0	1.2	0.0	1.3	0.0	0.0	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
26: Haven Ave & Airport Dr

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project Alt 2 - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	640	670	70	670	740	720	2277	50	30	1768	170
Future Volume (veh/h)	430	640	670	70	670	740	720	2277	50	30	1768	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	434	646	585	71	677	501	727	2300	21	30	1786	85
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	490	1687	917	115	1132	618	820	2706	664	85	1814	444
Arrive On Green	0.14	0.33	0.33	0.03	0.22	0.22	0.16	0.41	0.41	0.02	0.28	0.28
Sat Flow, veh/h	3510	5187	2821	3510	5187	2834	5103	6536	1604	3510	6536	1601
Grp Volume(v), veh/h	434	646	585	71	677	501	727	2300	21	30	1786	85
Grp Sat Flow(s),veh/h/ln	1755	1729	1410	1755	1729	1417	1701	1634	1604	1755	1634	1601
Q Serve(g_s), s	17.5	13.8	25.4	2.9	16.9	24.2	20.1	45.9	1.1	1.2	39.2	5.8
Cycle Q Clear(g_c), s	17.5	13.8	25.4	2.9	16.9	24.2	20.1	45.9	1.1	1.2	39.2	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	1687	917	115	1132	618	820	2706	664	85	1814	444
V/C Ratio(X)	0.89	0.38	0.64	0.62	0.60	0.81	0.89	0.85	0.03	0.35	0.98	0.19
Avail Cap(c_a), veh/h	731	1687	917	731	1440	786	1062	2706	664	731	1814	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	37.5	41.4	68.8	50.7	53.5	59.2	38.2	25.1	69.2	51.8	39.7
Incr Delay (d2), s/veh	6.4	0.1	1.5	2.0	0.5	5.1	6.4	2.8	0.0	0.9	17.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	5.8	8.8	1.3	7.2	8.8	8.8	17.8	0.4	0.5	17.8	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	37.6	42.9	70.8	51.2	58.6	65.6	41.0	25.1	70.1	69.3	40.0
LnGrp LOS	E	D	D	E	D	E	E	D	C	E	E	D
Approach Vol, veh/h		1665			1249			3048			1901	
Approach Delay, s/veh		47.2			55.3			46.8			68.0	
Approach LOS		D			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	67.2	11.7	54.3	30.7	47.5	27.1	38.8				
Change Period (Y+Rc), s	7.5	7.5	7.0	7.4	7.5	7.5	7.0	7.4				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	30.0	40.0	30.0	40.0				
Max Q Clear Time (g_c+I1), s	3.2	47.9	4.9	15.8	22.1	41.2	19.5	26.2				
Green Ext Time (p_c), s	0.0	0.0	0.1	2.1	1.1	0.0	0.6	5.3				
Intersection Summary												
HCM 6th Ctrl Delay			53.3									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	183	394	212	860	379	140
v/c Ratio	0.45	0.80	0.51	0.38	0.31	0.23
Control Delay	29.7	30.2	30.8	9.0	22.8	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	30.2	30.8	9.0	22.8	11.3
Queue Length 50th (ft)	76	105	96	120	71	0
Queue Length 95th (ft)	133	#234	m122	m142	149	76
Internal Link Dist (ft)	1289			425	387	
Turn Bay Length (ft)		360	145			110
Base Capacity (vph)	460	533	414	2272	1218	622
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.74	0.51	0.38	0.31	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
14: Vineyard Ave & SR-60 EB Ramps



Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	534	172	893	149	395
v/c Ratio	0.93	0.27	0.71	0.64	0.20
Control Delay	52.7	4.8	23.2	31.6	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	4.8	23.2	31.6	1.9
Queue Length 50th (ft)	256	0	173	31	3
Queue Length 95th (ft)	#447	41	247	52	5
Internal Link Dist (ft)	756		1783		425
Turn Bay Length (ft)		430		145	
Base Capacity (vph)	573	630	1255	270	1940
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.93	0.27	0.71	0.55	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	246	233	227	710	1052	420	128
v/c Ratio	0.55	0.49	0.47	0.61	0.33	0.29	0.28
Control Delay	34.3	18.7	18.1	24.5	21.3	29.7	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	18.7	18.1	24.5	21.3	29.7	7.4
Queue Length 50th (ft)	127	62	56	202	206	58	0
Queue Length 95th (ft)	207	140	129	259	249	80	44
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	445	476	479	1167	3169	1452	452
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.49	0.47	0.61	0.33	0.29	0.28
Intersection Summary							

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	263	250	243	1423	522	108	626
v/c Ratio	0.45	0.41	0.36	0.68	0.60	0.20	0.23
Control Delay	26.4	12.0	5.4	28.4	5.5	27.5	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	12.0	5.4	28.4	5.5	27.5	2.3
Queue Length 50th (ft)	122	46	5	202	0	17	6
Queue Length 95th (ft)	196	115	57	241	71	31	13
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	579	609	670	2106	864	544	2766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.41	0.36	0.68	0.60	0.20	0.23
Intersection Summary							

Queues
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	449	308	308	2132	1516	328
v/c Ratio	0.49	0.37	0.39	0.86	0.65	0.47
Control Delay	18.2	14.7	15.1	30.6	26.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	14.7	15.1	30.6	26.8	4.9
Queue Length 50th (ft)	178	101	107	285	239	0
Queue Length 95th (ft)	263	163	174	m341	282	69
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	922	828	787	2483	2322	692
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.37	0.39	0.86	0.65	0.47

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	882	276	275	1619	307	1449
v/c Ratio	0.92	0.32	0.33	0.69	0.44	0.62
Control Delay	38.1	12.8	13.1	29.1	11.2	33.5
Queue Delay	0.0	0.0	0.0	20.3	1.1	0.0
Total Delay	38.1	12.8	13.1	49.4	12.2	33.5
Queue Length 50th (ft)	491	82	87	251	50	194
Queue Length 95th (ft)	#772	136	145	293	122	240
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	958	872	829	2352	703	2352
Starvation Cap Reductn	0	0	0	779	201	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.32	0.33	1.03	0.61	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	656	145	266	651	566	564	566
v/c Ratio	0.55	0.33	0.46	0.27	0.85	0.82	0.81
Control Delay	31.5	7.2	33.8	29.4	39.3	28.6	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	7.2	33.8	29.4	39.3	28.6	27.2
Queue Length 50th (ft)	125	0	72	131	303	221	210
Queue Length 95th (ft)	165	53	107	160	#503	#436	#410
Internal Link Dist (ft)	1085			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	1195	442	583	2420	666	686	703
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.33	0.46	0.27	0.85	0.82	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
Existing (2021) - AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	361	896	579	440	233	257	251
v/c Ratio	0.93	0.32	0.30	0.50	0.44	0.47	0.45
Control Delay	78.3	12.9	20.1	4.2	27.9	16.1	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.3	12.9	20.1	4.2	27.9	16.1	15.4
Queue Length 50th (ft)	116	84	83	0	110	63	57
Queue Length 95th (ft)	m#174	m104	110	58	182	142	130
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	389	2824	1959	883	533	546	560
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.32	0.30	0.50	0.44	0.47	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	270	131	230	342	855	542
v/c Ratio	0.67	0.28	0.55	0.15	0.70	0.66
Control Delay	36.6	6.5	23.9	6.0	28.2	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay	36.6	6.5	23.9	6.0	28.2	15.6
Queue Length 50th (ft)	120	0	113	58	183	85
Queue Length 95th (ft)	195	40	m161	m45	283	206
Internal Link Dist (ft)	1289			425	387	
Turn Bay Length (ft)		360	145			110
Base Capacity (vph)	460	509	417	2279	1218	823
Starvation Cap Reductn	0	0	0	0	0	66
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.26	0.55	0.15	0.70	0.72

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center

Existing (2021) - PM Peak Hour



Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	82	187	846	381	743
v/c Ratio	0.21	0.38	0.70	0.81	0.32
Control Delay	27.8	7.0	22.7	26.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	7.0	22.7	26.0	0.5
Queue Length 50th (ft)	34	0	144	84	0
Queue Length 95th (ft)	71	50	#266	129	0
Internal Link Dist (ft)	756		1783		425
Turn Bay Length (ft)		430		145	
Base Capacity (vph)	383	490	1209	609	2319
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.38	0.70	0.63	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	192	189	173	495	496	1247	395
v/c Ratio	0.45	0.40	0.34	0.49	0.15	0.69	0.57
Control Delay	32.6	17.0	6.5	12.6	7.3	31.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	17.0	6.5	12.6	7.3	31.3	8.3
Queue Length 50th (ft)	97	47	0	129	84	183	19
Queue Length 95th (ft)	165	112	51	186	116	222	97
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	426	477	511	1011	3227	1815	693
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.40	0.34	0.49	0.15	0.69	0.57
Intersection Summary							

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	63	214	216	913	470	464	1132
v/c Ratio	0.11	0.38	0.37	0.43	0.57	0.85	0.41
Control Delay	21.2	14.6	14.4	24.8	5.3	37.8	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	14.6	14.4	24.8	5.3	37.8	12.0
Queue Length 50th (ft)	25	52	51	117	0	143	208
Queue Length 95th (ft)	55	117	113	147	66	#223	242
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	579	561	581	2106	829	544	2766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.38	0.37	0.43	0.57	0.85	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	254	202	202	2327	2262	492
v/c Ratio	0.45	0.39	0.41	0.61	0.64	0.51
Control Delay	30.8	25.2	25.7	9.1	14.4	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	25.2	25.7	9.1	14.4	3.0
Queue Length 50th (ft)	129	84	89	149	265	0
Queue Length 95th (ft)	203	148	157	156	306	51
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	561	523	498	3790	3508	965
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.39	0.41	0.61	0.64	0.51
Intersection Summary						

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	476	98	97	2460	845	1567
v/c Ratio	0.82	0.18	0.19	0.66	0.74	0.42
Control Delay	44.8	18.1	18.2	15.9	10.2	9.4
Queue Delay	0.0	0.0	0.0	42.9	7.5	0.0
Total Delay	44.8	18.1	18.2	58.8	17.7	9.4
Queue Length 50th (ft)	278	30	31	294	133	110
Queue Length 95th (ft)	#443	69	71	334	294	118
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	579	539	513	3725	1142	3725
Starvation Cap Reductn	0	0	0	1468	256	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.18	0.19	1.09	0.95	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1560	444	508	641	212	206	206
v/c Ratio	0.93	0.58	0.69	0.20	0.51	0.41	0.39
Control Delay	39.5	5.8	21.7	6.1	34.3	8.9	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	5.8	21.7	6.1	34.3	8.9	6.6
Queue Length 50th (ft)	325	0	140	92	109	12	0
Queue Length 95th (ft)	#432	79	193	95	183	72	55
Internal Link Dist (ft)	1085			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	1679	760	739	3169	419	501	530
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.58	0.69	0.20	0.51	0.41	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
Existing (2021) - PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	526	1153	1052	517	76	142	139
v/c Ratio	0.75	0.33	0.49	0.53	0.24	0.39	0.37
Control Delay	23.8	1.9	20.6	3.9	33.3	13.8	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	1.9	20.6	3.9	33.3	13.8	13.2
Queue Length 50th (ft)	80	10	157	0	38	17	15
Queue Length 95th (ft)	m108	m10	197	59	80	73	68
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	700	3458	2132	968	323	367	377
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.33	0.49	0.53	0.24	0.39	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	207	411	221	896	401	147
v/c Ratio	0.45	0.79	0.61	0.29	0.23	0.23
Control Delay	28.8	29.9	35.4	9.3	24.7	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	29.9	35.4	9.3	24.7	13.1
Queue Length 50th (ft)	87	122	100	82	52	0
Queue Length 95th (ft)	150	#267	m133	m97	87	77
Internal Link Dist (ft)	989			425	387	
Turn Bay Length (ft)		360	145			110
Base Capacity (vph)	460	523	361	3112	1750	627
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.79	0.61	0.29	0.23	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	558	179	1005	158	429
v/c Ratio	0.97	0.28	0.56	0.67	0.15
Control Delay	61.0	4.7	18.1	33.4	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	61.0	4.7	18.1	33.4	2.4
Queue Length 50th (ft)	273	0	116	33	2
Queue Length 95th (ft)	#476	42	160	103	5
Internal Link Dist (ft)	756		1783		425
Turn Bay Length (ft)		430		145	
Base Capacity (vph)	573	634	1796	270	2788
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.97	0.28	0.56	0.59	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	261	250	241	745	1103	440	143
v/c Ratio	0.59	0.53	0.51	0.64	0.35	0.30	0.31
Control Delay	35.3	21.9	21.1	29.5	27.0	29.9	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	21.9	21.1	29.5	27.0	29.9	7.2
Queue Length 50th (ft)	136	79	70	230	240	61	0
Queue Length 95th (ft)	221	162	149	285	279	84	46
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	445	469	470	1167	3169	1452	463
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.53	0.51	0.64	0.35	0.30	0.31

Intersection Summary

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	278	263	255	1491	605	122	661
v/c Ratio	0.48	0.43	0.39	0.71	0.66	0.22	0.24
Control Delay	27.0	13.0	7.1	29.0	6.0	49.2	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	13.0	7.1	29.0	6.0	49.2	5.3
Queue Length 50th (ft)	130	53	17	214	0	31	16
Queue Length 95th (ft)	208	127	75	256	78	m58	40
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	579	608	657	2106	920	544	2766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.43	0.39	0.71	0.66	0.22	0.24

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	520	342	342	2324	1767	382
v/c Ratio	0.56	0.41	0.43	0.94	0.76	0.53
Control Delay	19.8	15.5	16.0	35.3	29.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	15.5	16.0	35.3	29.2	5.2
Queue Length 50th (ft)	218	116	124	328	294	0
Queue Length 95th (ft)	318	186	200	m368	343	76
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	922	828	787	2483	2318	725
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.41	0.43	0.94	0.76	0.53

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	997	397	397	1762	340	1634
v/c Ratio	1.04	0.46	0.48	0.75	0.48	0.69
Control Delay	65.0	15.3	15.8	30.5	12.7	36.7
Queue Delay	0.0	0.0	0.0	47.8	1.4	0.0
Total Delay	65.0	15.3	15.8	78.3	14.1	36.7
Queue Length 50th (ft)	~691	136	145	282	65	236
Queue Length 95th (ft)	#932	212	229	327	146	283
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	958	872	829	2352	705	2352
Starvation Cap Reductn	0	0	0	755	194	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.46	0.48	1.10	0.67	0.69

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	703	172	278	764	590	633	614
v/c Ratio	0.59	0.37	0.48	0.32	0.89	0.97	0.91
Control Delay	32.2	7.1	32.7	28.5	43.1	51.3	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	7.1	32.7	28.5	43.1	51.3	41.3
Queue Length 50th (ft)	136	0	71	150	322	320	283
Queue Length 95th (ft)	178	56	107	179	#535	#580	#516
Internal Link Dist (ft)	1043			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	1195	463	583	2420	666	655	672
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.37	0.48	0.32	0.89	0.97	0.91

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	397	939	624	468	297	279	276
v/c Ratio	1.02	0.33	0.32	0.52	0.56	0.52	0.50
Control Delay	95.6	12.8	20.4	4.2	30.7	19.0	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.6	12.8	20.4	4.2	30.7	19.0	18.5
Queue Length 50th (ft)	~130	88	90	0	147	83	77
Queue Length 95th (ft)	m#194	m105	119	60	233	169	157
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	389	2824	1959	901	533	541	552
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.33	0.32	0.52	0.56	0.52	0.50

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	340	140	247	367	895	570
v/c Ratio	0.74	0.27	0.78	0.12	0.48	0.61
Control Delay	38.8	6.1	39.9	7.1	21.0	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay	38.8	6.1	39.9	7.1	21.0	11.9
Queue Length 50th (ft)	156	0	127	46	120	84
Queue Length 95th (ft)	#273	41	#216	34	166	196
Internal Link Dist (ft)	989			425	387	
Turn Bay Length (ft)		360	145			110
Base Capacity (vph)	460	516	361	3112	1880	932
Starvation Cap Reductn	0	0	0	0	0	87
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.27	0.68	0.12	0.48	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	86	204	902	398	825
v/c Ratio	0.22	0.41	0.55	0.82	0.25
Control Delay	27.9	7.4	19.3	31.6	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	7.4	19.3	31.6	1.1
Queue Length 50th (ft)	36	2	101	210	0
Queue Length 95th (ft)	74	55	156	m301	0
Internal Link Dist (ft)	756		1783		425
Turn Bay Length (ft)		430		145	
Base Capacity (vph)	383	499	1643	609	3332
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.41	0.55	0.65	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	226	221	180	516	527	1307	421
v/c Ratio	0.53	0.46	0.35	0.51	0.16	0.72	0.60
Control Delay	34.6	19.6	6.5	12.9	7.3	32.0	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	19.6	6.5	12.9	7.3	32.0	9.5
Queue Length 50th (ft)	116	63	0	136	90	194	28
Queue Length 95th (ft)	193	138	52	194	122	235	115
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	426	477	516	1011	3227	1815	697
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.46	0.35	0.51	0.16	0.72	0.60

Intersection Summary

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	66	227	228	959	498	490	1236
v/c Ratio	0.11	0.40	0.39	0.46	0.59	0.90	0.45
Control Delay	21.3	15.4	15.2	25.1	5.4	43.3	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	15.4	15.2	25.1	5.4	43.3	11.9
Queue Length 50th (ft)	27	59	56	124	0	152	221
Queue Length 95th (ft)	57	128	122	155	69	#241	255
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	579	561	581	2106	848	544	2766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.40	0.39	0.46	0.59	0.90	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	293	248	247	2669	2557	568
v/c Ratio	0.52	0.47	0.50	0.70	0.73	0.43
Control Delay	32.4	27.8	28.4	10.8	16.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.4	27.8	28.4	10.8	16.0	1.1
Queue Length 50th (ft)	153	111	116	172	327	0
Queue Length 95th (ft)	236	185	197	m237	374	0
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	561	523	498	3790	3504	1308
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.47	0.50	0.70	0.73	0.43

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	647	145	144	2836	924	1718
v/c Ratio	1.12	0.27	0.28	0.76	0.57	0.46
Control Delay	107.3	21.3	21.4	18.1	1.5	10.5
Queue Delay	0.0	0.0	0.0	46.9	0.0	0.0
Total Delay	107.3	21.3	21.4	64.9	1.5	10.5
Queue Length 50th (ft)	~477	53	54	374	0	121
Queue Length 95th (ft)	#691	103	108	421	0	157
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	579	539	513	3725	1615	3725
Starvation Cap Reductn	0	0	0	1326	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.27	0.28	1.18	0.57	0.46

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1720	498	537	701	228	230	231
v/c Ratio	1.03	0.63	0.73	0.22	0.54	0.44	0.42
Control Delay	59.0	6.1	23.3	6.0	35.3	8.8	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.0	6.1	23.3	6.0	35.3	8.8	6.5
Queue Length 50th (ft)	~406	0	150	95	118	12	0
Queue Length 95th (ft)	#508	84	206	97	196	76	58
Internal Link Dist (ft)	1043			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	1676	795	739	3169	419	519	549
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.63	0.73	0.22	0.54	0.44	0.42

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Without Project - PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	606	1223	1109	542	103	152	152
v/c Ratio	0.87	0.35	0.52	0.55	0.32	0.42	0.41
Control Delay	28.2	1.8	20.9	4.1	34.7	16.1	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	1.8	20.9	4.1	34.7	16.1	15.8
Queue Length 50th (ft)	114	10	168	1	53	26	25
Queue Length 95th (ft)	m118	m10	209	61	103	85	82
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	700	3458	2132	981	323	363	373
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.35	0.52	0.55	0.32	0.42	0.41

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	207	411	221	940	404	180
v/c Ratio	0.45	0.80	0.61	0.30	0.23	0.28
Control Delay	28.8	32.4	35.4	9.1	25.1	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	32.4	35.4	9.1	25.1	13.2
Queue Length 50th (ft)	87	130	100	83	54	0
Queue Length 95th (ft)	150	#279	m128	m95	90	91
Internal Link Dist (ft)	989			425	387	
Turn Bay Length (ft)		360	145			110
Base Capacity (vph)	460	512	361	3112	1750	649
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.80	0.61	0.30	0.23	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	598	179	1009	158	433
v/c Ratio	1.04	0.28	0.56	0.67	0.16
Control Delay	78.8	4.7	18.2	33.2	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	78.8	4.7	18.2	33.2	2.4
Queue Length 50th (ft)	~329	0	117	33	2
Queue Length 95th (ft)	#522	42	161	95	5
Internal Link Dist (ft)	756		1783		425
Turn Bay Length (ft)		430		145	
Base Capacity (vph)	573	634	1797	270	2788
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.04	0.28	0.56	0.59	0.16

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	265	254	241	745	1107	463	143
v/c Ratio	0.60	0.54	0.51	0.64	0.35	0.32	0.31
Control Delay	35.6	22.3	21.1	29.5	27.0	30.0	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.6	22.3	21.1	29.5	27.0	30.0	7.2
Queue Length 50th (ft)	138	81	70	230	241	64	0
Queue Length 95th (ft)	224	167	149	285	281	88	46
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	445	469	470	1167	3169	1452	463
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.54	0.51	0.64	0.35	0.32	0.31
Intersection Summary							

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	278	263	255	1495	605	143	664
v/c Ratio	0.48	0.43	0.39	0.71	0.66	0.26	0.24
Control Delay	27.0	13.0	7.2	29.1	6.0	50.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	13.0	7.2	29.1	6.0	50.0	5.2
Queue Length 50th (ft)	130	53	18	215	0	37	16
Queue Length 95th (ft)	208	127	76	256	78	67	40
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	579	608	656	2106	920	544	2766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.43	0.39	0.71	0.66	0.26	0.24
Intersection Summary							

Queues
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	528	342	342	2327	1771	382
v/c Ratio	0.57	0.41	0.43	0.94	0.76	0.53
Control Delay	20.0	15.5	16.0	35.4	29.3	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	15.5	16.0	35.4	29.3	5.2
Queue Length 50th (ft)	222	116	124	328	295	0
Queue Length 95th (ft)	325	186	200	m369	344	76
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	922	828	787	2483	2317	725
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.41	0.43	0.94	0.76	0.53

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	997	397	397	1765	347	1646
v/c Ratio	1.04	0.46	0.48	0.75	0.49	0.70
Control Delay	65.0	15.3	15.8	30.5	12.8	36.8
Queue Delay	0.0	0.0	0.0	47.8	1.4	0.0
Total Delay	65.0	15.3	15.8	78.3	14.2	36.8
Queue Length 50th (ft)	~691	136	145	283	66	239
Queue Length 95th (ft)	#932	212	229	328	149	285
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	958	872	829	2352	708	2352
Starvation Cap Reductn	0	0	0	755	194	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.46	0.48	1.11	0.68	0.70

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	716	183	278	780	590	637	619
v/c Ratio	0.60	0.39	0.48	0.32	0.89	0.98	0.93
Control Delay	32.4	7.1	32.6	28.5	43.1	54.0	43.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.4	7.1	32.6	28.5	43.1	54.0	43.4
Queue Length 50th (ft)	139	0	71	154	322	328	290
Queue Length 95th (ft)	182	59	106	182	#535	#590	#527
Internal Link Dist (ft)	1043			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	1195	471	583	2420	666	652	669
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.39	0.48	0.32	0.89	0.98	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	404	943	629	468	299	283	281
v/c Ratio	1.04	0.33	0.32	0.52	0.56	0.52	0.51
Control Delay	99.8	12.7	20.4	4.2	30.8	19.4	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.8	12.7	20.4	4.2	30.8	19.4	19.0
Queue Length 50th (ft)	~135	88	91	0	148	85	81
Queue Length 95th (ft)	m#198	m104	120	60	235	172	162
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	389	2824	1959	901	533	542	551
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.33	0.32	0.52	0.56	0.52	0.51

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	340	140	247	401	902	597
v/c Ratio	0.74	0.27	0.78	0.13	0.48	0.63
Control Delay	38.8	6.1	41.3	6.9	21.2	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay	38.8	6.1	41.3	6.9	21.2	12.3
Queue Length 50th (ft)	156	0	128	49	123	89
Queue Length 95th (ft)	#273	41	#216	36	170	206
Internal Link Dist (ft)	989			425	387	
Turn Bay Length (ft)		360	145			110
Base Capacity (vph)	460	516	361	3112	1880	950
Starvation Cap Reductn	0	0	0	0	0	92
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.27	0.68	0.13	0.48	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	114	204	909	398	832
v/c Ratio	0.30	0.41	0.55	0.82	0.25
Control Delay	29.0	7.7	19.4	31.4	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	7.7	19.4	31.4	1.1
Queue Length 50th (ft)	48	3	103	211	0
Queue Length 95th (ft)	94	56	158	m301	0
Internal Link Dist (ft)	756		1783		425
Turn Bay Length (ft)		430		145	
Base Capacity (vph)	383	497	1642	609	3332
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.30	0.41	0.55	0.65	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	226	222	192	516	534	1335	421
v/c Ratio	0.53	0.47	0.37	0.51	0.17	0.74	0.61
Control Delay	34.6	19.7	6.4	12.9	7.3	32.4	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	19.7	6.4	12.9	7.3	32.4	9.9
Queue Length 50th (ft)	116	64	0	136	91	199	31
Queue Length 95th (ft)	193	139	53	194	124	240	120
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	426	477	526	1011	3227	1815	692
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.47	0.37	0.51	0.17	0.74	0.61

Intersection Summary

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	66	227	228	966	498	509	1244
v/c Ratio	0.11	0.40	0.39	0.46	0.59	0.94	0.45
Control Delay	21.3	15.4	15.2	25.1	5.4	47.8	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	15.4	15.2	25.1	5.4	47.8	11.8
Queue Length 50th (ft)	27	59	56	125	0	158	224
Queue Length 95th (ft)	57	128	122	156	69	#256	257
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	579	561	581	2106	848	544	2766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.40	0.39	0.46	0.59	0.94	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	305	248	247	2677	2563	568
v/c Ratio	0.54	0.47	0.50	0.71	0.73	0.57
Control Delay	32.9	27.8	28.4	10.8	16.1	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	27.8	28.4	10.8	16.1	3.4
Queue Length 50th (ft)	160	111	116	174	328	0
Queue Length 95th (ft)	246	185	197	m239	376	54
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	561	523	498	3790	3504	997
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.47	0.50	0.71	0.73	0.57

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	647	145	144	2844	942	1736
v/c Ratio	1.12	0.27	0.28	0.76	0.83	0.47
Control Delay	107.3	21.3	21.4	18.1	15.7	10.6
Queue Delay	0.0	0.0	0.0	46.9	22.9	0.0
Total Delay	107.3	21.3	21.4	65.0	38.6	10.6
Queue Length 50th (ft)	~477	53	54	376	226	123
Queue Length 95th (ft)	#691	103	108	423	459	159
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	579	539	513	3725	1133	3725
Starvation Cap Reductn	0	0	0	1323	220	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.27	0.28	1.18	1.03	0.47

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1759	502	537	723	228	240	233
v/c Ratio	1.05	0.63	0.73	0.23	0.54	0.46	0.42
Control Delay	66.1	6.1	23.8	5.9	35.3	8.8	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.1	6.1	23.8	5.9	35.3	8.8	6.6
Queue Length 50th (ft)	~424	0	150	97	118	12	0
Queue Length 95th (ft)	#527	86	206	99	196	78	58
Internal Link Dist (ft)	1043			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	1676	798	739	3169	419	526	551
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.63	0.73	0.23	0.54	0.46	0.42

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
Opening Year (2025) Plus Phase 1 Project - PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	621	1230	1116	542	117	153	152
v/c Ratio	0.89	0.36	0.52	0.55	0.36	0.42	0.41
Control Delay	28.7	1.8	21.0	4.1	35.6	16.2	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	1.8	21.0	4.1	35.6	16.2	15.8
Queue Length 50th (ft)	119	11	170	1	61	26	25
Queue Length 95th (ft)	m119	m9	211	61	115	87	82
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	700	3458	2132	980	323	364	373
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.36	0.52	0.55	0.36	0.42	0.41

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	207	432	232	938	412	158
v/c Ratio	0.45	0.84	0.64	0.30	0.24	0.25
Control Delay	28.8	36.2	35.9	9.3	24.7	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	36.2	35.9	9.3	24.7	13.1
Queue Length 50th (ft)	87	143	106	86	53	0
Queue Length 95th (ft)	150	#303	m137	m100	91	83
Internal Link Dist (ft)	989			425	387	
Turn Bay Length (ft)		360	145			110
Base Capacity (vph)	460	513	361	3112	1750	634
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.84	0.64	0.30	0.24	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	579	189	1036	168	440
v/c Ratio	1.01	0.29	0.58	0.70	0.16
Control Delay	69.9	4.7	18.7	35.0	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	69.9	4.7	18.7	35.0	2.4
Queue Length 50th (ft)	~292	0	123	34	2
Queue Length 95th (ft)	#501	43	166	#160	5
Internal Link Dist (ft)	756		1783		425
Turn Bay Length (ft)		430		145	
Base Capacity (vph)	573	641	1787	270	2788
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.01	0.29	0.58	0.62	0.16

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	273	261	249	776	1144	460	143
v/c Ratio	0.61	0.56	0.53	0.66	0.36	0.32	0.31
Control Delay	36.2	23.3	22.1	25.0	21.4	30.0	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	23.3	22.1	25.0	21.4	30.0	7.2
Queue Length 50th (ft)	144	87	76	225	228	63	0
Queue Length 95th (ft)	231	174	156	282	271	87	46
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	445	467	469	1167	3169	1452	463
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.56	0.53	0.66	0.36	0.32	0.31

Intersection Summary

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	286	274	266	1542	626	122	692
v/c Ratio	0.49	0.45	0.41	0.73	0.67	0.22	0.25
Control Delay	27.3	13.4	8.9	29.5	6.1	27.7	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	13.4	8.9	29.5	6.1	27.7	2.5
Queue Length 50th (ft)	134	58	29	224	0	19	7
Queue Length 95th (ft)	214	134	92	266	79	m34	20
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	579	609	647	2106	935	544	2766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.45	0.41	0.73	0.67	0.22	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	540	352	352	2406	1824	396
v/c Ratio	0.59	0.43	0.45	0.97	0.79	0.31
Control Delay	20.3	15.7	16.2	38.8	30.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	15.7	16.2	38.8	30.0	0.6
Queue Length 50th (ft)	230	121	129	348	308	0
Queue Length 95th (ft)	335	192	206	m380	358	0
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	922	828	787	2483	2318	1291
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.43	0.45	0.97	0.79	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	1028	407	407	1824	351	1686
v/c Ratio	1.07	0.47	0.49	0.78	0.22	0.72
Control Delay	75.6	15.5	16.1	31.2	0.3	37.4
Queue Delay	0.0	0.0	0.0	47.6	0.0	0.0
Total Delay	75.6	15.5	16.1	78.8	0.3	37.4
Queue Length 50th (ft)	~732	141	151	296	0	247
Queue Length 95th (ft)	#975	219	235	342	0	295
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	958	872	829	2352	1615	2352
Starvation Cap Reductn	0	0	0	745	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.47	0.49	1.14	0.22	0.72

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	737	172	289	798	620	645	650
v/c Ratio	0.62	0.37	0.50	0.33	0.93	0.99	0.98
Control Delay	32.7	7.1	33.1	28.6	49.6	58.4	53.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.7	7.1	33.1	28.6	49.6	58.4	53.7
Queue Length 50th (ft)	144	0	74	158	348	340	324
Queue Length 95th (ft)	187	56	111	186	#575	#605	#576
Internal Link Dist (ft)	1043			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	1195	463	583	2420	666	649	666
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.37	0.50	0.33	0.93	0.99	0.98

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	407	971	646	479	303	289	281
v/c Ratio	1.05	0.34	0.33	0.53	0.57	0.54	0.51
Control Delay	100.2	12.9	20.5	4.3	31.0	20.4	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.2	12.9	20.5	4.3	31.0	20.4	19.5
Queue Length 50th (ft)	~137	92	93	0	150	92	84
Queue Length 95th (ft)	m#194	m106	123	60	240	181	165
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	389	2824	1959	908	533	537	548
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.34	0.33	0.53	0.57	0.54	0.51

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	351	151	258	377	927	591
v/c Ratio	0.76	0.29	0.80	0.12	0.50	0.63
Control Delay	40.3	6.0	40.2	6.6	20.9	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay	40.3	6.0	40.2	6.6	20.9	12.2
Queue Length 50th (ft)	162	0	131	47	128	90
Queue Length 95th (ft)	#287	43	#231	34	173	201
Internal Link Dist (ft)	989			425	387	
Turn Bay Length (ft)		360	145			110
Base Capacity (vph)	460	524	361	3112	1858	942
Starvation Cap Reductn	0	0	0	0	0	93
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.29	0.71	0.12	0.50	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	97	204	935	419	857
v/c Ratio	0.25	0.42	0.58	0.84	0.26
Control Delay	28.3	8.6	20.3	32.0	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	8.6	20.3	32.0	1.0
Queue Length 50th (ft)	41	7	110	226	0
Queue Length 95th (ft)	82	61	164	m313	0
Internal Link Dist (ft)	756		1783		425
Turn Bay Length (ft)		430		145	
Base Capacity (vph)	383	489	1603	609	3332
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.42	0.58	0.69	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	237	232	190	537	538	1360	432
v/c Ratio	0.56	0.49	0.36	0.53	0.17	0.75	0.62
Control Delay	35.3	20.6	6.5	13.3	7.1	32.7	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	20.6	6.5	13.3	7.1	32.7	10.5
Queue Length 50th (ft)	124	70	0	143	92	204	35
Queue Length 95th (ft)	203	148	53	202	124	246	127
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	426	477	524	1011	3227	1815	694
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.49	0.36	0.53	0.17	0.75	0.62
Intersection Summary							

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	75	232	234	991	519	510	1278
v/c Ratio	0.13	0.41	0.40	0.47	0.60	0.94	0.46
Control Delay	21.5	15.8	15.6	25.3	5.5	48.0	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.5	15.8	15.6	25.3	5.5	48.0	11.8
Queue Length 50th (ft)	30	61	60	129	0	159	228
Queue Length 95th (ft)	64	131	126	161	70	#256	262
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	579	561	581	2106	862	544	2766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.41	0.40	0.47	0.60	0.94	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	303	258	258	2764	2650	590
v/c Ratio	0.54	0.49	0.52	0.73	0.76	0.45
Control Delay	32.8	28.3	29.1	11.3	16.7	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	28.3	29.1	11.3	16.7	1.1
Queue Length 50th (ft)	159	117	124	191	349	0
Queue Length 95th (ft)	245	194	207	m256	399	0
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	561	523	498	3790	3505	1308
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.49	0.52	0.73	0.76	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	668	150	149	2941	955	1780
v/c Ratio	1.15	0.29	0.30	0.79	0.59	0.48
Control Delay	120.4	21.7	21.9	18.8	1.6	11.1
Queue Delay	0.0	0.0	0.0	46.8	0.0	0.0
Total Delay	120.4	21.7	21.9	65.6	1.6	11.1
Queue Length 50th (ft)	~505	55	57	399	0	130
Queue Length 95th (ft)	#722	107	112	448	0	170
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	579	525	500	3725	1615	3725
Starvation Cap Reductn	0	0	0	1285	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.29	0.30	1.21	0.59	0.48

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1788	514	558	722	237	236	236
v/c Ratio	1.07	0.64	0.76	0.23	0.57	0.45	0.43
Control Delay	72.0	6.2	24.1	5.9	36.0	8.9	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	6.2	24.1	5.9	36.0	8.9	6.8
Queue Length 50th (ft)	~438	0	156	94	124	12	1
Queue Length 95th (ft)	#541	88	214	97	204	78	61
Internal Link Dist (ft)	1043			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	1676	806	739	3169	419	523	551
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.64	0.76	0.23	0.57	0.45	0.43

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Without Project - PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	627	1265	1151	563	103	157	157
v/c Ratio	0.90	0.37	0.54	0.57	0.32	0.43	0.42
Control Delay	29.0	1.8	21.2	4.7	34.7	16.8	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	1.8	21.2	4.7	34.7	16.8	16.5
Queue Length 50th (ft)	122	10	176	8	53	28	27
Queue Length 95th (ft)	m119	m9	219	73	103	90	86
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	700	3458	2132	980	323	363	373
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.37	0.54	0.57	0.32	0.43	0.42

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	207	432	232	976	415	181
v/c Ratio	0.45	0.86	0.64	0.31	0.24	0.28
Control Delay	28.8	38.7	35.9	9.1	25.0	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	38.7	35.9	9.1	25.0	13.3
Queue Length 50th (ft)	87	149	106	87	54	0
Queue Length 95th (ft)	150	#313	m132	m98	94	92
Internal Link Dist (ft)	989			425	387	
Turn Bay Length (ft)		360	145			110
Base Capacity (vph)	460	504	361	3112	1750	650
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.86	0.64	0.31	0.24	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	613	189	1040	168	443
v/c Ratio	1.07	0.29	0.58	0.70	0.16
Control Delay	86.8	4.7	18.7	34.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	86.8	4.7	18.7	34.8	2.4
Queue Length 50th (ft)	~345	0	124	34	2
Queue Length 95th (ft)	#539	43	167	#159	5
Internal Link Dist (ft)	756		1783		425
Turn Bay Length (ft)		430		145	
Base Capacity (vph)	573	641	1786	270	2788
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.07	0.29	0.58	0.62	0.16

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center

Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	276	265	259	776	1148	502	143
v/c Ratio	0.62	0.57	0.55	0.66	0.36	0.33	0.30
Control Delay	36.5	23.7	23.0	25.0	21.4	29.5	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	23.7	23.0	25.0	21.4	29.5	7.0
Queue Length 50th (ft)	146	90	82	225	230	69	0
Queue Length 95th (ft)	234	179	164	282	272	93	45
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	445	466	469	1167	3169	1510	476
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.57	0.55	0.66	0.36	0.33	0.30

Intersection Summary

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	286	274	266	1546	626	161	695
v/c Ratio	0.49	0.45	0.41	0.73	0.67	0.30	0.25
Control Delay	27.3	13.4	9.0	29.6	6.1	27.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	13.4	9.0	29.6	6.1	27.8	2.4
Queue Length 50th (ft)	134	58	30	225	0	25	6
Queue Length 95th (ft)	214	134	93	267	79	m41	19
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	579	609	645	2106	935	544	2766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.45	0.41	0.73	0.67	0.30	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	548	352	352	2409	1828	396
v/c Ratio	0.59	0.43	0.45	0.97	0.79	0.54
Control Delay	20.5	15.7	16.2	39.0	30.0	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	15.7	16.2	39.0	30.0	5.3
Queue Length 50th (ft)	235	121	129	349	308	0
Queue Length 95th (ft)	342	192	206	m381	359	77
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	922	828	787	2483	2318	734
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.43	0.45	0.97	0.79	0.54

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	1028	407	407	1827	358	1698
v/c Ratio	1.07	0.47	0.49	0.78	0.51	0.72
Control Delay	75.6	15.5	16.1	31.2	13.5	37.5
Queue Delay	0.0	0.0	0.0	47.6	1.6	0.0
Total Delay	75.6	15.5	16.1	78.9	15.1	37.5
Queue Length 50th (ft)	~732	141	151	297	73	250
Queue Length 95th (ft)	#975	219	235	343	159	297
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	958	872	829	2352	707	2352
Starvation Cap Reductn	0	0	0	745	191	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.47	0.49	1.14	0.69	0.72

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	749	183	289	813	620	661	642
v/c Ratio	0.63	0.39	0.50	0.34	0.93	1.02	0.97
Control Delay	32.9	7.1	33.0	28.5	49.6	66.3	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	7.1	33.0	28.5	49.6	66.3	52.2
Queue Length 50th (ft)	146	0	74	161	348	~381	320
Queue Length 95th (ft)	191	59	111	189	#575	#631	#568
Internal Link Dist (ft)	1043			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	1195	471	583	2420	666	646	663
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.39	0.50	0.34	0.93	1.02	0.97

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	415	974	650	479	309	288	287
v/c Ratio	1.07	0.34	0.33	0.53	0.58	0.54	0.52
Control Delay	105.7	12.8	20.5	4.3	31.3	20.3	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.7	12.8	20.5	4.3	31.3	20.3	19.9
Queue Length 50th (ft)	~142	92	94	0	154	92	87
Queue Length 95th (ft)	m#200	m105	124	60	244	180	170
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	389	2824	1959	908	533	538	548
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.34	0.33	0.53	0.58	0.54	0.52

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	351	151	258	412	934	615
v/c Ratio	0.76	0.29	0.80	0.13	0.50	0.64
Control Delay	40.3	6.0	41.5	6.4	21.0	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay	40.3	6.0	41.5	6.4	21.0	12.6
Queue Length 50th (ft)	162	0	131	50	130	94
Queue Length 95th (ft)	#287	43	#231	34	176	211
Internal Link Dist (ft)	989			425	387	
Turn Bay Length (ft)		360	145			110
Base Capacity (vph)	460	524	361	3112	1858	957
Starvation Cap Reductn	0	0	0	0	0	98
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.29	0.71	0.13	0.50	0.72

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Lane Group	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	125	204	941	419	865
v/c Ratio	0.33	0.42	0.59	0.84	0.26
Control Delay	29.5	8.9	20.5	31.8	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	8.9	20.5	31.8	1.0
Queue Length 50th (ft)	53	8	112	226	0
Queue Length 95th (ft)	101	62	166	m313	0
Internal Link Dist (ft)	756		1783		425
Turn Bay Length (ft)		430		145	
Base Capacity (vph)	383	487	1602	609	3332
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.42	0.59	0.69	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center

Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	237	233	201	537	544	1387	432
v/c Ratio	0.56	0.49	0.38	0.53	0.17	0.76	0.63
Control Delay	35.3	20.7	6.4	13.2	7.1	33.1	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	20.7	6.4	13.2	7.1	33.1	11.0
Queue Length 50th (ft)	124	70	0	143	93	209	38
Queue Length 95th (ft)	203	149	54	203	126	252	132
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	426	477	532	1011	3227	1815	689
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.49	0.38	0.53	0.17	0.76	0.63

Intersection Summary

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	75	232	234	997	519	530	1285
v/c Ratio	0.13	0.41	0.40	0.47	0.60	0.97	0.46
Control Delay	21.5	15.8	15.6	25.3	5.5	54.4	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.5	15.8	15.6	25.3	5.5	54.4	11.8
Queue Length 50th (ft)	30	61	60	130	0	166	230
Queue Length 95th (ft)	64	131	126	162	70	#271	264
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	579	561	581	2106	862	544	2766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.41	0.40	0.47	0.60	0.97	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center

Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	316	258	258	2772	2657	590
v/c Ratio	0.56	0.49	0.52	0.73	0.76	0.59
Control Delay	33.5	28.3	29.1	11.4	16.7	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	28.3	29.1	11.4	16.7	3.5
Queue Length 50th (ft)	167	117	124	193	351	0
Queue Length 95th (ft)	256	194	207	m257	402	55
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	561	523	498	3790	3504	1006
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.49	0.52	0.73	0.76	0.59

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	668	150	149	2948	976	1799
v/c Ratio	1.15	0.28	0.29	0.79	0.86	0.48
Control Delay	120.4	21.6	21.8	18.9	18.0	11.2
Queue Delay	0.0	0.0	0.0	46.8	29.5	0.0
Total Delay	120.4	21.6	21.8	65.6	47.5	11.2
Queue Length 50th (ft)	~505	55	57	401	261	132
Queue Length 95th (ft)	#722	106	111	451	#580	172
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	579	539	513	3725	1133	3725
Starvation Cap Reductn	0	0	0	1283	206	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.28	0.29	1.21	1.05	0.48

Intersection Summary

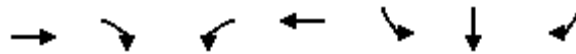
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center

Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1820	525	558	744	237	242	243
v/c Ratio	1.09	0.65	0.76	0.23	0.57	0.46	0.45
Control Delay	78.6	6.3	24.5	5.9	36.0	8.9	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.6	6.3	24.5	5.9	36.0	8.9	8.3
Queue Length 50th (ft)	~453	0	157	97	124	12	9
Queue Length 95th (ft)	#556	89	214	99	204	80	72
Internal Link Dist (ft)	1043			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	1677	813	739	3169	419	527	542
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.65	0.76	0.23	0.57	0.46	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center

Opening Year (2029) Plus Phase 1 and 2 Project- PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	642	1272	1157	563	117	158	157
v/c Ratio	0.92	0.37	0.54	0.57	0.36	0.44	0.42
Control Delay	27.3	1.8	21.3	4.8	35.6	16.9	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	1.8	21.3	4.8	35.6	16.9	16.5
Queue Length 50th (ft)	127	10	178	9	61	29	27
Queue Length 95th (ft)	m120	m9	220	74	115	92	86
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	700	3458	2132	980	323	363	373
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.37	0.54	0.57	0.36	0.44	0.42

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	100	100	411	326	1411	484	158
v/c Ratio	0.27	0.27	0.59	0.75	0.43	0.28	0.25
Control Delay	26.9	26.9	23.8	29.0	12.8	22.0	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	26.9	23.8	29.0	12.8	22.0	12.9
Queue Length 50th (ft)	43	43	75	142	190	35	0
Queue Length 95th (ft)	83	83	120	m#202	m223	106	84
Internal Link Dist (ft)		989			425	387	
Turn Bay Length (ft)			360	145			110
Base Capacity (vph)	437	437	803	432	3318	1750	634
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.23	0.51	0.75	0.43	0.28	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	547	90	89	1737	158	505
v/c Ratio	0.49	0.13	0.13	0.98	0.67	0.18
Control Delay	23.9	0.4	0.4	42.3	35.7	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	0.4	0.4	42.3	35.7	1.8
Queue Length 50th (ft)	112	0	0	~296	0	2
Queue Length 95th (ft)	158	0	0	#421	45	4
Internal Link Dist (ft)		756		1783		425
Turn Bay Length (ft)			430		145	
Base Capacity (vph)	1111	702	702	1777	270	2788
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.13	0.13	0.98	0.59	0.18

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	293	276	273	747	1916	747	189
v/c Ratio	0.66	0.60	0.58	0.64	0.60	0.51	0.38
Control Delay	37.9	25.1	24.3	27.2	28.8	32.2	7.0
Queue Delay	0.0	0.0	0.0	0.0	10.2	0.0	0.0
Total Delay	37.9	25.1	24.3	27.2	38.9	32.2	7.0
Queue Length 50th (ft)	156	97	90	209	409	109	0
Queue Length 95th (ft)	249	190	177	267	461	139	53
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	445	460	469	1167	3169	1452	499
Starvation Cap Reductn	0	0	0	0	1246	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.60	0.58	0.64	1.00	0.51	0.38
Intersection Summary							

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	322	311	294	2084	558	263	821
v/c Ratio	0.65	0.60	0.52	0.77	0.57	0.68	0.27
Control Delay	34.9	24.2	15.1	25.2	4.2	76.2	1.7
Queue Delay	41.0	9.9	0.0	0.0	0.0	0.0	0.0
Total Delay	75.9	34.1	15.1	25.2	4.2	76.2	1.7
Queue Length 50th (ft)	167	113	58	289	0	0	5
Queue Length 95th (ft)	264	209	141	336	60	#125	20
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	499	520	564	2701	982	389	3008
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	193	175	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.90	0.52	0.77	0.57	0.68	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	526	474	473	2737	1866	397
v/c Ratio	0.57	0.57	0.60	1.10	0.80	0.54
Control Delay	19.9	19.0	20.0	82.1	30.7	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	19.0	20.0	82.1	30.7	5.3
Queue Length 50th (ft)	222	186	200	~555	320	0
Queue Length 95th (ft)	323	286	310	m#633	372	79
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	922	828	787	2483	2327	735
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.57	0.60	1.10	0.80	0.54

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



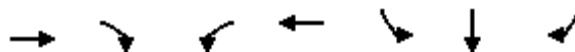
Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	905	500	500	1874	400	1853
v/c Ratio	0.94	0.57	0.60	0.80	0.56	0.79
Control Delay	41.9	17.9	18.9	31.8	14.6	39.8
Queue Delay	0.0	0.0	0.0	47.5	2.0	0.0
Total Delay	41.9	17.9	18.9	79.4	16.6	39.8
Queue Length 50th (ft)	516	191	206	307	87	273
Queue Length 95th (ft)	#804	292	317	355	181	322
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	958	872	829	2352	719	2352
Starvation Cap Reductn	0	0	0	737	185	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.57	0.60	1.16	0.75	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1117	293	305	789	616	750	739
v/c Ratio	0.94	0.53	0.98	0.39	0.77	1.00	0.96
Control Delay	49.1	7.5	86.1	40.2	27.8	55.8	45.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	7.5	86.1	40.2	27.8	55.8	45.1
Queue Length 50th (ft)	241	0	96	174	294	~408	367
Queue Length 95th (ft)	#336	75	#178	217	446	#698	#640
Internal Link Dist (ft)	1085			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	1190	553	311	2011	802	749	772
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.53	0.98	0.39	0.77	1.00	0.96

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	442	1368	800	463	237	314	312
v/c Ratio	1.14	0.48	0.41	0.52	0.44	0.59	0.57
Control Delay	125.1	9.9	21.4	4.2	28.0	22.5	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.1	9.9	21.4	4.2	28.0	22.5	21.7
Queue Length 50th (ft)	~159	104	120	0	112	108	102
Queue Length 95th (ft)	m#202	m118	154	60	184	204	191
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	389	2824	1959	898	533	532	548
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.48	0.41	0.52	0.44	0.59	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	273	274	147	232	400	1400	547
v/c Ratio	0.68	0.69	0.19	0.76	0.12	0.69	0.64
Control Delay	37.1	37.2	5.1	37.8	6.3	25.8	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay	37.1	37.2	5.1	37.8	6.3	25.8	17.9
Queue Length 50th (ft)	127	128	0	119	49	269	160
Queue Length 95th (ft)	211	211	23	193	35	m301	m205
Internal Link Dist (ft)		989			425	387	
Turn Bay Length (ft)			360	145			110
Base Capacity (vph)	437	437	834	361	3226	2025	851
Starvation Cap Reductn	0	0	0	0	0	0	74
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.63	0.18	0.64	0.12	0.69	0.70

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	95	127	126	958	400	1558
v/c Ratio	0.13	0.31	0.31	0.58	0.82	0.47
Control Delay	26.1	10.3	10.2	19.5	29.1	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	10.3	10.2	19.5	29.1	2.3
Queue Length 50th (ft)	20	8	8	108	108	0
Queue Length 95th (ft)	39	54	53	165	163	0
Internal Link Dist (ft)		756		1783		425
Turn Bay Length (ft)			430		145	
Base Capacity (vph)	744	409	409	1647	609	3332
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.31	0.31	0.58	0.66	0.47
Intersection Summary						

Queues
21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	257	249	231	505	726	1916	453
v/c Ratio	0.64	0.56	0.43	0.72	0.22	0.77	0.57
Control Delay	39.2	23.9	6.8	24.2	6.5	27.1	10.2
Queue Delay	4.7	1.6	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	25.5	6.8	24.2	6.5	27.1	10.2
Queue Length 50th (ft)	138	82	0	142	113	272	57
Queue Length 95th (ft)	225	168	58	197	145	318	150
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	403	446	537	700	3296	2483	791
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	88	81	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.68	0.43	0.72	0.22	0.77	0.57
Intersection Summary							

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	151	224	225	989	505	547	1789
v/c Ratio	0.26	0.40	0.39	0.47	0.59	1.01	0.65
Control Delay	23.2	15.2	15.0	25.3	5.5	61.7	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	2.9
Total Delay	23.2	15.2	15.0	25.3	5.5	61.7	24.4
Queue Length 50th (ft)	65	58	55	129	0	~177	380
Queue Length 95th (ft)	115	125	120	160	69	m#281	423
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	579	563	581	2106	853	544	2766
Starvation Cap Reductn	0	0	0	0	0	0	836
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.40	0.39	0.47	0.59	1.01	0.93

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	242	237	237	3084	2596	572
v/c Ratio	0.43	0.45	0.48	0.81	0.74	0.57
Control Delay	30.4	27.2	27.8	14.9	16.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.4	27.2	27.8	14.9	16.4	3.4
Queue Length 50th (ft)	122	104	110	274	339	0
Queue Length 95th (ft)	194	176	188	m332	387	54
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	561	523	498	3790	3515	998
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.45	0.48	0.81	0.74	0.57

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	653	206	205	3347	874	1884
v/c Ratio	1.13	0.38	0.40	0.90	0.80	0.51
Control Delay	111.0	24.6	25.0	23.3	15.8	11.0
Queue Delay	0.0	0.0	0.0	45.9	25.9	0.0
Total Delay	111.0	24.6	25.0	69.2	41.7	11.0
Queue Length 50th (ft)	~485	85	89	513	235	126
Queue Length 95th (ft)	#701	149	156	572	437	176
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	579	539	513	3725	1088	3725
Starvation Cap Reductn	0	0	0	1131	246	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.38	0.40	1.29	1.04	0.51

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2157	559	568	1263	247	269	263
v/c Ratio	0.98	0.61	0.97	0.36	0.80	0.76	0.73
Control Delay	39.2	4.6	53.7	1.8	55.6	37.0	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	4.6	53.7	1.8	55.6	37.0	33.9
Queue Length 50th (ft)	449	0	114	0	143	98	90
Queue Length 95th (ft)	#589	67	#260	0	#270	#230	#207
Internal Link Dist (ft)	1085			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	2210	922	583	3498	310	353	362
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.61	0.97	0.36	0.80	0.76	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) No Project - PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	632	1737	1611	568	199	205	206
v/c Ratio	0.90	0.50	0.76	0.60	0.62	0.56	0.55
Control Delay	29.8	9.3	25.5	6.4	42.8	23.3	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	9.3	25.5	6.4	42.8	23.3	22.9
Queue Length 50th (ft)	148	273	279	29	110	56	53
Queue Length 95th (ft)	m163	m281	336	113	186	135	128
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	700	3458	2132	948	323	364	373
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.50	0.76	0.60	0.62	0.56	0.55

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	100	100	411	326	1448	487	181
v/c Ratio	0.27	0.27	0.59	0.75	0.44	0.28	0.28
Control Delay	26.9	26.9	23.8	29.5	12.7	22.2	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	26.9	23.8	29.5	12.7	22.2	13.0
Queue Length 50th (ft)	43	43	75	142	192	37	1
Queue Length 95th (ft)	83	83	120	m#203	m226	109	93
Internal Link Dist (ft)		989			425	387	
Turn Bay Length (ft)			360	145			110
Base Capacity (vph)	437	437	803	432	3318	1750	650
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.23	0.51	0.75	0.44	0.28	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	581	90	89	1741	158	508
v/c Ratio	0.52	0.13	0.13	0.98	0.67	0.18
Control Delay	24.4	0.4	0.4	42.9	35.4	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	0.4	0.4	42.9	35.4	1.8
Queue Length 50th (ft)	121	0	0	~298	0	2
Queue Length 95th (ft)	169	0	0	#423	44	4
Internal Link Dist (ft)		756		1783		425
Turn Bay Length (ft)			430		145	
Base Capacity (vph)	1111	700	700	1776	270	2788
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.13	0.13	0.98	0.59	0.18

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	300	283	277	747	1920	791	189
v/c Ratio	0.67	0.62	0.59	0.64	0.61	0.54	0.38
Control Delay	38.6	25.8	24.7	32.3	23.3	32.6	7.0
Queue Delay	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Total Delay	38.6	25.8	24.7	32.3	24.7	32.6	7.0
Queue Length 50th (ft)	161	102	93	226	338	116	0
Queue Length 95th (ft)	255	196	181	279	395	148	53
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	445	459	469	1167	3169	1452	499
Starvation Cap Reductn	0	0	0	0	964	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.62	0.59	0.64	0.87	0.54	0.38
Intersection Summary							

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	322	311	294	2088	558	303	824
v/c Ratio	0.67	0.62	0.53	0.77	0.57	0.71	0.27
Control Delay	36.8	25.4	15.3	25.2	4.2	70.2	3.7
Queue Delay	0.7	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	25.8	15.3	25.2	4.2	70.2	3.7
Queue Length 50th (ft)	170	115	57	289	0	97	19
Queue Length 95th (ft)	268	213	141	337	60	#142	38
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	480	504	552	2701	982	428	3066
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	30	29	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.65	0.53	0.77	0.57	0.71	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	535	474	473	2740	1865	402
v/c Ratio	0.74	0.73	0.76	0.85	0.62	0.48
Control Delay	33.3	31.4	33.7	27.2	19.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	31.4	33.7	27.2	19.5	3.6
Queue Length 50th (ft)	286	235	252	366	255	0
Queue Length 95th (ft)	417	361	391	m423	297	59
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	720	653	621	3215	3011	838
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.73	0.76	0.85	0.62	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	905	500	500	1877	407	1865
v/c Ratio	0.94	0.57	0.60	0.80	0.57	0.79
Control Delay	41.9	17.9	18.9	31.9	14.8	22.1
Queue Delay	0.0	0.0	0.0	47.5	2.1	0.0
Total Delay	41.9	17.9	18.9	79.4	16.9	22.1
Queue Length 50th (ft)	516	191	206	308	90	171
Queue Length 95th (ft)	#804	292	317	356	185	226
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	958	872	829	2352	720	2352
Starvation Cap Reductn	0	0	0	736	184	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.57	0.60	1.16	0.76	0.79

Intersection Summary

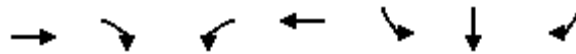
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center

Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1129	304	305	804	616	754	743
v/c Ratio	0.95	0.54	0.98	0.40	0.77	1.01	0.96
Control Delay	50.8	7.5	85.8	40.0	27.8	56.8	46.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	7.5	85.8	40.0	27.8	56.8	46.2
Queue Length 50th (ft)	244	0	96	178	294	~417	371
Queue Length 95th (ft)	#341	76	#178	221	446	#704	#645
Internal Link Dist (ft)	1085			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	1189	561	311	2011	802	750	772
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.54	0.98	0.40	0.77	1.01	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center

Cumulative Year (2040) Plus Phase 1 and 2 Project - AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	449	1372	804	463	247	315	312
v/c Ratio	1.15	0.49	0.41	0.52	0.46	0.59	0.57
Control Delay	131.3	9.9	21.4	4.2	28.4	22.5	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	131.3	9.9	21.4	4.2	28.4	22.5	21.7
Queue Length 50th (ft)	~163	104	120	0	117	108	102
Queue Length 95th (ft)	m#205	m117	155	60	193	205	191
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	389	2824	1959	898	533	533	548
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.49	0.41	0.52	0.46	0.59	0.57

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
13: Vineyard Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	273	274	147	232	434	1407	571
v/c Ratio	0.68	0.69	0.19	0.76	0.13	0.69	0.66
Control Delay	37.1	37.2	5.1	39.3	6.1	25.9	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay	37.1	37.2	5.1	39.3	6.1	25.9	18.5
Queue Length 50th (ft)	127	128	0	120	52	272	169
Queue Length 95th (ft)	211	211	23	193	36	m298	m211
Internal Link Dist (ft)		989			425	387	
Turn Bay Length (ft)			360	145			110
Base Capacity (vph)	437	437	834	361	3226	2025	861
Starvation Cap Reductn	0	0	0	0	0	0	77
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.63	0.18	0.64	0.13	0.69	0.73

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

14: Vineyard Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center

Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	122	127	126	965	400	1565
v/c Ratio	0.16	0.31	0.31	0.59	0.82	0.47
Control Delay	26.4	10.3	10.2	19.6	29.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	10.3	10.2	19.6	29.0	2.3
Queue Length 50th (ft)	25	8	8	110	108	0
Queue Length 95th (ft)	47	54	53	167	162	0
Internal Link Dist (ft)		756		1783		425
Turn Bay Length (ft)			430		145	
Base Capacity (vph)	744	409	409	1648	609	3332
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.31	0.31	0.59	0.66	0.47
Intersection Summary						

Queues

21: Archibald Ave & SR-60 WB Ramps

Ontario Airport South Cargo Center

Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	257	256	236	505	733	1943	453
v/c Ratio	0.64	0.58	0.44	0.72	0.22	0.78	0.57
Control Delay	39.2	24.6	6.8	24.1	6.5	27.4	10.4
Queue Delay	5.2	2.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	26.6	6.8	24.1	6.5	27.4	10.4
Queue Length 50th (ft)	138	86	0	142	114	278	59
Queue Length 95th (ft)	225	173	60	197	147	325	152
Internal Link Dist (ft)		1489			385	828	
Turn Bay Length (ft)	330		400	835			120
Base Capacity (vph)	403	445	541	700	3296	2483	789
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	92	85	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.71	0.44	0.72	0.22	0.78	0.57

Intersection Summary

Queues
22: Archibald Ave & SR-60 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	151	224	225	996	505	567	1797
v/c Ratio	0.26	0.40	0.39	0.47	0.59	1.04	0.65
Control Delay	23.2	15.2	15.0	25.3	5.5	71.1	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	3.1
Total Delay	23.2	15.2	15.0	25.3	5.5	71.1	24.6
Queue Length 50th (ft)	65	58	55	130	0	~190	383
Queue Length 95th (ft)	115	125	120	162	69	m#292	425
Internal Link Dist (ft)		1341		3230			385
Turn Bay Length (ft)	360		360			465	
Base Capacity (vph)	579	563	581	2106	853	544	2766
Starvation Cap Reductn	0	0	0	0	0	0	838
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.40	0.39	0.47	0.59	1.04	0.93

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

23: Haven Ave & I-10 WB Ramps

Ontario Airport South Cargo Center

Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Lane Group	WBL2	WBL	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	255	237	237	3092	2603	572
v/c Ratio	0.45	0.45	0.48	0.82	0.74	0.57
Control Delay	30.9	27.2	27.8	15.0	16.5	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	27.2	27.8	15.0	16.5	3.4
Queue Length 50th (ft)	130	104	110	276	340	0
Queue Length 95th (ft)	205	176	188	m333	389	54
Internal Link Dist (ft)		1399		351	448	
Turn Bay Length (ft)			325			
Base Capacity (vph)	561	523	498	3790	3515	998
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.45	0.48	0.82	0.74	0.57

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
24: Haven Ave & I-10 EB Ramps

Ontario Airport South Cargo Center
Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Lane Group	EBL2	EBL	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	653	206	205	3355	895	1903
v/c Ratio	1.13	0.38	0.40	0.90	0.82	0.51
Control Delay	111.0	24.6	25.0	23.4	16.7	11.0
Queue Delay	0.0	0.0	0.0	45.9	28.1	0.0
Total Delay	111.0	24.6	25.0	69.3	44.8	11.0
Queue Length 50th (ft)	~485	85	89	515	248	128
Queue Length 95th (ft)	#701	149	156	575	464	179
Internal Link Dist (ft)		1081		229		285
Turn Bay Length (ft)			325		105	
Base Capacity (vph)	579	539	513	3725	1092	3725
Starvation Cap Reductn	0	0	0	1128	236	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.38	0.40	1.29	1.05	0.51

Intersection Summary

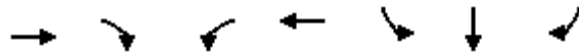
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

35: Jurupa St & I-15 SB Ramps

Ontario Airport South Cargo Center

Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2181	578	568	1285	247	276	269
v/c Ratio	0.99	0.62	0.97	0.37	0.80	0.78	0.74
Control Delay	41.5	4.8	53.9	1.8	55.6	38.9	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	4.8	53.9	1.8	55.6	38.9	35.3
Queue Length 50th (ft)	458	2	115	0	143	104	93
Queue Length 95th (ft)	#601	72	#260	0	#270	#241	#215
Internal Link Dist (ft)	1085			760		1381	
Turn Bay Length (ft)		415	210		500		
Base Capacity (vph)	2210	930	583	3498	310	353	362
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.62	0.97	0.37	0.80	0.78	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

36: Jurupa St & I-15 NB Ramps

Ontario Airport South Cargo Center

Cumulative Year (2040) Plus Phase 1 and 2 Project - PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	646	1744	1617	568	213	207	206
v/c Ratio	0.92	0.50	0.76	0.60	0.66	0.57	0.55
Control Delay	31.3	9.2	25.5	6.4	44.8	23.6	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	9.2	25.5	6.4	44.8	23.6	22.9
Queue Length 50th (ft)	155	267	281	30	118	57	53
Queue Length 95th (ft)	m165	m278	339	114	#203	136	128
Internal Link Dist (ft)		760	597			1239	
Turn Bay Length (ft)	240			160	475		475
Base Capacity (vph)	700	3458	2132	947	323	364	373
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.50	0.76	0.60	0.66	0.57	0.55

Intersection Summary

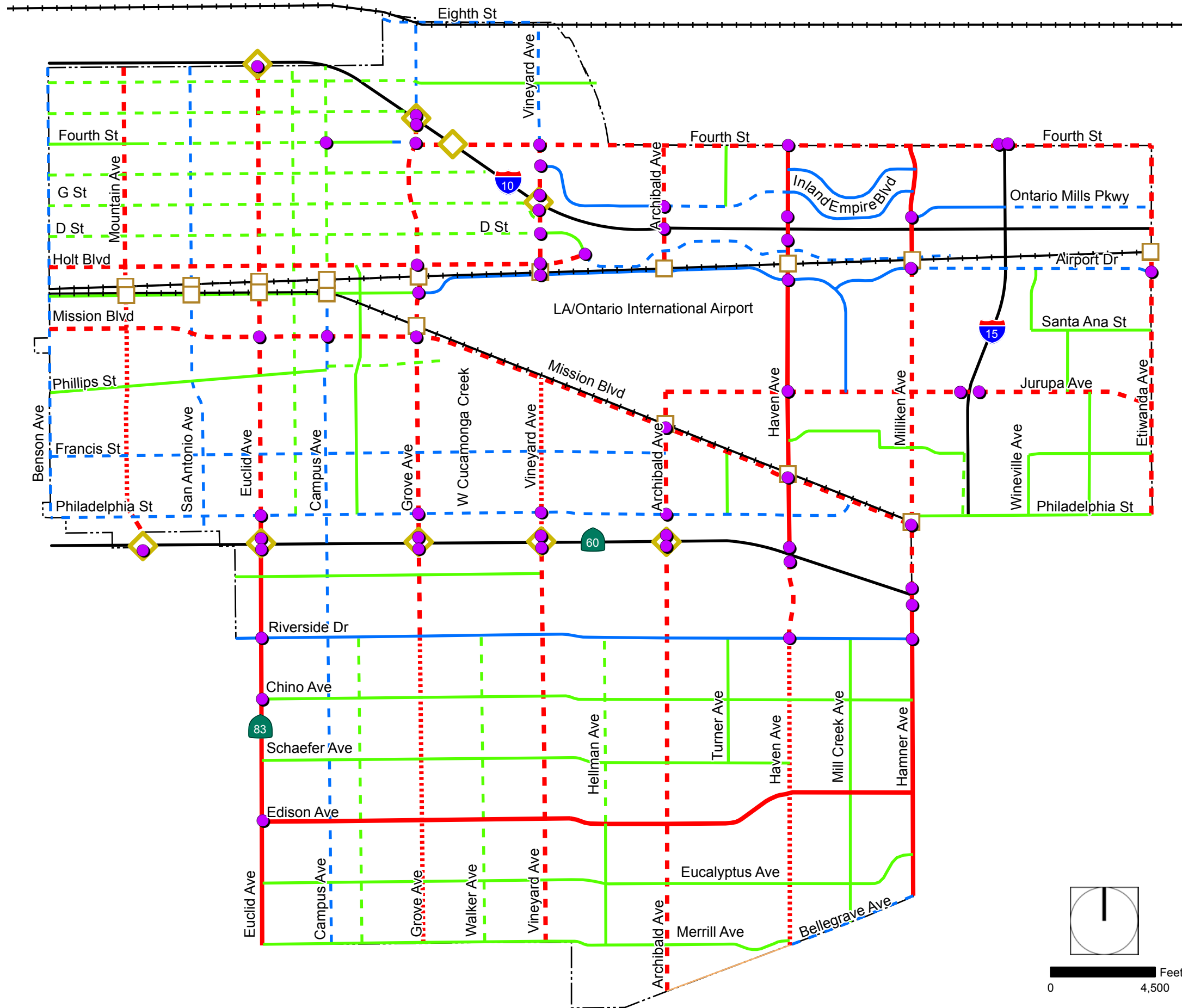
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Appendix G
General Plan Circulation Elements

City of Ontario General Plan Functional Roadway Classification Plan



- Freeways
- +— Railroads
- Other Principal Arterial
 - 8 Lanes
 - - - 6 Lanes
 - · · · 4 Lanes
- Minor Arterial
 - 6 Lanes
 - - - 4 Lanes
- Collector Street
 - 4 Lanes
 - - - 2 Lanes
- ◊ Freeway Interchange
- ◻ Grade-Separated Rail Crossings
- Enhanced Intersections

- 1) All streets not shown on the map and legend are classified as local streets.
- 2) Enhanced Intersections allow flexibility from the standard intersection configuration to increase capacity, improve operation, and respond to local conditions. Enhancements may include additional lanes, reduced median width, increased right-of-way width, removal of on-street bike lanes, or reduction of parkway width. Detailed engineering studies are necessary to identify the most effective types of improvements.
- 3) The Functional Roadway Classification Plan depicts the maximum number of lanes and does not preclude the use of fewer lanes. The goal is to use the minimum number of lanes necessary to achieve the LOS standard while minimizing pavement and right-of-way width. Detailed traffic studies are necessary to identify the necessary number of lanes.
- 4) The Functional Roadway Classification Plan is a generalized representation of the roadway system. See the Master Plan of Streets and Highways to determine the exact right-of-way, number of lanes, and roadway configuration.
- 5) State Street and Holt Boulevard, which are parallel roadways, are related and improvements to one roadway enhance conditions on the other. Due to this fact and physical constraints, the actual classification of each roadway may vary depending upon the results of further, more detailed analysis.

Appendix H
LEHD Work-To-Home Data

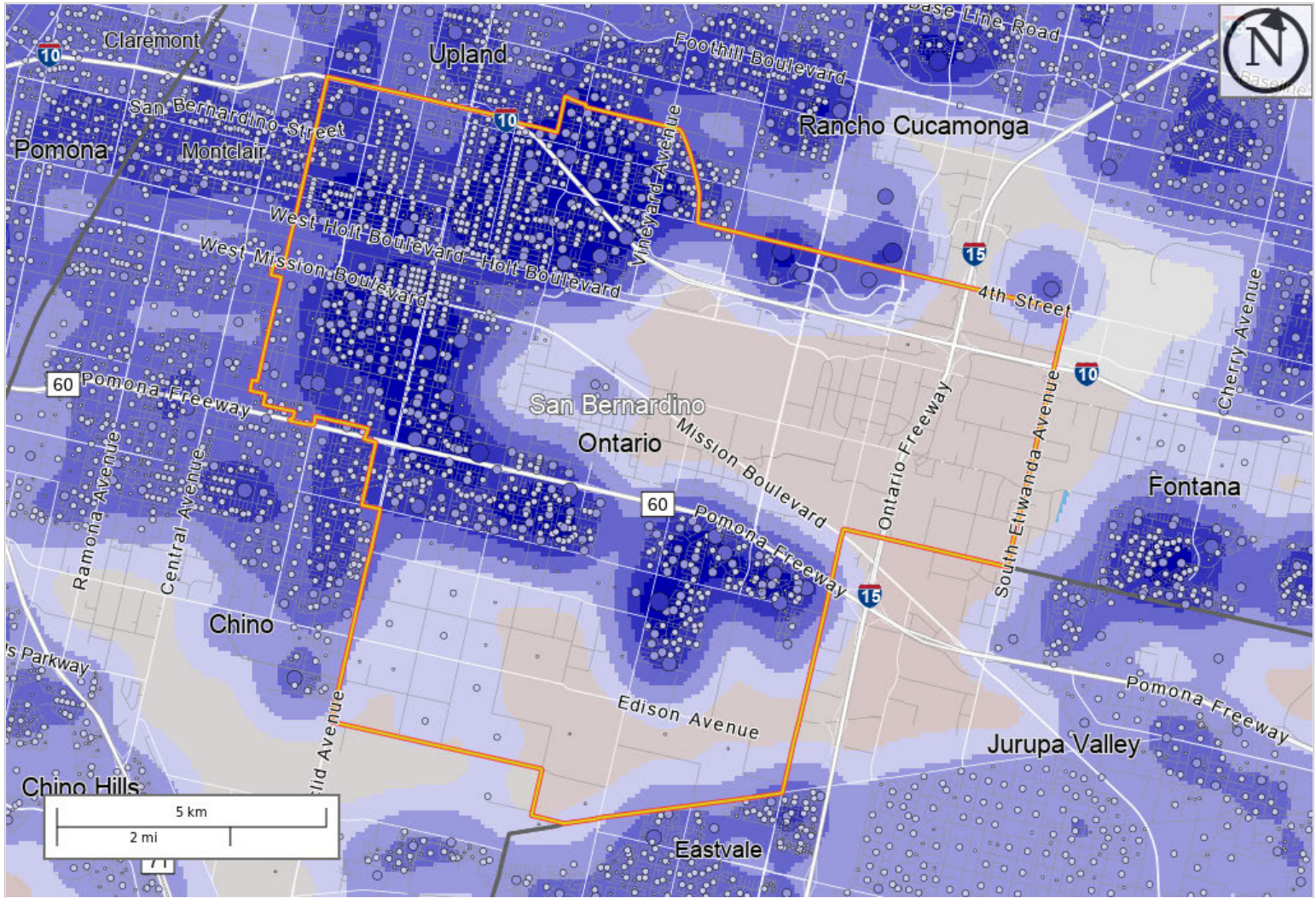
Distance/Direction Report - Work to Home

All Jobs for All Workers in 2018

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 10/14/2021

Counts and Density of Home Locations for All Jobs in Work Selection Area in 2018

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 39
- 40 - 141
- 142 - 311
- 312 - 549
- 550 - 855

Job Count [Jobs/Census Block]

- 1 - 2
- 3 - 13
- 14 - 42
- 43 - 98
- 99 - 192

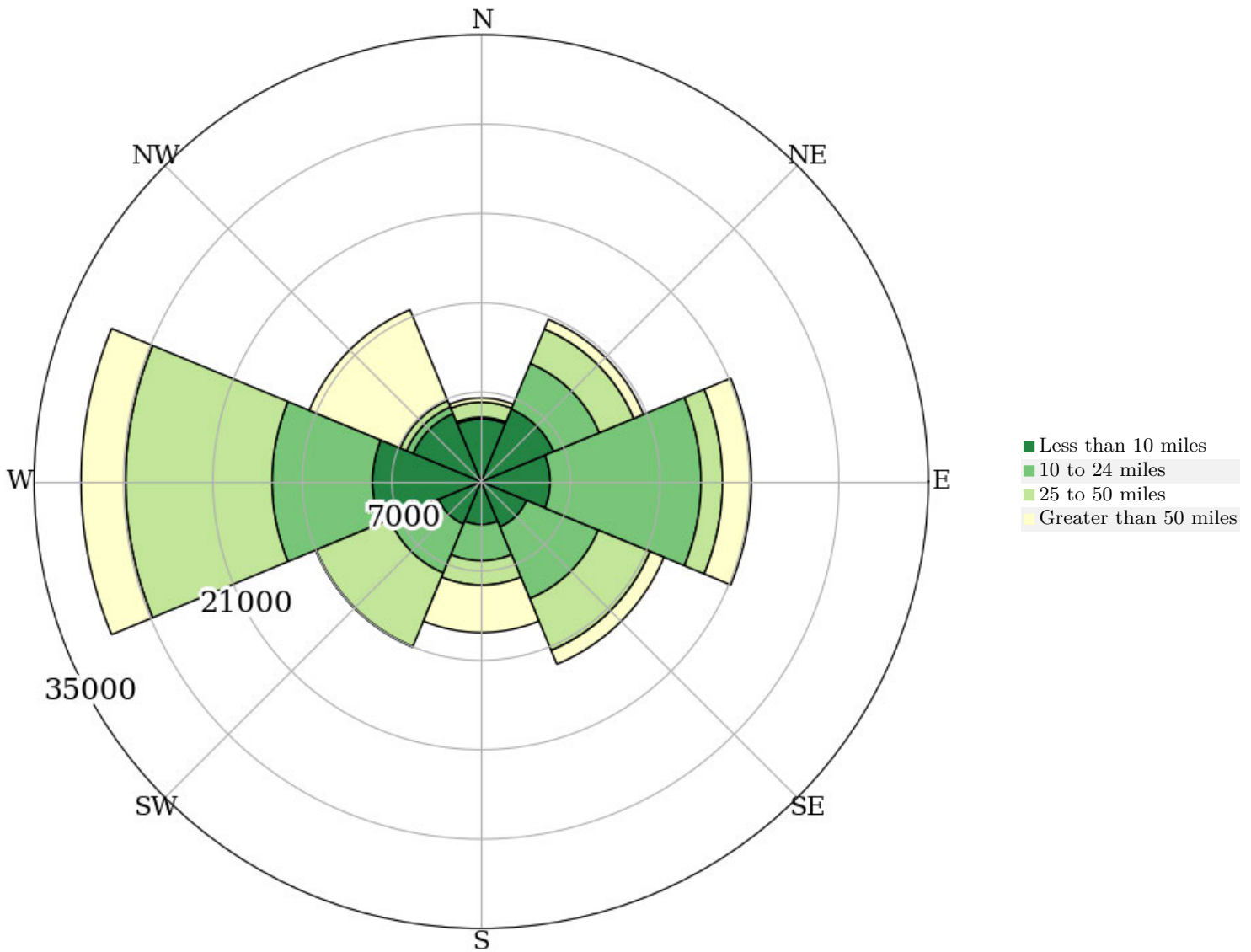
Selection Areas

- 🔷 Analysis Selection



All Jobs for All Workers in 2018

Distance and Direction from Work Census Block to Home Census Block, Employed in Selection Area



All Jobs for All Workers in 2018

Distance from Work Census Block to Home Census Block, Employed in Selection Area

Distance	2018	
	Count	Share
Total All Jobs	128,637	100.0
Less than 10 miles	41,528	32.3
10 to 24 miles	37,284	29.0
25 to 50 miles	30,324	23.6
Greater than 50 miles	19,501	15.2

Additional Information

Analysis Settings

Analysis Type	Distance/Direction
Selection area as	Work
Year(s)	2018
Job Type	All Jobs
Selection Area	Ontario city, CA from Places (Cities, CDPs, etc.)
Selected Census Blocks	1,478
Analysis Generation Date	10/14/2021 11:25 - OnTheMap 6.8
Code Revision	5dc8e60ec2609d78ebfa7d4b188db13aacbb1ba6
LODES Data Version	20201117_1559

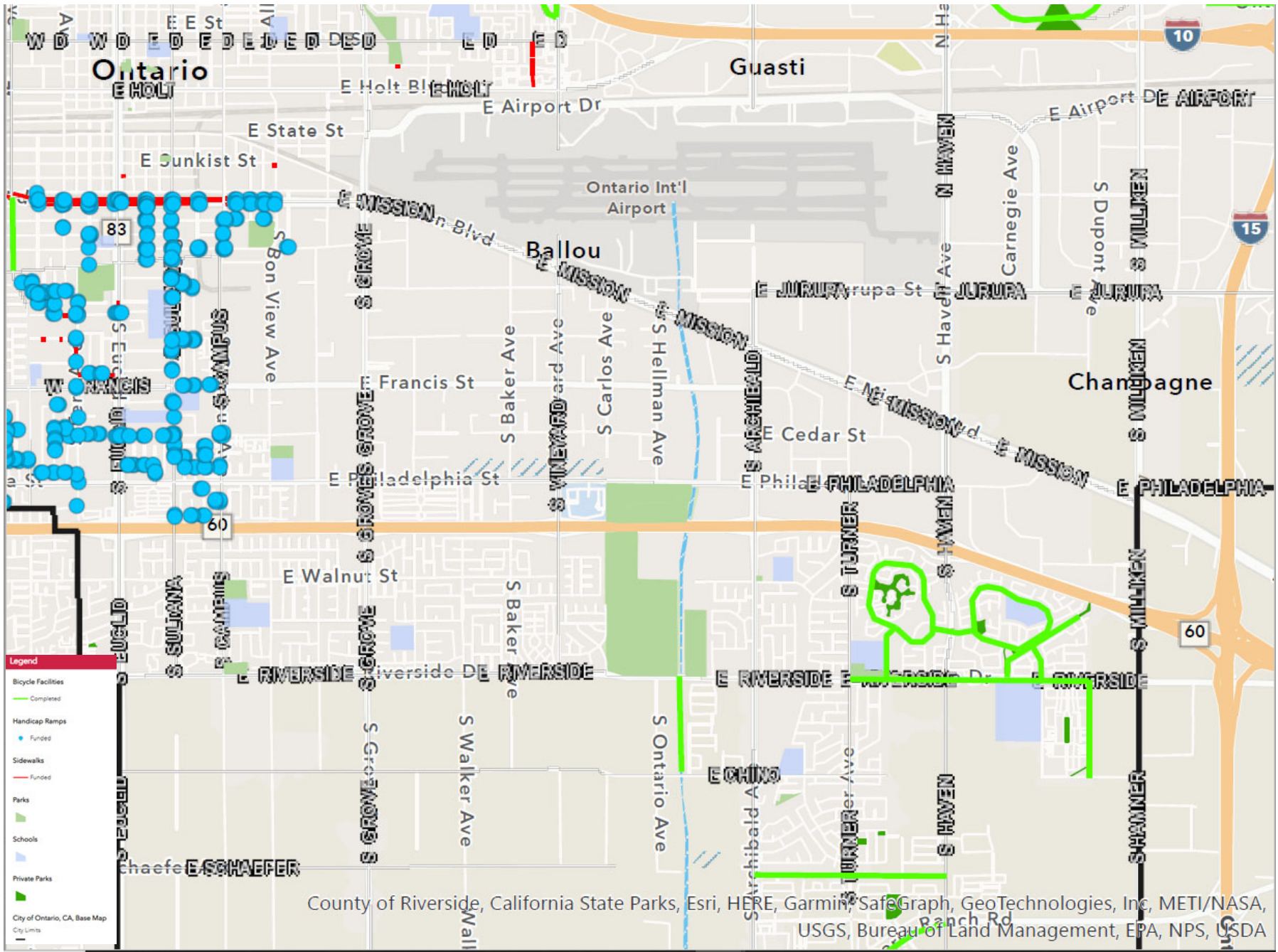
Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2018).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011 and in 2018.

Appendix I
Ontario Active Transportation Master Plan
Planned Pedestrian Facilities



County of Riverside, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

Appendix J
Traffic Signal Warrant Study and
Archibald & Jurupa Signal Warrants



Major Street Jurupa Street
 Minor Street Archibald Avenue

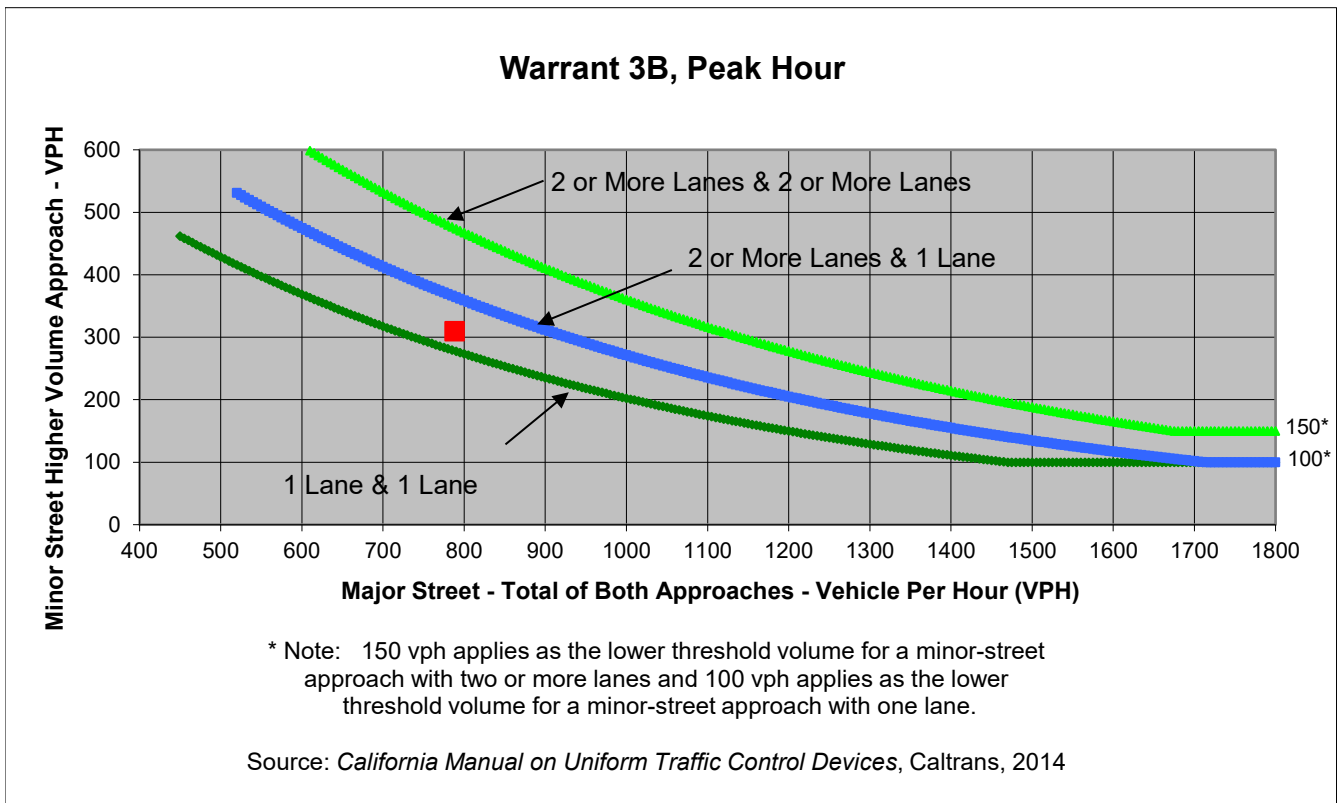
Project Ontario South Cargo Center
 Scenario Opening Year 2025 No Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	30	90	10	368
Through	120	30	100	120
Right	160	10	20	170
Total	310	130	130	658

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Jurupa Street	Archibald Avenue	
Number of Approach Lanes	4	3	<u>NO</u>
Traffic Volume (VPH) *	788	310	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Jurupa Street
 Minor Street Archibald Avenue

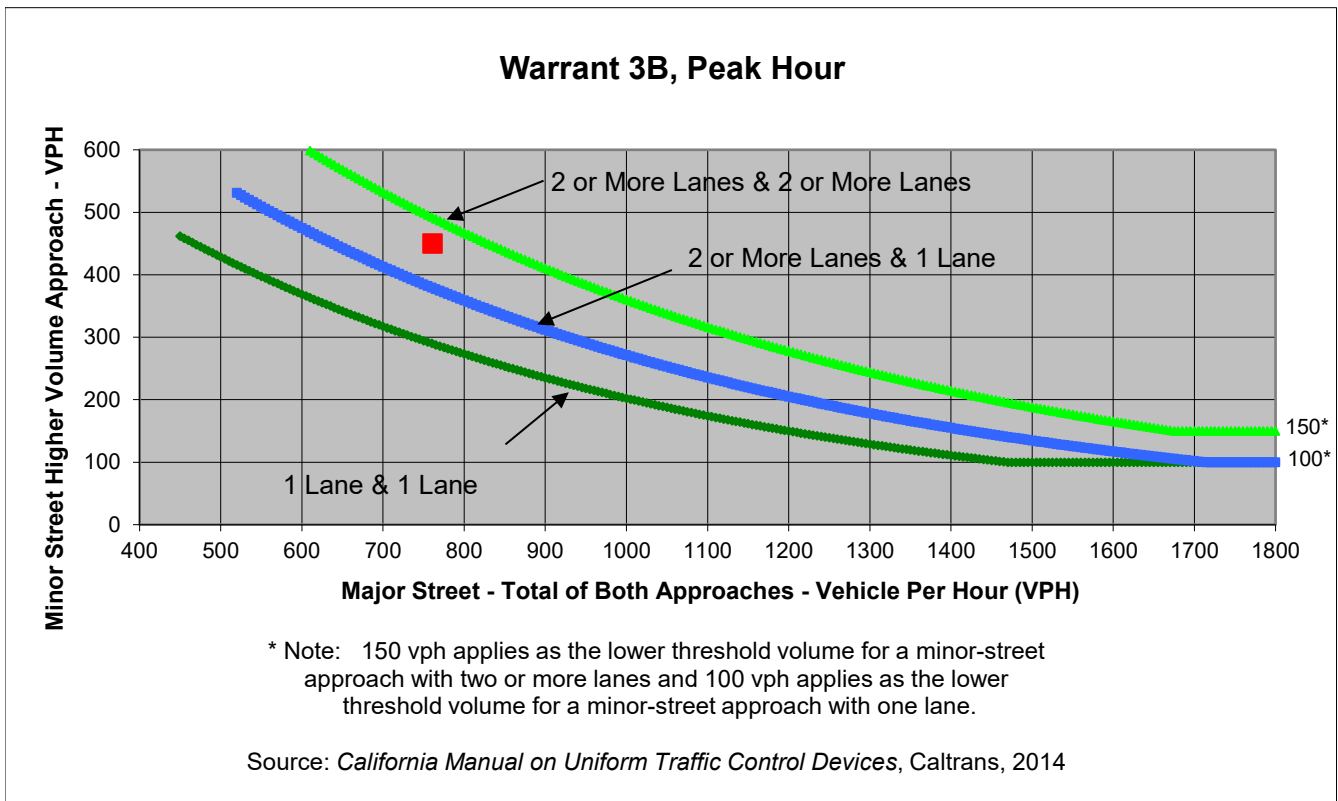
Project Ontario South Cargo Center
 Scenario Opening Year 2025 No Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	20	20	20	381
Through	80	10	140	80
Right	350	10	20	120
Total	450	40	180	581

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Jurupa Street	Archibald Avenue	
Number of Approach Lanes	4	3	<u>NO</u>
Traffic Volume (VPH) *	761	450	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Jurupa Street
 Minor Street Archibald Avenue

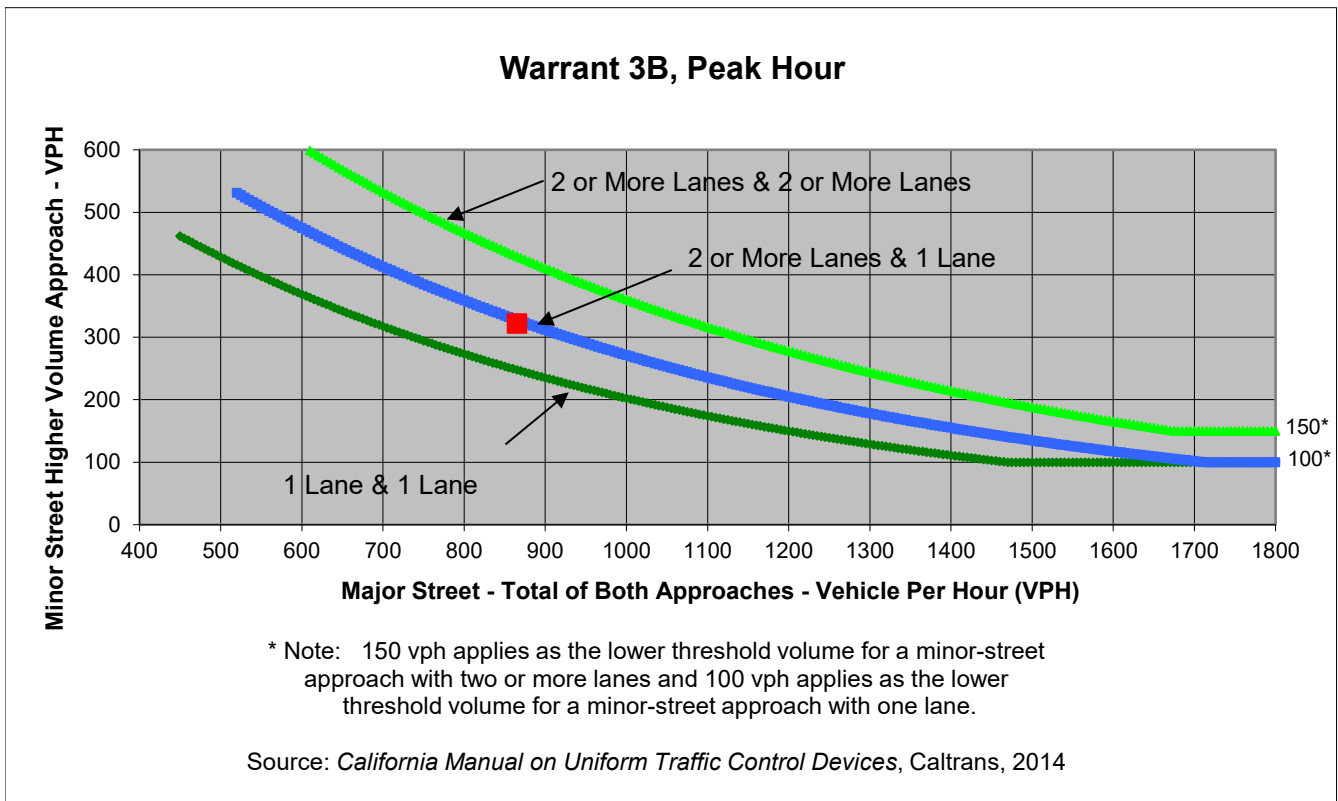
Project Ontario South Cargo Center
 Scenario Opening Year 2025 Plus Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	42	90	10	358
Through	120	30	131	153
Right	160	10	43	170
Total	322	130	184	681

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Jurupa Street	Archibald Avenue	
Number of Approach Lanes	4	3	<u>NO</u>
Traffic Volume (VPH) *	865	322	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Jurupa Street
 Minor Street Archibald Avenue

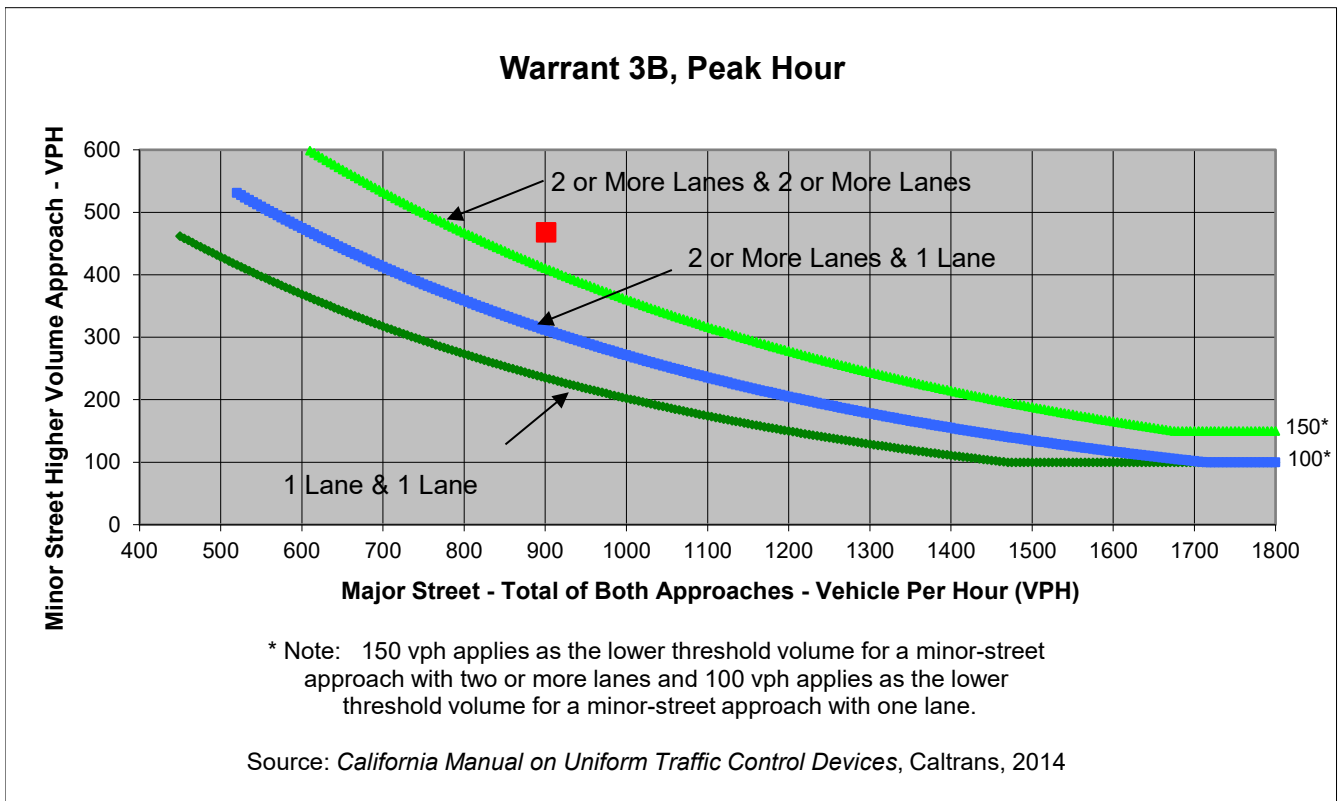
Project Ontario South Cargo Center
 Scenario Opening Year 2025 Plus Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	38	20	20	381
Through	80	10	204	130
Right	350	10	46	120
Total	468	40	270	631

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Jurupa Street	Archibald Avenue	
Number of Approach Lanes	4	3	<u>YES</u>
Traffic Volume (VPH) *	901	468	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Jurupa Street
 Minor Street Archibald Avenue

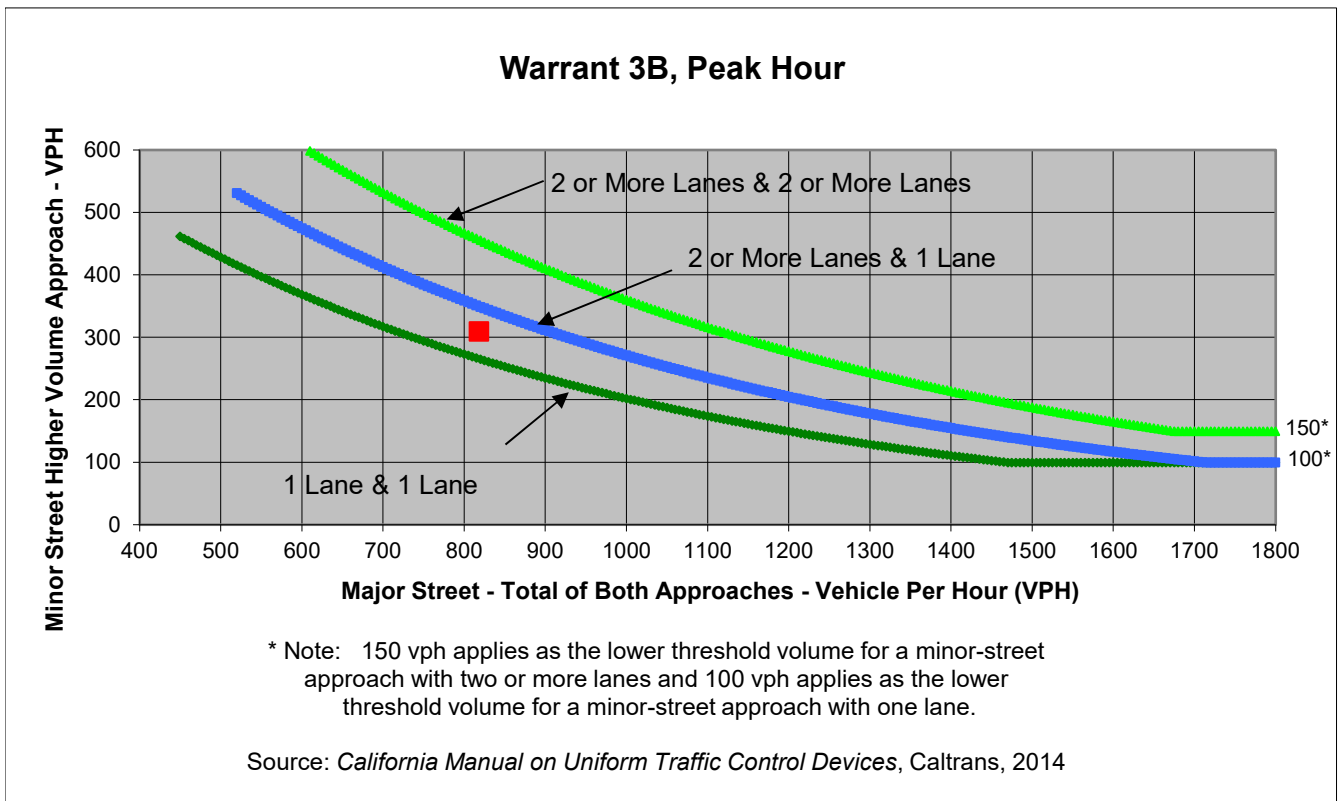
Project Ontario South Cargo Center
 Scenario Opening Year 2029 No Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	30	90	10	378
Through	120	30	110	120
Right	160	10	20	180
Total	310	130	140	678

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Jurupa Street	Archibald Avenue	
Number of Approach Lanes	4	3	<u>NO</u>
Traffic Volume (VPH) *	818	310	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Jurupa Street
 Minor Street Archibald Avenue

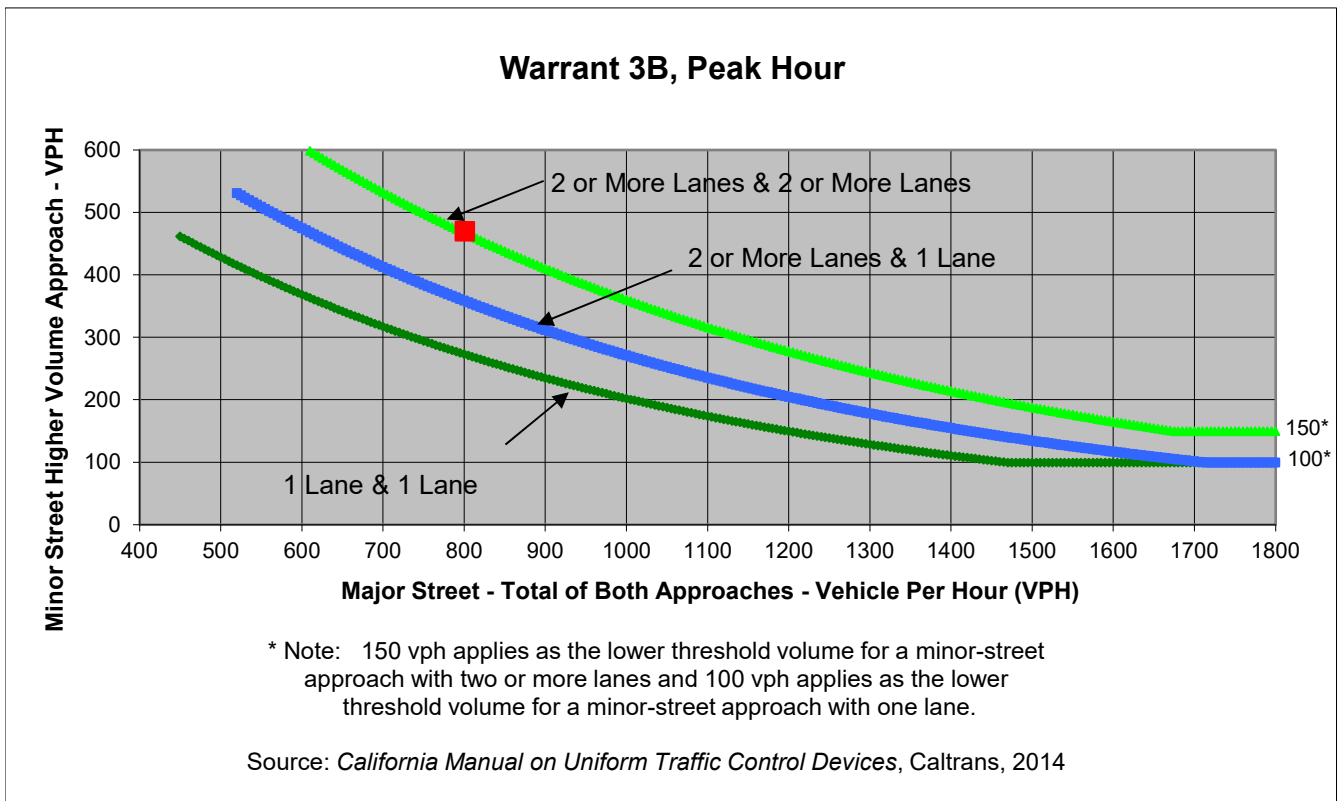
Project Ontario South Cargo Center
 Scenario Opening Year 2029 Plus Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	20	20	20	401
Through	90	20	140	80
Right	360	20	30	130
Total	470	60	190	611

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Jurupa Street	Archibald Avenue	
Number of Approach Lanes	4	3	<u>YES</u>
Traffic Volume (VPH) *	801	470	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



Major Street Jurupa Street
 Minor Street Archibald Avenue

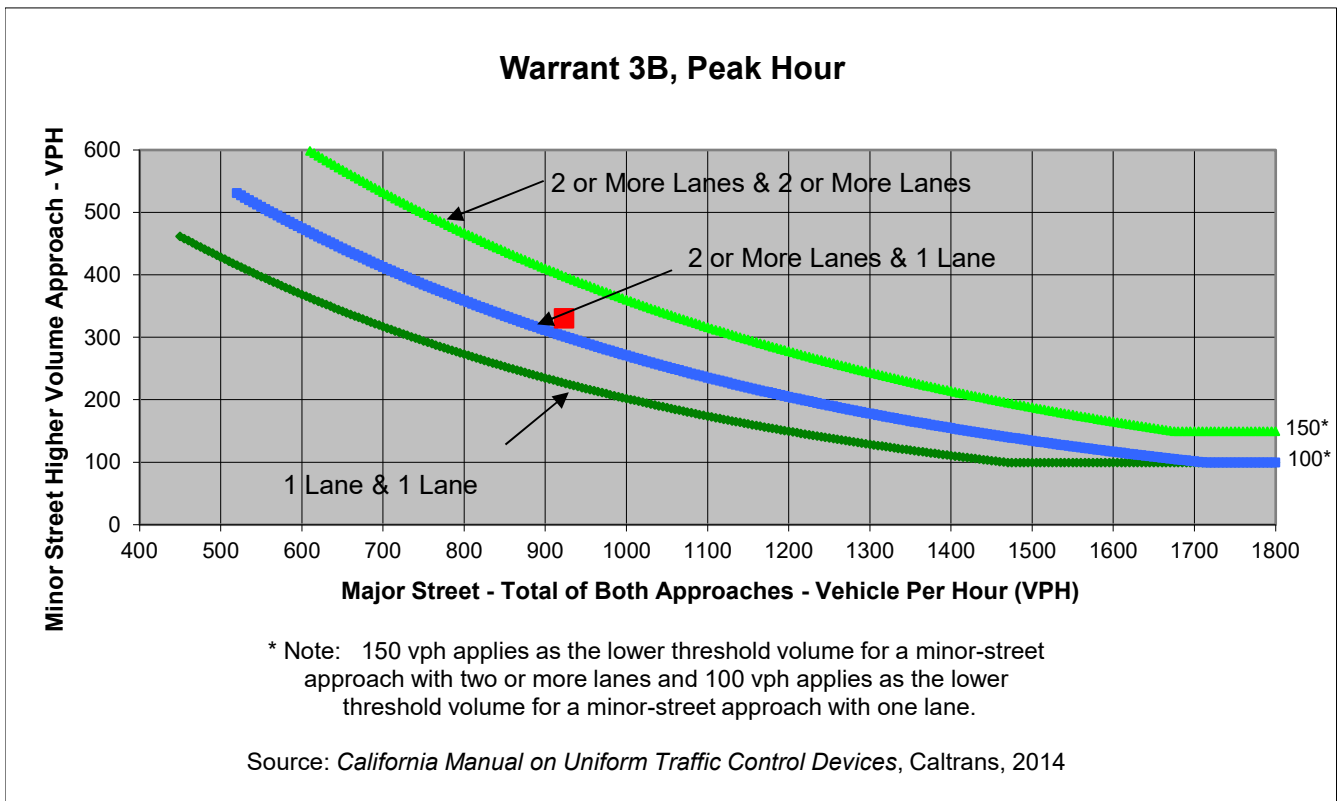
Project Ontario South Cargo Center
 Scenario Opening Year 2029 Plus Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	51	90	10	378
Through	120	30	141	153
Right	160	10	61	180
Total	331	130	212	711

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Jurupa Street	Archibald Avenue	
Number of Approach Lanes	4	3	<u>NO</u>
Traffic Volume (VPH) *	923	331	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Jurupa Street
 Minor Street Archibald Avenue

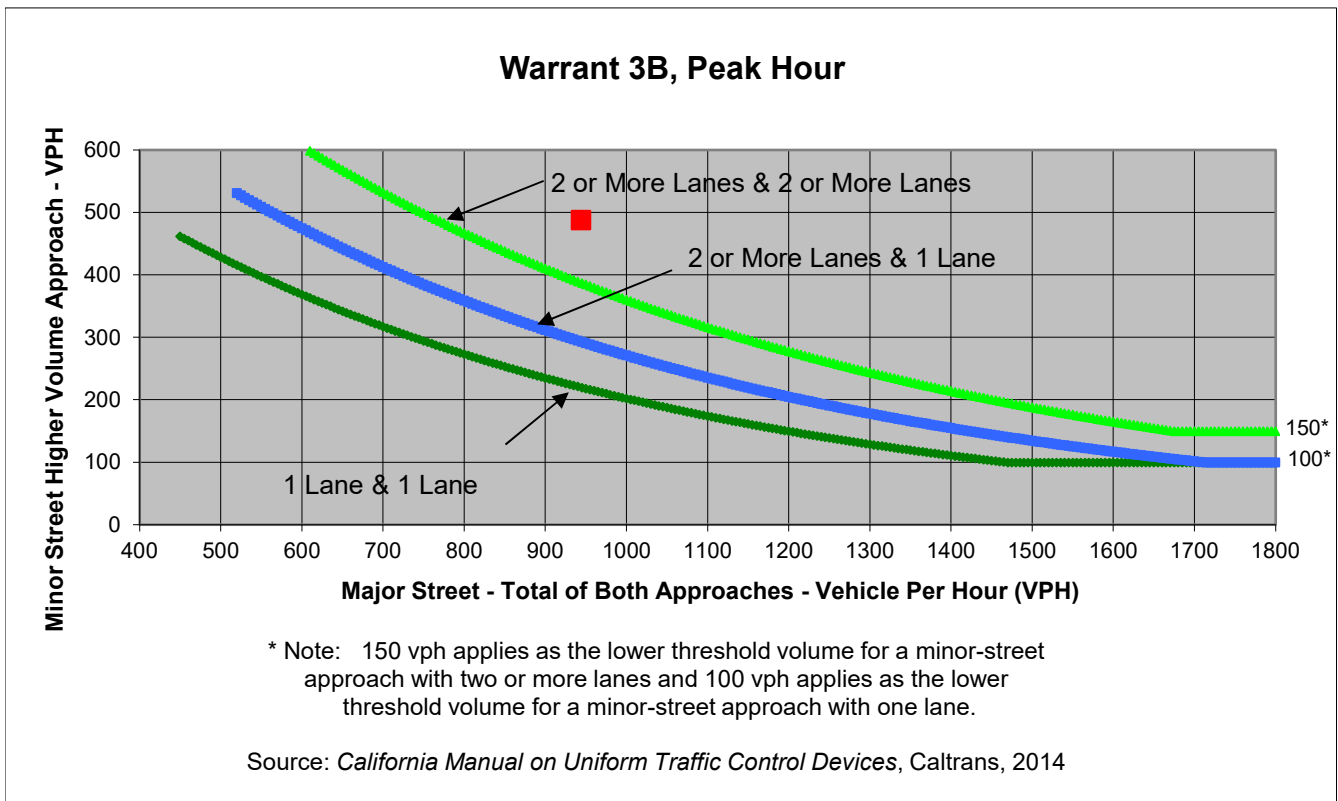
Project Ontario South Cargo Center
 Scenario Opening Year 2029 Plus Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	38	20	20	401
Through	90	20	207	130
Right	360	20	56	130
Total	488	60	283	661

Major Street Direction

 North/South
 x East/West



	Major Street	Minor Street	Warrant Met
	Jurupa Street	Archibald Avenue	
Number of Approach Lanes	4	3	<u>YES</u>
Traffic Volume (VPH) *	944	488	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Jurupa Street
 Minor Street Archibald Avenue

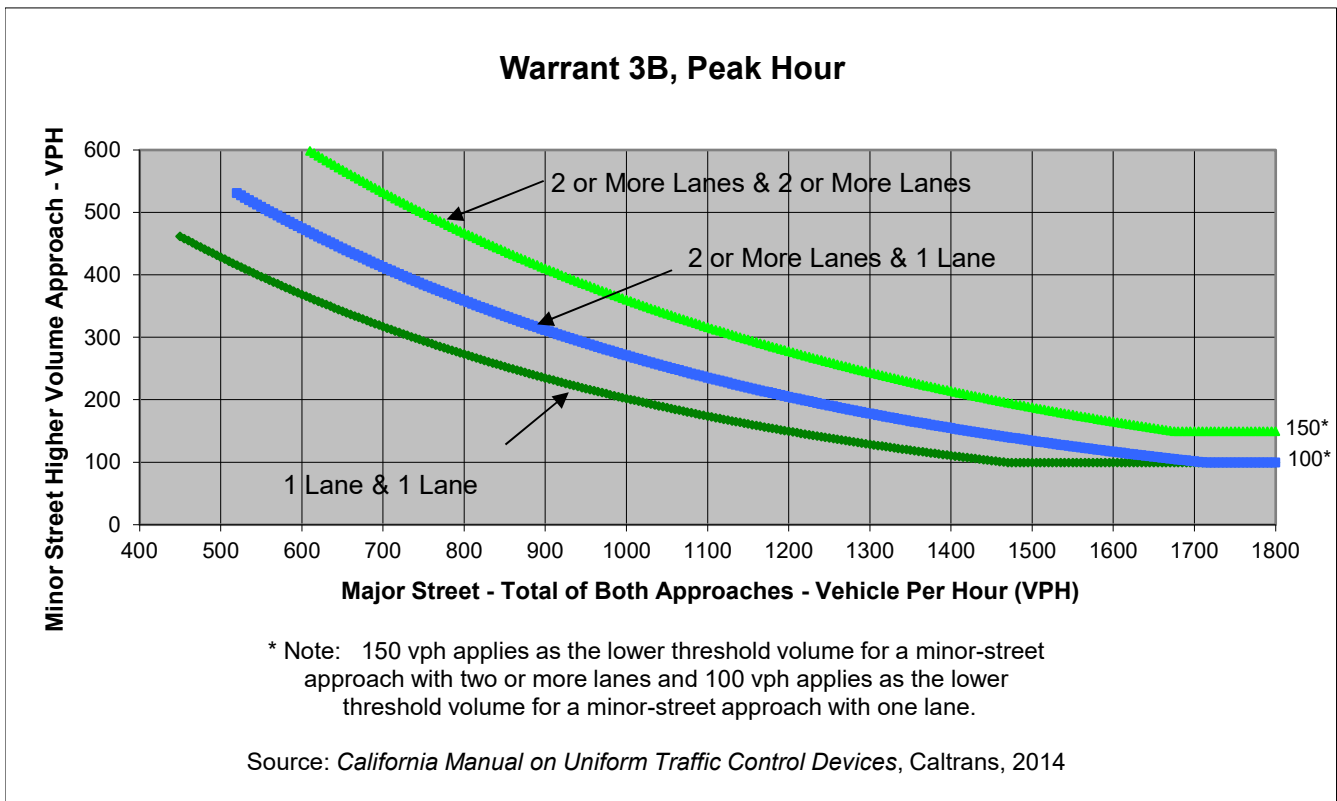
Project Ontario South Cargo Center
 Scenario Future Year No Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	30	90	20	530
Through	110	30	200	110
Right	1,010	20	20	180
Total	1,150	140	240	820

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Jurupa Street	Archibald Avenue	
Number of Approach Lanes	4	4	YES
Traffic Volume (VPH) *	1,060	1,150	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Jurupa Street
 Minor Street Archibald Avenue

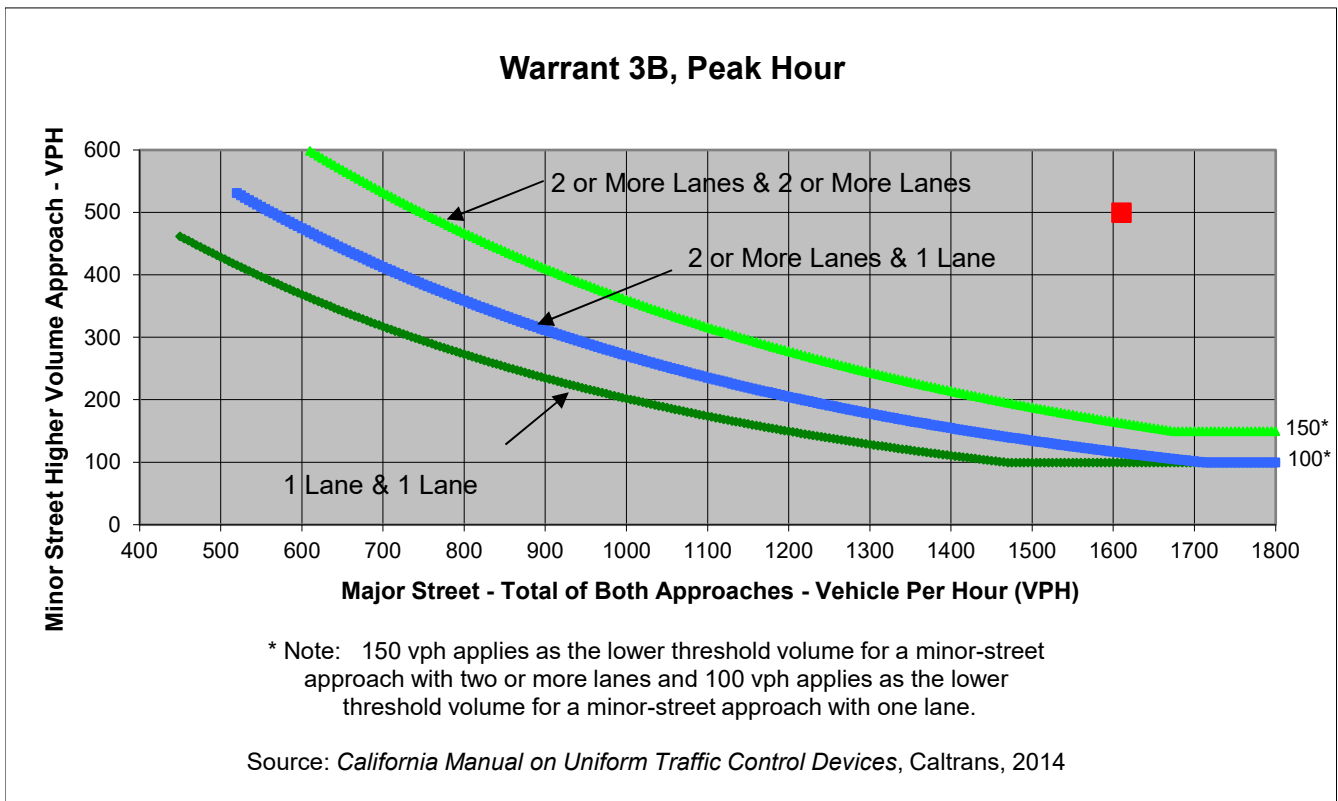
Project Ontario South Cargo Center
 Scenario Future Year No Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	30	30	30	1,210
Through	90	20	130	90
Right	380	20	30	120
Total	500	70	190	1,420

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Jurupa Street	Archibald Avenue	
Number of Approach Lanes	4	4	<u>YES</u>
Traffic Volume (VPH) *	1,610	500	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Jurupa Street
 Minor Street Archibald Avenue

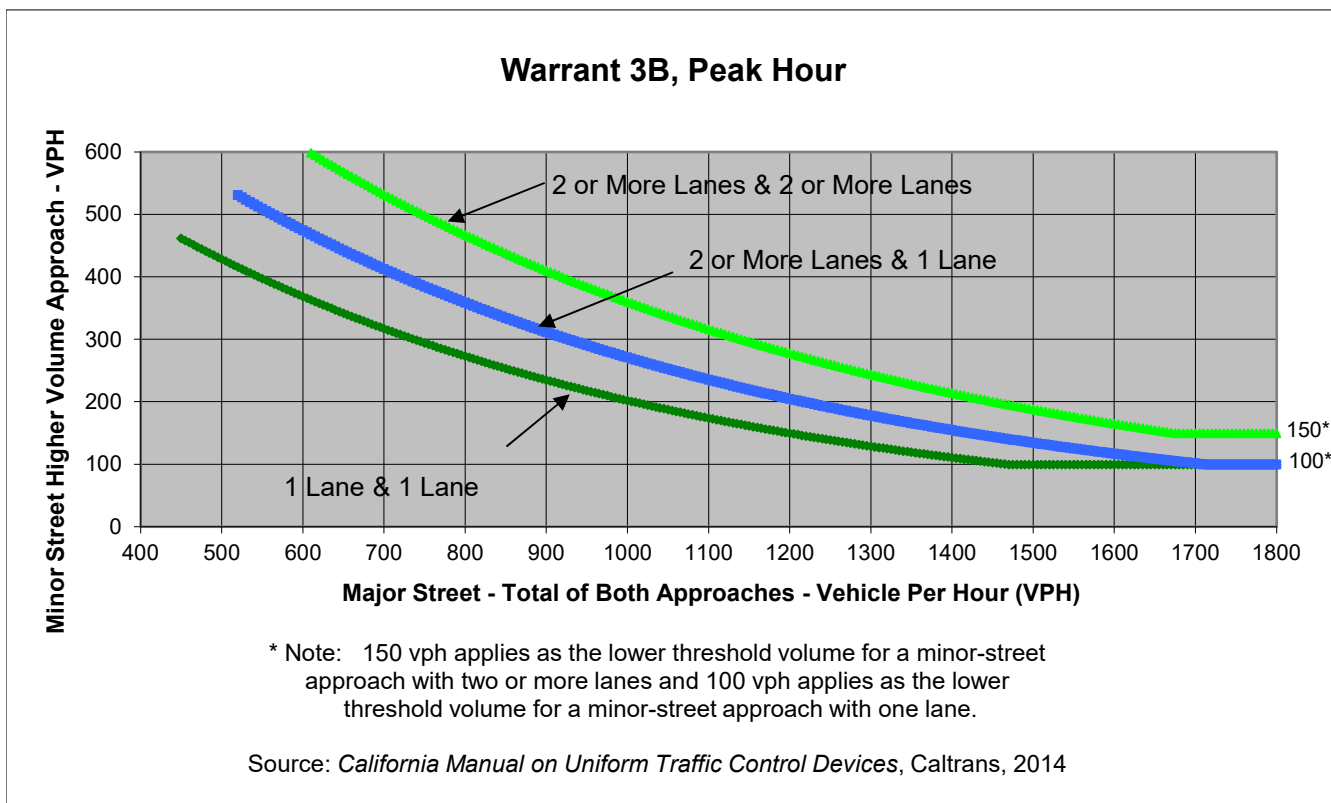
Project Ontario South Cargo Center
 Scenario Future Year Plus Project
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	51	90	20	530
Through	110	30	131	143
Right	1,010	20	61	180
Total	1,171	140	212	853

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Jurupa Street	Archibald Avenue	
Number of Approach Lanes	4	4	YES
Traffic Volume (VPH) *	1,065	1,171	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Jurupa Street
 Minor Street Archibald Avenue

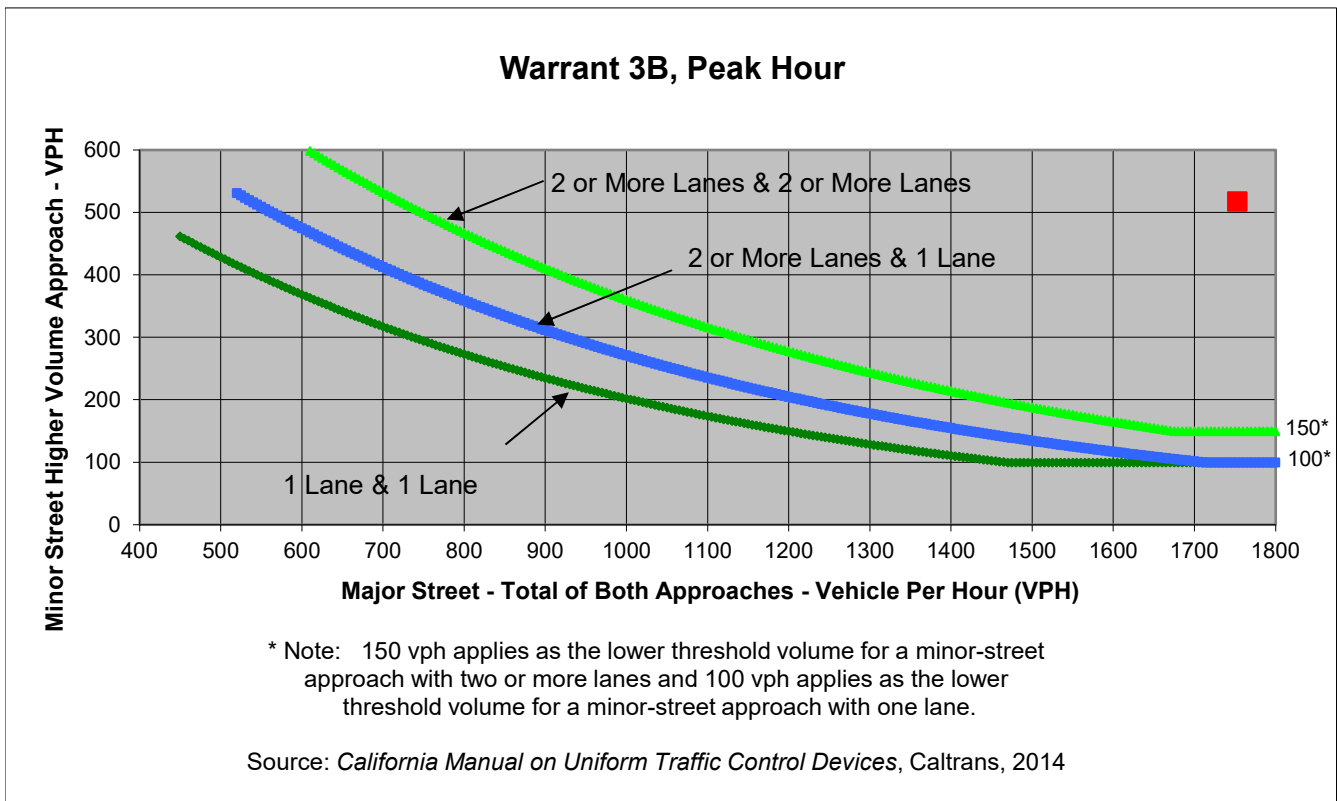
Project Ontario South Cargo Center
 Scenario Cumulative Year Plus Project
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	48	30	30	1,210
Through	90	20	197	140
Right	380	20	56	120
Total	518	70	283	1,470

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Jurupa Street	Archibald Avenue	
Number of Approach Lanes	4	4	YES
Traffic Volume (VPH) *	1,753	518	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Memorandum

Date: October 21, 2022

To: Tony Locacciato, Meridian Consultants, LLC

From: Paul Herrmann, P.E.
Raymond Poss

Subject: Ontario International Airport South Airport Cargo Center – Project Access Signal Warrant Analysis

OC21-0825

This memorandum summarizes the results of a signal warrant analysis conducted by Fehr & Peers for the Ontario International Airport South Airport Cargo Center Project (Project) Access Driveway. The Driveway provides access to the proposed parking garage (900 parking spaces) south of Avion Street and parking lot (33 parking spaces) north of Avion Street. The analysis followed the California Manual on Uniform Traffic Control Devices (CA-MUTCD) 2014 edition, Revision 4. Based on our analysis, the Project access driveway intersection **does not meet warrants** for signalization.

The remainder of this memorandum is separated into the following sections: Study Intersection, Traffic Volumes, Assumptions and Methodologies, Traffic Signal Warrant Analysis, and Conclusions.

Study Intersections

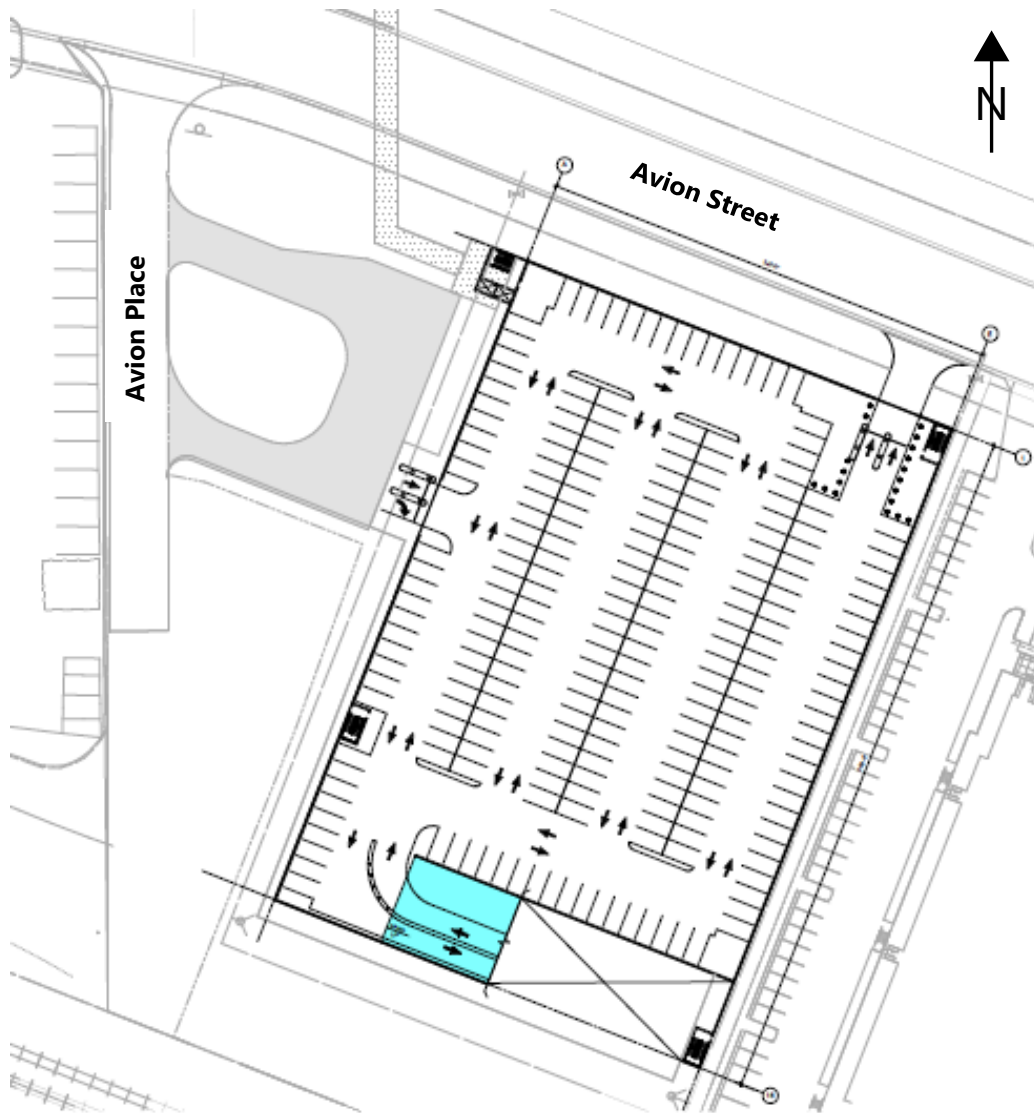
This assessment evaluates the need for a traffic signal at the access driveways of the Project. There are the following three access driveways to the Project:

- Avion Street at Avion Place
- Avion Street at the parking garage exit
- Avion Street at the north parking lot driveway

As shown in **Figure 1**, Avion Place provides access to the parking garage entrance and a turn-around loop available for kiss-and-ride. Avion Street at the parking garage exit and north parking lot entrance are offset but assumed to be the same intersection in this assessment.



Figure 1: Employee Parking Garage Layout



Traffic Volumes

Fehr & Peers referenced traffic counts and forecasts prepared in the *Draft Ontario International Airport South Airport Cargo Center Draft Transportation Impact Study* (Fehr & Peers, September 2022) to prepare traffic volume signal warrants in this study. Cumulative Year (2040) Plus Project traffic volume forecasts were utilized for the warrants to provide a “worst-case” evaluation as this scenario contains the highest traffic volumes and are most likely to trigger traffic signal warrant. Truck trips were also converted to Passenger Car Equivalents (PCE) to conservatively account for the truck volumes forecast on Avion Street



and due to the project. Project turning movement volumes for conditions not forecast in the traffic study were estimated from the proposed employee shift schedules.

Assumptions and Methodologies

Each signal warrant requires specific inputs and calculations as outlined in the CA-MUTCD. To evaluate the warrants, Fehr & Peers used the following key assumptions as inputs:

- Lane Geometry:
 - Two lanes on the major street (Avion St.) in each direction. Though Avion Street currently has a single lane in each direction, it is planned to be widened to two lanes as part of a separate project prior to the completion of this Project.
 - Two lanes out on the minor street (Employee parking)
 - Single lane out of the north parking lot
- Posted speed limit is 30 Miles Per Hour
- Traffic signal warrants 1-3 are based on conflicting traffic volumes and are dependent on outbound traffic from a minor leg conflicting with traffic on the main street. Outbound traffic from Avion Place is assumed to be minor and therefore warrant analysis was focused on the intersection of Avion Street at the parking garage exit and north parking lot entrance

Traffic Signal Warrant Analysis

The traffic signal warrant analyses were conducted in accordance with the procedures described in Chapter 4C of the CA-MUTCD. The CA-MUTCD contains nine possible traffic signal warrants. Below is a summary of each traffic signal warrant, their applicability to the Project, and whether the applicable warrant is met under the Cumulative Year (2040) Plus Project scenario. In accordance with the CA-MUTCD, the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal. **Appendix A** provides the related worksheets for each traffic signal warrant.

Warrant 1, Eight-Hour Vehicular Volume

This warrant consists of meeting either Condition A or Condition B of Section 4C.02 of the CAMUTCD.

- Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
- Condition B is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.



Based on the worksheet calculations in **Appendix A, Warrant 1 is not met** under Cumulative Year (2040) Plus Project conditions. Minor street existing volumes would have to be approximately 200% higher for eight hours on a typical day in order to meet Warrant 1.

Warrant 2, Four-Hour Vehicular Volume

This signal warrant is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Based on the worksheet calculations in **Appendix A, Warrant 2 is not met** under Cumulative Year (2040) Plus Project conditions. While the major street does show higher volumes, minor volumes would need to be about twice as high in order to satisfy this warrant under the two lanes in each direction condition. Given these conservative estimates, the employee parking minor approach volume is not expected to meet Warrant 2 thresholds for four hours on a typical day.

Warrant 3, Peak Hour

This signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. This is the most common traffic signal warrant that is typically met. Based on the worksheet calculations in **Appendix A, Warrant 3 is not met** under Cumulative Year (2040) Plus Project conditions for the AM or PM peak hour scenario. The peak hour volume on the minor street would need to more than double in order to meet the thresholds of Warrant 3 on a typical day.

The noon hour was also reviewed for peak hour traffic signal warrant as that hour is the end of the morning shift change with the highest amount of outbound project traffic volume. Based on the forecast traffic, this hour is near the threshold for warranting a traffic signal for a two lane major and one lane minor approach, however, this hour does not meet the threshold for the two lanes in each direction scenario. The parking garage will have two outbound lanes to assist with vehicle egress during this shift change and alleviate potential vehicle queuing in the garage.

Warrant 4, Pedestrian Volume

This signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. Warrant 4 was not performed at this intersection due to low existing pedestrian crossing volumes during peak periods and the proposed pedestrian bridge that will connect the parking garage to the Project. The Project is **not expected to generate sufficient pedestrian crossing volumes** across Avion Street to satisfy this warrant.



Warrant 5, School Crossing

This signal warrant is intended for application when schoolchildren crossing the major street is the principal reason to consider installing a traffic control signal. This warrant is **not applicable** to this intersection because the Project access intersection is not located in close proximity to a school and the intersection is not an established school crossing.

Warrant 6, Coordinated Signal System

This signal warrant considers progressive movement in a coordinated signal system. This sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles. This warrant is **not applicable** to this intersection, as Avion Street is a private street not on a coordinated traffic signal corridor. Adjacent intersections are currently stop-controlled and the future conditions intersection operations analysis shows intersections along Avion Street operating at acceptable LOS and without heavy congestion.

Warrant 7, Crash Experience

This signal warrant is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. Traffic collision data was obtained for this intersection using the California Highway Patrol Statewide Integrated Traffic Records System. Because there were fewer than five (5) crashes along Avion Street near the project in the prior five (5) years, **this warrant is not met.**

Warrant 8, Roadway Network

This signal warrant considers installing a traffic control signal to encourage concentration and organization of traffic flow on a roadway network. This **warrant is not met** due to the requirement that both streets be considered major routes; the parking lot and parking garage are site access driveways.

Warrant 9, Intersection Near a Grade Crossing

This signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal. Warrant 9 applies to situations where a grade crossing crosses the minor street and the minor street approach is controlled by a STOP or YIELD sign. There is an existing railroad crossing on Vineyard Avenue south of Avion Drive, approximately a half mile from the Project access intersection with a stop-controlled intersection at Vineyard Avenue and Avion Street. Given the intersection's proximity to the railroad crossing, this warrant was **not applicable.**



Conclusion

Based on the signal warrant analysis performed above, a traffic signal is **not warranted** at the Project access intersection. This conclusion is dependent on the parking garage providing at least two outbound lanes to ensure that a traffic signal is not warranted during the noon shift change.

This analysis examined the general correlation between the planned level of future development and the need to install new traffic signals. It estimated future development-generated traffic compared against the standard traffic signal warrants recommended in the Federal Highway Administration MUTCD and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. Should the OIAA decide to install a traffic signal at the Project access intersection, further studies should be conducted to analyze the safety, coordination, and interactions of drivers. OIAA should undertake regular monitoring of actual traffic conditions and collision data, and timely re-evaluation of the full set of traffic signal warrants in order to prioritize and program intersections for signalization.



Appendix A:

Signal Warrant Analysis



Appendix A-1: Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Condition C – Combination of Warrants

In exceptional cases, signals occasionally may be justified where no single warrant is satisfied but where Warrants 1A and 1B are satisfied to the extent of 0% or more of the stated values.



Warrant 1: Cumulative Year (2040) Estimated Volumes (100% Warrant)							
Time	Major Street (E. Avion St.)		Minor Street (Employee Parking)			Condition Met	
	Volume on major street (Total of both approaches)	Threshold		Veh/hour on higher volume minor street (one direction only)	Threshold		
		Condition A	Condition B		Condition A		Condition B
		600	900		200	100	
12:00 AM		144			0		None
1:00 AM		131			15		None
2:00 AM		93			0		None
3:00 AM		104			212		None
4:00 AM		226			363		None
5:00 AM		767			90		None
6:00 AM		526			21		None
7:00 AM		616			0		None
8:00 AM		571			0		None
9:00 AM		651			0		None
10:00 AM		576			0		None
11:00 AM		688			12		None
12:00 PM		624			524		A
1:00 PM		823			53		None
2:00 PM		990			12		None
3:00 PM		969			48		None
4:00 PM		919			120		None
5:00 PM		860			0		None
6:00 PM		534			0		None
7:00 PM		475			0		None
8:00 PM		414			15		None
9:00 PM		197			0		None
10:00 PM		149			44		None
11:00 PM		138			42		None

Condition A: Not Met

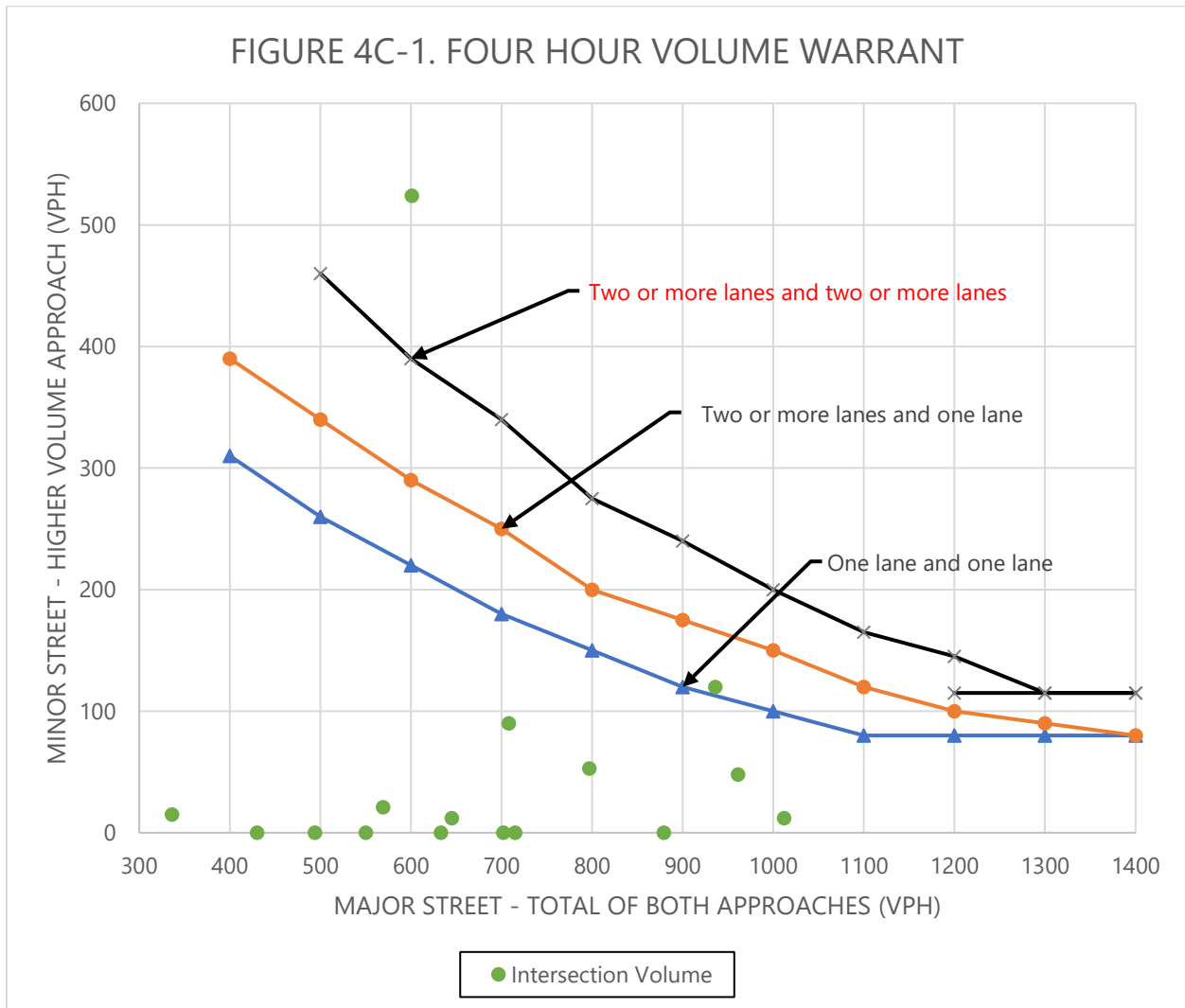
Condition B: Not Met

Condition C: Not Met



Appendix A-2: Warrant 2, Four-Hour Vehicular Volume

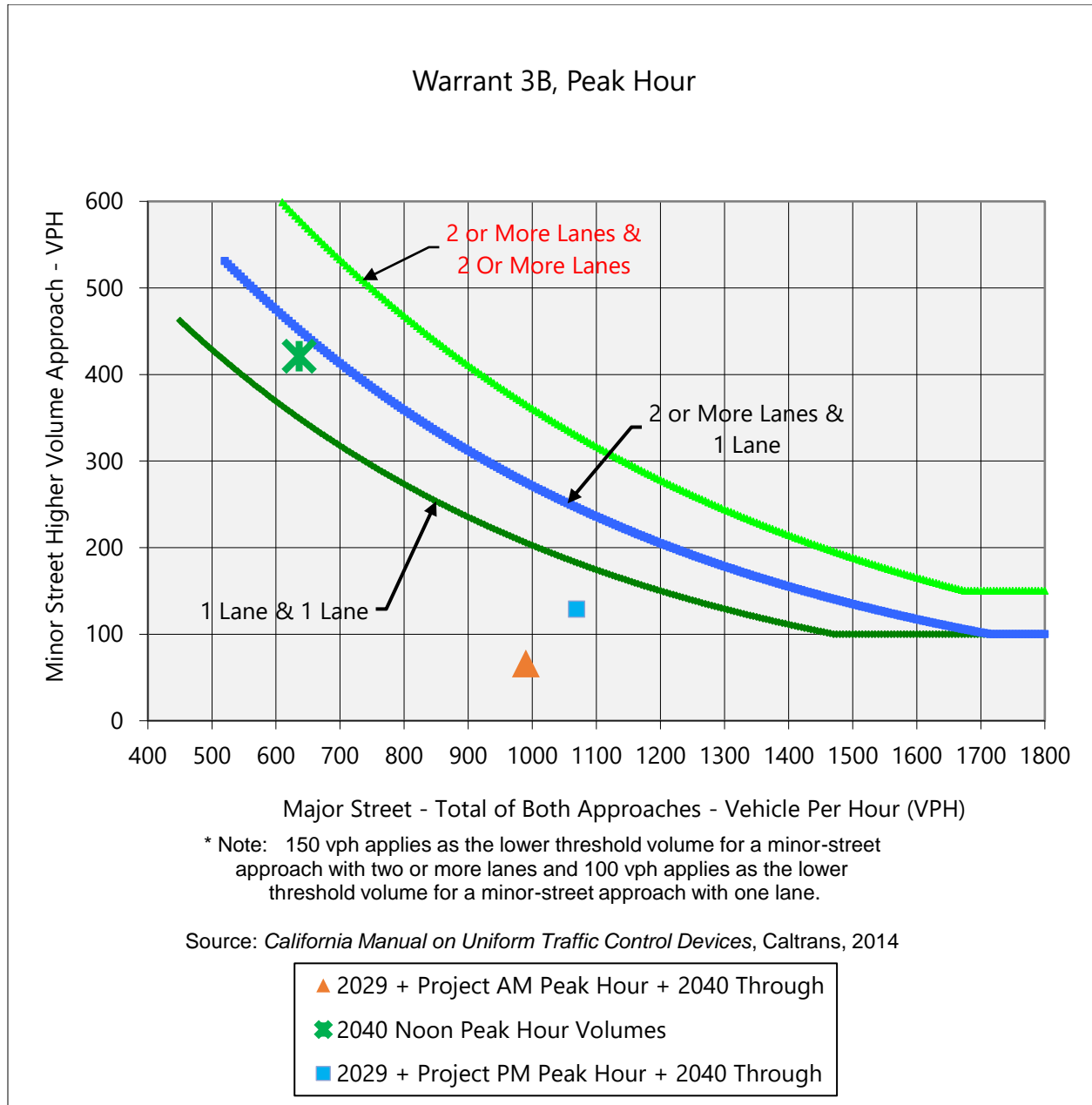
The Four-Hour Volume Warrant is satisfied when each of any four hours of an average day on the plotted points representing the vehicular per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) all fall on or above the curve in figure 4C-1 below for the existing combination of approach lanes.



Warrant 2 is Not Met



Appendix A-3: Warrant 3, Peak Hour



Though the major and minor volumes for the 2040 noon peak hours are high, they do not meet the threshold for a two-lane road on the major street (Avion St.).

Warrant 3: Not Met

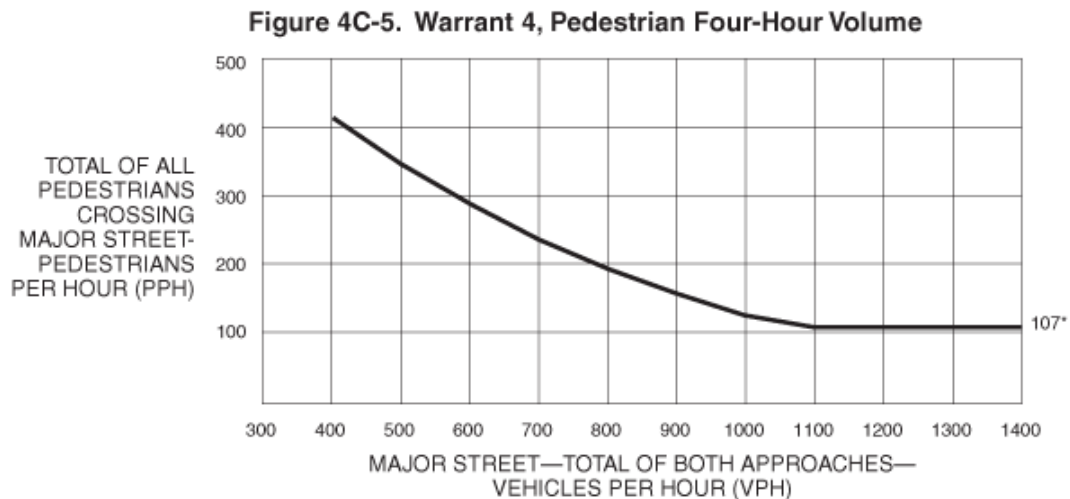


Appendix A-4: Warrant 4, Pedestrian Volumes

The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

Standard: The need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that both of the following criteria are met:

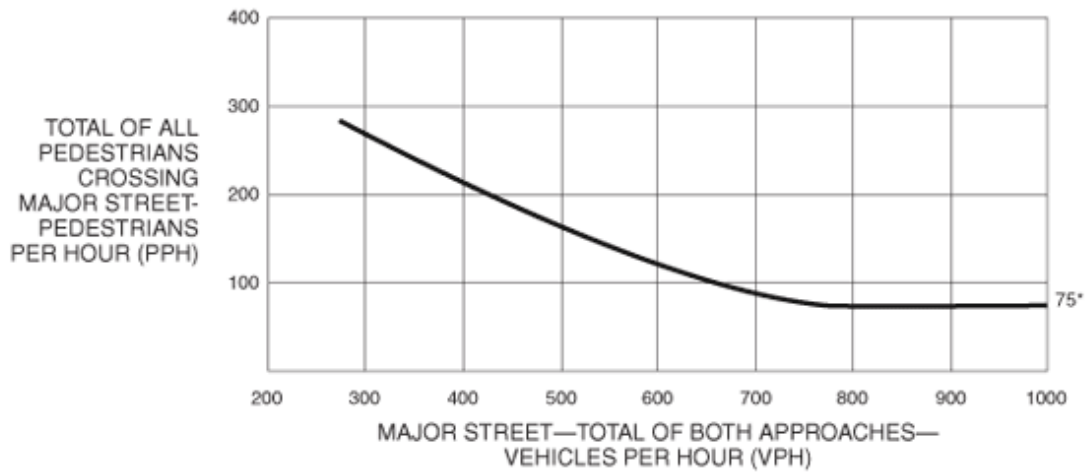
- A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street and the corresponding pedestrians per hour crossing the major street all fall above the curve in Figure 4C-5; or
- B. For 1 hour of an average day, the plotted point representing the vehicles per hour on the major street and the corresponding pedestrians per hour crossing the major street falls above the curve in Figure 4c-7.



*Note: 107 pph applies as the lower threshold volume.

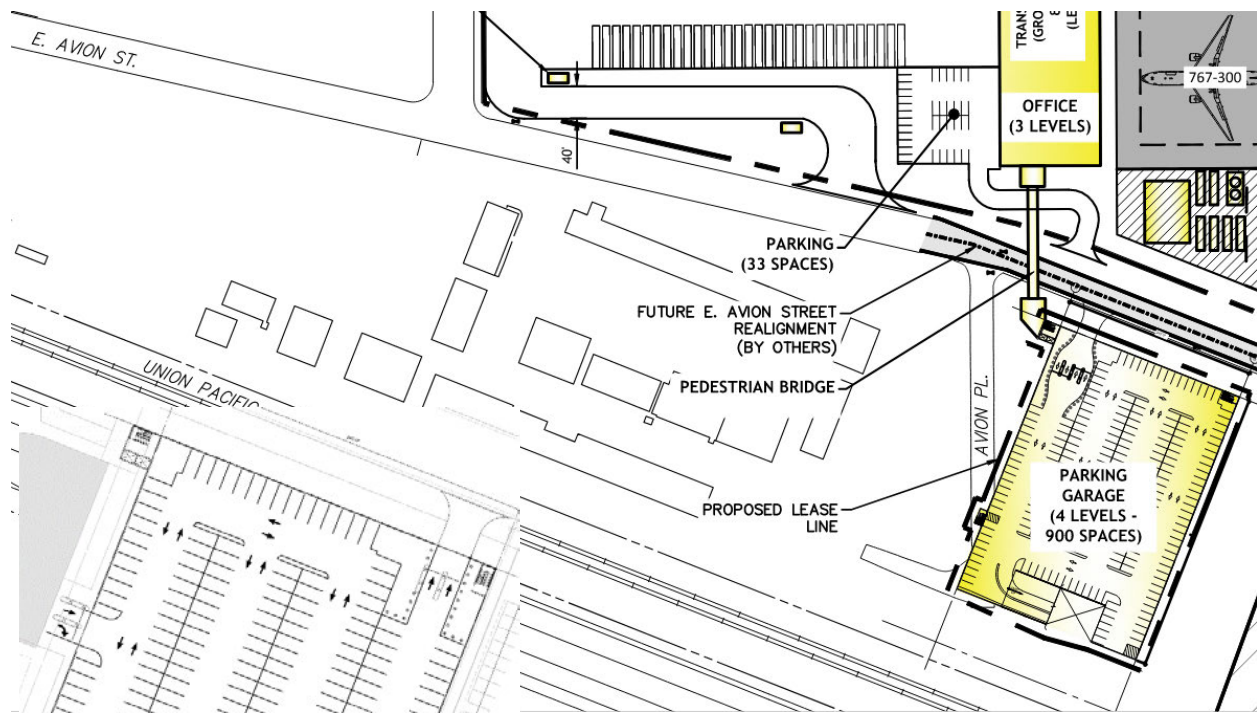


Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



*Note: 75 pph applies as the lower threshold volume.

Pedestrians will have access to the Pedestrian Bridge connecting the Project Parking Garage and the Office as shown below.



Due to the lack of pedestrian generators and planned pedestrian bridge pedestrians were not counted for Avion Street, **therefore Warrant 4 is Not Met.**



Appendix A-5: Warrant 5, School Crossing

The School Crossing signal warrant is intended for the application where school-age (defined as elementary through high school) children is the principal reason to consider installing a traffic control signal.

Standard: The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream, as related to the number and size of groups of schoolchildren at an established school crossing across the major street, shows that the number of adequate gaps in the traffic stream during the period when the schoolchildren are using the crossing is less than the number of minutes in the same period and there are a minimum of 20 schoolchildren during the highest crossing hour.



With no elementary or high school within 0.5 miles of the project, Warrant 5 is Not Met.



Appendix A-6: Warrant 6, Coordinated Signal System

Progressive movement in a coordinated signal system on occasion includes the installation of traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

Standard: The need for a traffic control signal shall be considered if an engineering study finds that one of the following criteria is met:

- A. On a one-way street or a street that has traffic predominately in one direction, the adjacent traffic control signals are far enough apart to not provide the necessary degree of vehicular platooning.
- B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and where the proposed and adjacent traffic control signals will collectively provide a progressive operation.

The major street, East Avion Street, does not currently have installed any signals, therefore this Warrant is Not Met.

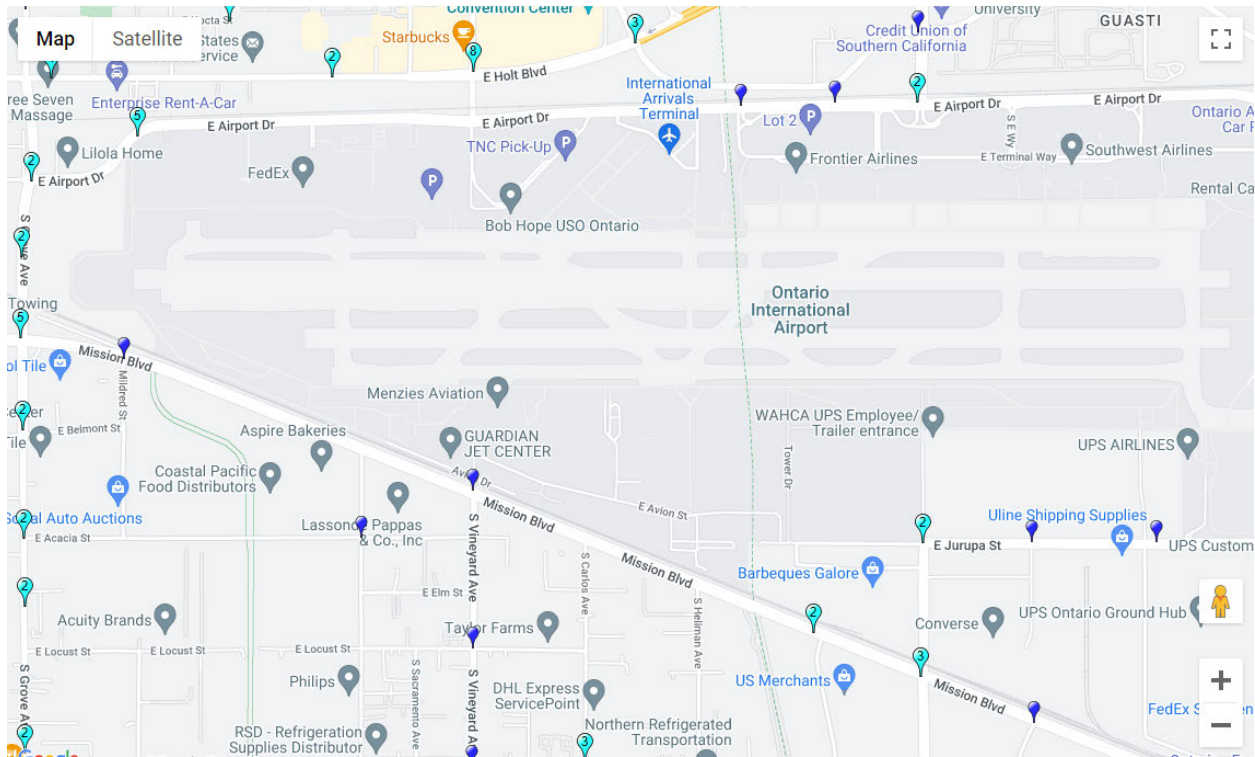


Appendix A-7: Warrant 7, Crash Experience

The Crash Experience signal warrant conditions are intended for application where severity and frequency of crashes are the principal reason to consider installing a traffic control signal.

Standard:

- A. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the requirements for a reportable crash; and
- B. Warrant 1A or Warrant 1B or 80% of the pedestrian volume warrant (Warrant 4) is met.



Warrant 7 is Not Met.



Appendix A-8: Warrant 8, Roadway Network

Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.

Standard: The need for a traffic control signal shall be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:

- A. The intersection has a total existing, or immediately projects, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or
- B. The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday)

A major route used in this signal warrant shall have at least one of the following characteristics:

- A. It is part of the street or highway system that serves as the principal roadway network for through traffic flow.
- B. It includes rural or suburban highway southside, entering, or traversing a city
- C. It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Neither East Avion Street nor the entrances to the employee parking are arterials, **therefore Warrant 8 is Not Met.**



Appendix A-9: Warrant 9, Intersection Near a Grade Crossing

The Intersection near a grade crossing signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of an at-grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

Standard: The need for a traffic control signal shall be considered if an engineering study finds that both of the following criteria are met:

- A. A grade crossing exists of an approach controlled by a STOP or a YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach;
and
- B. During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in Figure 4C-9 or 4C-10 for the NO STOP or YIELD sign on the rail crossing approach.

There is no railroad crossing near the study intersection.

Warrant 9 is Not Met.



APPENDIX 2.0

Notice of Availability (NOA) of Draft EIR & NOA Recipients

Ontario International Airport Administration Offices
1923 E. Avion Street, Ontario, CA 91761

ALAN D. WAPNER
President

**RONALD O.
LOVERIDGE**
Vice President

JIM W. BOWMAN
Secretary

CURT HAGMAN
Commissioner

JULIA GOUW
Commissioner

ATIF J. ELKADI
Chief Executive Officer

LORI D. BALLANCE
General Counsel

JOHN M. SCHUBERT
Treasurer

DATE: MARCH 13, 2023

SUBJECT: Notice of Availability (NOA) of Draft Environmental Impact Report (EIR)

PROJECT TITLE: Ontario International Airport South Airport Cargo Center Project

The Ontario International Airport Authority (OIAA), as the Lead Agency, has prepared a Draft EIR for the Proposed South Airport Cargo Center Project (proposed Project). The Draft EIR has been prepared to assess the potential environmental effects of the proposed Project in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 et seq.) and State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, Sections 15000 et seq.).

PROJECT DESCRIPTION: The Project site encompasses approximately 97 acres located in the southern half of the Ontario International Airport (Airport) immediately west of the Cucamonga Channel and north of Mission Boulevard in the City of Ontario, southwest San Bernardino County. The proposed Project involves the proposed development of aviation related facilities within the Airport boundaries and is consistent with the Ontario International Airport Layout Plan. The proposed Project would replace existing, underutilized airport-related buildings and site improvements with an air cargo center developed in two phases.

The proposed Project includes a cargo sorting building (Air Cargo Sort Building), truckyard, parking facilities, two aviation support buildings (ground service equipment [GSE] and aircraft line maintenance buildings), and aircraft apron improvements. The Air Cargo Sort Building, proposed north of East Avion Street, would be surrounded to the west, north, and east by the aircraft parking apron. A ground-level visitor parking lot and truckyard are proposed on the south side of the cargo building. A parking structure for employees is proposed south of East Avion Street, with a pedestrian bridge connecting the parking structure to the office building. A new electrical substation to provide power to the proposed Project would be located to the west of the parking structure. Fire lanes would be located around the substation and parking structure.

ENVIRONMENTAL DETERMINATION: The potential impacts of the proposed Project were determined to be less than significant for the following topics: aesthetics, energy, hydrology / water quality, public services (fire and police), and utilities / service systems. The potential impacts of the proposed Project were determined to be less than significant for the following topics with the mitigation measures identified in the Draft EIR: biological resources, cultural resources, geology / soils, hazards / hazardous materials, noise, and tribal cultural resources.

The potential air quality, greenhouse gas emission, and transportation impacts of the proposed Project were determined to be significant and unavoidable as no mitigation measures or alternatives that can feasibly avoid or mitigate these impacts to less than significant have been identified. Estimated air quality emissions from operation of Phase 1 and Phase 2 of the proposed Project would exceed South Coast Air Quality Management District significance thresholds for CO, VOC, NO_x (Phases 1 and 2), and SO₂ (Phase 2 only), primarily due to aircraft emissions, followed by employee vehicles, delivery trucks, and emergency generators. The proposed Project would generate approximately 128,057 MTCO_{2e} of GHG emissions per year at full build-out. The majority (i.e., over 75 percent) of the GHG emissions associated with future operation of the proposed Project are related to aircraft sources (i.e., aircraft, auxiliary power unit [APU], and GSE). The estimated vehicle miles traveled (VMT) for the proposed Project would exceed the threshold of significance of 29.76 per service population (per employee). The majority of the VMT would be generated by trucks transporting cargo to and from the facility.

REPORT AVAILABILITY: The Draft EIR is available for review at:

<https://www.flyontario.com/our-neighbors/environment> and in the following physical locations: OIAA Administrative Offices, 1923 East Avion Street, Ontario, CA 91761 and City of Ontario – Ovitt Family Community Library, 215 East C Street, Ontario, CA 91764.

COMMENT PERIOD: OIAA has released the Draft EIR for public review on March 13, 2023 and it will be available for public comment until April 27, 2023. OIAA invites you to provide comments on the Draft EIR. Please address your response to:

Kevin Keith, Re: Draft EIR South Airport Cargo Center Comments

OIAA Administrative Offices

1923 East Avion Street

Ontario, CA 91761

kkeith@flyontario.com

Comments must be received by OIAA no later than **5:00 PM, Thursday, April 27, 2023.**

As a covered entity under Title II of the Americans with Disabilities Act, OIAA does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Alternative formats in large print, braille, audio, and other formats (if possible) will be provided upon request.

Oficinas de la Administración del Aeropuerto Internacional de Ontario
1923 E. Avion Street, Ontario, CA 91761

ALAN D. WAPNER
Presidente

**RONALD O.
LOVERIDGE**
Vicepresidente

JIM W. BOWMAN
Secretario

CURT HAGMAN
Comisionado

JULIA GOUW
Comisionado

ATIF J. ELKADI
Director Ejecutivo

LORI D. BALLANCE
Consejero General

JOHN M. SCHUBERT
Tesorero

FECHA: 13 de marzo de 2023

ASUNTO: Aviso de Disponibilidad (NOA) del Borrador del Informe de Impacto Ambiental (EIR)

TÍTULO DEL PROYECTO: Aeropuerto Internacional de Ontario, Proyecto del Centro de Carga del Aeropuerto Sur

La Autoridad del Aeropuerto Internacional de Ontario (OIAA), como organismo principal, ha preparado un Borrador de EIR para el Proyecto del Centro de Carga del Aeropuerto Sur Propuesto (Proyecto propuesto). El Borrador del EIR ha sido preparado para evaluar los efectos ambientales potenciales del Proyecto propuesto en cumplimiento con la Ley de Calidad Ambiental de California (CEQA) (Código de Recursos Públicos, Secciones 21000 y siguientes) y las Pautas Estatales para la Implementación de la CEQA de 1970 (Directrices CEQA), según enmendado (Código de Regulaciones de California, Secciones 15000 y siguientes).

DESCRIPCIÓN DEL PROYECTO: El sitio del Proyecto abarca aproximadamente 97 acres ubicados en la mitad sur del Aeropuerto Internacional de Ontario (Aeropuerto) inmediatamente al oeste del Canal Cucamonga y al norte de Mission Boulevard en la ciudad de Ontario, suroeste del condado de San Bernardino. El Proyecto propuesto involucra el desarrollo propuesto de instalaciones relacionadas con la aviación dentro de los límites del Aeropuerto y es consistente con el Plan de Distribución del Aeropuerto Internacional de Ontario. El Proyecto propuesto reemplazaría los edificios relacionados con el aeropuerto subutilizados existentes y las mejoras del sitio con un centro de carga aérea desarrollado en dos fases.

El Proyecto propuesto incluye un edificio de clasificación de carga (Edificio de clasificación de carga aérea), patio de camiones, instalaciones de estacionamiento, dos edificios de apoyo a la aviación (equipo de servicio en tierra [GSE] y edificios de mantenimiento de líneas de aeronaves) y mejoras en la plataforma de aeronaves. El Air Cargo Sort Building, propuesto al norte de East Avion Street, estaría rodeado al oeste, norte y este por la plataforma de estacionamiento de aeronaves. Se propone un estacionamiento para visitantes a nivel del suelo y un patio de camiones en el lado sur del edificio de carga. Se propone una estructura de estacionamiento para empleados al sur de East Avion Street, con un puente peatonal que conecta la estructura de estacionamiento con el edificio de oficinas. Una nueva subestación eléctrica para proporcionar energía al Proyecto propuesto estaría ubicada al oeste de la estructura de estacionamiento. Los carriles contra incendios se ubicarían alrededor de la subestación y la estructura de estacionamiento.

DETERMINACIÓN AMBIENTAL: Se determinó que los impactos potenciales del Proyecto propuesto serían menos que significativos para los siguientes temas: estética, energía, hidrología/calidad del agua, servicios públicos (bomberos y policía) y servicios públicos/sistemas de servicios. Se determinó que los impactos potenciales del Proyecto propuesto eran menos que significativos para los siguientes temas con las medidas de mitigación identificadas en el Borrador del EIR: recursos biológicos, recursos culturales, geología/suelos, peligros/materiales peligrosos, ruido y recursos culturales tribales.

Se determinó que los impactos potenciales en la calidad del aire, las emisiones de gases de efecto invernadero y el transporte del Proyecto propuesto eran significativos e inevitables, ya que no se han identificado medidas de mitigación o alternativas que puedan evitar o mitigar estos impactos hasta que sean menos que significativos. Las emisiones de calidad del aire estimadas de la operación de la Fase 1 y la Fase 2 del Proyecto propuesto excederían los umbrales significativos del Distrito de Gestión de la Calidad del Aire de la Costa Sur para CO, VOC, NOx (Fases 1 y 2) y SO2 (Fase 2 solamente), principalmente debido a las emisiones de los aviones, seguidas por los vehículos de los empleados, los camiones de reparto y los generadores de emergencia. El Proyecto propuesto generaría aproximadamente 128,057 MTCO_{2e} de emisiones de GHG por año en la construcción completa. La mayoría (es decir, más del 75 por ciento) de las emisiones de GHG asociadas con la operación futura del Proyecto propuesto están relacionadas con fuentes de aeronaves (es decir, aeronaves, unidades de energía auxiliar [APU], y GSE). Las millas recorridas por vehículo estimadas (VMT) para el Proyecto propuesto superarían el umbral de importancia de 29.76 por población de servicio (por empleado). La mayoría del VMT sería generado por camiones que transportan carga hacia y desde la instalación.

DISPONIBILIDAD DEL INFORME: El borrador del EIR está disponible para su revisión en <https://www.flyontario.com/our-neighbors/environment> y en las siguientes ubicaciones físicas: Oficinas administrativas de OIAA, 1923 East Avion Street, Ontario, CA 91761 y Ciudad de Ontario – Biblioteca Comunitaria de la Familia Ovitt, 215 East C Street, Ontario, CA 91764.

PERÍODO DE COMENTARIOS: OIAA ha publicado el Borrador de EIR para revisión pública el 13 de marzo de 2023 y estará disponible para comentarios públicos hasta el 27 de abril de 2023. OIAA lo invita a proporcionar comentarios sobre el Borrador de EIR. Dirija su respuesta a:

Kevin Keith, Re: Draft EIR South Airport Cargo Center Comments

Oficinas Administrativas de la OIAA

1923 East Avion Street

Ontario, CA 91761

kkeith@flyontario.com

La OIAA debe recibir los comentarios a más tardar a las **5:00 p.m. del jueves 27 de abril de 2023**.

Como entidad cubierta por el Título II del Acta de Estadounidenses con Discapacidades, la OIAA no discrimina por motivos de discapacidad y, previa solicitud, proporcionará adaptaciones razonables para garantizar la igualdad de acceso a sus programas, servicios y actividades. Se proporcionarán formatos alternativos en letra grande, braille, audio y otros formatos (si es posible) a pedido.

**INLAND VALLEY
DAILY BULLETIN**
Local. News. Matters.
dailybulletin.com

3200 Guasti Rd. Suite 100
Ontario, California 91761
(909) 987-6397
ealmeida@scng.com

Norma Alley Organization

Account Number: 5225470
Ad Order Number: 0011590950
Customer's Reference/PO Number:
Publication: Inland Valley Daily Bulletin - SB
Publication Dates: 03/13/2023
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Ontario, California 91761
(909) 987-6397

0011590950

Norma Alley Organization

**PROOF OF PUBLICATION
(2015.5 C.C.P.)**

**STATE OF CALIFORNIA
County of Los Angeles**

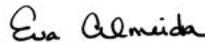
I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not party to or interested in the above-entitled matter. I am the principal clerk of the printer of Inland Valley Daily Bulletin - SB, a newspaper of general circulation, printed and published in the City of Ontario*, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of County of Los Angeles, State of California, under the date of June 15, 1945, Decree No. Pomo C-606. The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

03/13/2023

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated at Ontario, California

On this 13th day of March, 2023.



Signature

*Inland Valley Daily Bulletin - SB circulation includes the following cities: [UNKNOWN LIST]

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR SOUTH AIRPORT CARGO CENTER PROJECT AT ONTARIO INTERNATIONAL AIRPORT

The Ontario International Airport Authority (OIAA), as the Lead Agency, has prepared a Draft EIR for the Proposed South Airport Cargo Center Project (proposed Project). The Draft EIR has been prepared to assess the potential environmental effects of the proposed Project in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 et seq.) and State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, Sections 15000 et seq.).

PROJECT DESCRIPTION: The Project site encompasses approximately 97 acres located in the southern half of the Ontario International Airport (Airport) immediately west of the Cucamonga Channel and north of Mission Boulevard in the City of Ontario, southwest San Bernardino County. The proposed Project involves the proposed development of aviation related facilities within the Airport boundaries and is consistent with the Ontario International Airport Layout Plan. The proposed Project would replace existing, underutilized airport-related buildings and site improvements with an air cargo center developed in two phases.

The proposed Project includes a cargo sorting building (Air Cargo Sort Building), truckyard, parking facilities, two aviation support buildings (ground service equipment [GSE] and aircraft line maintenance buildings), and aircraft apron improvements. The Air Cargo Sort Building, proposed north of East Avion Street, would be surrounded to the west, north, and east by the aircraft parking apron. A ground-level visitor parking lot and truckyard are proposed on the south side of the cargo building. A parking structure for employees is proposed south of East Avion Street, with a pedestrian bridge connecting the parking structure to the office building. A new electrical substation to provide power to the proposed Project would be located to the west of the parking structure. Fire lanes would be located around the substation and parking structure.

ENVIRONMENTAL DETERMINATION: The potential impacts of the proposed Project were determined to be less than significant for the following topics: aesthetics, energy, hydrology / water quality, public services (fire and police), and utilities / service systems. The potential impacts of the proposed Project were determined to be less than significant for the following topics with the mitigation measures identified in the Draft EIR: biological resources, cultural resources, geology / soils, hazards / hazardous materials, noise, and tribal cultural resources.

The potential air quality, greenhouse gas emission, and transportation impacts of the proposed Project were determined to be significant and unavoidable as no mitigation measures or alternatives that can feasibly avoid or mitigate these impacts to less than significant have been identified. Estimated air quality emissions from operation of Phase 1 and Phase 2 of the proposed Project would exceed South Coast Air Quality Management District significance thresholds for CO, VOC, NO_x (Phases 1 and 2), and SO₂ (Phase 2 only), primarily due to aircraft emissions, followed by employee vehicles, delivery trucks, and emergency generators. The proposed Project would generate approximately 128,057 MTCO₂e of GHG emissions per year at full build-out. The majority (i.e., over 75 percent) of the GHG emissions associated with future operation of the proposed Project are related to aircraft sources (i.e., aircraft, auxiliary power unit [APU], and GSE). The estimated vehicle miles traveled (VMT) for the proposed Project would exceed the threshold of significance of 29.76 per service population (per employee). The majority of the VMT would be generated by trucks transporting cargo to and from the facility.

REPORT AVAILABILITY: The Draft EIR is available for review at: <https://www.flyontario.com/our-neighbors/environment> and in the following physical locations: OIAA Administrative Offices, 1923 East Avion Street, Ontario, CA 91761 and City of Ontario – Ovitt Family Community Library, 215 East C Street, Ontario, CA 91764.

COMMENT PERIOD: OIAA has released the Draft EIR for public review on March 13, 2023 and it will be available for public comment until April 27, 2023. OIAA invites you to provide comments on the Draft EIR. Please address your response to:

Kevin Keith, Re: Draft EIR South Airport Cargo Center Comments
OIAA Administrative Offices
1923 East Avion Street
Ontario, CA 91761
kkeith@flyontario.com

Comments must be received by OIAA no later than **5:00 PM, Thursday, April 27, 2023.**

As a covered entity under Title II of the Americans with Disabilities Act, OIAA does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Alternative formats in large print, braille, audio, and other formats (if possible) will be provided upon request.

Inland Valley Daily Bulletin - SB
Published: 3/13/23



NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SOUTH AIRPORT CARGO CENTER PROJECT AT ONTARIO INTERNATIONAL AIRPORT

The Ontario International Airport Authority (OIAA) has prepared a Draft Environmental Impact Report (EIR) for the proposed South Airport Cargo Center Project at Ontario International Airport (ONT) pursuant to the California Environmental Quality Act (CEQA) and provides notice of a 45-day public review period for the Draft EIR. The Draft EIR and Appendices are available at the link provided on the back side of this card. OIAA invites you to provide comments on the Draft EIR by mail to:

ATTN: Kevin Keith, OIAA Administrative Offices
1923 East Avion Street
Ontario, CA 91761
Or email:
KKEITH@FLYONTARIO.COM

Comments must be received by OIAA by 5:00 PM on **Thursday, April 27, 2023**.
All comments received on the Draft EIR will be considered and responded to prior to preparation of a
Final EIR and consideration of certification of the EIR by the OIAA Commission.

Report Availability:

The Draft EIR is available for review at:
<https://www.flyontario.com/our-neighbors/environment>

and in the following physical locations:

OIAA Administrative Offices
1923 East Avion Street
Ontario, CA 91761

City of Ontario - Ovitt Family Community Library
215 East C Street
Ontario, CA 91764



<https://ontmktg.info/NOA-mar23>

Para obtener esta información en Español, visite:

<https://ontmktg.info/ES-NOA-mar23>

Ontario International Airport South Airport Cargo Center Project

Summary

SCH Number	2021100226
Lead Agency	Ontario International Airport Authority (OIAA)
Document Title	Ontario International Airport South Airport Cargo Center Project
Document Type	EIR - Draft EIR
Received	3/13/2023
Present Land Use	General Plan Land Use Designation: Airport Zoning: ONT, Ontario International Airport
Document Description	<p>The proposed Project is an aeronautical development and use within the Airport boundaries and consistent with the Ontario International Airport Layout Plan. The proposed Project would include demolition of the existing buildings and improvements on the site, and the development of a new air cargo center in two phases. The proposed air cargo center includes a cargo sorting building (Air Cargo Sort Building), truckyard, parking facilities, two aviation support buildings (ground service equipment [GSE] and aircraft line maintenance buildings), and aircraft apron improvements. The Air Cargo Sort Building, proposed north of East Avion Street, would contain a sorting facility and office spaces. A parking structure for employees is proposed south of East Avion Street, with a pedestrian bridge connecting the parking structure to the office building. A new substation proposed by SCE for the proposed Project would be located to the west of the parking structure. Fire lanes would be located around the substation and parking structure. Phase 1 would take place on the easternmost 62 acres of the Project site, and Phase 2 would occur on the remaining western 35 acres.</p>

Contact Information

Name	Kevin Keith
Agency Name	Ontario International Airport Authority
Job Title	Director of Planning
Contact Types	Lead/Public Agency / Project Applicant
Address	1923 East Avion Street Ontario, CA 91761
Phone	(909) 227-3055
Email	kkeith@flyontario.com

Name Tony Locacciatto
Agency Name Meridian Consultants
Job Title Principal-in-Charge
Contact Types Consulting Firm
Address 860 Hampshire Road Suite P
Westlake Village, CA 91361
Phone (805) 367-5720
Email tlocacciatto@meridianconsultantsllc.com

Name Michelle Brantley
Agency Name Ontario International Airport Authority
Job Title Chief Capital Development Officer
Contact Types Lead/Public Agency / Project Applicant
Address 1923 East Avion Street
Ontario, CA 91761
Phone (909) 227-3055
Email mbrantley@flyontario.com

Location

Coordinates 34°2'57"N 117°35'58"W
Cities Ontario
Counties San Bernardino
Regions Citywide, Countywide
Cross Streets East Avion Street at East Jurupa Street (1923 East Avion Street)
Zip 91761
Total Acres 97
Parcel # 11326106, -07, -08, and 11327101,-02
State Highways I-10, SR-60, and I-15
Railways UPRR LA and Alhambra Subdivision
Airports Ontario International Airport
Schools Corona ES, Wiltsey MS, Mariposa ES, Del Norte ES, Lincoln ES, Mo
Waterways Cucamonga Channel
Township 1S

Range	7W
Base	S.B.

Notice of Completion

State Review Period Start	3/13/2023
State Review Period End	4/27/2023
State Reviewing Agencies	California Air Resources Board (ARB), California Department of Conservation (DOC), California Department of Fish and Wildlife, Inland Deserts Region 6 (CDFW), California Department of Parks and Recreation, California Department of Resources Recycling and Recovery, California Department of Transportation, District 8 (DOT), California Department of Transportation, Division of Aeronautics (DOT), California Department of Transportation, Division of Transportation Planning (DOT), California Department of Water Resources (DWR), California Governor's Office of Emergency Services (OES), California Highway Patrol (CHP), California Native American Heritage Commission (NAHC), California Natural Resources Agency, California Public Utilities Commission (CPUC), California Regional Water Quality Control Board, Santa Ana Region 8 (RWQCB), California State Lands Commission (SLC), Department of Toxic Substances Control, Office of Historic Preservation, State Water Resources Control Board, Division of Water Quality
Development Types	Industrial (Sq. Ft. 1261712, Acres 97, Employees 1315), Transportation:Other (Air Cargo Facility)
Local Actions	Site Plan, Redevelopment
Project Issues	Aesthetics, Air Quality, Biological Resources, Cultural Resources, Cumulative Effects, Drainage/Absorption, Energy, Flood Plain/Flooding, Geology/Soils, Greenhouse Gas Emissions, Growth Inducement, Hazards & Hazardous Materials, Hydrology/Water Quality, Noise, Public Services, Sewer Capacity, Solid Waste, Transportation, Tribal Cultural Resources, Utilities/Service Systems, Vegetation, Wetland/Riparian
Local Review Period Start	3/13/2023
Local Review Period End	4/27/2023

Attachments

Draft Environmental Document [Draft IS, NOI_NOA_Public notices, OPR Summary Form, Appx,]

ONT_SACC_DraftEIR_March2023 PDF 39916 K

ONT_SACC_DraftEIR_NOA_English-Spanish PDF 174 K

ONT_SACC_DraftEIR_StateClearinghouse_Summary Form PDF 603 K

ONT_SACC_DraftEIR_TechApx_VolumeI PDF 284317 K

ONT_SACC_DraftEIR_TechApx_VolumeII PDF 230594 K

Notice of Completion [NOC] Transmittal form

ONT_SACC_DraftEIR-NOA_StateClearinghouse_NOC PDF 225 K

Disclaimer: The Governor’s Office of Planning and Research (OPR) accepts no responsibility for the content or accessibility of these documents. To obtain an attachment in a different format, please contact the lead agency at the contact information listed above. You may also contact the OPR via email at state.clearinghouse@opr.ca.gov or via phone at [\(916\) 445-0613](tel:9164450613). For more information, please visit [OPR’s Accessibility Site](#).

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: _____
 Lead Agency: _____ Contact Person: _____
 Mailing Address: _____ Phone: _____
 City: _____ Zip: _____ County: _____

Project Location: County: _____ City/Nearest Community: _____
 Cross Streets: _____ Zip Code: _____
 Longitude/Latitude (degrees, minutes and seconds): _____° _____' _____" N / _____° _____' _____" W Total Acres: _____
 Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy #: _____ Waterways: _____
 Airports: _____ Railways: _____ Schools: _____

Document Type:

CEQA: <input type="checkbox"/> NOP	<input type="checkbox"/> Draft EIR	NEPA: <input type="checkbox"/> NOI	Other: <input type="checkbox"/> Joint Document
<input type="checkbox"/> Early Cons	<input type="checkbox"/> Supplement/Subsequent EIR	<input type="checkbox"/> EA	<input type="checkbox"/> Final Document
<input type="checkbox"/> Neg Dec	(Prior SCH No.) _____	<input type="checkbox"/> Draft EIS	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Mit Neg Dec	Other: _____	<input type="checkbox"/> FONSI	_____

Local Action Type:

<input type="checkbox"/> General Plan Update	<input type="checkbox"/> Specific Plan	<input type="checkbox"/> Rezone	<input type="checkbox"/> Annexation
<input type="checkbox"/> General Plan Amendment	<input type="checkbox"/> Master Plan	<input type="checkbox"/> Prezone	<input type="checkbox"/> Redevelopment
<input type="checkbox"/> General Plan Element	<input type="checkbox"/> Planned Unit Development	<input type="checkbox"/> Use Permit	<input type="checkbox"/> Coastal Permit
<input type="checkbox"/> Community Plan	<input type="checkbox"/> Site Plan	<input type="checkbox"/> Land Division (Subdivision, etc.)	<input type="checkbox"/> Other: _____

Development Type:

<input type="checkbox"/> Residential: Units _____ Acres _____	<input type="checkbox"/> Transportation: Type _____
<input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Mining: Mineral _____
<input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Power: Type _____ MW _____
<input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Waste Treatment: Type _____ MGD _____
<input type="checkbox"/> Educational: _____	<input type="checkbox"/> Hazardous Waste: Type _____
<input type="checkbox"/> Recreational: _____	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Water Facilities: Type _____ MGD _____	

Project Issues Discussed in Document:

<input type="checkbox"/> Aesthetic/Visual	<input type="checkbox"/> Fiscal	<input type="checkbox"/> Recreation/Parks	<input type="checkbox"/> Vegetation
<input type="checkbox"/> Agricultural Land	<input type="checkbox"/> Flood Plain/Flooding	<input type="checkbox"/> Schools/Universities	<input type="checkbox"/> Water Quality
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Forest Land/Fire Hazard	<input type="checkbox"/> Septic Systems	<input type="checkbox"/> Water Supply/Groundwater
<input type="checkbox"/> Archeological/Historical	<input type="checkbox"/> Geologic/Seismic	<input type="checkbox"/> Sewer Capacity	<input type="checkbox"/> Wetland/Riparian
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Minerals	<input type="checkbox"/> Soil Erosion/Compaction/Grading	<input type="checkbox"/> Growth Inducement
<input type="checkbox"/> Coastal Zone	<input type="checkbox"/> Noise	<input type="checkbox"/> Solid Waste	<input type="checkbox"/> Land Use
<input type="checkbox"/> Drainage/Absorption	<input type="checkbox"/> Population/Housing Balance	<input type="checkbox"/> Toxic/Hazardous	<input type="checkbox"/> Cumulative Effects
<input type="checkbox"/> Economic/Jobs	<input type="checkbox"/> Public Services/Facilities	<input type="checkbox"/> Traffic/Circulation	<input type="checkbox"/> Other: _____

Present Land Use/Zoning/General Plan Designation: _____

Project Description: (please use a separate page if necessary)

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

_____ Air Resources Board	_____ Office of Historic Preservation
_____ Boating & Waterways, Department of	_____ Office of Public School Construction
_____ California Emergency Management Agency	_____ Parks & Recreation, Department of
_____ California Highway Patrol	_____ Pesticide Regulation, Department of
_____ Caltrans District # _____	_____ Public Utilities Commission
_____ Caltrans Division of Aeronautics	_____ Regional WQCB # _____
_____ Caltrans Planning	_____ Resources Agency
_____ Central Valley Flood Protection Board	_____ Resources Recycling and Recovery, Department of
_____ Coachella Valley Mtns. Conservancy	_____ S.F. Bay Conservation & Development Comm.
_____ Coastal Commission	_____ San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
_____ Colorado River Board	_____ San Joaquin River Conservancy
_____ Conservation, Department of	_____ Santa Monica Mtns. Conservancy
_____ Corrections, Department of	_____ State Lands Commission
_____ Delta Protection Commission	_____ SWRCB: Clean Water Grants
_____ Education, Department of	_____ SWRCB: Water Quality
_____ Energy Commission	_____ SWRCB: Water Rights
_____ Fish & Game Region # _____	_____ Tahoe Regional Planning Agency
_____ Food & Agriculture, Department of	_____ Toxic Substances Control, Department of
_____ Forestry and Fire Protection, Department of	_____ Water Resources, Department of
_____ General Services, Department of	
_____ Health Services, Department of	_____ Other: _____
_____ Housing & Community Development	_____ Other: _____
_____ Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date _____ Ending Date _____

Lead Agency (Complete if applicable):

Consulting Firm: _____	Applicant: _____
Address: _____	Address: _____
City/State/Zip: _____	City/State/Zip: _____
Contact: _____	Phone: _____
Phone: _____	

Signature of Lead Agency Representative: _____ Date: _____

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.



Environmental Reports

Listed below are environmental studies and/or reports that have been released for public review and input.

California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA)

Environmental Report Documents

South Airport Cargo Center Project

[South Airport Cargo Center Project - Draft Environmental Impact Report](#)

[Appendix 1.0-1 Notice of Preparation](#)

[Privacy](#) - [Terms](#)

[\(NOP\)](#)

[Appendix 1.0-2 Scoping Meeting Sign-In Sheet and Presentation](#)



[Appendix 1.0-3 Notice of Preparation \(NOP\) Comments](#)



[Appendix 5.02-1 Air Quality Technical Report](#)



[Appendix 5.03-1 Biological Resources Assessment](#)



[Appendix 5.04-1 Archaeological Resource Assessment](#)



[Appendix 5.04-2 Historic Property Evaluation Report](#)



[Appendix 5.08-1 Phase I Environmental Site Assessment](#)



[Appendix 5.06-2 Paleontological Resource Assessment](#)



[Appendix 5.06-1 Geological Investigations South Airport Cargo Center \(SACC\)](#)



[Appendix 5.08-2 Phase II
Environmental Site Assessment](#)



[Appendix 5.05-1 Vehicle Fuel Energy
Calculations](#)



[Appendix 5.09-1 Preliminary
Hydrology Study](#)



[Appendix 5.09-2 Preliminary Water
Quality Management Plan \(PWQMP\)](#)



[Appendix 5.09-3 Water Supply
Assessment](#)



[Appendix 5.10-2 Roadway Noise
Worksheets](#)



[Appendix 5.10-1 South Airport Cargo
Center Aircraft Noise Assessment](#)



[Appendix 5.09-4 Land Title Survey](#)



[Appendix 5.10 Noise Technical
Appendices](#)



Notices

These are current notices outlined by the Ontario International Airport Authority.

Notice Documents



Sustainability at ONT

For more information on ONT's developing sustainability plan, please email clerk@flyontario.com.

Sustainability at ONT Story



Storm Water

The updated Stormwater Pollution Prevention Plan (SWPPP) for the Ontario International Airport can be downloaded using the link below. Airport tenants can find the Monthly Inspection Form on pages 137-138 of the document and can send the form to the

following email address:

StormwaterOIAA@altaenviron.com .

Storm Water Documents



Related Information



Community Feedback

Want to share something with us? We'd love to hear from you.

[Read More](#) →



About ONT

Located 35 miles east of downtown Los Angeles, ONT is a vibrant travel hub and cargo powerhouse that connects the Inland Empire to the world.

[Read More](#) →



Noise Management FAQs

As a growing international hub for commercial and cargo air traffic we know it can get noisy around here sometimes. Click here to learn more about noise management at ONT.

[Read More](#) →



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Community Engagement & Outreach

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Memberships

Tours

ADA

Travelers with Disabilities

The Sunflower Program

ONT+



Terminal 2

2500 E. Airport Drive
Ontario, CA 91761

Terminal 4

2900 E. Airport Drive
Ontario, CA 91761

International Terminal

2222 International Way
Ontario, CA 91761

ONT Rental Car Center

3450 East Airport Drive
Ontario, CA 91761

Administration Offices

1923 East Avion Street
Ontario, CA 91761
(909) 544-5300
1-833-435-9668 (IFLYONT)
TDD (909) 937-2163

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ONT SOUTH AIRPORT CARGO CENTER PROJECT - ENVIRONMENTAL IMPACT REPORT: AGENCY RECIPIENTS

ID	AGENCY/MUNICIPALITY	PHONE	ADDRESS	CITY	STATE	ZIP	WEB PAGE	CONTACT NAME/TITLE	E-MAIL
1	Office of Planning and Research (online)	(916) 322-2318	1400 Tenth Street	Sacramento	CA	95814	https://opr.ca.gov/	Scott Morgan, Acting Director, State Clearinghouse Director	scott.morgan@opr.ca.gov
2	Federal Aviation Administration	(202) 267-3576	800 Independence Ave SW, Ste	Washington	DC	20591	https://www.faa.gov/about/office_org/headquarters	Julie Marks, Deputy Director	Julie.Marks@faa.gov
3	South Coast Air Quality Management District	(909) 396-2000	21865 Copley Dr	Diamond Bar	CA	91765	aqmd.gov	Lijin Sun, JD, Program Supervisor, CEQA IGR	LSun@aqmd.gov
4	San Bernardino County Flood Control District	(909) 387-8166	825 East Third Street,	San Bernardino	CA	92415	http://cms.sbcounty.gov/dpw/floodcontrol.asp	Harold Zamora, Planner	hzamora@dpw.sbcounty.gov
5	City of Ontario Planning Department	(909) 395-2036	303 E B St,	Ontario,	CA	91764	https://www.ontarioca.gov/Planning	Rudy Zeledon, Planning Director	Rzeledon@ontarioca.gov
6	City of Rancho Cucamonga Planning Department	(909) 477-2750	10500 Civic Center Dr	Rancho Cucamonga	CA	91730	https://www.cityofrc.us/divisions/planning		Planning@CityofRC.us
7	City of Chino Planning	(909) 334-3253	13220 Central Ave	Chino	CA	91710	https://www.cityofchino.org/city_hall/departments/community_development	Nicholas Ligouri, Director of Development	nligouri@cityofchino.org
8	City of Eastvale Planning	(951) 361.0900	12363 Limonite Ave. Suite 910	Eastvale	CA	91752	https://www.eastvaleca.gov/government/community_development	Gustavo Gonzalez, Planning Manager	ggonzalez@eastvaleca.gov
9	City of Jurupa Valley Planning	(951) 332-6464	8930 Limonite Avenue	Jurupa Valley,	CA	92509	https://www.jurupavalley.org/199/Planning	Joe Perez, Community Development Director	jperez@jurupavalley.org
10	San Bernardino County, Land Use Services	(909) 387-8311	385 N. Arrowhead Ave	San Bernardino	CA	92415	http://cms.sbcounty.gov/lus/About/ContactUs.aspx	Terri Rahhal, Director	
11	City of Fontana, Community Development Department	(909) 350-6678	8353 Sierra Avenue	Fontana	CA	92335	https://www.fontana.org/directory.aspx?did=62	Johnson, DiTanyon, Principal Planner	djohnson@fontana.org
12	City of Montclair, Community Development Department	(909) 625-9477	5111 Benito Street	Montclair	CA	91763	https://www.cityofmontclair.org/planning-division/		
13	City of Upland, Development Services Department	(909) 931-4130	460 N. Euclid Ave	Upland	CA	91786	https://www.uplandca.gov/development-services	Robert Dalquest, Development Services Director	
14	California Department of Fish & Wildlife, Inland Deserts Region	(909) 544-1344	3602 Inland Empire Blvd, Suite C-220	Ontario	CA	91764	https://wildlife.ca.gov/Regions/6	Kim Freeburn-Marquez, Senior Environmental Scientist (Supervisor)	Kim.Freeburn@wildlife.ca.gov, R6CEQA@wildlife.ca.gov
15	Caltrans, District 8	(909) 383-4631	464 W. 4th Street	San Bernardino	CA	92401	https://dot.ca.gov/contact-us	Michael Beauchamp, District 8 Director	
16	San Bernardino County Transportation Authority	(909) 884-8276	1170 W. Third Street, 2nd Floor	San Bernardino	CA	92410	https://www.gosbcta.com/about-us/contact-us/	Steve Smith, Director of Planning	ssmith@gosbcta.com
17	Southern California Association of Governments	(213) 236-1874	900 Wilshire Blvd, Ste 1700	Los Angeles	CA	90017	https://scag.ca.gov/scag-offices	Anita Au	IGR@scag.ca.gov
18	Caltrans, Division of Aeronautics	(916) 654-4959; (916) 654-7075	1120 N Street	Sacramento	CA	95814	Aeronautics	Matthew Friedman, Office Chief	Aeronautics@dot.ca.gov; matthew.friedman@dot.ca.gov
19	35th District of California	(909) 481-6474	3200 Inland Empire Blvd., Suite 200B	Ontario,	CA	91764	https://torres.house.gov/contact/offices	Congresswoman Norma Torres	
20	35th District of California	(909) 481-6474	3200 Inland Empire Blvd., Suite 200B	Ontario,	CA	91764	https://torres.house.gov/contact/offices	Miguel Garcia Ramos	miguel.garciaramos@mail.house.gov
21	US Fish and Wildlife Service	(916) 414-6464	2800 Cottage Way	Sacramento	CA	95825	https://www.fws.gov/node/271376	Martha Maciel	martha_maciel@fws.gov
22	California Regional Water Quality Control Board, Santa Ana Region 8 (RWQCB)	(951)782-4130	3737 Main Street, Suite 500	Riverside	CA	92501	https://www.waterboards.ca.gov/santaana/	Kris Murray	santaana@waterboards.ca.gov
23	San Bernardino County, Public Works	(909) 387-7910	825 East Third Street	San Bernardino	CA	92415	https://cms.sbcounty.gov/dpw/Home.aspx	Michael Perry, Supervising Planner, Environmental Management	Michael.Perry@dpw

ONT SOUTH AIRPORT CARGO CENTER - NOTICE OF PREPARATION COMMENTING PARTIES

ID	AGENCY	PHONE	ADDRESS	CITY	STATE	ZIP	WEB PAGE	CONTACT NAME/TITLE	EMAIL
1	Native American Haritage Commission (NAHC)	(916) 373-3710	1550 Harbor Boulevard, Suite 100	West	CA	95697	www.NAHC.ca.gov	Andrew Green, Cultural Resource Analyst	Andrew.Green@nahc.ca.gov
2	South Coast Air Quality Management District (SCAQMD)	(909) 396-2000	21865 Copley Drive	Diamond Bar	CA	91765-4178	www.aqmd.gov	Lijin Sun, Program Supervisor, CEQA IGR	lsun@aqmd.com
3	San Bernardino County Department of Public Works	(909) 387-7910	825 East Third Street	San Bernadino	CA	92415-0835	www.SBCounty.gov	Michael R. Perry, Supervising Planner	
4	City of Ontario	(909) 395-2000	303 East B Street	Ontario	CA	91764	www.OntarioCA.com	Rudy Zeledon, Planning Director	
5	Southern California Association of Governments (SCAG)	(213) 236-1800	900 Wilshire Boulevard	Los Angeles	CA	90017	www.scag.ca.gov	Frank Wen, Ph.D., Mangager, Planning Strategy	
6	City of Chino	(909) 334-3250	13220 Central Avenue	Chino	CA	91710	www.cityofchino.org	Eunice M. Ulloa, Mayor	

ONT SOUTH AIRPORT CARGO CENTER - NOTICE OF PREPARATION COMMENTING PARTIES

ID	CONTACT/TITLE	AGENCY	PHONE	Email addresses
1	Vivian Castro, Deputy City Manager	City of Chino	909-334-3307	vcastro@cityofchino.org
2	Miguel Garcia Ramos, Rep. Norma Torres Office	Congress/Staff	909-481-6474	miguel.garciaramos@mail.house.gov
3	Jack Morgan, Assistant to the City Manager	City of Chino	909-334-3338	jmorgan@cityofchino.org

ONT SOUTH AIRPORT CARGO CENTER - TEAM MEMBERS

Name	Agency/Title	Business Phone	Fax Number	Address	City	State/Province	Zip/ Postal Code	Web Page	Contact Name	E-mail Address
Elisa Grey	OIAA/DCRE									egrey@flyontario.com

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 250	ONTARIO	CA	91764	5557	R087	00076	B	696	50	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 245	ONTARIO	CA	91764	5582	R087	00075	B	696	70	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 240	ONTARIO	CA	91764	5513	R087	00074	B	696	65	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 235	ONTARIO	CA	91764	5573	R087	00073	B	696	60	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 230	ONTARIO	CA	91764	5573	R087	00072	B	696	55	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 220	ONTARIO	CA	91764	5513	R087	00071	B	696	70	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 217	ONTARIO	CA	91764	5513	R087	00070	B	696	67	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 210	ONTARIO	CA	91764	5513	R087	00069	B	696	60	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 200	ONTARIO	CA	91764	5513	R087	00068	B	696	50	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 190	ONTARIO	CA	91764	5575	R087	00067	B	696	40	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 160	ONTARIO	CA	91764	5575	R087	00066	B	696	35	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 140	ONTARIO	CA	91764	5569	R087	00065	B	696	40	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 130	ONTARIO	CA	91764	5569	R087	00064	B	696	30	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 120	ONTARIO	CA	91764	5569	R087	00063	B	696	45	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3200 INLAND EMPIRE BLVD	STE 100	ONTARIO	CA	91764	5569	R087	00062	B	696	25	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3311 SHELBY ST		ONTARIO	CA	91764	4872	R087	00061	B	696	11	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3325 SHELBY ST	UNIT A	ONTARIO	CA	91764	6530	R087	00060	B	696	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3333 SHELBY ST		ONTARIO	CA	91764	4872	R087	00059	B	696	33	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3429 SHELBY ST		ONTARIO	CA	91764	4874	R087	00058	B	696	29	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3445 SHELBY ST		ONTARIO	CA	91764	4874	R087	00057	B	696	45	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3400 SHELBY ST		ONTARIO	CA	91764	4873	R087	00056	B	696	00	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3380 SHELBY ST	STE 100	ONTARIO	CA	91764	5567	R087	00055	B	696	25	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 380	ONTARIO	CA	91764	4831	R087	00054	B	696	80	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 370	ONTARIO	CA	91764	4831	R087	00053	B	696	95	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 345	ONTARIO	CA	91764	4884	R087	00052	B	696	95	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 340	ONTARIO	CA	91764	4884	R087	00051	B	696	90	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 330	ONTARIO	CA	91764	4884	R087	00050	B	696	80	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 300	ONTARIO	CA	91764	5578	R087	00049	B	696	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 240	ONTARIO	CA	91764	4883	R087	00048	B	696	65	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 230	ONTARIO	CA	91764	4883	R087	00047	B	696	55	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 210	ONTARIO	CA	91764	4883	R087	00046	B	696	60	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 200	ONTARIO	CA	91764	5556	R087	00045	B	696	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 150	ONTARIO	CA	91764	5556	R087	00044	B	696	25	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 125	ONTARIO	CA	91764	4883	R087	00043	B	696	25	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 110	ONTARIO	CA	91764	5581	R087	00042	B	696	35	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3350 SHELBY ST	STE 100	ONTARIO	CA	91764	5581	R087	00041	B	696	25	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3250 SHELBY ST	STE 200	ONTARIO	CA	91764	6586	R087	00040	B	696	50	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3250 SHELBY ST	STE 220	ONTARIO	CA	91764	6586	R087	00039	B	696	70	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3250 SHELBY ST	STE 122	ONTARIO	CA	91764	6586	R087	00038	B	696	47	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3250 SHELBY ST	STE 137	ONTARIO	CA	91764	6585	R087	00037	B	696	37	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3190 SHELBY ST	STE D	ONTARIO	CA	91764	6563	R087	00036	B	696	76	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3190 SHELBY ST	STE C	ONTARIO	CA	91764	6563	R087	00035	B	696	75	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3190 SHELBY ST	STE B	ONTARIO	CA	91764	6563	R087	00034	B	696	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3190 SHELBY ST	STE A2	ONTARIO	CA	91764	6578	R087	00033	B	696	12	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3190 SHELBY ST	STE A1	ONTARIO	CA	91764	6563	R087	00032	B	696	11	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3175 SEDONA CT	STE E	ONTARIO	CA	91764	6561	R087	00031	B	696	77	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3175 SEDONA CT	STE D	ONTARIO	CA	91764	6561	R087	00030	B	696	76	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3175 SEDONA CT	STE C	ONTARIO	CA	91764	6561	R087	00029	B	696	75	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3175 SEDONA CT	STE B	ONTARIO	CA	91764	6561	R087	00028	B	696	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3175 SEDONA CT	STE A	ONTARIO	CA	91764	6561	R087	00027	B	696	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3155 SEDONA CT	STE D2	ONTARIO	CA	91764	6573	R087	00026	B	696	42	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3155 SEDONA CT	STE D1	ONTARIO	CA	91764	6559	R087	00025	B	696	41	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3155 SEDONA CT	STE C	ONTARIO	CA	91764	6559	R087	00024	B	696	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3155 SEDONA CT	STE B	ONTARIO	CA	91764	6559	R087	00023	B	696	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3155 SEDONA CT	STE A	ONTARIO	CA	91764	6559	R087	00022	B	696	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3110 INLAND EMPIRE BLVD	STE C	ONTARIO	CA	91764	6572	R087	00021	B	696	75	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3110 INLAND EMPIRE BLVD	STE B	ONTARIO	CA	91764	6572	R087	00020	B	696	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3110 INLAND EMPIRE BLVD	STE A	ONTARIO	CA	91764	6572	R087	00019	B	696	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3130 INLAND EMPIRE BLVD	STE D	ONTARIO	CA	91764	6570	R087	00018	B	696	76	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3130 INLAND EMPIRE BLVD	STE C	ONTARIO	CA	91764	6570	R087	00017	B	696	75	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3130 INLAND EMPIRE BLVD	STE B	ONTARIO	CA	91764	6570	R087	00016	B	696	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3130 INLAND EMPIRE BLVD	STE A	ONTARIO	CA	91764	6570	R087	00015	B	696	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3105 SEDONA CT		ONTARIO	CA	91764	6555	R087	00014	B	696	05	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3110 INLAND EMPIRE BLVD	STE D	ONTARIO	CA	91764	6576	R087	00013	B	696	76	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3130 SEDONA CT		ONTARIO	CA	91764	6554	R087	00012	B	696	30	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3072 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4803	R087	00011	B	696	72	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3062 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4803	R087	00010	B	696	62	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3042 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4803	R087	00009	B	696	42	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3042 INLAND EMPIRE BLVD	STE B	ONTARIO	CA	91764	6552	R087	00008	B	696	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3050 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4803	R087	00007	B	696	50	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3030 INLAND EMPIRE BLVD	UNIT A	ONTARIO	CA	91764	6523	R087	00006	B	696	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3030 INLAND EMPIRE BLVD	UNIT B	ONTARIO	CA	91764	6523	R087	00005	B	696	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3022 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4803	R087	00004	B	696	22	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3008 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4803	R087	00003	B	696	08	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3002 INLAND EMPIRE BLVD	STE B	ONTARIO	CA	91764	6519	R087	00002	B	696	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-087	OCCUPANT	3002 INLAND EMPIRE BLVD	STE A	ONTARIO	CA	91764	6518	R087	00001	B	696	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-085	RESIDENT	811 N TURNER AVE	UNIT 12	ONTARIO	CA	91764	6594	R085	00760	A	760	12	6	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-082	OCCUPANT	800 N HAVEN AVE	STE 110	ONTARIO	CA	91764	5912	R082	00107	B	505	35	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	800 N HAVEN AVE	STE 100	ONTARIO	CA	91764	4950	R082	00106	B	505	25	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3535 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4908	R082	00105	B	505	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3535 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4908	R082	00104	B	505	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3535 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4908	R082	00103	B	505	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3535 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4908	R082	00102	B	505	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3535 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4908	R082	00101	B	505	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3535 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4908	R082	00100	B	505	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3535 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4908	R082	00099	B	505	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3535 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4908	R082	00098	B	505	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3535 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4908	R082	00097	B	505	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3535 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4908	R082	00096	B	505	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3546 CONCOURS	STE 100	ONTARIO	CA	91764	5584	R082	00095	B	505	25	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3546 CONCOURS		ONTARIO	CA	91764	5583	R082	00094	B	505	46	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3555 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4908	R082	00093	B	505	55	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3595 INLAND EMPIRE BLVD	STE 5	ONTARIO	CA	91764	5921	R082	00092	B	505	05	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3595 INLAND EMPIRE BLVD	STE 4200	ONTARIO	CA	91764	7980	R082	00091	B	505	50	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3595 INLAND EMPIRE BLVD	STE 4100	ONTARIO	CA	91764	7978	R082	00090	B	505	25	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3595 INLAND EMPIRE BLVD	STE 4250	ONTARIO	CA	91764	7978	R082	00089	B	505	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3595 INLAND EMPIRE BLVD	STE 313	ONTARIO	CA	91764	7978	R082	00088	B	505	88	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3595 INLAND EMPIRE BLVD	STE 3	ONTARIO	CA	91764	7977	R082	00087	B	505	03	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3595 INLAND EMPIRE BLVD	STE 2210	ONTARIO	CA	91764	5921	R082	00086	B	505	60	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3595 INLAND EMPIRE BLVD	STE 2200	ONTARIO	CA	91764	5921	R082	00085	B	505	50	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3595 INLAND EMPIRE BLVD	STE 2100	ONTARIO	CA	91764	5921	R082	00084	B	505	25	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3595 INLAND EMPIRE BLVD	STE 1250	ONTARIO	CA	91764	5906	R082	00083	B	505	00	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3595 INLAND EMPIRE BLVD	STE 1240	ONTARIO	CA	91764	5921	R082	00082	B	505	15	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3595 INLAND EMPIRE BLVD	STE 1200	ONTARIO	CA	91764	5921	R082	00081	B	505	00	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3595 INLAND EMPIRE BLVD	STE 1100	ONTARIO	CA	91764	7988	R082	00080	B	505	75	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3800 CONCOURS	STE 300	ONTARIO	CA	91764	5907	R082	00079	B	505	75	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3800 CONCOURS	STE 150	ONTARIO	CA	91764	5905	R082	00078	B	505	25	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3800 CONCOURS	STE 220	ONTARIO	CA	91764	5922	R082	00077	B	505	70	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3800 CONCOURS	STE 340	ONTARIO	CA	91764	5922	R082	00076	B	505	90	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3800 CONCOURS	STE 350	ONTARIO	CA	91764	5919	R082	00075	B	505	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3800 CONCOURS	STE 200	ONTARIO	CA	91764	7995	R082	00074	B	505	50	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3800 CONCOURS	STE 100	ONTARIO	CA	91764	5918	R082	00073	B	505	25	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3800 CONCOURS	STE 210	ONTARIO	CA	91764	5923	R082	00072	B	505	60	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3990 CONCOURS	STE 500	ONTARIO	CA	91764	7983	R082	00071	B	505	25	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3990 CONCOURS	STE 450	ONTARIO	CA	91764	7983	R082	00070	B	505	00	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3990 CONCOURS	STE 425	ONTARIO	CA	91764	7981	R082	00069	B	505	00	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3990 CONCOURS	STE 108	ONTARIO	CA	91764	7971	R082	00068	B	505	33	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3990 CONCOURS	STE 350	ONTARIO	CA	91764	7971	R082	00067	B	505	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3990 CONCOURS	STE 300	ONTARIO	CA	91764	7994	R082	00066	B	505	75	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3990 CONCOURS	STE 200	ONTARIO	CA	91764	7971	R082	00065	B	505	50	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3990 CONCOURS	STE 100	ONTARIO	CA	91764	7993	R082	00064	B	505	25	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3990 CONCOURS	STE 125	ONTARIO	CA	91764	7971	R082	00063	B	505	25	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3999 INLAND EMPIRE BLVD		ONTARIO	CA	91764	5027	R082	00062	B	505	99	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4200 CONCOURS	STE 350	ONTARIO	CA	91764	7958	R082	00061	B	505	75	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4200 CONCOURS	STE 300	ONTARIO	CA	91764	4982	R082	00060	B	505	75	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4200 CONCOURS	STE 360	ONTARIO	CA	91764	4982	R082	00059	B	505	85	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4200 CONCOURS	STE 200	ONTARIO	CA	91764	7976	R082	00058	B	505	50	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4200 CONCOURS	STE 100	ONTARIO	CA	91764	4982	R082	00057	B	505	25	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 100	ONTARIO	CA	91764	5025	R082	00056	B	505	25	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 350	ONTARIO	CA	91764	5003	R082	00055	B	505	75	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 260	ONTARIO	CA	91764	5003	R082	00054	B	505	60	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 250	ONTARIO	CA	91764	5003	R082	00053	B	505	50	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 345	ONTARIO	CA	91764	5005	R082	00052	B	505	95	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 301	ONTARIO	CA	91764	5017	R082	00051	B	505	76	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 335	ONTARIO	CA	91764	5001	R082	00050	B	505	85	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 305	ONTARIO	CA	91764	5034	R082	00049	B	505	80	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 290	ONTARIO	CA	91764	5001	R082	00048	B	505	65	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 341	ONTARIO	CA	91764	5001	R082	00047	B	505	91	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 231	ONTARIO	CA	91764	5001	R082	00046	B	505	56	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 200B	ONTARIO	CA	91764	5001	R082	00045	B	505	02	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 175	ONTARIO	CA	91764	5006	R082	00044	B	505	25	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4141 INLAND EMPIRE BLVD	STE 150	ONTARIO	CA	91764	5007	R082	00043	B	505	25	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4105 INLAND EMPIRE BLVD		ONTARIO	CA	91764	5002	R082	00042	B	505	05	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4000 E ONTARIO CENTER PKWY		ONTARIO	CA	91764	7966	R082	00041	B	505	00	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4150 CONCOURS	STE 260	ONTARIO	CA	91764	5915	R082	00040	B	505	60	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4150 CONCOURS	STE 250	ONTARIO	CA	91764	5915	R082	00039	B	505	50	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4150 CONCOURS	STE 100	ONTARIO	CA	91764	5914	R082	00038	B	505	25	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4120 CONCOURS	STE 400	ONTARIO	CA	91764	4999	R082	00037	B	505	00	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4120 CONCOURS	STE 300	ONTARIO	CA	91764	4999	R082	00036	B	505	75	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4120 CONCOURS	STE 200	ONTARIO	CA	91764	4999	R082	00035	B	505	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4120 CONCOURS	STE 100	ONTARIO	CA	91764	4999	R082	00034	B	505	25	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	800 FERRARI	STE 400	ONTARIO	CA	91764	5031	R082	00033	B	505	00	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	800 FERRARI	STE 200	ONTARIO	CA	91764	5031	R082	00032	B	505	50	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	800 FERRARI	STE 100	ONTARIO	CA	91764	5031	R082	00031	B	505	25	7	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-082	OCCUPANT	790 FERRARI	STE B	ONTARIO	CA	91764	5009	R082	00030	B	505	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	790 FERRARI		ONTARIO	CA	91764	5036	R082	00029	B	505	90	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	750 FERRARI		ONTARIO	CA	91764	5036	R082	00028	B	505	50	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4155 INLAND EMPIRE BLVD		ONTARIO	CA	91764	5002	R082	00027	B	505	55	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4175 INLAND EMPIRE BLVD		ONTARIO	CA	91764	5002	R082	00026	B	505	75	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4195 INLAND EMPIRE BLVD		ONTARIO	CA	91764	5002	R082	00025	B	505	95	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	4100 INLAND EMPIRE BLVD		ONTARIO	CA	91764	5026	R082	00024	B	505	00	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3998 INLAND EMPIRE BLVD	STE 400	ONTARIO	CA	91764	5033	R082	00023	B	505	00	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3998 INLAND EMPIRE BLVD	STE 300	ONTARIO	CA	91764	5033	R082	00022	B	505	75	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3998 INLAND EMPIRE BLVD	STE 200	ONTARIO	CA	91764	5033	R082	00021	B	505	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3998 INLAND EMPIRE BLVD	STE 100	ONTARIO	CA	91764	5033	R082	00020	B	505	25	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3990 INLAND EMPIRE BLVD		ONTARIO	CA	91764	5000	R082	00019	B	505	90	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3760 INLAND EMPIRE BLVD		ONTARIO	CA	91764	4911	R082	00018	B	505	60	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3700 INLAND EMPIRE BLVD	STE 150	ONTARIO	CA	91764	4949	R082	00017	B	505	25	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3700 INLAND EMPIRE BLVD	STE 550	ONTARIO	CA	91764	5929	R082	00016	B	505	25	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3700 INLAND EMPIRE BLVD	STE 235	ONTARIO	CA	91764	4977	R082	00015	B	505	60	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3700 INLAND EMPIRE BLVD	STE 110	ONTARIO	CA	91764	5928	R082	00014	B	505	35	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3700 INLAND EMPIRE BLVD	STE 400	ONTARIO	CA	91764	4907	R082	00013	B	505	00	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3700 INLAND EMPIRE BLVD	STE 300	ONTARIO	CA	91764	4907	R082	00012	B	505	75	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3700 INLAND EMPIRE BLVD	STE 250	ONTARIO	CA	91764	4959	R082	00011	B	505	50	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3700 INLAND EMPIRE BLVD	STE 125	ONTARIO	CA	91764	4958	R082	00010	B	505	25	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3700 INLAND EMPIRE BLVD	STE 100	ONTARIO	CA	91764	4907	R082	00009	B	505	25	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3700 INLAND EMPIRE BLVD	STE 1	ONTARIO	CA	91764	4907	R082	00008	B	505	01	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3640 PORSCHE WAY		ONTARIO	CA	91764	4905	R082	00007	B	505	40	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3550 PORSCHE WAY		ONTARIO	CA	91764	4909	R082	00006	B	505	50	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3500 PORSCHE WAY	STE 300	ONTARIO	CA	91764	4937	R082	00005	B	505	75	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3500 PORSCHE WAY	STE 200	ONTARIO	CA	91764	4935	R082	00004	B	505	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3500 PORSCHE WAY	STE 125	ONTARIO	CA	91764	4968	R082	00003	B	505	25	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3500 PORSCHE WAY	STE 150	ONTARIO	CA	91764	4969	R082	00002	B	505	25	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-082	OCCUPANT	3500 PORSCHE WAY	STE 100	ONTARIO	CA	91764	4941	R082	00001	B	505	25	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 325	ONTARIO	CA	91764	8703	C089	01065	A	1038	75	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 324	ONTARIO	CA	91764	8703	C089	01064	A	1038	99	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 323	ONTARIO	CA	91764	8703	C089	01063	A	1038	98	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 322	ONTARIO	CA	91764	8703	C089	01062	A	1038	97	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 321	ONTARIO	CA	91764	8703	C089	01061	A	1038	96	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 320	ONTARIO	CA	91764	8703	C089	01060	A	1038	95	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 319	ONTARIO	CA	91764	8703	C089	01059	A	1038	94	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 318	ONTARIO	CA	91764	8703	C089	01058	A	1038	93	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 317	ONTARIO	CA	91764	8703	C089	01057	A	1038	92	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 316	ONTARIO	CA	91764	8703	C089	01056	A	1038	91	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 312	ONTARIO	CA	91764	8703	C089	01055	A	1038	87	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 311	ONTARIO	CA	91764	8703	C089	01054	A	1038	86	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 310	ONTARIO	CA	91764	8703	C089	01053	A	1038	85	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 309	ONTARIO	CA	91764	8703	C089	01052	A	1038	84	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 308	ONTARIO	CA	91764	8702	C089	01051	A	1038	83	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 305	ONTARIO	CA	91764	8702	C089	01050	A	1038	80	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 304	ONTARIO	CA	91764	8702	C089	01049	A	1038	79	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 303	ONTARIO	CA	91764	8702	C089	01048	A	1038	78	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 227	ONTARIO	CA	91764	8702	C089	01047	A	1038	52	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 226	ONTARIO	CA	91764	8702	C089	01046	A	1038	51	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 225	ONTARIO	CA	91764	8702	C089	01045	A	1038	50	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 224	ONTARIO	CA	91764	8702	C089	01044	A	1038	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 220	ONTARIO	CA	91764	8702	C089	01043	A	1038	70	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 219	ONTARIO	CA	91764	8702	C089	01042	A	1038	69	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 218	ONTARIO	CA	91764	8702	C089	01041	A	1038	68	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 217	ONTARIO	CA	91764	8702	C089	01040	A	1038	67	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 216	ONTARIO	CA	91764	8702	C089	01039	A	1038	66	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 212	ONTARIO	CA	91764	8702	C089	01038	A	1038	62	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 211	ONTARIO	CA	91764	8702	C089	01037	A	1038	61	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 210	ONTARIO	CA	91764	8702	C089	01036	A	1038	60	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 209	ONTARIO	CA	91764	8702	C089	01035	A	1038	59	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 208	ONTARIO	CA	91764	8702	C089	01034	A	1038	58	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 205	ONTARIO	CA	91764	8701	C089	01033	A	1038	55	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 204	ONTARIO	CA	91764	8701	C089	01032	A	1038	54	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 203	ONTARIO	CA	91764	8701	C089	01031	A	1038	53	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 138	ONTARIO	CA	91764	8701	C089	01030	A	1038	38	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 137	ONTARIO	CA	91764	8701	C089	01029	A	1038	37	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 136	ONTARIO	CA	91764	8701	C089	01028	A	1038	36	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 135	ONTARIO	CA	91764	8701	C089	01027	A	1038	35	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 124	ONTARIO	CA	91764	8701	C089	01026	A	1038	49	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 123	ONTARIO	CA	91764	8700	C089	01025	A	1038	48	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 122	ONTARIO	CA	91764	8700	C089	01024	A	1038	47	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 115	ONTARIO	CA	91764	8700	C089	01023	A	1038	40	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 114	ONTARIO	CA	91764	8700	C089	01022	A	1038	39	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 113	ONTARIO	CA	91764	8700	C089	01021	A	1038	38	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 105	ONTARIO	CA	91764	8700	C089	01020	A	1038	30	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1449 E D ST	APT 104	ONTARIO	CA	91764	8700	C089	01019	A	1038	29	7	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-089	RESIDENT	126 LASSEN PL	APT D	ONTARIO	CA	91764	5482	C089	00248	A	1038	76	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	126 LASSEN PL	APT C	ONTARIO	CA	91764	5482	C089	00247	A	1038	75	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	126 LASSEN PL	APT B	ONTARIO	CA	91764	5482	C089	00246	A	1038	74	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	126 LASSEN PL	APT A	ONTARIO	CA	91764	5482	C089	00245	A	1038	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	155 LASSEN PL	APT D	ONTARIO	CA	91764	4468	C089	00244	A	1038	76	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	155 LASSEN PL	APT C	ONTARIO	CA	91764	4468	C089	00243	A	1038	75	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	155 LASSEN PL	APT B	ONTARIO	CA	91764	4468	C089	00242	A	1038	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	155 LASSEN PL	APT A	ONTARIO	CA	91764	4468	C089	00241	A	1038	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	145 LASSEN PL	APT D	ONTARIO	CA	91764	4464	C089	00240	A	1038	76	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	145 LASSEN PL	APT C	ONTARIO	CA	91764	4464	C089	00239	A	1038	75	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	145 LASSEN PL	APT B	ONTARIO	CA	91764	4464	C089	00238	A	1038	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	145 LASSEN PL	APT A	ONTARIO	CA	91764	4464	C089	00237	A	1038	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	135 LASSEN PL	APT D	ONTARIO	CA	91764	4451	C089	00236	A	1038	76	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	135 LASSEN PL	APT C	ONTARIO	CA	91764	4451	C089	00235	A	1038	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	135 LASSEN PL	APT B	ONTARIO	CA	91764	4451	C089	00234	A	1038	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	135 LASSEN PL	APT A	ONTARIO	CA	91764	4451	C089	00233	A	1038	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	125 LASSEN PL	APT D	ONTARIO	CA	91764	5481	C089	00232	A	1038	76	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	125 LASSEN PL	APT C	ONTARIO	CA	91764	5481	C089	00231	A	1038	75	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	125 LASSEN PL	APT B	ONTARIO	CA	91764	5481	C089	00230	A	1038	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	125 LASSEN PL	APT A	ONTARIO	CA	91764	5481	C089	00229	A	1038	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1432 E NOCTA ST	APT D	ONTARIO	CA	91764	5622	C089	00228	A	1038	76	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1432 E NOCTA ST	APT C	ONTARIO	CA	91764	5622	C089	00227	A	1038	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1432 E NOCTA ST	APT B	ONTARIO	CA	91764	5622	C089	00226	A	1038	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1432 E NOCTA ST	APT A	ONTARIO	CA	91764	5622	C089	00225	A	1038	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1422 E NOCTA ST	APT D	ONTARIO	CA	91764	5621	C089	00224	A	1038	76	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1422 E NOCTA ST	APT C	ONTARIO	CA	91764	5621	C089	00223	A	1038	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1422 E NOCTA ST	APT B	ONTARIO	CA	91764	5621	C089	00222	A	1038	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1422 E NOCTA ST	APT A	ONTARIO	CA	91764	5621	C089	00221	A	1038	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1412 E NOCTA ST	APT D	ONTARIO	CA	91764	5620	C089	00220	A	1038	76	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1412 E NOCTA ST	APT C	ONTARIO	CA	91764	5620	C089	00219	A	1038	75	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1412 E NOCTA ST	APT B	ONTARIO	CA	91764	5620	C089	00218	A	1038	74	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1412 E NOCTA ST	APT A	ONTARIO	CA	91764	5620	C089	00217	A	1038	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1402 E NOCTA ST	APT D	ONTARIO	CA	91764	5619	C089	00216	A	1038	76	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1402 E NOCTA ST	APT C	ONTARIO	CA	91764	5619	C089	00215	A	1038	75	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1402 E NOCTA ST	APT B	ONTARIO	CA	91764	5619	C089	00214	A	1038	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	RESIDENT	1402 E NOCTA ST	APT A	ONTARIO	CA	91764	5619	C089	00213	A	1038	73	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	101 N VINEYARD AVE		ONTARIO	CA	91764	4425	C089	00212	B	1038	01	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	111 N VINEYARD AVE	STE B	ONTARIO	CA	91764	4494	C089	00211	B	1038	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	111 N VINEYARD AVE	STE A	ONTARIO	CA	91764	4494	C089	00210	B	1038	73	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	191 N VINEYARD AVE		ONTARIO	CA	91764	4425	C089	00209	B	1038	91	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	201 N VINEYARD AVE		ONTARIO	CA	91764	4427	C089	00208	B	1038	01	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	209 N VINEYARD AVE		ONTARIO	CA	91764	4427	C089	00207	B	1038	09	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	231 N VINEYARD AVE		ONTARIO	CA	91764	4427	C089	00206	B	1038	31	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 341	ONTARIO	CA	91764	5657	C089	00205	B	1038	91	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 400	ONTARIO	CA	91764	4436	C089	00204	B	1038	00	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 316	ONTARIO	CA	91764	4457	C089	00203	B	1038	91	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 306	ONTARIO	CA	91764	4483	C089	00202	B	1038	81	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 205	ONTARIO	CA	91764	5668	C089	00201	B	1038	55	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 210	ONTARIO	CA	91764	5669	C089	00200	B	1038	60	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 230	ONTARIO	CA	91764	4457	C089	00199	B	1038	55	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 303	ONTARIO	CA	91764	4456	C089	00198	B	1038	78	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 337	ONTARIO	CA	91764	4457	C089	00197	B	1038	87	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 310	ONTARIO	CA	91764	5677	C089	00196	B	1038	85	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 301	ONTARIO	CA	91764	4455	C089	00195	B	1038	76	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 338	ONTARIO	CA	91764	5673	C089	00194	B	1038	88	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 309	ONTARIO	CA	91764	4493	C089	00193	B	1038	84	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 245	ONTARIO	CA	91764	5671	C089	00192	B	1038	70	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 240	ONTARIO	CA	91764	5670	C089	00191	B	1038	65	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 203	ONTARIO	CA	91764	4455	C089	00190	B	1038	53	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 202	ONTARIO	CA	91764	4455	C089	00189	B	1038	52	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 300	ONTARIO	CA	91764	4455	C089	00188	B	1038	75	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N VINEYARD AVE	STE 100	ONTARIO	CA	91764	4454	C089	00187	B	1038	25	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	338 N CORONA AVE		ONTARIO	CA	91764	4422	C089	00186	B	1038	38	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	326 N CORONA AVE		ONTARIO	CA	91764	4422	C089	00185	B	1038	26	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	316 N CORONA AVE		ONTARIO	CA	91764	4422	C089	00184	B	1038	16	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	306 N CORONA AVE		ONTARIO	CA	91764	4422	C089	00183	B	1038	06	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	305 N SACRAMENTO AVE		ONTARIO	CA	91764	4423	C089	00182	B	1038	05	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	315 N SACRAMENTO AVE		ONTARIO	CA	91764	4423	C089	00181	B	1038	15	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	337 N SACRAMENTO AVE		ONTARIO	CA	91764	4423	C089	00180	B	1038	37	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	1826 E ELMA CT		ONTARIO	CA	91764	4445	C089	00179	B	1038	26	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	1824 E ELMA CT		ONTARIO	CA	91764	4445	C089	00178	B	1038	24	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	1820 E ELMA CT		ONTARIO	CA	91764	4445	C089	00176	B	1038	20	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	1810 E ELMA CT		ONTARIO	CA	91764	4445	C089	00171	B	1038	10	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	1808 E ELMA CT		ONTARIO	CA	91764	4445	C089	00170	B	1038	08	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	1804 E ELMA CT		ONTARIO	CA	91764	4445	C089	00168	B	1038	04	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	201 N CORONA AVE	STE 105	ONTARIO	CA	91764	8707	C089	00167	B	1038	30	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-089	OCCUPANT	201 N CORONA AVE	STE 104	ONTARIO	CA	91764	8707	C089	00166	B	1038	29	0	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-061	RESIDENT	845 N MADERA AVE		ONTARIO	CA	91764	3634	C061	00036	A	818	45	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	853 N MADERA AVE		ONTARIO	CA	91764	3634	C061	00035	A	818	53	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	854 N MADERA AVE		ONTARIO	CA	91764	3635	C061	00034	A	818	54	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	846 N MADERA AVE		ONTARIO	CA	91764	3635	C061	00033	A	818	46	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	840 N MADERA AVE		ONTARIO	CA	91764	3635	C061	00032	A	818	40	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	832 N MADERA AVE		ONTARIO	CA	91764	3635	C061	00031	A	818	32	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	824 N MADERA AVE		ONTARIO	CA	91764	3635	C061	00030	A	818	24	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	818 N MADERA AVE		ONTARIO	CA	91764	3635	C061	00029	A	818	18	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	810 N MADERA AVE		ONTARIO	CA	91764	3635	C061	00028	A	818	10	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	802 N MADERA AVE		ONTARIO	CA	91764	3635	C061	00027	A	818	02	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	760 N MADERA AVE		ONTARIO	CA	91764	3633	C061	00026	A	818	60	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	752 N MADERA AVE		ONTARIO	CA	91764	3633	C061	00025	A	818	52	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	746 N MADERA AVE		ONTARIO	CA	91764	3633	C061	00024	A	818	46	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	738 N MADERA AVE		ONTARIO	CA	91764	3633	C061	00023	A	818	38	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	730 N MADERA AVE		ONTARIO	CA	91764	3633	C061	00022	A	818	30	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	720 N MADERA AVE		ONTARIO	CA	91764	3633	C061	00021	A	818	20	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	714 N MADERA AVE		ONTARIO	CA	91764	3633	C061	00020	A	818	14	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	708 N MADERA AVE		ONTARIO	CA	91764	3633	C061	00019	A	818	08	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	702 N MADERA AVE		ONTARIO	CA	91764	3633	C061	00018	A	818	02	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	701 N MADERA AVE		ONTARIO	CA	91764	3632	C061	00017	A	818	01	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	707 N MADERA AVE		ONTARIO	CA	91764	3632	C061	00016	A	818	07	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	713 N MADERA AVE		ONTARIO	CA	91764	3632	C061	00015	A	818	13	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	721 N MADERA AVE		ONTARIO	CA	91764	3632	C061	00014	A	818	21	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	729 N MADERA AVE		ONTARIO	CA	91764	3632	C061	00013	A	818	29	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	737 N MADERA AVE		ONTARIO	CA	91764	3632	C061	00012	A	818	37	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	745 N MADERA AVE		ONTARIO	CA	91764	3632	C061	00011	A	818	45	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	751 N MADERA AVE		ONTARIO	CA	91764	3632	C061	00010	A	818	51	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	752 N BAKER AVE		ONTARIO	CA	91764	3610	C061	00009	A	818	52	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	746 N BAKER AVE		ONTARIO	CA	91764	3610	C061	00008	A	818	46	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	738 N BAKER AVE		ONTARIO	CA	91764	3610	C061	00007	A	818	38	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	730 N BAKER AVE		ONTARIO	CA	91764	3610	C061	00006	A	818	30	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	722 N BAKER AVE		ONTARIO	CA	91764	3610	C061	00005	A	818	22	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	716 N BAKER AVE		ONTARIO	CA	91764	3610	C061	00004	A	818	16	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	708 N BAKER AVE		ONTARIO	CA	91764	3610	C061	00003	A	818	08	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	RESIDENT	702 N BAKER AVE		ONTARIO	CA	91764	3610	C061	00002	A	818	02	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-061	OCCUPANT	1450 E G ST		ONTARIO	CA	91764	4410	C061	00001	B	818	50	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1224 E D ST		ONTARIO	CA	91764	4386	C042	00942	A	930	24	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1222 E D ST		ONTARIO	CA	91764	4386	C042	00941	A	930	22	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1218 E D ST		ONTARIO	CA	91764	4386	C042	00940	A	930	18	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1216 E D ST		ONTARIO	CA	91764	4386	C042	00939	A	930	16	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1212 E D ST		ONTARIO	CA	91764	4385	C042	00938	A	930	12	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1210 E D ST		ONTARIO	CA	91764	4385	C042	00937	A	930	10	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1206 E D ST		ONTARIO	CA	91764	4385	C042	00936	A	930	06	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1204 E D ST		ONTARIO	CA	91764	4385	C042	00935	A	930	04	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1205 E D ST		ONTARIO	CA	91764	4329	C042	00934	A	930	05	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1213 E D ST		ONTARIO	CA	91764	4329	C042	00933	A	930	13	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1221 E D ST		ONTARIO	CA	91764	4329	C042	00932	A	930	21	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1229 E D ST		ONTARIO	CA	91764	4329	C042	00931	A	930	29	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1237 E D ST		ONTARIO	CA	91764	4329	C042	00930	A	930	37	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 22	ONTARIO	CA	91764	6765	C042	00929	A	930	22	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 21	ONTARIO	CA	91764	6765	C042	00928	A	930	21	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 20	ONTARIO	CA	91764	6765	C042	00927	A	930	20	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 19	ONTARIO	CA	91764	6767	C042	00926	A	930	19	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 18	ONTARIO	CA	91764	6767	C042	00925	A	930	18	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 17	ONTARIO	CA	91764	6767	C042	00924	A	930	17	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 16	ONTARIO	CA	91764	6767	C042	00923	A	930	16	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 15	ONTARIO	CA	91764	6767	C042	00922	A	930	15	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 14	ONTARIO	CA	91764	6764	C042	00921	A	930	14	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 13	ONTARIO	CA	91764	6764	C042	00920	A	930	13	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 12	ONTARIO	CA	91764	6764	C042	00919	A	930	12	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 11	ONTARIO	CA	91764	6769	C042	00918	A	930	11	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 10	ONTARIO	CA	91764	6769	C042	00917	A	930	10	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 9	ONTARIO	CA	91764	6766	C042	00916	A	930	09	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 8	ONTARIO	CA	91764	6766	C042	00915	A	930	08	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 7	ONTARIO	CA	91764	6766	C042	00914	A	930	07	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 6	ONTARIO	CA	91764	6766	C042	00913	A	930	06	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 5	ONTARIO	CA	91764	6768	C042	00912	A	930	05	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 4	ONTARIO	CA	91764	6768	C042	00911	A	930	04	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 3	ONTARIO	CA	91764	6768	C042	00910	A	930	03	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 2	ONTARIO	CA	91764	6768	C042	00909	A	930	02	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1235 E D ST	UNIT 1	ONTARIO	CA	91764	6768	C042	00908	A	930	01	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1239 E D ST		ONTARIO	CA	91764	4329	C042	00907	A	930	39	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1254 E D ST	APT B	ONTARIO	CA	91764	4352	C042	00906	A	930	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1254 E D ST	APT A	ONTARIO	CA	91764	4352	C042	00905	A	930	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1246 E D ST		ONTARIO	CA	91764	4330	C042	00904	A	930	46	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1248 E D ST		ONTARIO	CA	91764	4330	C042	00903	A	930	48	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1242 E D ST		ONTARIO	CA	91764	4330	C042	00902	A	930	42	7	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-042	RESIDENT	607 N HOLMES AVE		ONTARIO	CA	91764	3919	C042	00823	A	930	07	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	613 N HOLMES AVE		ONTARIO	CA	91764	3919	C042	00822	A	930	13	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	611 N HOLMES AVE		ONTARIO	CA	91764	3919	C042	00821	A	930	11	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	617 N HOLMES AVE		ONTARIO	CA	91764	3919	C042	00820	A	930	17	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	621 N HOLMES AVE		ONTARIO	CA	91764	3919	C042	00819	A	930	21	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	624 N HOLMES AVE		ONTARIO	CA	91764	3920	C042	00818	A	930	24	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	618 N HOLMES AVE		ONTARIO	CA	91764	3920	C042	00817	A	930	18	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	610 N HOLMES AVE		ONTARIO	CA	91764	3920	C042	00816	A	930	10	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	608 N HOLMES AVE		ONTARIO	CA	91764	3920	C042	00815	A	930	08	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	602 N HOLMES AVE		ONTARIO	CA	91764	3920	C042	00814	A	930	02	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	600 N HOLMES AVE		ONTARIO	CA	91764	3920	C042	00813	A	930	00	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	542 N HOLMES AVE		ONTARIO	CA	91764	3918	C042	00812	A	930	42	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	538 N HOLMES AVE		ONTARIO	CA	91764	3918	C042	00811	A	930	38	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	532 N HOLMES AVE		ONTARIO	CA	91764	3918	C042	00810	A	930	32	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	528 N HOLMES AVE		ONTARIO	CA	91764	3918	C042	00809	A	930	28	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	522 N HOLMES AVE		ONTARIO	CA	91764	3918	C042	00808	A	930	22	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	518 N HOLMES AVE		ONTARIO	CA	91764	3918	C042	00807	A	930	18	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	512 N HOLMES AVE		ONTARIO	CA	91764	3918	C042	00806	A	930	12	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	508 N HOLMES AVE		ONTARIO	CA	91764	3918	C042	00805	A	930	08	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	502 N HOLMES AVE		ONTARIO	CA	91764	3918	C042	00804	A	930	02	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1003 E D ST		ONTARIO	CA	91764	4303	C042	00803	A	930	03	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1011 E D ST		ONTARIO	CA	91764	4303	C042	00802	A	930	11	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1009 E D ST		ONTARIO	CA	91764	4303	C042	00801	A	930	09	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1017 E D ST		ONTARIO	CA	91764	4303	C042	00800	A	930	17	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1033 E D ST		ONTARIO	CA	91764	4335	C042	00799	A	930	33	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1039 E D ST		ONTARIO	CA	91764	4335	C042	00798	A	930	39	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1041 E D ST		ONTARIO	CA	91764	4335	C042	00797	A	930	41	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1043 E D ST		ONTARIO	CA	91764	4335	C042	00796	A	930	43	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1051 E D ST		ONTARIO	CA	91764	4335	C042	00795	A	930	51	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1053 E D ST		ONTARIO	CA	91764	4335	C042	00794	A	930	53	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1063 E D ST		ONTARIO	CA	91764	4335	C042	00793	A	930	63	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1061 E D ST		ONTARIO	CA	91764	4335	C042	00792	A	930	61	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1067 E D ST		ONTARIO	CA	91764	4335	C042	00791	A	930	67	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1077 E D ST		ONTARIO	CA	91764	4335	C042	00790	A	930	77	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1080 E D ST		ONTARIO	CA	91764	4304	C042	00789	A	930	80	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1072 E D ST		ONTARIO	CA	91764	4304	C042	00788	A	930	72	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1068 E D ST		ONTARIO	CA	91764	4304	C042	00787	A	930	68	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1058 E D ST		ONTARIO	CA	91764	4304	C042	00786	A	930	58	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1054 E D ST		ONTARIO	CA	91764	4304	C042	00785	A	930	54	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1052 E D ST		ONTARIO	CA	91764	4304	C042	00784	A	930	52	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1048 E D ST		ONTARIO	CA	91764	4304	C042	00783	A	930	48	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1040 E D ST		ONTARIO	CA	91764	4304	C042	00782	A	930	40	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1034 E D ST		ONTARIO	CA	91764	4304	C042	00781	A	930	34	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1028 E D ST	APT B	ONTARIO	CA	91764	6728	C042	00780	A	930	74	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1028 E D ST	APT A	ONTARIO	CA	91764	6728	C042	00779	A	930	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1026 E D ST		ONTARIO	CA	91764	4304	C042	00778	A	930	26	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1020 E D ST		ONTARIO	CA	91764	4304	C042	00777	A	930	20	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1016 E D ST		ONTARIO	CA	91764	4304	C042	00776	A	930	16	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1012 E D ST		ONTARIO	CA	91764	4304	C042	00775	A	930	12	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1008 E D ST		ONTARIO	CA	91764	4304	C042	00774	A	930	08	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1004 E D ST		ONTARIO	CA	91764	4304	C042	00773	A	930	04	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	966 E D ST		ONTARIO	CA	91764	4302	C042	00772	A	930	66	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	962 E D ST		ONTARIO	CA	91764	4302	C042	00771	A	930	62	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	958 E D ST		ONTARIO	CA	91764	4302	C042	00770	A	930	58	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	952 E D ST		ONTARIO	CA	91764	4302	C042	00769	A	930	52	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	948 E D ST		ONTARIO	CA	91764	4302	C042	00768	A	930	48	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	942 E D ST	APT D	ONTARIO	CA	91764	4350	C042	00767	A	930	76	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	942 E D ST	APT C	ONTARIO	CA	91764	4350	C042	00766	A	930	75	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	942 E D ST	APT B	ONTARIO	CA	91764	4350	C042	00765	A	930	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	942 E D ST	APT A	ONTARIO	CA	91764	4350	C042	00764	A	930	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	930 E D ST	APT D	ONTARIO	CA	91764	4349	C042	00763	A	930	76	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	930 E D ST	APT C	ONTARIO	CA	91764	4349	C042	00762	A	930	75	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	930 E D ST	APT B	ONTARIO	CA	91764	4349	C042	00761	A	930	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	930 E D ST	APT A	ONTARIO	CA	91764	4349	C042	00760	A	930	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	920 E D ST		ONTARIO	CA	91764	4302	C042	00759	A	930	20	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	906 E D ST		ONTARIO	CA	91764	4302	C042	00758	A	930	06	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	OCCUPANT	904 E D ST		ONTARIO	CA	91764	4302	C042	00757	B	930	04	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	933 E D ST	APT H	ONTARIO	CA	91764	4387	C042	00756	A	930	80	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	933 E D ST	APT G	ONTARIO	CA	91764	4387	C042	00755	A	930	79	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	933 E D ST	APT F	ONTARIO	CA	91764	4387	C042	00754	A	930	78	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	933 E D ST	APT E	ONTARIO	CA	91764	4387	C042	00753	A	930	77	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	933 E D ST	APT D	ONTARIO	CA	91764	4387	C042	00752	A	930	76	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	933 E D ST	APT C	ONTARIO	CA	91764	4387	C042	00751	A	930	75	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	933 E D ST	APT B	ONTARIO	CA	91764	4387	C042	00750	A	930	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	933 E D ST	APT A	ONTARIO	CA	91764	4387	C042	00749	A	930	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	939 E D ST	APT C	ONTARIO	CA	91764	6729	C042	00748	A	930	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	939 E D ST	APT B	ONTARIO	CA	91764	6729	C042	00747	A	930	74	8	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-042	RESIDENT	933 E ELMA ST		ONTARIO	CA	91764	4305	C042	00591	A	930	33	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	935 E ELMA ST		ONTARIO	CA	91764	4305	C042	00590	A	930	35	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	939 E ELMA ST		ONTARIO	CA	91764	4305	C042	00589	A	930	39	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	937 E ELMA ST		ONTARIO	CA	91764	4305	C042	00588	A	930	37	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	943 E ELMA ST		ONTARIO	CA	91764	4305	C042	00587	A	930	43	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	947 E ELMA ST	APT B	ONTARIO	CA	91764	6709	C042	00586	A	930	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	947 E ELMA ST	APT A	ONTARIO	CA	91764	6709	C042	00585	A	930	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	947 E ELMA ST		ONTARIO	CA	91764	4305	C042	00584	A	930	47	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	949 E ELMA ST		ONTARIO	CA	91764	4305	C042	00583	A	930	49	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	951 E ELMA ST		ONTARIO	CA	91764	4305	C042	00582	A	930	51	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	959 E ELMA ST		ONTARIO	CA	91764	4305	C042	00581	A	930	59	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	961 E ELMA ST		ONTARIO	CA	91764	4305	C042	00580	A	930	61	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	963 E ELMA ST		ONTARIO	CA	91764	4305	C042	00579	A	930	63	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	311 N ALLYN AVE		ONTARIO	CA	91764	3802	C042	00578	A	930	11	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	317 N ALLYN AVE		ONTARIO	CA	91764	3802	C042	00577	A	930	17	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	318 N ALLYN AVE		ONTARIO	CA	91764	3803	C042	00576	A	930	18	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	312 N ALLYN AVE		ONTARIO	CA	91764	3803	C042	00575	A	930	12	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	312 N ALLYN AVE	APT A	ONTARIO	CA	91764	3868	C042	00574	A	930	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	312 1/2 N ALLYN AVE		ONTARIO	CA	91764	3803	C042	00573	A	930	12	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	310 N ALLYN AVE		ONTARIO	CA	91764	3803	C042	00572	A	930	10	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	308 N ALLYN AVE		ONTARIO	CA	91764	3803	C042	00571	A	930	08	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	306 N ALLYN AVE		ONTARIO	CA	91764	3803	C042	00570	A	930	06	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	300 N ALLYN AVE	UNIT B	ONTARIO	CA	91764	3990	C042	00569	A	930	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	300 N ALLYN AVE	UNIT A	ONTARIO	CA	91764	3990	C042	00568	A	930	73	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 21	ONTARIO	CA	91764	3899	C042	00567	A	930	21	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 22	ONTARIO	CA	91764	3899	C042	00566	A	930	22	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 20	ONTARIO	CA	91764	3899	C042	00565	A	930	20	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 19	ONTARIO	CA	91764	3899	C042	00564	A	930	19	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 18	ONTARIO	CA	91764	3899	C042	00563	A	930	18	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 17	ONTARIO	CA	91764	3897	C042	00562	A	930	17	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 16	ONTARIO	CA	91764	3897	C042	00561	A	930	16	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 15	ONTARIO	CA	91764	3897	C042	00560	A	930	15	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 14	ONTARIO	CA	91764	3897	C042	00559	A	930	14	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 13	ONTARIO	CA	91764	3897	C042	00558	A	930	13	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 12	ONTARIO	CA	91764	3897	C042	00557	A	930	12	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 11	ONTARIO	CA	91764	3896	C042	00556	A	930	11	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 10	ONTARIO	CA	91764	3896	C042	00555	A	930	10	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 9	ONTARIO	CA	91764	3896	C042	00554	A	930	09	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 8	ONTARIO	CA	91764	3896	C042	00553	A	930	08	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 7	ONTARIO	CA	91764	3896	C042	00552	A	930	07	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 6	ONTARIO	CA	91764	3877	C042	00551	A	930	06	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 5	ONTARIO	CA	91764	3877	C042	00550	A	930	05	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 4	ONTARIO	CA	91764	3877	C042	00549	A	930	04	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 3	ONTARIO	CA	91764	3877	C042	00548	A	930	03	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 2	ONTARIO	CA	91764	3877	C042	00547	A	930	02	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	202 N ALLYN AVE	SPC 1	ONTARIO	CA	91764	3877	C042	00546	A	930	01	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	205 N ALLYN AVE	APT C	ONTARIO	CA	91764	3869	C042	00545	A	930	75	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	205 N ALLYN AVE	APT B	ONTARIO	CA	91764	3869	C042	00544	A	930	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	205 N ALLYN AVE	APT A	ONTARIO	CA	91764	3869	C042	00543	A	930	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	OCCUPANT	217 N ALLYN AVE		ONTARIO	CA	91764	3801	C042	00542	B	930	17	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	OCCUPANT	225 N ALLYN AVE		ONTARIO	CA	91764	3801	C042	00541	B	930	25	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1002 E NOCTA ST	APT B	ONTARIO	CA	91764	6704	C042	00540	A	930	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1002 E NOCTA ST	APT A	ONTARIO	CA	91764	6704	C042	00539	A	930	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1004 E NOCTA ST	APT A	ONTARIO	CA	91764	6703	C042	00538	A	930	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1006 E NOCTA ST	APT B	ONTARIO	CA	91764	6702	C042	00536	A	930	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1006 E NOCTA ST	APT A	ONTARIO	CA	91764	6702	C042	00535	A	930	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1008 E NOCTA ST	APT B	ONTARIO	CA	91764	6701	C042	00534	A	930	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1008 E NOCTA ST	APT A	ONTARIO	CA	91764	6701	C042	00533	A	930	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	958 E NOCTA ST	APT B	ONTARIO	CA	91764	6700	C042	00532	A	930	74	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	958 E NOCTA ST	APT A	ONTARIO	CA	91764	6700	C042	00531	A	930	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	966 E NOCTA ST		ONTARIO	CA	91764	4364	C042	00530	A	930	66	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	956 E NOCTA ST	APT B	ONTARIO	CA	91764	4399	C042	00528	A	930	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	954 E NOCTA ST	APT B	ONTARIO	CA	91764	4397	C042	00527	A	930	74	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	954 E NOCTA ST	APT A	ONTARIO	CA	91764	4397	C042	00526	A	930	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	964 E NOCTA ST		ONTARIO	CA	91764	4364	C042	00525	A	930	64	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	962 E NOCTA ST		ONTARIO	CA	91764	4364	C042	00524	A	930	62	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	960 E NOCTA ST		ONTARIO	CA	91764	4364	C042	00523	A	930	60	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	952 E NOCTA ST	APT A	ONTARIO	CA	91764	4396	C042	00522	A	930	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	952 E NOCTA ST	APT B	ONTARIO	CA	91764	4396	C042	00521	A	930	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	946 E NOCTA ST		ONTARIO	CA	91764	4316	C042	00520	A	930	46	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	948 E NOCTA ST		ONTARIO	CA	91764	4316	C042	00519	A	930	48	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	942 E NOCTA ST		ONTARIO	CA	91764	4316	C042	00518	A	930	42	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	940 E NOCTA ST		ONTARIO	CA	91764	4316	C042	00517	A	930	40	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	944 E NOCTA ST		ONTARIO	CA	91764	4316	C042	00516	A	930	44	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	942 E NOCTA ST	APT A	ONTARIO	CA	91764	4395	C042	00515	A	930	73	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	942 E NOCTA ST	APT B	ONTARIO	CA	91764	4395	C042	00514	A	930	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	936 E NOCTA ST		ONTARIO	CA	91764	4316	C042	00513	A	930	36	0	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-042	RESIDENT	1072 E NOCTA ST	APT 2	ONTARIO	CA	91764	4398	C042	00435	A	930	02	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1072 E NOCTA ST	APT 1	ONTARIO	CA	91764	4398	C042	00434	A	930	01	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1070 E NOCTA ST		ONTARIO	CA	91764	4382	C042	00433	A	930	70	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1068 E NOCTA ST		ONTARIO	CA	91764	4382	C042	00432	A	930	68	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1066 E NOCTA ST		ONTARIO	CA	91764	4382	C042	00431	A	930	66	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1064 E NOCTA ST		ONTARIO	CA	91764	4382	C042	00430	A	930	64	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1062 E NOCTA ST		ONTARIO	CA	91764	4382	C042	00429	A	930	62	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1060 E NOCTA ST		ONTARIO	CA	91764	4382	C042	00428	A	930	60	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1058 E NOCTA ST		ONTARIO	CA	91764	4382	C042	00427	A	930	58	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1056 E NOCTA ST		ONTARIO	CA	91764	4382	C042	00426	A	930	56	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1054 E NOCTA ST	APT B	ONTARIO	CA	91764	4394	C042	00425	A	930	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1054 E NOCTA ST	APT A	ONTARIO	CA	91764	4394	C042	00424	A	930	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1052 E NOCTA ST		ONTARIO	CA	91764	4382	C042	00423	A	930	52	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1050 E NOCTA ST		ONTARIO	CA	91764	4382	C042	00422	A	930	50	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1057 E NOCTA ST		ONTARIO	CA	91764	4317	C042	00421	A	930	57	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1063 E NOCTA ST		ONTARIO	CA	91764	4317	C042	00420	A	930	63	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1067 E NOCTA ST		ONTARIO	CA	91764	4317	C042	00419	A	930	67	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1069 E NOCTA ST	APT B	ONTARIO	CA	91764	4363	C042	00418	A	930	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1069 E NOCTA ST	APT A	ONTARIO	CA	91764	4363	C042	00417	A	930	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1075 E NOCTA ST		ONTARIO	CA	91764	4317	C042	00416	A	930	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1081 E NOCTA ST		ONTARIO	CA	91764	4317	C042	00415	A	930	81	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1083 E NOCTA ST		ONTARIO	CA	91764	4317	C042	00414	A	930	83	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1085 E NOCTA ST	APT C	ONTARIO	CA	91764	4392	C042	00413	A	930	75	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1085 E NOCTA ST	APT B	ONTARIO	CA	91764	4392	C042	00412	A	930	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1085 E NOCTA ST	APT A	ONTARIO	CA	91764	4392	C042	00411	A	930	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1122 E NOCTA ST		ONTARIO	CA	91764	4320	C042	00410	A	930	22	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1118 E NOCTA ST		ONTARIO	CA	91764	4320	C042	00409	A	930	18	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1116 E NOCTA ST		ONTARIO	CA	91764	4320	C042	00408	A	930	16	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1114 E NOCTA ST	APT 8	ONTARIO	CA	91764	4343	C042	00407	A	930	08	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1114 E NOCTA ST	APT 6	ONTARIO	CA	91764	4343	C042	00405	A	930	06	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1114 E NOCTA ST	APT 5	ONTARIO	CA	91764	4343	C042	00404	A	930	05	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1114 E NOCTA ST	APT 4	ONTARIO	CA	91764	4343	C042	00403	A	930	04	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1114 E NOCTA ST	APT 3	ONTARIO	CA	91764	4343	C042	00402	A	930	03	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1114 E NOCTA ST	APT 2	ONTARIO	CA	91764	4343	C042	00401	A	930	02	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1114 E NOCTA ST	APT 1	ONTARIO	CA	91764	4343	C042	00400	A	930	01	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1112 E NOCTA ST	APT B	ONTARIO	CA	91764	4332	C042	00399	A	930	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1112 E NOCTA ST	APT A	ONTARIO	CA	91764	4332	C042	00398	A	930	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1110 E NOCTA ST	APT B	ONTARIO	CA	91764	4328	C042	00397	A	930	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1092 E NOCTA ST		ONTARIO	CA	91764	4325	C042	00395	A	930	92	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1094 E NOCTA ST		ONTARIO	CA	91764	4325	C042	00394	A	930	94	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1096 E NOCTA ST		ONTARIO	CA	91764	4325	C042	00393	A	930	96	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1098 E NOCTA ST		ONTARIO	CA	91764	4325	C042	00392	A	930	98	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1091 E NOCTA ST	APT C	ONTARIO	CA	91764	4348	C042	00391	A	930	75	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1091 E NOCTA ST	APT B	ONTARIO	CA	91764	4348	C042	00390	A	930	74	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1091 E NOCTA ST	APT A	ONTARIO	CA	91764	4348	C042	00389	A	930	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1095 E NOCTA ST	APT C	ONTARIO	CA	91764	4346	C042	00388	A	930	75	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1095 E NOCTA ST	APT B	ONTARIO	CA	91764	4346	C042	00387	A	930	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1095 E NOCTA ST	APT A	ONTARIO	CA	91764	4346	C042	00386	A	930	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1103 E NOCTA ST	APT C	ONTARIO	CA	91764	4381	C042	00385	A	930	75	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1103 E NOCTA ST	APT B	ONTARIO	CA	91764	4381	C042	00384	A	930	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1103 E NOCTA ST	APT A	ONTARIO	CA	91764	4381	C042	00383	A	930	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1107 E NOCTA ST	APT C	ONTARIO	CA	91764	4380	C042	00382	A	930	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1107 E NOCTA ST	APT B	ONTARIO	CA	91764	4379	C042	00381	A	930	74	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1107 E NOCTA ST	APT A	ONTARIO	CA	91764	4379	C042	00380	A	930	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1111 E NOCTA ST	APT C	ONTARIO	CA	91764	4345	C042	00379	A	930	75	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1111 E NOCTA ST	APT B	ONTARIO	CA	91764	4345	C042	00378	A	930	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1111 E NOCTA ST	APT A	ONTARIO	CA	91764	4345	C042	00377	A	930	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1115 E NOCTA ST	APT C	ONTARIO	CA	91764	4377	C042	00376	A	930	75	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1115 E NOCTA ST	APT B	ONTARIO	CA	91764	4377	C042	00375	A	930	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1115 E NOCTA ST	APT A	ONTARIO	CA	91764	4377	C042	00374	A	930	73	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1134 E NOCTA ST		ONTARIO	CA	91764	4342	C042	00373	A	930	34	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	146 N VIRGINIA AVE		ONTARIO	CA	91764	4324	C042	00372	A	930	46	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	140 N VIRGINIA AVE	APT B	ONTARIO	CA	91764	4391	C042	00371	A	930	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	140 N VIRGINIA AVE	APT A	ONTARIO	CA	91764	4391	C042	00370	A	930	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	136 N VIRGINIA AVE		ONTARIO	CA	91764	4324	C042	00369	A	930	36	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	130 N VIRGINIA AVE		ONTARIO	CA	91764	4324	C042	00368	A	930	30	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	103 VIRGINIA AVE		ONTARIO	CA	91764	4323	C042	00367	A	930	03	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	105 VIRGINIA AVE		ONTARIO	CA	91764	4323	C042	00366	A	930	05	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	107 VIRGINIA AVE		ONTARIO	CA	91764	4323	C042	00365	A	930	07	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	109 VIRGINIA AVE		ONTARIO	CA	91764	4323	C042	00364	A	930	09	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	135 VIRGINIA AVE		ONTARIO	CA	91764	4323	C042	00363	A	930	35	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	139 VIRGINIA AVE		ONTARIO	CA	91764	4323	C042	00362	A	930	39	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	145 VIRGINIA AVE		ONTARIO	CA	91764	4323	C042	00361	A	930	45	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1120 E ELMA ST	APT C	ONTARIO	CA	91764	4390	C042	00360	A	930	75	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1120 E ELMA ST	APT B	ONTARIO	CA	91764	4390	C042	00359	A	930	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	1120 E ELMA ST	APT A	ONTARIO	CA	91764	4390	C042	00358	A	930	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	311 VIRGINIA AVE		ONTARIO	CA	91764	4327	C042	00357	A	930	11	5	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-042	OCCUPANT	1360 E D ST	OFC	ONTARIO	CA	91764	4095	C042	00043	B	930	99	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	OCCUPANT	1341 E D ST		ONTARIO	CA	91764	4066	C042	00041	B	930	41	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	405 N GLENN PL		ONTARIO	CA	91764	4024	C042	00040	A	930	05	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	411 N GLENN PL		ONTARIO	CA	91764	4024	C042	00039	A	930	11	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	415 N GLENN PL		ONTARIO	CA	91764	4024	C042	00038	A	930	15	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	421 N GLENN PL		ONTARIO	CA	91764	4024	C042	00037	A	930	21	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	427 N GLENN PL		ONTARIO	CA	91764	4024	C042	00036	A	930	27	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	433 N GLENN PL		ONTARIO	CA	91764	4024	C042	00035	A	930	33	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	501 N GLENN PL		ONTARIO	CA	91764	4026	C042	00034	A	930	01	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	509 N GLENN PL		ONTARIO	CA	91764	4026	C042	00033	A	930	09	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	515 N GLENN PL		ONTARIO	CA	91764	4026	C042	00032	A	930	15	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	519 N GLENN PL		ONTARIO	CA	91764	4026	C042	00031	A	930	19	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	520 N GLENN PL		ONTARIO	CA	91764	4027	C042	00030	A	930	20	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	516 N GLENN PL		ONTARIO	CA	91764	4027	C042	00029	A	930	16	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	510 N GLENN PL		ONTARIO	CA	91764	4027	C042	00028	A	930	10	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	502 N GLENN PL		ONTARIO	CA	91764	4027	C042	00027	A	930	02	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	434 N GLENN PL		ONTARIO	CA	91764	4025	C042	00026	A	930	34	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	428 N GLENN PL		ONTARIO	CA	91764	4025	C042	00025	A	930	28	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	422 N GLENN PL		ONTARIO	CA	91764	4025	C042	00024	A	930	22	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	416 N GLENN PL		ONTARIO	CA	91764	4025	C042	00023	A	930	16	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	410 N GLENN PL		ONTARIO	CA	91764	4025	C042	00022	A	930	10	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	404 N GLENN PL		ONTARIO	CA	91764	4025	C042	00021	A	930	04	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	405 N HUMBOLDT PL		ONTARIO	CA	91764	4030	C042	00020	A	930	05	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	411 N HUMBOLDT PL		ONTARIO	CA	91764	4030	C042	00019	A	930	11	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	415 N HUMBOLDT PL		ONTARIO	CA	91764	4030	C042	00018	A	930	15	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	421 N HUMBOLDT PL		ONTARIO	CA	91764	4030	C042	00017	A	930	21	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	427 N HUMBOLDT PL		ONTARIO	CA	91764	4030	C042	00016	A	930	27	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	433 N HUMBOLDT PL		ONTARIO	CA	91764	4030	C042	00015	A	930	33	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	501 N HUMBOLDT PL		ONTARIO	CA	91764	4032	C042	00014	A	930	01	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	509 N HUMBOLDT PL		ONTARIO	CA	91764	4032	C042	00013	A	930	09	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	515 N HUMBOLDT PL		ONTARIO	CA	91764	4032	C042	00012	A	930	15	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	519 N HUMBOLDT PL		ONTARIO	CA	91764	4032	C042	00011	A	930	19	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	520 N HUMBOLDT PL		ONTARIO	CA	91764	4033	C042	00010	A	930	20	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	516 N HUMBOLDT PL		ONTARIO	CA	91764	4033	C042	00009	A	930	16	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	510 N HUMBOLDT PL		ONTARIO	CA	91764	4033	C042	00008	A	930	10	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	502 N HUMBOLDT PL		ONTARIO	CA	91764	4033	C042	00007	A	930	02	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	434 N HUMBOLDT PL		ONTARIO	CA	91764	4031	C042	00006	A	930	34	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	428 N HUMBOLDT PL		ONTARIO	CA	91764	4031	C042	00005	A	930	28	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	422 N HUMBOLDT PL		ONTARIO	CA	91764	4031	C042	00004	A	930	22	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	416 N HUMBOLDT PL		ONTARIO	CA	91764	4031	C042	00003	A	930	16	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	410 N HUMBOLDT PL		ONTARIO	CA	91764	4031	C042	00002	A	930	10	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-042	RESIDENT	404 N HUMBOLDT PL		ONTARIO	CA	91764	4031	C042	00001	A	930	04	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	631 N IMPERIAL AVE		ONTARIO	CA	91764	4046	C032	00576	A	574	31	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	637 N IMPERIAL AVE		ONTARIO	CA	91764	4046	C032	00575	A	574	37	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	643 N IMPERIAL AVE		ONTARIO	CA	91764	4046	C032	00574	A	574	43	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1355 E EL MORADO CT		ONTARIO	CA	91764	3655	C032	00573	A	574	55	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1396 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00572	A	574	96	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1390 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00571	A	574	90	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1382 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00570	A	574	82	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1374 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00569	A	574	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1366 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00568	A	574	66	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1358 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00567	A	574	58	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1352 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00566	A	574	52	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1346 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00565	A	574	46	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1340 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00564	A	574	40	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1334 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00563	A	574	34	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1328 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00562	A	574	28	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1322 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00561	A	574	22	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1316 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00560	A	574	16	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1310 E EL MORADO CT		ONTARIO	CA	91764	3645	C032	00559	A	574	10	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1283 E EL MORADO CT		ONTARIO	CA	91764	3650	C032	00558	A	574	83	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	727 N EL DORADO AVE		ONTARIO	CA	91764	3640	C032	00557	A	574	27	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	733 N EL DORADO AVE		ONTARIO	CA	91764	3640	C032	00556	A	574	33	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	741 N EL DORADO AVE		ONTARIO	CA	91764	3640	C032	00555	A	574	41	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	747 N EL DORADO AVE		ONTARIO	CA	91764	3640	C032	00554	A	574	47	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	753 N EL DORADO AVE		ONTARIO	CA	91764	3640	C032	00553	A	574	53	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	759 N EL DORADO AVE		ONTARIO	CA	91764	3640	C032	00552	A	574	59	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	765 N EL DORADO AVE		ONTARIO	CA	91764	3640	C032	00551	A	574	65	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	767 N EL DORADO AVE		ONTARIO	CA	91764	3640	C032	00550	A	574	67	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	768 N EL DORADO AVE		ONTARIO	CA	91764	3641	C032	00549	A	574	68	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	764 N EL DORADO AVE		ONTARIO	CA	91764	3641	C032	00548	A	574	64	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	760 N EL DORADO AVE		ONTARIO	CA	91764	3641	C032	00547	A	574	60	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	754 N EL DORADO AVE		ONTARIO	CA	91764	3641	C032	00546	A	574	54	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	748 N EL DORADO AVE		ONTARIO	CA	91764	3641	C032	00545	A	574	48	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	740 N EL DORADO AVE		ONTARIO	CA	91764	3641	C032	00544	A	574	40	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	734 N EL DORADO AVE		ONTARIO	CA	91764	3641	C032	00543	A	574	34	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1331 E EL MORADO CT		ONTARIO	CA	91764	3644	C032	00542	A	574	31	2	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-032	RESIDENT	910 N HUMBOLDT AVE		ONTARIO	CA	91764	3024	C032	00308	A	574	10	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	906 N HUMBOLDT AVE		ONTARIO	CA	91764	3024	C032	00307	A	574	06	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	905 N HUMBOLDT AVE		ONTARIO	CA	91764	3023	C032	00306	A	574	05	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	909 N HUMBOLDT AVE	UNIT A	ONTARIO	CA	91764	3051	C032	00305	A	574	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	915 N HUMBOLDT AVE		ONTARIO	CA	91764	3023	C032	00304	A	574	15	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	921 N HUMBOLDT AVE		ONTARIO	CA	91764	3023	C032	00303	A	574	21	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	927 N HUMBOLDT AVE		ONTARIO	CA	91764	3023	C032	00302	A	574	27	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	933 N HUMBOLDT AVE		ONTARIO	CA	91764	3023	C032	00301	A	574	33	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	939 N HUMBOLDT AVE		ONTARIO	CA	91764	3023	C032	00300	A	574	39	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	945 N HUMBOLDT AVE		ONTARIO	CA	91764	3023	C032	00299	A	574	45	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	951 N HUMBOLDT AVE		ONTARIO	CA	91764	3023	C032	00298	A	574	51	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1005 N HUMBOLDT AVE		ONTARIO	CA	91764	3025	C032	00297	A	574	05	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1339 E FRESNO ST		ONTARIO	CA	91764	3013	C032	00296	A	574	39	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1345 E FRESNO ST		ONTARIO	CA	91764	3013	C032	00295	A	574	45	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1351 E FRESNO ST		ONTARIO	CA	91764	3013	C032	00294	A	574	51	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1359 E FRESNO ST		ONTARIO	CA	91764	3013	C032	00293	A	574	59	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	952 N GLENN AVE		ONTARIO	CA	91764	3020	C032	00292	A	574	52	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	946 N GLENN AVE		ONTARIO	CA	91764	3020	C032	00291	A	574	46	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	940 N GLENN AVE		ONTARIO	CA	91764	3020	C032	00290	A	574	40	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	934 N GLENN AVE		ONTARIO	CA	91764	3020	C032	00289	A	574	34	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	928 N GLENN AVE		ONTARIO	CA	91764	3020	C032	00288	A	574	28	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	922 N GLENN AVE		ONTARIO	CA	91764	3020	C032	00287	A	574	22	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	916 N GLENN AVE		ONTARIO	CA	91764	3020	C032	00286	A	574	16	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	910 N GLENN AVE		ONTARIO	CA	91764	3020	C032	00285	A	574	10	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	906 N GLENN AVE		ONTARIO	CA	91764	3020	C032	00284	A	574	06	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	905 N GLENN AVE		ONTARIO	CA	91764	3019	C032	00283	A	574	05	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	909 N GLENN AVE		ONTARIO	CA	91764	3019	C032	00282	A	574	09	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	915 N GLENN AVE		ONTARIO	CA	91764	3019	C032	00281	A	574	15	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	921 N GLENN AVE		ONTARIO	CA	91764	3019	C032	00280	A	574	21	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	927 N GLENN AVE		ONTARIO	CA	91764	3019	C032	00279	A	574	27	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	933 N GLENN AVE		ONTARIO	CA	91764	3019	C032	00278	A	574	33	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	939 N GLENN AVE		ONTARIO	CA	91764	3019	C032	00277	A	574	39	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	945 N GLENN AVE		ONTARIO	CA	91764	3019	C032	00276	A	574	45	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	951 N GLENN AVE		ONTARIO	CA	91764	3019	C032	00275	A	574	51	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1005 N GLENN AVE		ONTARIO	CA	91764	3021	C032	00274	A	574	05	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1011 N GLENN AVE		ONTARIO	CA	91764	3021	C032	00273	A	574	11	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1017 N GLENN AVE		ONTARIO	CA	91764	3021	C032	00272	A	574	17	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1023 N GLENN AVE		ONTARIO	CA	91764	3021	C032	00271	A	574	23	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1029 N GLENN AVE		ONTARIO	CA	91764	3021	C032	00270	A	574	29	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1035 N GLENN AVE		ONTARIO	CA	91764	3021	C032	00269	A	574	35	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1041 N GLENN AVE		ONTARIO	CA	91764	3021	C032	00268	A	574	41	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1045 N GLENN AVE		ONTARIO	CA	91764	3021	C032	00267	A	574	45	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1301 E FRESNO ST		ONTARIO	CA	91764	3013	C032	00266	A	574	01	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1305 E FRESNO ST		ONTARIO	CA	91764	3013	C032	00265	A	574	05	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1311 E FRESNO ST		ONTARIO	CA	91764	3013	C032	00264	A	574	11	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1317 E FRESNO ST		ONTARIO	CA	91764	3013	C032	00263	A	574	17	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1325 E FRESNO ST		ONTARIO	CA	91764	3013	C032	00262	A	574	25	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1331 E FRESNO ST		ONTARIO	CA	91764	3013	C032	00261	A	574	31	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1332 E FRESNO ST		ONTARIO	CA	91764	3014	C032	00260	A	574	32	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1322 E FRESNO ST		ONTARIO	CA	91764	3014	C032	00259	A	574	22	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1028 N GLENN AVE		ONTARIO	CA	91764	3022	C032	00258	A	574	28	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1018 N GLENN AVE		ONTARIO	CA	91764	3022	C032	00257	A	574	18	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1012 N GLENN AVE		ONTARIO	CA	91764	3022	C032	00256	A	574	12	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1006 N GLENN AVE		ONTARIO	CA	91764	3022	C032	00255	A	574	06	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	OCCUPANT	850 N DEL NORTE AVE		ONTARIO	CA	91764	3639	C032	00254	B	574	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1254 E I ST		ONTARIO	CA	91764	3000	C032	00253	A	574	54	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1232 E I ST		ONTARIO	CA	91764	3039	C032	00252	A	574	32	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1212 E I ST		ONTARIO	CA	91764	3027	C032	00251	A	574	12	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1206 E I ST		ONTARIO	CA	91764	3027	C032	00250	A	574	06	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1201 E FLORA ST		ONTARIO	CA	91764	4017	C032	00249	A	574	01	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1205 E FLORA ST		ONTARIO	CA	91764	4017	C032	00248	A	574	05	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1209 E FLORA ST		ONTARIO	CA	91764	4017	C032	00247	A	574	09	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	619 AMADOR AVE		ONTARIO	CA	91764	4003	C032	00246	A	574	19	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	629 AMADOR AVE		ONTARIO	CA	91764	4003	C032	00245	A	574	29	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	635 AMADOR AVE		ONTARIO	CA	91764	4003	C032	00244	A	574	35	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	641 AMADOR AVE		ONTARIO	CA	91764	4003	C032	00243	A	574	41	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	640 AMADOR AVE		ONTARIO	CA	91764	4004	C032	00242	A	574	40	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	634 AMADOR AVE		ONTARIO	CA	91764	4004	C032	00241	A	574	34	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	628 AMADOR AVE		ONTARIO	CA	91764	4004	C032	00240	A	574	28	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	622 AMADOR AVE		ONTARIO	CA	91764	4004	C032	00239	A	574	22	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	616 AMADOR AVE		ONTARIO	CA	91764	4004	C032	00238	A	574	16	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	610 AMADOR AVE		ONTARIO	CA	91764	4004	C032	00237	A	574	10	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1231 E FLORA ST		ONTARIO	CA	91764	4068	C032	00236	A	574	31	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	603 CALAVERAS AVE		ONTARIO	CA	91764	4005	C032	00235	A	574	03	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	609 CALAVERAS AVE		ONTARIO	CA	91764	4005	C032	00234	A	574	09	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	617 CALAVERAS AVE		ONTARIO	CA	91764	4005	C032	00233	A	574	17	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	623 CALAVERAS AVE		ONTARIO	CA	91764	4005	C032	00232	A	574	23	9	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-032	RESIDENT	629 CALAVERAS AVE		ONTARIO	CA	91764	4005	C032	00231	A	574	29	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	635 CALAVERAS AVE		ONTARIO	CA	91764	4005	C032	00230	A	574	35	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	643 CALAVERAS AVE		ONTARIO	CA	91764	4005	C032	00229	A	574	43	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	640 CALAVERAS AVE		ONTARIO	CA	91764	4006	C032	00228	A	574	40	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	636 CALAVERAS AVE		ONTARIO	CA	91764	4006	C032	00227	A	574	36	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	628 CALAVERAS AVE		ONTARIO	CA	91764	4006	C032	00226	A	574	28	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	622 CALAVERAS AVE		ONTARIO	CA	91764	4006	C032	00225	A	574	22	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	616 CALAVERAS AVE		ONTARIO	CA	91764	4006	C032	00224	A	574	16	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	608 CALAVERAS AVE		ONTARIO	CA	91764	4006	C032	00223	A	574	08	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1257 E FLORA ST		ONTARIO	CA	91764	4069	C032	00222	A	574	57	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1305 E FLORA ST		ONTARIO	CA	91764	4019	C032	00221	A	574	05	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	605 N DEL NORTE AVE		ONTARIO	CA	91764	4009	C032	00220	A	574	05	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	611 N DEL NORTE AVE		ONTARIO	CA	91764	4009	C032	00219	A	574	11	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	617 N DEL NORTE AVE		ONTARIO	CA	91764	4009	C032	00218	A	574	17	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	623 N DEL NORTE AVE		ONTARIO	CA	91764	4009	C032	00217	A	574	23	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	631 N DEL NORTE AVE		ONTARIO	CA	91764	4009	C032	00216	A	574	31	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	637 N DEL NORTE AVE		ONTARIO	CA	91764	4009	C032	00215	A	574	37	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	643 N DEL NORTE AVE		ONTARIO	CA	91764	4009	C032	00214	A	574	43	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	642 N DEL NORTE AVE		ONTARIO	CA	91764	4063	C032	00213	A	574	42	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	636 N DEL NORTE AVE		ONTARIO	CA	91764	4063	C032	00212	A	574	36	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	630 N DEL NORTE AVE		ONTARIO	CA	91764	4063	C032	00211	A	574	30	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	629 N EL DORADO CT		ONTARIO	CA	91764	4011	C032	00210	A	574	29	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	635 N EL DORADO CT		ONTARIO	CA	91764	4011	C032	00209	A	574	35	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	641 N EL DORADO CT		ONTARIO	CA	91764	4011	C032	00208	A	574	41	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	642 N EL DORADO CT		ONTARIO	CA	91764	4012	C032	00207	A	574	42	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	636 N EL DORADO CT		ONTARIO	CA	91764	4012	C032	00206	A	574	36	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	630 N EL DORADO CT		ONTARIO	CA	91764	4012	C032	00205	A	574	30	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	629 N GLENN CT		ONTARIO	CA	91764	4028	C032	00204	A	574	29	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	635 N GLENN CT		ONTARIO	CA	91764	4028	C032	00203	A	574	35	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	641 N GLENN CT		ONTARIO	CA	91764	4028	C032	00202	A	574	41	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	642 N GLENN CT		ONTARIO	CA	91764	4029	C032	00201	A	574	42	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	636 N GLENN CT		ONTARIO	CA	91764	4029	C032	00200	A	574	36	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	630 N GLENN CT		ONTARIO	CA	91764	4029	C032	00199	A	574	30	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	631 HUMBOLDT CT		ONTARIO	CA	91764	4039	C032	00198	A	574	31	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	637 HUMBOLDT CT		ONTARIO	CA	91764	4039	C032	00197	A	574	37	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	643 HUMBOLDT CT		ONTARIO	CA	91764	4039	C032	00196	A	574	43	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	642 HUMBOLDT CT		ONTARIO	CA	91764	4034	C032	00195	A	574	42	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	636 HUMBOLDT CT		ONTARIO	CA	91764	4034	C032	00194	A	574	36	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	630 HUMBOLDT CT		ONTARIO	CA	91764	4034	C032	00193	A	574	30	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1394 E F ST		ONTARIO	CA	91764	4016	C032	00192	A	574	94	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1386 E F ST		ONTARIO	CA	91764	4016	C032	00191	A	574	86	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1380 E F ST		ONTARIO	CA	91764	4016	C032	00190	A	574	80	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1374 E F ST		ONTARIO	CA	91764	4016	C032	00189	A	574	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1368 E F ST		ONTARIO	CA	91764	4016	C032	00188	A	574	68	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1362 E F ST		ONTARIO	CA	91764	4016	C032	00187	A	574	62	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1354 E F ST		ONTARIO	CA	91764	4016	C032	00186	A	574	54	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1348 E F ST		ONTARIO	CA	91764	4016	C032	00185	A	574	48	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1342 E F ST		ONTARIO	CA	91764	4016	C032	00184	A	574	42	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1336 E F ST		ONTARIO	CA	91764	4016	C032	00183	A	574	36	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1330 E F ST		ONTARIO	CA	91764	4016	C032	00182	A	574	30	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1324 E F ST		ONTARIO	CA	91764	4016	C032	00181	A	574	24	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1316 E F ST		ONTARIO	CA	91764	4016	C032	00180	A	574	16	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1310 E F ST		ONTARIO	CA	91764	4016	C032	00179	A	574	10	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	616 N DEL NORTE AVE		ONTARIO	CA	91764	4067	C032	00178	A	574	16	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1309 E FLORA ST		ONTARIO	CA	91764	4019	C032	00177	A	574	09	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1315 E FLORA ST		ONTARIO	CA	91764	4019	C032	00176	A	574	15	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1321 E FLORA ST		ONTARIO	CA	91764	4019	C032	00175	A	574	21	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1327 E FLORA ST		ONTARIO	CA	91764	4019	C032	00174	A	574	27	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1333 E FLORA ST		ONTARIO	CA	91764	4019	C032	00173	A	574	33	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1339 E FLORA ST		ONTARIO	CA	91764	4019	C032	00172	A	574	39	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1347 E FLORA ST		ONTARIO	CA	91764	4019	C032	00171	A	574	47	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1351 E FLORA ST		ONTARIO	CA	91764	4019	C032	00170	A	574	51	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1357 E FLORA ST		ONTARIO	CA	91764	4019	C032	00169	A	574	57	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1365 E FLORA ST		ONTARIO	CA	91764	4019	C032	00168	A	574	65	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1371 E FLORA ST		ONTARIO	CA	91764	4019	C032	00167	A	574	71	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1377 E FLORA ST		ONTARIO	CA	91764	4019	C032	00166	A	574	77	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1383 E FLORA ST		ONTARIO	CA	91764	4019	C032	00165	A	574	83	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1389 E FLORA ST		ONTARIO	CA	91764	4019	C032	00164	A	574	89	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1386 E FLORA ST		ONTARIO	CA	91764	4020	C032	00163	A	574	86	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1378 E FLORA ST		ONTARIO	CA	91764	4020	C032	00162	A	574	78	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1372 E FLORA ST		ONTARIO	CA	91764	4020	C032	00161	A	574	72	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1366 E FLORA ST		ONTARIO	CA	91764	4020	C032	00160	A	574	66	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1360 E FLORA ST		ONTARIO	CA	91764	4020	C032	00159	A	574	60	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1354 E FLORA ST		ONTARIO	CA	91764	4020	C032	00158	A	574	54	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1348 E FLORA ST		ONTARIO	CA	91764	4020	C032	00157	A	574	48	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1342 E FLORA ST		ONTARIO	CA	91764	4020	C032	00156	A	574	42	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-032	RESIDENT	1336 E FLORA ST		ONTARIO	CA	91764	4020	C032	00155	A	574	36	8	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-121	OCCUPANT	1505 S HAVEN AVE		ONTARIO	CA	91761	2928	R121	00725	B	725	05	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	3551 E FRANCIS ST	STE A	ONTARIO	CA	91761	2912	R121	00724	B	725	51	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1819 S BUSINESS PKWY		ONTARIO	CA	91761	8537	R121	00723	B	725	19	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1841 S BUSINESS PKWY		ONTARIO	CA	91761	8537	R121	00722	B	725	41	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1921 S BUSINESS PKWY		ONTARIO	CA	91761	8539	R121	00721	B	725	21	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	2019 S BUSINESS PKWY		ONTARIO	CA	91761	8541	R121	00720	B	725	19	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	2029 S BUSINESS PKWY		ONTARIO	CA	91761	8541	R121	00719	B	725	29	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	2121 S BUSINESS PKWY		ONTARIO	CA	91761	8508	R121	00718	B	725	21	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	2785 E FRANCIS ST		ONTARIO	CA	91761	8532	R121	00717	B	725	85	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	2750 E MISSION BLVD	UNIT B	ONTARIO	CA	91761	2907	R121	00716	B	725	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	2750 E MISSION BLVD	UNIT A	ONTARIO	CA	91761	2907	R121	00715	B	725	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1651 S ARCHIBALD AVE		ONTARIO	CA	91761	7651	R121	00714	B	725	51	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 S ARCHIBALD AVE		ONTARIO	CA	91761	7677	R121	00713	B	725	01	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1901 S ARCHIBALD AVE		ONTARIO	CA	91761	8548	R121	00712	B	725	01	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	2021 S ARCHIBALD AVE		ONTARIO	CA	91761	8535	R121	00711	B	725	21	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	2095 S ARCHIBALD AVE	UNIT 100	ONTARIO	CA	91761	8580	R121	00710	B	725	25	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	2095 S ARCHIBALD AVE	UNIT 200	ONTARIO	CA	91761	8580	R121	00709	B	725	50	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2794 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00708	A	725	94	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2784 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00707	A	725	84	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2777 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00706	A	725	77	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2774 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00705	A	725	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2767 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00704	A	725	67	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2764 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00703	A	725	64	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2757 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00702	A	725	57	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2754 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00701	A	725	54	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2747 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00700	A	725	47	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2744 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00699	A	725	44	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2737 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00698	A	725	37	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2734 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00697	A	725	34	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2727 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00696	A	725	27	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2724 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00695	A	725	24	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2717 E CORNWALL ST		ONTARIO	CA	91761	7947	R121	00694	A	725	17	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2797 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00693	A	725	97	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2796 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00692	A	725	96	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2787 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00691	A	725	87	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2786 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00690	A	725	86	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2777 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00689	A	725	77	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2776 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00688	A	725	76	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2767 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00687	A	725	67	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2766 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00686	A	725	66	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2757 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00685	A	725	57	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2756 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00684	A	725	56	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2747 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00683	A	725	47	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2746 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00682	A	725	46	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2737 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00681	A	725	37	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2736 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00680	A	725	36	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2727 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00679	A	725	27	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2726 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00678	A	725	26	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2716 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00677	A	725	16	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2706 E EDMONTON ST		ONTARIO	CA	91761	7969	R121	00676	A	725	06	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2795 E ALBERTA ST		ONTARIO	CA	91761	7962	R121	00675	A	725	95	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2785 E ALBERTA ST		ONTARIO	CA	91761	7962	R121	00674	A	725	85	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2775 E ALBERTA ST		ONTARIO	CA	91761	7962	R121	00673	A	725	75	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2765 E ALBERTA ST		ONTARIO	CA	91761	7962	R121	00672	A	725	65	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2755 E ALBERTA ST		ONTARIO	CA	91761	7962	R121	00671	A	725	55	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2745 E ALBERTA ST		ONTARIO	CA	91761	7962	R121	00670	A	725	45	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2735 E ALBERTA ST		ONTARIO	CA	91761	7962	R121	00669	A	725	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2725 E ALBERTA ST		ONTARIO	CA	91761	7962	R121	00668	A	725	25	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2715 E ALBERTA ST		ONTARIO	CA	91761	7962	R121	00667	A	725	15	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	2705 E ALBERTA ST		ONTARIO	CA	91761	7962	R121	00666	A	725	05	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3884 S DRYDEN AVE		ONTARIO	CA	91761	7961	R121	00665	A	725	84	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3874 S DRYDEN AVE		ONTARIO	CA	91761	7961	R121	00664	A	725	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3864 S DRYDEN AVE		ONTARIO	CA	91761	7961	R121	00663	A	725	64	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3854 S DRYDEN AVE		ONTARIO	CA	91761	7961	R121	00662	A	725	54	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3844 S DRYDEN AVE		ONTARIO	CA	91761	7961	R121	00661	A	725	44	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3834 S DRYDEN AVE		ONTARIO	CA	91761	7961	R121	00660	A	725	34	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3824 S DRYDEN AVE		ONTARIO	CA	91761	7961	R121	00659	A	725	24	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3814 S DRYDEN AVE		ONTARIO	CA	91761	7961	R121	00658	A	725	14	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3804 S DRYDEN AVE		ONTARIO	CA	91761	7961	R121	00657	A	725	04	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3944 S DRYDEN AVE		ONTARIO	CA	91761	7960	R121	00656	A	725	44	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3934 S DRYDEN AVE		ONTARIO	CA	91761	7960	R121	00655	A	725	34	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3924 S DRYDEN AVE		ONTARIO	CA	91761	7960	R121	00654	A	725	24	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3914 S DRYDEN AVE		ONTARIO	CA	91761	7960	R121	00653	A	725	14	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3904 S DRYDEN AVE		ONTARIO	CA	91761	7960	R121	00652	A	725	04	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3952 S ST ALBERT PASEO		ONTARIO	CA	91761	7959	R121	00651	A	725	52	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3951 S ST ALBERT PASEO		ONTARIO	CA	91761	7959	R121	00650	A	725	51	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	RESIDENT	3942 S ST ALBERT PASEO		ONTARIO	CA	91761	7959	R121	00649	A	725	42	0	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-121	OCCUPANT	1910 S ARCHIBALD AVE	STE M1	ONTARIO	CA	91761	8502	R121	00031	B	725	31	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1800 S ARCHIBALD AVE		ONTARIO	CA	91761	7647	R121	00030	B	725	00	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1750 S ARCHIBALD AVE		ONTARIO	CA	91761	1239	R121	00029	B	725	50	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1809 EXCISE AVE	STE 208	ONTARIO	CA	91761	8560	R121	00028	B	725	58	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1820 EXCISE AVE		ONTARIO	CA	91761	8524	R121	00027	B	725	20	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1809 EXCISE AVE	STE 202	ONTARIO	CA	91761	8558	R121	00026	B	725	52	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1809 EXCISE AVE	STE 201	ONTARIO	CA	91761	8558	R121	00025	B	725	51	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 EXCISE AVE	STE 117	ONTARIO	CA	91761	8557	R121	00024	B	725	42	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 EXCISE AVE	STE 116	ONTARIO	CA	91761	8557	R121	00023	B	725	41	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 EXCISE AVE	STE 115	ONTARIO	CA	91761	8557	R121	00022	B	725	40	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 EXCISE AVE	STE 113	ONTARIO	CA	91761	8557	R121	00021	B	725	38	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 EXCISE AVE	STE 112	ONTARIO	CA	91761	8556	R121	00020	B	725	37	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 EXCISE AVE	STE 111	ONTARIO	CA	91761	8556	R121	00019	B	725	36	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 EXCISE AVE	STE 110	ONTARIO	CA	91761	8556	R121	00018	B	725	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 EXCISE AVE	STE 109	ONTARIO	CA	91761	8556	R121	00017	B	725	34	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 EXCISE AVE	STE 108	ONTARIO	CA	91761	8555	R121	00016	B	725	33	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 EXCISE AVE	STE 107	ONTARIO	CA	91761	8555	R121	00015	B	725	32	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 EXCISE AVE	STE 105	ONTARIO	CA	91761	8555	R121	00014	B	725	30	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 EXCISE AVE	STE 104	ONTARIO	CA	91761	8555	R121	00013	B	725	29	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1801 EXCISE AVE	STE 101	ONTARIO	CA	91761	8555	R121	00012	B	725	26	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1819 EXCISE AVE		ONTARIO	CA	91761	8525	R121	00011	B	725	19	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1859 EXCISE AVE		ONTARIO	CA	91761	8525	R121	00010	B	725	59	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1500 S HAVEN AVE	STE 250	ONTARIO	CA	91761	2973	R121	00009	B	725	50	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1500 S HAVEN AVE	STE 240	ONTARIO	CA	91761	2973	R121	00008	B	725	65	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1500 S HAVEN AVE	STE 220	ONTARIO	CA	91761	2972	R121	00007	B	725	70	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1500 S HAVEN AVE	STE 200	ONTARIO	CA	91761	2971	R121	00006	B	725	50	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1500 S HAVEN AVE	STE 190	ONTARIO	CA	91761	2971	R121	00005	B	725	40	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1500 S HAVEN AVE	STE 150	ONTARIO	CA	91761	2971	R121	00004	B	725	25	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1500 S HAVEN AVE	STE 100	ONTARIO	CA	91761	2970	R121	00003	B	725	25	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1500 S HAVEN AVE		ONTARIO	CA	91761	2929	R121	00002	B	725	00	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-121	OCCUPANT	1480 S HAVEN AVE		ONTARIO	CA	91761	0335	R121	00001	B	725	80	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	13191 S HAVEN AVE		ONTARIO	CA	91761	2610	R111	00980	A	980	91	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	13350 S HAVEN AVE		ONTARIO	CA	91761	2611	R111	00979	A	980	50	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	10469 E EDISON AVE		ONTARIO	CA	91761	8407	R111	00978	A	980	69	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	10315 E EDISON AVE		ONTARIO	CA	91761	8403	R111	00977	A	980	15	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	10511 E EDISON AVE		ONTARIO	CA	91761	8406	R111	00976	A	980	11	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	10573 E EDISON AVE		ONTARIO	CA	91761	8406	R111	00975	A	980	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	10615 E EDISON AVE		ONTARIO	CA	91761	2700	R111	00974	A	980	15	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	10823 E EDISON AVE		ONTARIO	CA	91761	2731	R111	00973	A	980	23	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	14320 S CLEVELAND AVE		ONTARIO	CA	91761	2713	R111	00972	A	980	20	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	14330 S CLEVELAND AVE		ONTARIO	CA	91761	2713	R111	00971	A	980	30	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	14350 S CLEVELAND AVE		ONTARIO	CA	91761	2713	R111	00970	A	980	50	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	14482 S CLEVELAND AVE		ONTARIO	CA	91761	2713	R111	00969	A	980	82	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3550 E PECKHAM PASEO	UNIT 406	ONTARIO	CA	91761	4157	R111	00968	A	980	06	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3550 E PECKHAM PASEO	UNIT 405	ONTARIO	CA	91761	4157	R111	00967	A	980	05	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3550 E PECKHAM PASEO	UNIT 404	ONTARIO	CA	91761	4157	R111	00966	A	980	04	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3550 E PECKHAM PASEO	UNIT 403	ONTARIO	CA	91761	4157	R111	00965	A	980	03	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3550 E PECKHAM PASEO	UNIT 402	ONTARIO	CA	91761	4157	R111	00964	A	980	02	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3550 E PECKHAM PASEO	UNIT 401	ONTARIO	CA	91761	4157	R111	00963	A	980	01	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3540 E PECKHAM PASEO	UNIT 306	ONTARIO	CA	91761	4156	R111	00962	A	980	81	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3540 E PECKHAM PASEO	UNIT 305	ONTARIO	CA	91761	4156	R111	00961	A	980	80	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3540 E PECKHAM PASEO	UNIT 304	ONTARIO	CA	91761	4156	R111	00960	A	980	79	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3540 E PECKHAM PASEO	UNIT 303	ONTARIO	CA	91761	4156	R111	00959	A	980	78	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3540 E PECKHAM PASEO	UNIT 302	ONTARIO	CA	91761	4156	R111	00958	A	980	77	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3540 E PECKHAM PASEO	UNIT 301	ONTARIO	CA	91761	4156	R111	00957	A	980	76	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3520 E PECKHAM PASEO	UNIT 206	ONTARIO	CA	91761	4155	R111	00956	A	980	56	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3520 E PECKHAM PASEO	UNIT 205	ONTARIO	CA	91761	4155	R111	00955	A	980	55	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3520 E PECKHAM PASEO	UNIT 204	ONTARIO	CA	91761	4155	R111	00954	A	980	54	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3520 E PECKHAM PASEO	UNIT 203	ONTARIO	CA	91761	4155	R111	00953	A	980	53	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3520 E PECKHAM PASEO	UNIT 202	ONTARIO	CA	91761	4155	R111	00952	A	980	52	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3520 E PECKHAM PASEO	UNIT 201	ONTARIO	CA	91761	4155	R111	00951	A	980	51	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3510 E PECKHAM PASEO	UNIT 106	ONTARIO	CA	91761	4154	R111	00950	A	980	31	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3510 E PECKHAM PASEO	UNIT 105	ONTARIO	CA	91761	4154	R111	00949	A	980	30	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3510 E PECKHAM PASEO	UNIT 104	ONTARIO	CA	91761	4154	R111	00948	A	980	29	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3510 E PECKHAM PASEO	UNIT 103	ONTARIO	CA	91761	4154	R111	00947	A	980	28	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3510 E PECKHAM PASEO	UNIT 102	ONTARIO	CA	91761	4154	R111	00946	A	980	27	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3510 E PECKHAM PASEO	UNIT 101	ONTARIO	CA	91761	4154	R111	00945	A	980	26	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3661 S ALLSTON PASEO	UNIT 501	ONTARIO	CA	91761	4146	R111	00944	A	980	26	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3641 S ALLSTON PASEO	UNIT 412	ONTARIO	CA	91761	4176	R111	00943	A	980	12	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3641 S ALLSTON PASEO	UNIT 411	ONTARIO	CA	91761	4176	R111	00942	A	980	11	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3641 S ALLSTON PASEO	UNIT 410	ONTARIO	CA	91761	4176	R111	00941	A	980	10	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3641 S ALLSTON PASEO	UNIT 409	ONTARIO	CA	91761	4176	R111	00940	A	980	09	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3641 S ALLSTON PASEO	UNIT 408	ONTARIO	CA	91761	4176	R111	00939	A	980	08	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3641 S ALLSTON PASEO	UNIT 407	ONTARIO	CA	91761	4176	R111	00938	A	980	07	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3641 S ALLSTON PASEO	UNIT 406	ONTARIO	CA	91761	4144	R111	00937	A	980	06	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3641 S ALLSTON PASEO	UNIT 405	ONTARIO	CA	91761	4144	R111	00936	A	980	05	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-111	RESIDENT	3641 S ALLSTON PASEO	UNIT 404	ONTARIO	CA	91761	4144	R111	00935	A	980	04	9	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-107	OCCUPANT	2690 E CEDAR ST		ONTARIO	CA	91761	8533	R107	00103	B	328	90	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1910 PROFORMA AVE		ONTARIO	CA	91761	8517	R107	00102	B	328	10	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1911 PROFORMA AVE		ONTARIO	CA	91761	8506	R107	00101	B	328	11	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1921 PROFORMA AVE		ONTARIO	CA	91761	8506	R107	00100	B	328	21	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	2625 E CEDAR ST		ONTARIO	CA	91761	8530	R107	00099	B	328	25	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	2605 E CEDAR ST		ONTARIO	CA	91761	8511	R107	00098	B	328	05	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1900 PROFORMA AVE	STE K	ONTARIO	CA	91761	8507	R107	00097	B	328	83	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1900 PROFORMA AVE	STE J	ONTARIO	CA	91761	8507	R107	00096	B	328	82	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1900 PROFORMA AVE	STE I	ONTARIO	CA	91761	8507	R107	00095	B	328	81	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1900 PROFORMA AVE	STE H	ONTARIO	CA	91761	8507	R107	00094	B	328	80	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1900 PROFORMA AVE	STE G2	ONTARIO	CA	91761	8507	R107	00093	B	328	72	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1900 PROFORMA AVE	STE G1	ONTARIO	CA	91761	8507	R107	00092	B	328	71	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1900 PROFORMA AVE	STE F2	ONTARIO	CA	91761	8507	R107	00091	B	328	62	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1900 PROFORMA AVE	STE F1	ONTARIO	CA	91761	8507	R107	00090	B	328	61	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1900 PROFORMA AVE	STE E	ONTARIO	CA	91761	8507	R107	00089	B	328	77	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1900 PROFORMA AVE	STE C	ONTARIO	CA	91761	8507	R107	00088	B	328	75	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1900 PROFORMA AVE	STE B	ONTARIO	CA	91761	8507	R107	00087	B	328	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1900 PROFORMA AVE	STE D	ONTARIO	CA	91761	8507	R107	00086	B	328	76	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1900 PROFORMA AVE	STE A1	ONTARIO	CA	91761	8507	R107	00085	B	328	11	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	1920 PROFORMA AVE		ONTARIO	CA	91761	8517	R107	00084	B	328	20	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	2151 PROFORMA AVE		ONTARIO	CA	91761	8519	R107	00083	B	328	51	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	2151 PROFORMA AVE	STE B	ONTARIO	CA	91761	8564	R107	00082	B	328	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	2150 PROFORMA AVE		ONTARIO	CA	91761	8518	R107	00081	B	328	50	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3480 E GUASTI RD		ONTARIO	CA	91761	7684	R107	00080	B	328	80	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3296 E GUASTI RD	STE 130	ONTARIO	CA	91761	8652	R107	00079	B	328	30	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3296 E GUASTI RD	STE 120	ONTARIO	CA	91761	8652	R107	00078	B	328	45	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3296 E GUASTI RD	STE 100	ONTARIO	CA	91761	8652	R107	00077	B	328	25	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3290 E GUASTI RD	STE 130	ONTARIO	CA	91761	8648	R107	00076	B	328	30	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3290 E GUASTI RD	STE 110	ONTARIO	CA	91761	8648	R107	00075	B	328	35	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3290 E GUASTI RD	STE 100	ONTARIO	CA	91761	8648	R107	00074	B	328	25	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3286 E GUASTI RD	STE 130	ONTARIO	CA	91761	8646	R107	00073	B	328	30	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3286 E GUASTI RD	STE 120	ONTARIO	CA	91761	8646	R107	00072	B	328	45	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3286 E GUASTI RD	STE 110	ONTARIO	CA	91761	8646	R107	00071	B	328	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3286 E GUASTI RD	STE 100	ONTARIO	CA	91761	8646	R107	00070	B	328	25	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3280 E GUASTI RD	STE 100	ONTARIO	CA	91761	8644	R107	00069	B	328	25	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3210 E GUASTI RD		ONTARIO	CA	91761	8642	R107	00068	B	328	10	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3125 E GUASTI RD		ONTARIO	CA	91761	7853	R107	00067	B	328	25	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3115 E GUASTI RD		ONTARIO	CA	91761	7853	R107	00066	B	328	15	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3105 E GUASTI RD	STE 200	ONTARIO	CA	91761	8641	R107	00065	B	328	50	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3105 E GUASTI RD	STE 100	ONTARIO	CA	91761	8641	R107	00064	B	328	25	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3237 E GUASTI RD	STE 330	ONTARIO	CA	91761	1245	R107	00063	B	328	80	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3237 E GUASTI RD	STE 310	ONTARIO	CA	91761	1245	R107	00062	B	328	85	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3237 E GUASTI RD	STE 300	ONTARIO	CA	91761	1245	R107	00061	B	328	75	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3237 E GUASTI RD	STE 240	ONTARIO	CA	91761	1244	R107	00060	B	328	65	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3237 E GUASTI RD	STE 230	ONTARIO	CA	91761	1244	R107	00059	B	328	55	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3237 E GUASTI RD	STE 220	ONTARIO	CA	91761	1243	R107	00058	B	328	70	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3237 E GUASTI RD	STE 200	ONTARIO	CA	91761	1243	R107	00057	B	328	50	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3237 E GUASTI RD	STE 120	ONTARIO	CA	91761	1242	R107	00056	B	328	45	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3237 E GUASTI RD	STE 110	ONTARIO	CA	91761	1242	R107	00055	B	328	35	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3237 E GUASTI RD	STE 105	ONTARIO	CA	91761	1260	R107	00054	B	328	30	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3237 E GUASTI RD	STE 100	ONTARIO	CA	91761	1242	R107	00053	B	328	25	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3257 E GUASTI RD	STE 320	ONTARIO	CA	91761	1231	R107	00052	B	328	95	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3257 E GUASTI RD	STE 310	ONTARIO	CA	91761	1259	R107	00051	B	328	85	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3257 E GUASTI RD	STE 300	ONTARIO	CA	91761	1227	R107	00050	B	328	75	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3257 E GUASTI RD	STE 230	ONTARIO	CA	91761	1248	R107	00049	B	328	55	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3257 E GUASTI RD	STE 210	ONTARIO	CA	91761	1235	R107	00048	B	328	60	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3257 E GUASTI RD	STE 200	ONTARIO	CA	91761	1234	R107	00047	B	328	50	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3257 E GUASTI RD	STE 120	ONTARIO	CA	91761	1233	R107	00046	B	328	45	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3257 E GUASTI RD	STE 110	ONTARIO	CA	91761	1223	R107	00045	B	328	35	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3257 E GUASTI RD	STE 100	ONTARIO	CA	91761	1223	R107	00044	B	328	25	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 850	ONTARIO	CA	91761	7656	R107	00043	B	328	00	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 825	ONTARIO	CA	91761	7686	R107	00042	B	328	00	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 800	ONTARIO	CA	91761	7643	R107	00041	B	328	00	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 750	ONTARIO	CA	91761	7641	R107	00040	B	328	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 700	ONTARIO	CA	91761	7643	R107	00039	B	328	75	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 650	ONTARIO	CA	91761	7646	R107	00038	B	328	50	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 625	ONTARIO	CA	91761	7643	R107	00037	B	328	50	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 600	ONTARIO	CA	91761	7611	R107	00036	B	328	50	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 550	ONTARIO	CA	91761	7654	R107	00035	B	328	25	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 500	ONTARIO	CA	91761	7616	R107	00034	B	328	25	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 460	ONTARIO	CA	91761	7635	R107	00033	B	328	10	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 450	ONTARIO	CA	91761	7635	R107	00032	B	328	00	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 440	ONTARIO	CA	91761	7635	R107	00031	B	328	15	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 430	ONTARIO	CA	91761	7625	R107	00030	B	328	05	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 400	ONTARIO	CA	91761	7625	R107	00029	B	328	00	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 370	ONTARIO	CA	91761	1247	R107	00028	B	328	95	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-107	OCCUPANT	3281 E GUASTI RD	STE 330	ONTARIO	CA	91761	1246	R107	00027	B	328	80	5	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-099	RESIDENT	3780 BURNING TREE DR		ONTARIO	CA	91761	5008	R099	00235	A	317	80	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3772 BURNING TREE DR		ONTARIO	CA	91761	5008	R099	00234	A	317	72	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3764 BURNING TREE DR		ONTARIO	CA	91761	5008	R099	00233	A	317	64	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3756 BURNING TREE DR		ONTARIO	CA	91761	5008	R099	00232	A	317	56	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3761 S PEACH TREE PL		ONTARIO	CA	91761	9147	R099	00231	A	317	61	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3762 S PEACH TREE PL		ONTARIO	CA	91761	9146	R099	00230	A	317	62	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3754 S PEACH TREE PL		ONTARIO	CA	91761	9146	R099	00229	A	317	54	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3746 S PEACH TREE PL		ONTARIO	CA	91761	9146	R099	00228	A	317	46	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3738 S PEACH TREE PL		ONTARIO	CA	91761	9146	R099	00227	A	317	38	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3724 BURNING TREE DR		ONTARIO	CA	91761	5008	R099	00226	A	317	24	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3716 BURNING TREE DR		ONTARIO	CA	91761	5008	R099	00225	A	317	16	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3708 BURNING TREE DR		ONTARIO	CA	91761	5008	R099	00224	A	317	08	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3700 BURNING TREE DR		ONTARIO	CA	91761	5008	R099	00223	A	317	00	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3692 BURNING TREE DR		ONTARIO	CA	91761	5006	R099	00222	A	317	92	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3684 BURNING TREE DR		ONTARIO	CA	91761	5006	R099	00221	A	317	84	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3676 BURNING TREE DR		ONTARIO	CA	91761	5006	R099	00220	A	317	76	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3668 BURNING TREE DR		ONTARIO	CA	91761	5006	R099	00219	A	317	68	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3660 BURNING TREE DR		ONTARIO	CA	91761	5006	R099	00218	A	317	60	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3652 BURNING TREE DR		ONTARIO	CA	91761	5006	R099	00217	A	317	52	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3644 BURNING TREE DR		ONTARIO	CA	91761	5006	R099	00216	A	317	44	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3636 BURNING TREE DR		ONTARIO	CA	91761	5006	R099	00215	A	317	36	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3628 BURNING TREE DR		ONTARIO	CA	91761	5006	R099	00214	A	317	28	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3620 BURNING TREE DR		ONTARIO	CA	91761	5006	R099	00213	A	317	20	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3612 BURNING TREE DR		ONTARIO	CA	91761	5006	R099	00212	A	317	12	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3580 BURNING TREE DR		ONTARIO	CA	91761	5030	R099	00211	A	317	80	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3572 BURNING TREE DR		ONTARIO	CA	91761	5030	R099	00210	A	317	72	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3564 BURNING TREE DR		ONTARIO	CA	91761	5030	R099	00209	A	317	64	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3556 BURNING TREE DR		ONTARIO	CA	91761	5030	R099	00208	A	317	56	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3548 BURNING TREE DR		ONTARIO	CA	91761	5030	R099	00207	A	317	48	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3540 BURNING TREE DR		ONTARIO	CA	91761	5030	R099	00206	A	317	40	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3532 BURNING TREE DR		ONTARIO	CA	91761	5030	R099	00205	A	317	32	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3524 BURNING TREE DR		ONTARIO	CA	91761	5030	R099	00204	A	317	24	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2857 E BLACK HORSE DR		ONTARIO	CA	91761	9109	R099	00203	A	317	57	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2865 E BLACK HORSE DR		ONTARIO	CA	91761	9109	R099	00202	A	317	65	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2873 E BLACK HORSE DR		ONTARIO	CA	91761	9109	R099	00201	A	317	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2881 E BLACK HORSE DR		ONTARIO	CA	91761	9109	R099	00200	A	317	81	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2889 E BLACK HORSE DR		ONTARIO	CA	91761	9109	R099	00199	A	317	89	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2901 PONY DR		ONTARIO	CA	91761	5011	R099	00198	A	317	01	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2909 PONY DR		ONTARIO	CA	91761	5011	R099	00197	A	317	09	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2917 PONY DR		ONTARIO	CA	91761	5011	R099	00196	A	317	17	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2925 PONY DR		ONTARIO	CA	91761	5011	R099	00195	A	317	25	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2933 PONY DR		ONTARIO	CA	91761	5011	R099	00194	A	317	33	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2941 PONY DR		ONTARIO	CA	91761	5011	R099	00193	A	317	41	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2949 PONY DR		ONTARIO	CA	91761	5011	R099	00192	A	317	49	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2957 PONY DR		ONTARIO	CA	91761	5011	R099	00191	A	317	57	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2965 PONY DR		ONTARIO	CA	91761	5011	R099	00190	A	317	65	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2973 PONY DR		ONTARIO	CA	91761	5011	R099	00189	A	317	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2981 PONY DR		ONTARIO	CA	91761	5011	R099	00188	A	317	81	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2989 PONY DR		ONTARIO	CA	91761	5011	R099	00187	A	317	89	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2997 PONY DR		ONTARIO	CA	91761	5011	R099	00186	A	317	97	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2996 PONY DR		ONTARIO	CA	91761	5028	R099	00185	A	317	96	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2988 PONY DR		ONTARIO	CA	91761	5028	R099	00184	A	317	88	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2980 PONY DR		ONTARIO	CA	91761	5028	R099	00183	A	317	80	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2964 STALLION WAY		ONTARIO	CA	91761	5037	R099	00182	A	317	64	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2956 STALLION WAY		ONTARIO	CA	91761	5037	R099	00181	A	317	56	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2948 STALLION WAY		ONTARIO	CA	91761	5037	R099	00180	A	317	48	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2940 STALLION WAY		ONTARIO	CA	91761	5037	R099	00179	A	317	40	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2932 PONY DR		ONTARIO	CA	91761	5010	R099	00178	A	317	32	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2924 PONY DR		ONTARIO	CA	91761	5010	R099	00177	A	317	24	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2916 PONY DR		ONTARIO	CA	91761	5010	R099	00176	A	317	16	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2908 PONY DR		ONTARIO	CA	91761	5010	R099	00175	A	317	08	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	2900 PONY DR		ONTARIO	CA	91761	5010	R099	00174	A	317	00	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3668 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00173	A	317	68	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3664 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00172	A	317	64	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3660 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00171	A	317	60	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3656 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00170	A	317	56	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3652 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00169	A	317	52	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3648 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00168	A	317	48	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3644 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00167	A	317	44	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3640 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00166	A	317	40	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3636 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00165	A	317	36	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3632 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00164	A	317	32	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3628 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00163	A	317	28	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3641 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00162	A	317	41	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3649 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00161	A	317	49	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3653 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00160	A	317	53	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	RESIDENT	3657 GRIZZLEY CREEK CT		ONTARIO	CA	91761	0128	R099	00159	A	317	57	3	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
 ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-099	OCCUPANT	2240 S HAVEN AVE		ONTARIO	CA	91761	0739	R099	00081	B	317	40	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2200 S HAVEN AVE	STE B	ONTARIO	CA	91761	0703	R099	00080	B	317	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2200 S HAVEN AVE	STE A	ONTARIO	CA	91761	0703	R099	00079	B	317	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3450 E PHILADELPHIA ST		ONTARIO	CA	91761	8562	R099	00078	B	317	50	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3000 E PHILADELPHIA ST		ONTARIO	CA	91761	8526	R099	00077	B	317	00	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2950 E PHILADELPHIA ST		ONTARIO	CA	91761	8545	R099	00076	B	317	50	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2880 E PHILADELPHIA ST		ONTARIO	CA	91761	8523	R099	00075	B	317	80	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2810 E PHILADELPHIA ST		ONTARIO	CA	91761	8523	R099	00074	B	317	10	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2830 E PHILADELPHIA ST		ONTARIO	CA	91761	8523	R099	00073	B	317	30	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2760 E PHILADELPHIA ST		ONTARIO	CA	91761	8546	R099	00072	B	317	60	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2800 E PHILADELPHIA ST		ONTARIO	CA	91761	8523	R099	00071	B	317	00	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2730 E PHILADELPHIA ST		ONTARIO	CA	91761	8546	R099	00070	B	317	30	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2725 E PHILADELPHIA ST		ONTARIO	CA	91761	8547	R099	00069	B	317	25	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2755 E PHILADELPHIA ST		ONTARIO	CA	91761	8547	R099	00068	B	317	55	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2775 E PHILADELPHIA ST		ONTARIO	CA	91761	8547	R099	00067	B	317	75	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2831 E PHILADELPHIA ST	STE A	ONTARIO	CA	91761	8540	R099	00066	B	317	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2821 E PHILADELPHIA ST	STE C	ONTARIO	CA	91761	8522	R099	00065	B	317	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2821 E PHILADELPHIA ST	STE B	ONTARIO	CA	91761	8522	R099	00064	B	317	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2821 E PHILADELPHIA ST	STE A	ONTARIO	CA	91761	8522	R099	00063	B	317	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2811 E PHILADELPHIA ST	STE B	ONTARIO	CA	91761	8538	R099	00062	B	317	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2811 E PHILADELPHIA ST	STE A	ONTARIO	CA	91761	8538	R099	00061	B	317	73	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2905 E PHILADELPHIA ST		ONTARIO	CA	91761	8567	R099	00060	B	317	05	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2919 E PHILADELPHIA ST		ONTARIO	CA	91761	8567	R099	00059	B	317	19	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2931 E PHILADELPHIA ST		ONTARIO	CA	91761	8567	R099	00058	B	317	31	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2900 E SPRUCE ST		ONTARIO	CA	91761	8578	R099	00057	B	317	00	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2850 E SPRUCE ST		ONTARIO	CA	91761	8550	R099	00056	B	317	50	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2117 POINTE AVE		ONTARIO	CA	91761	8529	R099	00055	B	317	17	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2851 E PHILADELPHIA ST		ONTARIO	CA	91761	8553	R099	00054	B	317	51	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2888 E SPRUCE ST		ONTARIO	CA	91761	8550	R099	00053	B	317	88	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3070 E CEDAR ST		ONTARIO	CA	91761	7620	R099	00052	B	317	70	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2850 E CEDAR ST		ONTARIO	CA	91761	8514	R099	00051	B	317	50	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2777 E CEDAR ST		ONTARIO	CA	91761	8513	R099	00050	B	317	77	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2817 E CEDAR ST	STE 100	ONTARIO	CA	91761	8569	R099	00049	B	317	25	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2817 E CEDAR ST	STE 200	ONTARIO	CA	91761	8568	R099	00048	B	317	50	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	1750 POINTE AVE		ONTARIO	CA	91761	8544	R099	00047	B	317	50	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	1775 S BUSINESS PKWY		ONTARIO	CA	91761	8528	R099	00046	B	317	75	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	1751 POINTE AVE		ONTARIO	CA	91761	8561	R099	00045	B	317	51	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	1753 POINTE AVE		ONTARIO	CA	91761	8516	R099	00044	B	317	53	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3095 E CEDAR ST	STE 200	ONTARIO	CA	91761	7667	R099	00043	B	317	50	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3095 E CEDAR ST		ONTARIO	CA	91761	7627	R099	00042	B	317	95	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	1800 S TURNER AVE		ONTARIO	CA	91761	8574	R099	00041	B	317	00	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 13	ONTARIO	CA	91761	7694	R099	00040	B	317	13	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 12	ONTARIO	CA	91761	7694	R099	00039	B	317	12	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 11	ONTARIO	CA	91761	7694	R099	00038	B	317	11	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 10	ONTARIO	CA	91761	7694	R099	00037	B	317	10	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 9	ONTARIO	CA	91761	7694	R099	00036	B	317	09	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 8	ONTARIO	CA	91761	7694	R099	00035	B	317	08	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 7	ONTARIO	CA	91761	7694	R099	00034	B	317	07	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 6	ONTARIO	CA	91761	7694	R099	00033	B	317	06	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 5	ONTARIO	CA	91761	7694	R099	00032	B	317	05	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 4	ONTARIO	CA	91761	7694	R099	00031	B	317	04	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 3	ONTARIO	CA	91761	7694	R099	00030	B	317	03	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 2	ONTARIO	CA	91761	7694	R099	00029	B	317	02	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 1	ONTARIO	CA	91761	7694	R099	00028	B	317	01	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 26	ONTARIO	CA	91761	7695	R099	00027	B	317	26	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 25	ONTARIO	CA	91761	7695	R099	00026	B	317	25	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 24	ONTARIO	CA	91761	7695	R099	00025	B	317	24	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 23	ONTARIO	CA	91761	7695	R099	00024	B	317	23	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 21	ONTARIO	CA	91761	7695	R099	00023	B	317	21	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 20	ONTARIO	CA	91761	7695	R099	00022	B	317	20	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 19	ONTARIO	CA	91761	7695	R099	00021	B	317	19	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 18	ONTARIO	CA	91761	7695	R099	00020	B	317	18	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 17	ONTARIO	CA	91761	7695	R099	00019	B	317	17	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 16	ONTARIO	CA	91761	7695	R099	00018	B	317	16	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 15	ONTARIO	CA	91761	7694	R099	00017	B	317	15	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3100 E CEDAR ST	STE 14	ONTARIO	CA	91761	7694	R099	00016	B	317	14	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2041 S TURNER AVE		ONTARIO	CA	91761	8510	R099	00015	B	317	41	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2151 S TURNER AVE		ONTARIO	CA	91761	8512	R099	00014	B	317	51	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3351 E PHILADELPHIA ST		ONTARIO	CA	91761	8531	R099	00013	B	317	51	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3350 E CEDAR ST		ONTARIO	CA	91761	7630	R099	00012	B	317	50	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	1950 STERLING AVE		ONTARIO	CA	91761	7636	R099	00011	B	317	50	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3355 E CEDAR ST	STE A	ONTARIO	CA	91761	7632	R099	00010	B	317	55	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3355 E CEDAR ST	STE B	ONTARIO	CA	91761	7632	R099	00009	B	317	55	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	3465 E CEDAR ST		ONTARIO	CA	91761	8552	R099	00008	B	317	65	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2155 EXCISE AVE	STE B	ONTARIO	CA	91761	8536	R099	00007	B	317	74	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2155 EXCISE AVE	STE A	ONTARIO	CA	91761	8581	R099	00006	B	317	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2130 S HAVEN AVE		ONTARIO	CA	91761	0737	R099	00005	B	317	30	6	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-099	OCCUPANT	2160 S HAVEN AVE		ONTARIO	CA	91761	0737	R099	00004	B	317	60	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2180 S HAVEN AVE		ONTARIO	CA	91761	0737	R099	00003	B	317	80	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2060 S HAVEN AVE		ONTARIO	CA	91761	0735	R099	00002	B	317	60	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-099	OCCUPANT	2020 S HAVEN AVE		ONTARIO	CA	91761	0735	R099	00001	B	317	20	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1625 S BAKER AVE		ONTARIO	CA	91761	8039	R096	00310	A	309	25	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1652 S SACRAMENTO AVE		ONTARIO	CA	91761	8052	R096	00309	B	309	52	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1642 S SACRAMENTO AVE		ONTARIO	CA	91761	8052	R096	00308	B	309	42	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1641 S BAKER AVE		ONTARIO	CA	91761	8025	R096	00307	B	309	41	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1705 E FRANCIS ST		ONTARIO	CA	91761	5711	R096	00306	B	309	05	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1740 S SACRAMENTO AVE		ONTARIO	CA	91761	7744	R096	00305	B	309	40	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1805 E FRANCIS ST		ONTARIO	CA	91761	8089	R096	00303	B	309	05	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1855 E FRANCIS ST		ONTARIO	CA	91761	8089	R096	00302	B	309	55	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1927 E FRANCIS ST		ONTARIO	CA	91761	7719	R096	00301	B	309	27	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1975 E FRANCIS ST		ONTARIO	CA	91761	7719	R096	00300	B	309	75	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1730 S BALBOA AVE		ONTARIO	CA	91761	7773	R096	00299	B	309	30	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1720 S BALBOA AVE		ONTARIO	CA	91761	7773	R096	00298	B	309	20	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1710 S BALBOA AVE		ONTARIO	CA	91761	7773	R096	00297	B	309	10	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1650 S BALBOA AVE		ONTARIO	CA	91761	8087	R096	00296	B	309	50	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1651 S BALBOA AVE		ONTARIO	CA	91761	8088	R096	00295	B	309	51	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2049 E FRANCIS ST		ONTARIO	CA	91761	7721	R096	00294	B	309	49	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2101 E FRANCIS ST		ONTARIO	CA	91761	7723	R096	00293	B	309	01	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2181 E FRANCIS ST		ONTARIO	CA	91761	7723	R096	00292	B	309	81	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2235 E FRANCIS ST		ONTARIO	CA	91761	8083	R096	00291	B	309	35	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2275 E FRANCIS ST		ONTARIO	CA	91761	8083	R096	00290	B	309	75	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1700 S HELLMAN AVE		ONTARIO	CA	91761	7638	R096	00289	B	309	00	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2280 E LOCUST CT		ONTARIO	CA	91761	7699	R096	00288	B	309	80	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2240 E LOCUST CT		ONTARIO	CA	91761	7699	R096	00287	B	309	40	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2235 E LOCUST CT		ONTARIO	CA	91761	7666	R096	00286	B	309	35	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2275 E LOCUST CT		ONTARIO	CA	91761	7666	R096	00285	B	309	75	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2101 CARRILLO PRIVADO		ONTARIO	CA	91761	7600	R096	00284	B	309	01	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1520 S HELLMAN AVE		ONTARIO	CA	91761	7634	R096	00283	B	309	20	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1500 S HELLMAN AVE		ONTARIO	CA	91761	7634	R096	00282	B	309	00	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2319 E LOCUST CT	STE A	ONTARIO	CA	91761	1225	R096	00281	B	309	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2315 E LOCUST CT	STE A	ONTARIO	CA	91761	7689	R096	00280	B	309	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2314 E LOCUST CT		ONTARIO	CA	91761	7613	R096	00279	B	309	14	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2311 E LOCUST CT		ONTARIO	CA	91761	7614	R096	00278	B	309	11	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2310 E LOCUST CT		ONTARIO	CA	91761	7613	R096	00277	B	309	10	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2084 E FRANCIS ST		ONTARIO	CA	91761	7733	R096	00276	B	309	84	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2078 E FRANCIS ST		ONTARIO	CA	91761	7733	R096	00275	B	309	78	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2054 E FRANCIS ST		ONTARIO	CA	91761	7722	R096	00274	B	309	54	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2048 E FRANCIS ST		ONTARIO	CA	91761	7722	R096	00273	B	309	48	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2042 E FRANCIS ST		ONTARIO	CA	91761	7722	R096	00272	B	309	42	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2036 E FRANCIS ST		ONTARIO	CA	91761	7722	R096	00271	B	309	36	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2032 E FRANCIS ST		ONTARIO	CA	91761	7722	R096	00270	B	309	32	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2028 E FRANCIS ST		ONTARIO	CA	91761	7722	R096	00269	B	309	28	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2022 E FRANCIS ST		ONTARIO	CA	91761	7722	R096	00268	B	309	22	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2016 E FRANCIS ST		ONTARIO	CA	91761	7722	R096	00267	B	309	16	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2010 E FRANCIS ST		ONTARIO	CA	91761	7722	R096	00266	B	309	10	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1822 E FRANCIS ST		ONTARIO	CA	91761	7759	R096	00265	B	309	22	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1736 E FRANCIS ST		ONTARIO	CA	91761	5722	R096	00264	B	309	36	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1730 E FRANCIS ST		ONTARIO	CA	91761	5722	R096	00263	B	309	30	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1726 E FRANCIS ST		ONTARIO	CA	91761	5722	R096	00262	B	309	26	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1716 E FRANCIS ST		ONTARIO	CA	91761	5722	R096	00261	B	309	16	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1706 E FRANCIS ST		ONTARIO	CA	91761	5722	R096	00260	B	309	06	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1705 E GREVILLEA CT		ONTARIO	CA	91761	8092	R096	00259	B	309	05	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1715 E GREVILLEA CT		ONTARIO	CA	91761	8092	R096	00258	B	309	15	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1725 E GREVILLEA CT		ONTARIO	CA	91761	8092	R096	00257	B	309	25	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1735 E GREVILLEA CT		ONTARIO	CA	91761	8092	R096	00256	B	309	35	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1722 E GREVILLEA CT		ONTARIO	CA	91761	8035	R096	00255	B	309	22	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1718 E GREVILLEA CT		ONTARIO	CA	91761	8035	R096	00254	B	309	18	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1714 E GREVILLEA CT		ONTARIO	CA	91761	8035	R096	00253	B	309	14	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1710 E GREVILLEA CT		ONTARIO	CA	91761	8035	R096	00252	B	309	10	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1901 S BAKER AVE		ONTARIO	CA	91761	8026	R096	00251	B	309	01	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1921 S BAKER AVE		ONTARIO	CA	91761	8026	R096	00250	B	309	21	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1941 S BAKER AVE		ONTARIO	CA	91761	8026	R096	00249	B	309	41	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1961 S BAKER AVE		ONTARIO	CA	91761	8026	R096	00248	B	309	61	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1960 S QUAKER RIDGE PL		ONTARIO	CA	91761	8041	R096	00247	B	309	60	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1940 S QUAKER RIDGE PL		ONTARIO	CA	91761	8041	R096	00246	B	309	40	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1920 S QUAKER RIDGE PL		ONTARIO	CA	91761	8041	R096	00245	B	309	20	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1906 S QUAKER RIDGE PL		ONTARIO	CA	91761	8041	R096	00244	B	309	06	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1907 S QUAKER RIDGE PL		ONTARIO	CA	91761	8041	R096	00243	B	309	07	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1921 S QUAKER RIDGE PL		ONTARIO	CA	91761	8041	R096	00242	B	309	21	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1961 S QUAKER RIDGE PL		ONTARIO	CA	91761	8041	R096	00241	B	309	61	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1838 E CEDAR ST		ONTARIO	CA	91761	7763	R096	00240	B	309	38	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1830 E CEDAR ST		ONTARIO	CA	91761	7763	R096	00239	B	309	30	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1802 E CEDAR ST	STE G	ONTARIO	CA	91761	7772	R096	00238	B	309	79	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1802 E CEDAR ST	STE F	ONTARIO	CA	91761	7772	R096	00237	B	309	78	8	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-096	OCCUPANT	1802 E CEDAR ST	STE E	ONTARIO	CA	91761	7772	R096	00236	B	309	77	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1802 E CEDAR ST	STE D	ONTARIO	CA	91761	7772	R096	00235	B	309	76	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1802 E CEDAR ST	STE C	ONTARIO	CA	91761	7772	R096	00234	B	309	75	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1802 E CEDAR ST	STE B	ONTARIO	CA	91761	7772	R096	00233	B	309	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1802 E CEDAR ST	STE A	ONTARIO	CA	91761	7772	R096	00232	B	309	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1754 E CEDAR ST	STE A	ONTARIO	CA	91761	8059	R096	00231	B	309	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1754 E CEDAR ST	STE B	ONTARIO	CA	91761	8059	R096	00230	B	309	74	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1730 E CEDAR ST		ONTARIO	CA	91761	8097	R096	00229	B	309	30	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1710 E CEDAR ST		ONTARIO	CA	91761	8097	R096	00228	B	309	10	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2049 S BAKER AVE		ONTARIO	CA	91761	8027	R096	00227	B	309	49	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2051 S BAKER AVE		ONTARIO	CA	91761	8027	R096	00226	B	309	51	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2053 S BAKER AVE		ONTARIO	CA	91761	8027	R096	00225	B	309	53	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2047 S BAKER AVE		ONTARIO	CA	91761	8027	R096	00224	B	309	47	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2045 S BAKER AVE		ONTARIO	CA	91761	8027	R096	00223	B	309	45	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2041 S BAKER AVE		ONTARIO	CA	91761	8027	R096	00222	B	309	41	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2707 S GROVE AVE		ONTARIO	CA	91761	6931	R096	00221	A	309	07	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2713 S GROVE AVE		ONTARIO	CA	91761	6931	R096	00220	B	309	13	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2737 S GROVE AVE		ONTARIO	CA	91761	6931	R096	00219	A	309	37	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	13005 S CAMPUS AVE		ONTARIO	CA	91761	8224	R096	00218	A	309	05	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	13041 S CAMPUS AVE		ONTARIO	CA	91761	8224	R096	00217	A	309	41	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	13067 S CAMPUS AVE		ONTARIO	CA	91761	8224	R096	00216	A	309	67	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	13107 S CAMPUS AVE		ONTARIO	CA	91761	8217	R096	00215	B	309	07	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	13142 S CAMPUS AVE		ONTARIO	CA	91761	8201	R096	00214	A	309	42	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	13144 S CAMPUS AVE		ONTARIO	CA	91761	8201	R096	00213	A	309	44	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	7475 CHINO AVE		ONTARIO	CA	91761	8206	R096	00212	A	309	75	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	7439 CHINO AVE		ONTARIO	CA	91761	8206	R096	00211	A	309	39	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	7277 CHINO AVE		ONTARIO	CA	91761	8204	R096	00210	A	309	77	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	7239 CHINO AVE		ONTARIO	CA	91761	8204	R096	00209	A	309	39	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	7192 CHINO AVE		ONTARIO	CA	91761	8202	R096	00208	A	309	92	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	7166 CHINO AVE		ONTARIO	CA	91761	8202	R096	00207	A	309	66	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	7110 CHINO AVE		ONTARIO	CA	91761	8202	R096	00206	A	309	10	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	7208 CHINO AVE		ONTARIO	CA	91761	8203	R096	00205	A	309	08	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	913 E DEERFIELD ST		ONTARIO	CA	91761	6817	R096	00204	A	309	13	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	919 E DEERFIELD ST		ONTARIO	CA	91761	6817	R096	00203	A	309	19	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	929 E DEERFIELD ST		ONTARIO	CA	91761	6817	R096	00202	A	309	29	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	937 E DEERFIELD ST		ONTARIO	CA	91761	6817	R096	00201	A	309	37	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	945 E DEERFIELD ST		ONTARIO	CA	91761	6817	R096	00200	A	309	45	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	953 E DEERFIELD ST		ONTARIO	CA	91761	6817	R096	00199	A	309	53	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	961 E DEERFIELD ST		ONTARIO	CA	91761	6817	R096	00198	A	309	61	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	969 E DEERFIELD ST		ONTARIO	CA	91761	6817	R096	00197	A	309	69	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1015 E DEERFIELD ST		ONTARIO	CA	91761	6816	R096	00196	A	309	15	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1023 E DEERFIELD ST		ONTARIO	CA	91761	6816	R096	00195	A	309	23	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1031 E DEERFIELD ST		ONTARIO	CA	91761	6816	R096	00194	A	309	31	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1039 E DEERFIELD ST		ONTARIO	CA	91761	6816	R096	00193	A	309	39	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1047 E DEERFIELD ST		ONTARIO	CA	91761	6816	R096	00192	A	309	47	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1055 E DEERFIELD ST		ONTARIO	CA	91761	6816	R096	00191	A	309	55	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1063 E DEERFIELD ST		ONTARIO	CA	91761	6816	R096	00190	A	309	63	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1071 E DEERFIELD ST		ONTARIO	CA	91761	6816	R096	00189	A	309	71	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2831 S HOLMES AVE		ONTARIO	CA	91761	6830	R096	00188	A	309	31	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2839 S HOLMES AVE		ONTARIO	CA	91761	6830	R096	00187	A	309	39	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2847 S HOLMES AVE		ONTARIO	CA	91761	6830	R096	00186	A	309	47	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2855 S HOLMES AVE		ONTARIO	CA	91761	6830	R096	00185	A	309	55	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1080 DORAL CT		ONTARIO	CA	91761	6857	R096	00184	A	309	80	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1072 DORAL CT		ONTARIO	CA	91761	6857	R096	00183	A	309	72	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1064 DORAL CT		ONTARIO	CA	91761	6857	R096	00182	A	309	64	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1056 DORAL CT		ONTARIO	CA	91761	6857	R096	00181	A	309	56	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1048 DORAL CT		ONTARIO	CA	91761	6857	R096	00180	A	309	48	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2885 GARFIELD AVE		ONTARIO	CA	91761	6859	R096	00179	A	309	85	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2884 GARFIELD AVE		ONTARIO	CA	91761	6858	R096	00178	A	309	84	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1022 DORAL CT		ONTARIO	CA	91761	6856	R096	00177	A	309	22	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1016 DORAL CT		ONTARIO	CA	91761	6856	R096	00176	A	309	16	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	964 DORAL CT		ONTARIO	CA	91761	6855	R096	00175	A	309	64	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2887 S GREENWOOD AVE		ONTARIO	CA	91761	6849	R096	00174	A	309	87	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2929 S GREENWOOD AVE		ONTARIO	CA	91761	6848	R096	00173	A	309	29	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2937 S GREENWOOD AVE		ONTARIO	CA	91761	6848	R096	00172	A	309	37	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2945 S GREENWOOD AVE		ONTARIO	CA	91761	6848	R096	00171	A	309	45	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2951 S GREENWOOD AVE		ONTARIO	CA	91761	6848	R096	00170	A	309	51	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2959 S GREENWOOD AVE		ONTARIO	CA	91761	6848	R096	00169	A	309	59	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2967 S GREENWOOD AVE		ONTARIO	CA	91761	6848	R096	00168	A	309	67	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2975 S GREENWOOD AVE		ONTARIO	CA	91761	6848	R096	00167	A	309	75	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	958 E COTTONWOOD ST		ONTARIO	CA	91761	6854	R096	00166	A	309	58	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	952 E COTTONWOOD ST		ONTARIO	CA	91761	6854	R096	00165	A	309	52	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	946 E COTTONWOOD ST		ONTARIO	CA	91761	6854	R096	00164	A	309	46	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	940 E COTTONWOOD ST		ONTARIO	CA	91761	6854	R096	00163	A	309	40	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	934 E COTTONWOOD ST		ONTARIO	CA	91761	6854	R096	00162	A	309	34	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	928 E COTTONWOOD ST		ONTARIO	CA	91761	6854	R096	00161	A	309	28	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	922 E COTTONWOOD ST		ONTARIO	CA	91761	6854	R096	00160	A	309	22	9	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-096	RESIDENT	916 E COTTONWOOD ST		ONTARIO	CA	91761	6854	R096	00159	A	309	16	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	910 E COTTONWOOD ST		ONTARIO	CA	91761	6854	R096	00158	A	309	10	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	890 E COTTONWOOD ST		ONTARIO	CA	91761	6861	R096	00157	A	309	90	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	880 E COTTONWOOD ST		ONTARIO	CA	91761	6861	R096	00156	A	309	80	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	870 E COTTONWOOD ST		ONTARIO	CA	91761	6861	R096	00155	A	309	70	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	860 E COTTONWOOD ST		ONTARIO	CA	91761	6861	R096	00154	A	309	60	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	850 E COTTONWOOD ST		ONTARIO	CA	91761	6861	R096	00153	A	309	50	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	840 E COTTONWOOD ST		ONTARIO	CA	91761	6861	R096	00152	A	309	40	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	830 E COTTONWOOD ST		ONTARIO	CA	91761	6861	R096	00151	A	309	30	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	820 E COTTONWOOD ST		ONTARIO	CA	91761	6861	R096	00150	A	309	20	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	810 E COTTONWOOD ST		ONTARIO	CA	91761	6861	R096	00149	A	309	10	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	800 E COTTONWOOD ST		ONTARIO	CA	91761	6861	R096	00148	A	309	00	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	811 E COTTONWOOD ST		ONTARIO	CA	91761	6862	R096	00147	A	309	11	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	821 E COTTONWOOD ST		ONTARIO	CA	91761	6862	R096	00146	A	309	21	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	831 E COTTONWOOD ST		ONTARIO	CA	91761	6862	R096	00145	A	309	31	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	841 E COTTONWOOD ST		ONTARIO	CA	91761	6862	R096	00144	A	309	41	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	851 E COTTONWOOD ST		ONTARIO	CA	91761	6862	R096	00143	A	309	51	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	861 E COTTONWOOD ST		ONTARIO	CA	91761	6862	R096	00142	A	309	61	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	871 E COTTONWOOD ST		ONTARIO	CA	91761	6862	R096	00141	A	309	71	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	881 E COTTONWOOD ST		ONTARIO	CA	91761	6862	R096	00140	A	309	81	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	891 E COTTONWOOD ST		ONTARIO	CA	91761	6862	R096	00139	A	309	91	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2966 S GOLDCREST PL		ONTARIO	CA	91761	6853	R096	00138	A	309	66	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2958 S GOLDCREST PL		ONTARIO	CA	91761	6853	R096	00137	A	309	58	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2950 S GOLDCREST PL		ONTARIO	CA	91761	6853	R096	00136	A	309	50	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2942 S GOLDCREST PL		ONTARIO	CA	91761	6853	R096	00135	A	309	42	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2934 S GOLDCREST PL		ONTARIO	CA	91761	6853	R096	00134	A	309	34	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2926 S GOLDCREST PL		ONTARIO	CA	91761	6853	R096	00133	A	309	26	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2918 S GOLDCREST PL		ONTARIO	CA	91761	6853	R096	00132	A	309	18	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2933 S GOLDCREST PL		ONTARIO	CA	91761	6852	R096	00131	A	309	33	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2941 S GOLDCREST PL		ONTARIO	CA	91761	6852	R096	00130	A	309	41	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2949 S GOLDCREST PL		ONTARIO	CA	91761	6852	R096	00129	A	309	49	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2957 S GOLDCREST PL		ONTARIO	CA	91761	6852	R096	00128	A	309	57	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2965 S GOLDCREST PL		ONTARIO	CA	91761	6852	R096	00127	A	309	65	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2966 S GREENWOOD AVE		ONTARIO	CA	91761	6847	R096	00126	A	309	66	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2958 S GREENWOOD AVE		ONTARIO	CA	91761	6847	R096	00125	A	309	58	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2950 S GREENWOOD AVE		ONTARIO	CA	91761	6847	R096	00124	A	309	50	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2944 S GREENWOOD AVE		ONTARIO	CA	91761	6847	R096	00123	A	309	44	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2936 S GREENWOOD AVE		ONTARIO	CA	91761	6847	R096	00122	A	309	36	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2928 S GREENWOOD AVE		ONTARIO	CA	91761	6847	R096	00121	A	309	28	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2886 S GREENWOOD AVE		ONTARIO	CA	91761	6846	R096	00120	A	309	86	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	946 DORAL CT		ONTARIO	CA	91761	6845	R096	00119	A	309	46	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	938 DORAL CT		ONTARIO	CA	91761	6845	R096	00118	A	309	38	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	930 DORAL CT		ONTARIO	CA	91761	6845	R096	00117	A	309	30	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	920 DORAL CT		ONTARIO	CA	91761	6845	R096	00116	A	309	20	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	912 DORAL CT		ONTARIO	CA	91761	6845	R096	00115	A	309	12	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	911 DORAL CT		ONTARIO	CA	91761	6841	R096	00114	A	309	11	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	919 DORAL CT		ONTARIO	CA	91761	6841	R096	00113	A	309	19	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	927 DORAL CT		ONTARIO	CA	91761	6841	R096	00112	A	309	27	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	937 DORAL CT		ONTARIO	CA	91761	6841	R096	00111	A	309	37	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	945 DORAL CT		ONTARIO	CA	91761	6841	R096	00110	A	309	45	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	953 DORAL CT		ONTARIO	CA	91761	6841	R096	00109	A	309	53	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	961 DORAL CT		ONTARIO	CA	91761	6841	R096	00108	A	309	61	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	969 DORAL CT		ONTARIO	CA	91761	6841	R096	00107	A	309	69	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1017 DORAL CT		ONTARIO	CA	91761	6840	R096	00106	A	309	17	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1025 DORAL CT		ONTARIO	CA	91761	6840	R096	00105	A	309	25	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1033 DORAL CT		ONTARIO	CA	91761	6840	R096	00104	A	309	33	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1041 DORAL CT		ONTARIO	CA	91761	6840	R096	00103	A	309	41	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2858 S HOLMES AVE		ONTARIO	CA	91761	6828	R096	00102	A	309	58	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2850 S HOLMES AVE		ONTARIO	CA	91761	6828	R096	00101	A	309	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1056 E DEERFIELD ST		ONTARIO	CA	91761	6815	R096	00100	A	309	56	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1048 E DEERFIELD ST		ONTARIO	CA	91761	6815	R096	00099	A	309	48	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1040 E DEERFIELD ST		ONTARIO	CA	91761	6815	R096	00098	A	309	40	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1032 E DEERFIELD ST		ONTARIO	CA	91761	6815	R096	00097	A	309	32	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1024 E DEERFIELD ST		ONTARIO	CA	91761	6815	R096	00096	A	309	24	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	1016 E DEERFIELD ST		ONTARIO	CA	91761	6815	R096	00095	A	309	16	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	970 E DEERFIELD ST		ONTARIO	CA	91761	6813	R096	00094	A	309	70	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	962 E DEERFIELD ST		ONTARIO	CA	91761	6813	R096	00093	A	309	62	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	954 E DEERFIELD ST		ONTARIO	CA	91761	6813	R096	00092	A	309	54	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	946 E DEERFIELD ST		ONTARIO	CA	91761	6813	R096	00091	A	309	46	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	938 E DEERFIELD ST		ONTARIO	CA	91761	6813	R096	00090	A	309	38	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	930 E DEERFIELD ST		ONTARIO	CA	91761	6813	R096	00089	A	309	30	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	922 E DEERFIELD ST		ONTARIO	CA	91761	6813	R096	00088	A	309	22	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	914 E DEERFIELD ST		ONTARIO	CA	91761	6813	R096	00087	A	309	14	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	872 E TAM O SHANTER ST		ONTARIO	CA	91761	8712	R096	00086	A	309	72	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	864 E TAM O SHANTER ST		ONTARIO	CA	91761	8712	R096	00085	A	309	64	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	856 E TAM O SHANTER ST		ONTARIO	CA	91761	8712	R096	00084	A	309	56	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	848 E TAM O SHANTER ST		ONTARIO	CA	91761	8712	R096	00083	A	309	48	6	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-096	RESIDENT	840 E TAM O SHANTER ST		ONTARIO	CA	91761	8712	R096	00082	A	309	40	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	832 E TAM O SHANTER ST		ONTARIO	CA	91761	8712	R096	00081	A	309	32	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	824 E TAM O SHANTER ST		ONTARIO	CA	91761	8712	R096	00080	A	309	24	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	816 E TAM O SHANTER ST		ONTARIO	CA	91761	8712	R096	00079	A	309	16	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2640 S TAYLOR AVE		ONTARIO	CA	91761	8710	R096	00078	A	309	40	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2634 S TAYLOR AVE		ONTARIO	CA	91761	8710	R096	00077	A	309	34	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2628 S TAYLOR AVE		ONTARIO	CA	91761	8710	R096	00076	A	309	28	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2622 S TAYLOR AVE		ONTARIO	CA	91761	8710	R096	00075	A	309	22	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2616 S TAYLOR AVE		ONTARIO	CA	91761	8710	R096	00074	A	309	16	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2610 S TAYLOR AVE		ONTARIO	CA	91761	8710	R096	00073	A	309	10	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	2604 S TAYLOR AVE		ONTARIO	CA	91761	8710	R096	00072	A	309	04	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	831 E BERMUDA DUNES CT		ONTARIO	CA	91761	8715	R096	00071	A	309	31	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	839 E BERMUDA DUNES CT		ONTARIO	CA	91761	8715	R096	00070	A	309	39	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	847 E BERMUDA DUNES CT		ONTARIO	CA	91761	8715	R096	00069	A	309	47	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	855 E BERMUDA DUNES CT		ONTARIO	CA	91761	8715	R096	00068	A	309	55	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	863 E BERMUDA DUNES CT		ONTARIO	CA	91761	8715	R096	00067	A	309	63	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	871 E BERMUDA DUNES CT		ONTARIO	CA	91761	8715	R096	00066	A	309	71	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	870 E BERMUDA DUNES CT		ONTARIO	CA	91761	8714	R096	00065	A	309	70	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	862 E BERMUDA DUNES CT		ONTARIO	CA	91761	8714	R096	00064	A	309	62	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	854 E BERMUDA DUNES CT		ONTARIO	CA	91761	8714	R096	00063	A	309	54	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	846 E BERMUDA DUNES CT		ONTARIO	CA	91761	8714	R096	00062	A	309	46	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	838 E BERMUDA DUNES CT		ONTARIO	CA	91761	8714	R096	00061	A	309	38	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	830 E BERMUDA DUNES CT		ONTARIO	CA	91761	8714	R096	00060	A	309	30	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	825 E TAM O SHANTER ST		ONTARIO	CA	91761	8713	R096	00059	A	309	25	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	833 E TAM O SHANTER ST		ONTARIO	CA	91761	8713	R096	00058	A	309	33	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	841 E TAM O SHANTER ST		ONTARIO	CA	91761	8713	R096	00057	A	309	41	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	849 E TAM O SHANTER ST		ONTARIO	CA	91761	8713	R096	00056	A	309	49	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	857 E TAM O SHANTER ST		ONTARIO	CA	91761	8713	R096	00055	A	309	57	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	865 E TAM O SHANTER ST		ONTARIO	CA	91761	8713	R096	00054	A	309	65	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	RESIDENT	957 E WALNUT ST		ONTARIO	CA	91761	6151	R096	00053	A	309	57	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1151 E WALNUT ST		ONTARIO	CA	91761	6155	R096	00052	B	309	51	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1175 E WALNUT ST		ONTARIO	CA	91761	6155	R096	00051	B	309	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1195 E WALNUT ST		ONTARIO	CA	91761	6155	R096	00050	B	309	95	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2090 S BAKER AVE		ONTARIO	CA	91761	7709	R096	00049	B	309	90	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2050 S BAKER AVE		ONTARIO	CA	91761	7709	R096	00048	B	309	50	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2020 S BAKER AVE		ONTARIO	CA	91761	7709	R096	00047	B	309	20	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	2006 S BAKER AVE		ONTARIO	CA	91761	7709	R096	00046	B	309	06	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1558 E CEDAR ST		ONTARIO	CA	91761	5761	R096	00045	B	309	58	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1552 E CEDAR ST		ONTARIO	CA	91761	5761	R096	00044	B	309	52	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1546 E CEDAR ST		ONTARIO	CA	91761	5761	R096	00043	B	309	46	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1528 E CEDAR ST		ONTARIO	CA	91761	5761	R096	00042	B	309	28	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1510 E CEDAR ST		ONTARIO	CA	91761	5761	R096	00041	B	309	10	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1504 E CEDAR ST		ONTARIO	CA	91761	5761	R096	00040	B	309	04	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1942 S AUGUSTA AVE	STE Q	ONTARIO	CA	91761	8317	R096	00039	B	309	89	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1942 S AUGUSTA AVE	STE P	ONTARIO	CA	91761	8317	R096	00038	B	309	88	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1942 S AUGUSTA AVE	STE N	ONTARIO	CA	91761	8310	R096	00037	B	309	86	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1942 S AUGUSTA AVE	STE M	ONTARIO	CA	91761	8310	R096	00036	B	309	85	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1942 S AUGUSTA AVE	STE L	ONTARIO	CA	91761	8310	R096	00035	B	309	84	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1942 S AUGUSTA AVE	STE J	ONTARIO	CA	91761	8310	R096	00034	B	309	82	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1942 S AUGUSTA AVE	STE H	ONTARIO	CA	91761	8310	R096	00033	B	309	80	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1942 S AUGUSTA AVE	STE G	ONTARIO	CA	91761	8311	R096	00032	B	309	79	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1942 S AUGUSTA AVE	STE F	ONTARIO	CA	91761	8311	R096	00031	B	309	78	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1942 S AUGUSTA AVE	STE E	ONTARIO	CA	91761	8311	R096	00030	B	309	77	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1942 S AUGUSTA AVE	STE C	ONTARIO	CA	91761	8311	R096	00029	B	309	75	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1942 S AUGUSTA AVE	STE A	ONTARIO	CA	91761	8311	R096	00028	B	309	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1920 S AUGUSTA AVE		ONTARIO	CA	91761	5701	R096	00027	B	309	20	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1916 S AUGUSTA AVE	STE B	ONTARIO	CA	91761	8328	R096	00026	B	309	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1916 S AUGUSTA AVE	STE A	ONTARIO	CA	91761	8328	R096	00025	B	309	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1912 S AUGUSTA AVE		ONTARIO	CA	91761	5701	R096	00024	B	309	12	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1939 S AUGUSTA AVE		ONTARIO	CA	91761	5702	R096	00023	B	309	39	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1943 S AUGUSTA AVE		ONTARIO	CA	91761	5702	R096	00022	B	309	43	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1531 E CEDAR ST		ONTARIO	CA	91761	5762	R096	00021	B	309	31	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1545 E CEDAR ST		ONTARIO	CA	91761	5762	R096	00020	B	309	45	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1621 E CEDAR ST		ONTARIO	CA	91761	7718	R096	00019	B	309	21	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1635 E CEDAR ST		ONTARIO	CA	91761	7718	R096	00018	B	309	35	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1950 S BAKER AVE		ONTARIO	CA	91761	7755	R096	00017	B	309	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1650 FREMONT CT		ONTARIO	CA	91761	8319	R096	00016	B	309	50	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1620 FREMONT CT		ONTARIO	CA	91761	8319	R096	00015	B	309	20	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1610 FREMONT CT		ONTARIO	CA	91761	8319	R096	00014	B	309	10	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1602 FREMONT CT		ONTARIO	CA	91761	8319	R096	00013	B	309	02	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1601 FREMONT CT		ONTARIO	CA	91761	8309	R096	00012	B	309	01	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1615 FREMONT CT		ONTARIO	CA	91761	8309	R096	00011	B	309	15	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1625 FREMONT CT		ONTARIO	CA	91761	8309	R096	00010	B	309	25	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1651 FREMONT CT		ONTARIO	CA	91761	8309	R096	00009	B	309	51	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1856 S BAKER AVE		ONTARIO	CA	91761	7755	R096	00008	B	309	56	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1840 S BAKER AVE		ONTARIO	CA	91761	7755	R096	00007	B	309	40	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1830 S BAKER AVE		ONTARIO	CA	91761	7755	R096	00006	B	309	30	9	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-096	OCCUPANT	1726 S BAKER AVE		ONTARIO	CA	91761	7707	R096	00005	B	309	26	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1700 S BAKER AVE		ONTARIO	CA	91761	7707	R096	00004	B	309	00	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1600 S BAKER AVE		ONTARIO	CA	91761	8079	R096	00003	B	309	00	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1520 E MISSION BLVD		ONTARIO	CA	91761	2124	R096	00002	B	309	20	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-096	OCCUPANT	1450 E MISSION BLVD		ONTARIO	CA	91761	2145	R096	00001	B	309	50	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1545 E LOCUST ST		ONTARIO	CA	91761	8028	R095	00322	B	321	45	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1560 S BAKER AVE	STE B	ONTARIO	CA	91761	8071	R095	00321	B	321	74	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1560 S BAKER AVE	STE A	ONTARIO	CA	91761	8071	R095	00320	B	321	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1340 S BAKER AVE		ONTARIO	CA	91761	7742	R095	00319	B	321	40	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1540 E ACACIA ST	STE B	ONTARIO	CA	91761	8085	R095	00318	B	321	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1540 E ACACIA ST	STE A	ONTARIO	CA	91761	8085	R095	00317	B	321	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1220 S BAKER AVE		ONTARIO	CA	91761	7739	R095	00316	B	321	20	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1320 S BAKER AVE	STE B	ONTARIO	CA	91761	7745	R095	00315	B	321	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1320 S BAKER AVE	STE A	ONTARIO	CA	91761	7734	R095	00314	B	321	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1755 E ACACIA ST		ONTARIO	CA	91761	7702	R095	00313	B	321	55	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1841 E ACACIA ST		ONTARIO	CA	91761	7704	R095	00312	B	321	41	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1828 E ACACIA ST		ONTARIO	CA	91761	7703	R095	00311	A	321	28	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1824 E ACACIA ST		ONTARIO	CA	91761	7703	R095	00310	A	321	24	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1820 E ACACIA ST		ONTARIO	CA	91761	7703	R095	00309	A	321	20	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1806 E ACACIA ST	APT B	ONTARIO	CA	91761	8078	R095	00308	A	321	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1806 E ACACIA ST	APT A	ONTARIO	CA	91761	8078	R095	00307	A	321	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1804 E ACACIA ST	APT B	ONTARIO	CA	91761	8077	R095	00306	A	321	74	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1804 E ACACIA ST	APT A	ONTARIO	CA	91761	8077	R095	00305	A	321	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1802 E ACACIA ST	APT B	ONTARIO	CA	91761	8076	R095	00304	A	321	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1802 E ACACIA ST	APT A	ONTARIO	CA	91761	8076	R095	00303	A	321	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1768 E ACACIA ST	APT B	ONTARIO	CA	91761	8075	R095	00302	A	321	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1768 E ACACIA ST	APT A	ONTARIO	CA	91761	8075	R095	00301	A	321	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1766 E ACACIA ST	APT B	ONTARIO	CA	91761	8074	R095	00300	A	321	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1766 E ACACIA ST	APT A	ONTARIO	CA	91761	8074	R095	00299	A	321	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1764 E ACACIA ST	APT B	ONTARIO	CA	91761	8073	R095	00298	A	321	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1764 E ACACIA ST	APT A	ONTARIO	CA	91761	8073	R095	00297	A	321	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1760 E ACACIA ST		ONTARIO	CA	91761	7701	R095	00296	A	321	60	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1758 E ACACIA ST		ONTARIO	CA	91761	7701	R095	00295	A	321	58	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1756 E ACACIA ST		ONTARIO	CA	91761	7701	R095	00294	A	321	56	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1750 E ACACIA ST		ONTARIO	CA	91761	7701	R095	00293	A	321	50	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1720 E ACACIA ST		ONTARIO	CA	91761	7701	R095	00292	B	321	20	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1431 S BAKER AVE		ONTARIO	CA	91761	7749	R095	00291	B	321	31	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1449 S BAKER AVE		ONTARIO	CA	91761	7749	R095	00290	B	321	49	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1701 E ELM ST		ONTARIO	CA	91761	7714	R095	00289	B	321	01	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1735 E ELM ST		ONTARIO	CA	91761	7714	R095	00288	A	321	35	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1733 E ELM ST		ONTARIO	CA	91761	7714	R095	00287	A	321	33	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1731 E ELM ST		ONTARIO	CA	91761	7714	R095	00286	A	321	31	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1749 E ELM ST		ONTARIO	CA	91761	7714	R095	00285	A	321	49	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1811 E ELM ST	APT A	ONTARIO	CA	91761	8058	R095	00284	A	321	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1811 E ELM ST	APT B	ONTARIO	CA	91761	8058	R095	00283	A	321	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1809 E ELM ST	APT A	ONTARIO	CA	91761	8056	R095	00282	A	321	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1809 E ELM ST	APT B	ONTARIO	CA	91761	8056	R095	00281	A	321	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1807 E ELM ST	APT A	ONTARIO	CA	91761	8051	R095	00280	A	321	73	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1807 E ELM ST	APT B	ONTARIO	CA	91761	8051	R095	00279	A	321	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1805 E ELM ST	APT A	ONTARIO	CA	91761	8050	R095	00278	A	321	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1805 E ELM ST	APT B	ONTARIO	CA	91761	8050	R095	00277	A	321	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1803 E ELM ST	APT A	ONTARIO	CA	91761	8049	R095	00276	A	321	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1803 E ELM ST	APT B	ONTARIO	CA	91761	8049	R095	00275	A	321	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1801 E ELM ST	APT A	ONTARIO	CA	91761	8040	R095	00274	A	321	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1801 E ELM ST	APT B	ONTARIO	CA	91761	8040	R095	00273	A	321	74	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1759 E ELM ST	APT A	ONTARIO	CA	91761	8036	R095	00272	A	321	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1759 E ELM ST	APT B	ONTARIO	CA	91761	8036	R095	00271	A	321	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1757 E ELM ST	APT A	ONTARIO	CA	91761	8034	R095	00270	A	321	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1757 E ELM ST	APT B	ONTARIO	CA	91761	8034	R095	00269	A	321	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1755 E ELM ST	APT A	ONTARIO	CA	91761	8016	R095	00268	A	321	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1755 E ELM ST	APT B	ONTARIO	CA	91761	8016	R095	00267	A	321	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1817 E ELM ST		ONTARIO	CA	91761	7716	R095	00266	A	321	17	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1829 E ELM ST		ONTARIO	CA	91761	7716	R095	00265	A	321	29	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1833 E ELM ST	APT D	ONTARIO	CA	91761	7783	R095	00264	A	321	76	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1833 E ELM ST	APT C	ONTARIO	CA	91761	7783	R095	00263	A	321	75	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1833 E ELM ST	APT B	ONTARIO	CA	91761	7783	R095	00262	A	321	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1833 E ELM ST	APT A	ONTARIO	CA	91761	7783	R095	00261	A	321	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1839 E ELM ST		ONTARIO	CA	91761	7716	R095	00260	B	321	39	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1812 E ELM ST		ONTARIO	CA	91761	7715	R095	00259	A	321	12	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1741 E ELM ST		ONTARIO	CA	91761	7714	R095	00258	A	321	41	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1525 S BAKER AVE	STE A	ONTARIO	CA	91761	8096	R095	00257	B	321	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1525 S BAKER AVE	STE B	ONTARIO	CA	91761	8096	R095	00256	B	321	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1535 S BAKER AVE	STE A	ONTARIO	CA	91761	8072	R095	00255	B	321	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1535 S BAKER AVE	STE B	ONTARIO	CA	91761	8072	R095	00254	B	321	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1555 S BAKER AVE		ONTARIO	CA	91761	7749	R095	00253	B	321	55	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1731 E LOCUST ST		ONTARIO	CA	91761	7736	R095	00252	B	321	31	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1759 E LOCUST ST		ONTARIO	CA	91761	7736	R095	00251	B	321	59	9	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-095	RESIDENT	1811 E LOCUST ST		ONTARIO	CA	91761	7738	R095	00250	A	321	11	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1838 E LOCUST ST		ONTARIO	CA	91761	7737	R095	00249	B	321	38	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1820 E LOCUST ST		ONTARIO	CA	91761	7737	R095	00248	B	321	20	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	1804 E LOCUST ST		ONTARIO	CA	91761	7737	R095	00247	A	321	04	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1720 E LOCUST ST		ONTARIO	CA	91761	7735	R095	00246	B	321	20	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1620 PROFORMA AVE		ONTARIO	CA	91761	7605	R095	00245	B	321	20	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1600 PROFORMA AVE		ONTARIO	CA	91761	7605	R095	00244	B	321	00	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1625 PROFORMA AVE		ONTARIO	CA	91761	7607	R095	00243	B	321	25	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1785 PROFORMA AVE		ONTARIO	CA	91761	7690	R095	00242	B	321	85	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3416 CEDARGLEN RD		ONTARIO	CA	91761	0395	R095	00241	A	321	16	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3414 CEDARGLEN RD		ONTARIO	CA	91761	0395	R095	00240	A	321	14	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3412 CEDARGLEN RD		ONTARIO	CA	91761	0395	R095	00239	A	321	12	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3410 CEDARGLEN RD		ONTARIO	CA	91761	0395	R095	00238	A	321	10	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2857 SAINT TROPEZ DR		ONTARIO	CA	91761	0398	R095	00237	A	321	57	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2859 SAINT TROPEZ DR		ONTARIO	CA	91761	0398	R095	00236	A	321	59	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2861 SAINT TROPEZ DR		ONTARIO	CA	91761	0398	R095	00235	A	321	61	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2863 SAINT TROPEZ DR		ONTARIO	CA	91761	0398	R095	00234	A	321	63	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3411 MORNINGWOOD CT		ONTARIO	CA	91761	0360	R095	00233	A	321	11	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3413 MORNINGWOOD CT		ONTARIO	CA	91761	0360	R095	00232	A	321	13	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3415 MORNINGWOOD CT		ONTARIO	CA	91761	0360	R095	00231	A	321	15	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3414 MORNINGWOOD CT		ONTARIO	CA	91761	0312	R095	00230	A	321	14	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3412 MORNINGWOOD CT		ONTARIO	CA	91761	0312	R095	00229	A	321	12	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3410 MORNINGWOOD CT		ONTARIO	CA	91761	0312	R095	00228	A	321	10	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2901 SAINT TROPEZ DR		ONTARIO	CA	91761	0500	R095	00227	A	321	01	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2903 SAINT TROPEZ DR		ONTARIO	CA	91761	0500	R095	00226	A	321	03	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2905 SAINT TROPEZ DR		ONTARIO	CA	91761	0500	R095	00225	A	321	05	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2907 SAINT TROPEZ DR		ONTARIO	CA	91761	0500	R095	00224	A	321	07	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3411 GINGERWOOD RD		ONTARIO	CA	91761	0310	R095	00223	A	321	11	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3413 GINGERWOOD RD		ONTARIO	CA	91761	0310	R095	00222	A	321	13	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3415 GINGERWOOD RD		ONTARIO	CA	91761	0310	R095	00221	A	321	15	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3414 GINGERWOOD RD		ONTARIO	CA	91761	0308	R095	00220	A	321	14	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3412 GINGERWOOD RD		ONTARIO	CA	91761	0308	R095	00219	A	321	12	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3410 GINGERWOOD RD		ONTARIO	CA	91761	0308	R095	00218	A	321	10	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3408 GINGERWOOD RD		ONTARIO	CA	91761	0308	R095	00217	A	321	08	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3409 OAKLEAF CT		ONTARIO	CA	91761	0306	R095	00216	A	321	09	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3411 OAKLEAF CT		ONTARIO	CA	91761	0306	R095	00215	A	321	11	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3413 OAKLEAF CT		ONTARIO	CA	91761	0306	R095	00214	A	321	13	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3415 OAKLEAF CT		ONTARIO	CA	91761	0306	R095	00213	A	321	15	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2920 SAINT TROPEZ DR		ONTARIO	CA	91761	0399	R095	00212	A	321	20	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2918 SAINT TROPEZ DR		ONTARIO	CA	91761	0399	R095	00211	A	321	18	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2916 SAINT TROPEZ DR		ONTARIO	CA	91761	0399	R095	00210	A	321	16	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2914 SAINT TROPEZ DR		ONTARIO	CA	91761	0399	R095	00209	A	321	14	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2912 SAINT TROPEZ DR		ONTARIO	CA	91761	0399	R095	00208	A	321	12	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2910 SAINT TROPEZ DR		ONTARIO	CA	91761	0399	R095	00207	A	321	10	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2908 SAINT TROPEZ DR		ONTARIO	CA	91761	0399	R095	00206	A	321	08	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2906 SAINT TROPEZ DR		ONTARIO	CA	91761	0399	R095	00205	A	321	06	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2904 SAINT TROPEZ DR		ONTARIO	CA	91761	0399	R095	00204	A	321	04	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2902 SAINT TROPEZ DR		ONTARIO	CA	91761	0399	R095	00203	A	321	02	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2900 SAINT TROPEZ DR		ONTARIO	CA	91761	0399	R095	00202	A	321	00	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2864 SAINT TROPEZ DR		ONTARIO	CA	91761	0397	R095	00201	A	321	64	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2862 SAINT TROPEZ DR		ONTARIO	CA	91761	0397	R095	00200	A	321	62	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2860 SAINT TROPEZ DR		ONTARIO	CA	91761	0397	R095	00199	A	321	60	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2858 SAINT TROPEZ DR		ONTARIO	CA	91761	0397	R095	00198	A	321	58	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2856 SAINT TROPEZ DR		ONTARIO	CA	91761	0397	R095	00197	A	321	56	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3401 CEDARGLEN RD		ONTARIO	CA	91761	0396	R095	00196	A	321	01	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3403 CEDARGLEN RD		ONTARIO	CA	91761	0396	R095	00195	A	321	03	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3405 CEDARGLEN RD		ONTARIO	CA	91761	0396	R095	00194	A	321	05	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3407 CEDARGLEN RD		ONTARIO	CA	91761	0396	R095	00193	A	321	07	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3409 CEDARGLEN RD		ONTARIO	CA	91761	0396	R095	00192	A	321	09	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3411 CEDARGLEN RD		ONTARIO	CA	91761	0396	R095	00191	A	321	11	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3413 CEDARGLEN RD		ONTARIO	CA	91761	0396	R095	00190	A	321	13	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3415 CEDARGLEN RD		ONTARIO	CA	91761	0396	R095	00189	A	321	15	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3417 CEDARGLEN RD		ONTARIO	CA	91761	0396	R095	00188	A	321	17	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2598 ALISO CREEK DR		ONTARIO	CA	91761	0201	R095	00187	A	321	98	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2594 ALISO CREEK DR		ONTARIO	CA	91761	0201	R095	00186	A	321	94	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2590 ALISO CREEK DR		ONTARIO	CA	91761	0201	R095	00185	A	321	90	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2586 ALISO CREEK DR		ONTARIO	CA	91761	0201	R095	00184	A	321	86	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2582 ALISO CREEK DR		ONTARIO	CA	91761	0201	R095	00183	A	321	82	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2578 ALISO CREEK DR		ONTARIO	CA	91761	0201	R095	00182	A	321	78	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2574 ALISO CREEK DR		ONTARIO	CA	91761	0201	R095	00181	A	321	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2570 ALISO CREEK DR		ONTARIO	CA	91761	0201	R095	00180	A	321	70	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	2567 ALISO CREEK DR		ONTARIO	CA	91761	0201	R095	00179	A	321	67	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3701 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0289	R095	00178	A	321	01	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3705 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0289	R095	00177	A	321	05	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3709 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0289	R095	00176	A	321	09	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3713 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0289	R095	00175	A	321	13	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3717 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0289	R095	00174	A	321	17	9	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-095	RESIDENT	3721 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0289	R095	00173	A	321	21	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3725 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0289	R095	00172	A	321	25	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3729 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0289	R095	00171	A	321	29	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3733 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0289	R095	00170	A	321	33	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3737 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0289	R095	00169	A	321	37	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3741 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0289	R095	00168	A	321	41	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3745 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0289	R095	00167	A	321	45	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3738 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0288	R095	00166	A	321	38	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3734 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0288	R095	00165	A	321	34	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3730 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0288	R095	00164	A	321	30	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3726 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0288	R095	00163	A	321	26	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3722 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0288	R095	00162	A	321	22	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3718 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0288	R095	00161	A	321	18	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3714 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0288	R095	00160	A	321	14	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3710 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0288	R095	00159	A	321	10	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3706 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0288	R095	00158	A	321	06	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	RESIDENT	3702 LIVE OAK CREEK WAY		ONTARIO	CA	91761	0288	R095	00157	A	321	02	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4200 SANTA ANA ST		ONTARIO	CA	91761	1539	R095	00156	B	321	00	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4190 SANTA ANA ST	STE A	ONTARIO	CA	91761	1527	R095	00155	B	321	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4190 SANTA ANA ST	STE B	ONTARIO	CA	91761	1527	R095	00154	B	321	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4001 SANTA ANA ST		ONTARIO	CA	91761	1559	R095	00153	B	321	01	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4051 SANTA ANA ST	STE D	ONTARIO	CA	91761	1510	R095	00152	B	321	76	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4051 SANTA ANA ST	STE C	ONTARIO	CA	91761	1510	R095	00151	B	321	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4051 SANTA ANA ST	STE A	ONTARIO	CA	91761	1510	R095	00150	B	321	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4189 SANTA ANA ST	STE F	ONTARIO	CA	91761	1557	R095	00149	B	321	78	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4189 SANTA ANA ST	STE D	ONTARIO	CA	91761	1557	R095	00148	B	321	76	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4189 SANTA ANA ST	STE C	ONTARIO	CA	91761	1557	R095	00147	B	321	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4189 SANTA ANA ST	STE B	ONTARIO	CA	91761	1557	R095	00146	B	321	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4189 SANTA ANA ST	STE A	ONTARIO	CA	91761	1557	R095	00145	B	321	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4201 SANTA ANA ST	STE F	ONTARIO	CA	91761	1554	R095	00144	B	321	78	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4201 SANTA ANA ST	STE E	ONTARIO	CA	91761	1554	R095	00143	B	321	77	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4201 SANTA ANA ST	STE D	ONTARIO	CA	91761	1554	R095	00142	B	321	76	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4201 SANTA ANA ST	STE B	ONTARIO	CA	91761	1554	R095	00141	B	321	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4201 SANTA ANA ST	STE A	ONTARIO	CA	91761	1554	R095	00140	B	321	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	54 S MILLIKEN AVE		ONTARIO	CA	91761	7810	R095	00139	B	321	54	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	59 S MILLIKEN AVE	STE 108	ONTARIO	CA	91761	7811	R095	00138	B	321	33	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	59 S MILLIKEN AVE	STE 106	ONTARIO	CA	91761	7811	R095	00137	B	321	31	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	59 S MILLIKEN AVE	STE 101	ONTARIO	CA	91761	7811	R095	00136	B	321	26	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	59 S MILLIKEN AVE	STE 100	ONTARIO	CA	91761	7811	R095	00135	B	321	25	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4335 E AIRPORT DR	STE 113	ONTARIO	CA	91761	7808	R095	00134	B	321	38	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4335 E AIRPORT DR	STE 112	ONTARIO	CA	91761	7808	R095	00133	B	321	37	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4335 E AIRPORT DR	STE 111	ONTARIO	CA	91761	7808	R095	00132	B	321	36	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4335 E AIRPORT DR	STE 110	ONTARIO	CA	91761	7808	R095	00131	B	321	35	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4335 E AIRPORT DR	STE 108	ONTARIO	CA	91761	7808	R095	00130	B	321	33	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4335 E AIRPORT DR	STE 106	ONTARIO	CA	91761	7808	R095	00129	B	321	31	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4335 E AIRPORT DR	STE 104	ONTARIO	CA	91761	7808	R095	00128	B	321	29	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4335 E AIRPORT DR	STE 102	ONTARIO	CA	91761	7808	R095	00127	B	321	27	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4335 E AIRPORT DR	STE 101	ONTARIO	CA	91761	7808	R095	00126	B	321	26	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4335 E AIRPORT DR	STE 100	ONTARIO	CA	91761	7808	R095	00125	B	321	25	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4355 E AIRPORT DR	STE 110	ONTARIO	CA	91761	7812	R095	00124	B	321	35	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4355 E AIRPORT DR	STE 108	ONTARIO	CA	91761	7812	R095	00123	B	321	33	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4355 E AIRPORT DR	STE 106	ONTARIO	CA	91761	7812	R095	00122	B	321	31	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4355 E AIRPORT DR	STE 104	ONTARIO	CA	91761	7812	R095	00121	B	321	29	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4355 E AIRPORT DR	STE 102	ONTARIO	CA	91761	7812	R095	00120	B	321	27	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4355 E AIRPORT DR	STE 100	ONTARIO	CA	91761	7812	R095	00119	B	321	25	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4405 E AIRPORT DR	STE 106	ONTARIO	CA	91761	7813	R095	00118	B	321	31	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4405 E AIRPORT DR	STE 100	ONTARIO	CA	91761	7813	R095	00117	B	321	25	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4425 E AIRPORT DR	STE 113	ONTARIO	CA	91761	7815	R095	00116	B	321	38	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4425 E AIRPORT DR	STE 101	ONTARIO	CA	91761	7815	R095	00115	B	321	26	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4425 E AIRPORT DR	STE 100	ONTARIO	CA	91761	7815	R095	00114	B	321	25	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4435 E AIRPORT DR	STE 100	ONTARIO	CA	91761	7816	R095	00113	B	321	25	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4451 E AIRPORT DR		ONTARIO	CA	91761	7805	R095	00112	B	321	51	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4501 E AIRPORT DR	STE A	ONTARIO	CA	91761	7877	R095	00111	B	321	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4501 E AIRPORT DR	STE B	ONTARIO	CA	91761	7877	R095	00110	B	321	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4601 E AIRPORT DR		ONTARIO	CA	91761	7869	R095	00109	B	321	01	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4651 E AIRPORT DR		ONTARIO	CA	91761	7869	R095	00108	B	321	51	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4671 E AIRPORT DR		ONTARIO	CA	91761	7869	R095	00107	B	321	71	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4701 E AIRPORT DR		ONTARIO	CA	91761	7817	R095	00106	B	321	01	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4711 E AIRPORT DR		ONTARIO	CA	91761	7817	R095	00105	B	321	11	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4721 E AIRPORT DR		ONTARIO	CA	91761	7817	R095	00104	B	321	21	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4841 E AIRPORT DR		ONTARIO	CA	91761	7819	R095	00103	B	321	41	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4861 E AIRPORT DR		ONTARIO	CA	91761	7819	R095	00102	B	321	61	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4881 E AIRPORT DR		ONTARIO	CA	91761	7819	R095	00101	B	321	81	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4850 E AIRPORT DR		ONTARIO	CA	91761	7818	R095	00100	B	321	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4774 E AIRPORT DR		ONTARIO	CA	91761	7875	R095	00099	B	321	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4700 E AIRPORT DR		ONTARIO	CA	91761	7875	R095	00098	B	321	00	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	405 S WANAMAKER AVE		ONTARIO	CA	91761	8141	R095	00097	B	321	05	7	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-095	OCCUPANT	102 S WANAMAHER AVE		ONTARIO	CA	91761	8122	R095	00096	B	321	02	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4502 E AIRPORT DR		ONTARIO	CA	91761	7820	R095	00095	B	321	02	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4462 E AIRPORT DR		ONTARIO	CA	91761	7804	R095	00094	B	321	62	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	301 S ROCKEFELLER AVE		ONTARIO	CA	91761	7865	R095	00093	B	321	01	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	425 S ROCKEFELLER AVE		ONTARIO	CA	91761	7866	R095	00092	B	321	25	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	821 S ROCKEFELLER AVE		ONTARIO	CA	91761	8119	R095	00090	B	321	21	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4495 E WALL ST	STE 105	ONTARIO	CA	91761	8186	R095	00089	B	321	30	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4495 E WALL ST	STE 103	ONTARIO	CA	91761	8186	R095	00088	B	321	28	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4495 E WALL ST	STE 102	ONTARIO	CA	91761	8186	R095	00087	B	321	27	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4495 E WALL ST	STE 101	ONTARIO	CA	91761	8186	R095	00086	B	321	26	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	895 S ROCKEFELLER AVE	STE 106	ONTARIO	CA	91761	8182	R095	00085	B	321	31	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	895 S ROCKEFELLER AVE	STE 105	ONTARIO	CA	91761	8182	R095	00084	B	321	30	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	895 S ROCKEFELLER AVE	STE 104	ONTARIO	CA	91761	8182	R095	00083	B	321	29	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	895 S ROCKEFELLER AVE	STE 103	ONTARIO	CA	91761	8182	R095	00082	B	321	28	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	895 S ROCKEFELLER AVE	STE 102	ONTARIO	CA	91761	8182	R095	00081	B	321	27	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	895 S ROCKEFELLER AVE	STE 101	ONTARIO	CA	91761	8182	R095	00080	B	321	26	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1051 S ROCKEFELLER AVE		ONTARIO	CA	91761	7867	R095	00079	B	321	51	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1251 S ROCKEFELLER AVE		ONTARIO	CA	91761	2238	R095	00078	B	321	51	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1100 S WANAMAHER AVE		ONTARIO	CA	91761	8148	R095	00077	B	321	00	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4500 E WALL ST	STE B	ONTARIO	CA	91761	7864	R095	00076	B	321	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4500 E WALL ST	STE A	ONTARIO	CA	91761	7864	R095	00075	B	321	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4501 E WALL ST		ONTARIO	CA	91761	8143	R095	00074	B	321	01	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	950 S WANAMAHER AVE		ONTARIO	CA	91761	8151	R095	00073	B	321	50	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	930 S WANAMAHER AVE		ONTARIO	CA	91761	8151	R095	00072	B	321	30	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	910 S WANAMAHER AVE		ONTARIO	CA	91761	8151	R095	00071	B	321	10	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	820 S WANAMAHER AVE		ONTARIO	CA	91761	8115	R095	00070	B	321	20	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	810 S WANAMAHER AVE		ONTARIO	CA	91761	8115	R095	00069	B	321	10	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	840 S WANAMAHER AVE		ONTARIO	CA	91761	8115	R095	00068	B	321	40	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	720 S WANAMAHER AVE		ONTARIO	CA	91761	8124	R095	00067	B	321	20	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	620 S WANAMAHER AVE		ONTARIO	CA	91761	8118	R095	00066	B	321	20	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	600 S WANAMAHER AVE		ONTARIO	CA	91761	8118	R095	00065	B	321	00	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4582 BRICKELL PRIVADO ST		ONTARIO	CA	91761	7827	R095	00064	B	321	82	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4552 BRICKELL PRIVADO ST		ONTARIO	CA	91761	7827	R095	00063	B	321	52	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4502 BRICKELL PRIVADO ST		ONTARIO	CA	91761	7827	R095	00062	B	321	02	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4501 BRICKELL PRIVADO ST		ONTARIO	CA	91761	7828	R095	00061	B	321	01	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4551 BRICKELL PRIVADO ST		ONTARIO	CA	91761	7828	R095	00060	B	321	51	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4581 BRICKELL PRIVADO ST		ONTARIO	CA	91761	7828	R095	00059	B	321	81	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4651 E BRICKELL ST		ONTARIO	CA	91761	1542	R095	00058	B	321	51	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	202 S ROCHESTER		ONTARIO	CA	91761	7809	R095	00057	B	321	02	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	720 S ROCHESTER	STE D	ONTARIO	CA	91761	8177	R095	00056	B	321	76	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	720 S ROCHESTER	STE A	ONTARIO	CA	91761	8177	R095	00055	B	321	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	700 S ROCHESTER	STE C	ONTARIO	CA	91761	8175	R095	00054	B	321	75	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	700 S ROCHESTER	STE A	ONTARIO	CA	91761	8175	R095	00053	B	321	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	760 S ROCHESTER	STE E	ONTARIO	CA	91761	8181	R095	00052	B	321	77	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	760 S ROCHESTER	STE D	ONTARIO	CA	91761	8181	R095	00051	B	321	76	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	760 S ROCHESTER	STE C	ONTARIO	CA	91761	8181	R095	00050	B	321	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	760 S ROCHESTER	STE B	ONTARIO	CA	91761	8181	R095	00049	B	321	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	760 S ROCHESTER	STE A	ONTARIO	CA	91761	8181	R095	00048	B	321	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	740 S ROCHESTER	STE F	ONTARIO	CA	91761	8179	R095	00047	B	321	78	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	740 S ROCHESTER	STE E	ONTARIO	CA	91761	8179	R095	00046	B	321	77	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	740 S ROCHESTER	STE D	ONTARIO	CA	91761	8179	R095	00045	B	321	76	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	740 S ROCHESTER	STE C	ONTARIO	CA	91761	8179	R095	00044	B	321	75	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	740 S ROCHESTER	STE B	ONTARIO	CA	91761	8179	R095	00043	B	321	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	940 S ROCHESTER	STE D	ONTARIO	CA	91761	8173	R095	00042	B	321	76	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	940 S ROCHESTER	STE B	ONTARIO	CA	91761	8173	R095	00041	B	321	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	840 S ROCHESTER	STE D	ONTARIO	CA	91761	8172	R095	00040	B	321	76	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	800 S ROCHESTER	STE D	ONTARIO	CA	91761	8171	R095	00039	B	321	76	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	800 S ROCHESTER	STE C	ONTARIO	CA	91761	8171	R095	00038	B	321	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	800 S ROCHESTER	STE B	ONTARIO	CA	91761	8171	R095	00037	B	321	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	800 S ROCHESTER	STE A	ONTARIO	CA	91761	8171	R095	00036	B	321	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	780 S ROCHESTER	STE D	ONTARIO	CA	91761	8170	R095	00035	B	321	76	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	780 S ROCHESTER	STE C	ONTARIO	CA	91761	8170	R095	00034	B	321	75	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	780 S ROCHESTER	STE A	ONTARIO	CA	91761	8170	R095	00033	B	321	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4652 E BRICKELL ST	STE A	ONTARIO	CA	91761	1593	R095	00032	B	321	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4602 E BRICKELL ST		ONTARIO	CA	91761	1573	R095	00031	B	321	02	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	687 S WANAMAHER AVE		ONTARIO	CA	91761	8117	R095	00030	B	321	87	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	727 S WANAMAHER AVE		ONTARIO	CA	91761	8116	R095	00029	B	321	27	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	787 S WANAMAHER AVE		ONTARIO	CA	91761	8116	R095	00028	B	321	87	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	827 S WANAMAHER AVE		ONTARIO	CA	91761	8152	R095	00027	B	321	27	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	847 S WANAMAHER AVE		ONTARIO	CA	91761	8152	R095	00026	B	321	47	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	981 S WANAMAHER AVE		ONTARIO	CA	91761	8151	R095	00025	B	321	81	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4600 E WALL ST		ONTARIO	CA	91761	8139	R095	00024	B	321	00	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1305 S WANAMAHER AVE		ONTARIO	CA	91761	2237	R095	00023	B	321	05	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1309 S WANAMAHER AVE		ONTARIO	CA	91761	2237	R095	00022	B	321	09	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1311 S WANAMAHER AVE		ONTARIO	CA	91761	2237	R095	00021	B	321	11	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1307 S WANAMAHER AVE		ONTARIO	CA	91761	2237	R095	00020	B	321	07	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1375 S WOODRUFF WAY		ONTARIO	CA	91761	2233	R095	00019	B	321	75	4	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-095	OCCUPANT	1350 S WOODRUFF WAY		ONTARIO	CA	91761	2235	R095	00018	B	321	50	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1140 S ROCKEFELLER AVE		ONTARIO	CA	91761	2201	R095	00017	B	321	40	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	1040 S ROCKEFELLER AVE		ONTARIO	CA	91761	2206	R095	00016	B	321	40	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	820 S ROCKEFELLER AVE	STE G	ONTARIO	CA	91761	8109	R095	00015	B	321	79	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	820 S ROCKEFELLER AVE	STE E	ONTARIO	CA	91761	8109	R095	00014	B	321	77	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	820 S ROCKEFELLER AVE	STE D	ONTARIO	CA	91761	8109	R095	00013	B	321	76	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	820 S ROCKEFELLER AVE	STE C	ONTARIO	CA	91761	8109	R095	00012	B	321	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	820 S ROCKEFELLER AVE	STE B	ONTARIO	CA	91761	8109	R095	00011	B	321	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	820 S ROCKEFELLER AVE	STE A	ONTARIO	CA	91761	8109	R095	00010	B	321	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	602 S ROCKEFELLER AVE	STE B	ONTARIO	CA	91761	8191	R095	00009	B	321	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	602 S ROCKEFELLER AVE	STE D	ONTARIO	CA	91761	8191	R095	00008	B	321	76	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	602 S ROCKEFELLER AVE	STE A	ONTARIO	CA	91761	8191	R095	00007	B	321	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4355 E BRICKELL ST		ONTARIO	CA	91761	3700	R095	00006	B	321	55	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	500 S ROCKEFELLER AVE		ONTARIO	CA	91761	8111	R095	00005	B	321	00	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	400 S ROCKEFELLER AVE		ONTARIO	CA	91761	8144	R095	00004	B	321	00	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	302 S ROCKEFELLER AVE		ONTARIO	CA	91761	7882	R095	00003	B	321	02	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4422 E AIRPORT DR	STE A	ONTARIO	CA	91761	7860	R095	00002	B	321	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-095	OCCUPANT	4422 E AIRPORT DR	STE C	ONTARIO	CA	91761	7860	R095	00001	B	321	75	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2507 TAHOE DR		ONTARIO	CA	91761	0416	R091	00489	A	489	07	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2511 TAHOE DR		ONTARIO	CA	91761	0416	R091	00488	A	489	11	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2515 TAHOE DR		ONTARIO	CA	91761	0416	R091	00487	A	489	15	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2519 TAHOE DR		ONTARIO	CA	91761	0416	R091	00486	A	489	19	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2523 TAHOE DR		ONTARIO	CA	91761	0416	R091	00485	A	489	23	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2527 TAHOE DR		ONTARIO	CA	91761	0416	R091	00484	A	489	27	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2531 TAHOE DR		ONTARIO	CA	91761	0416	R091	00483	A	489	31	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2535 TAHOE DR		ONTARIO	CA	91761	0416	R091	00482	A	489	35	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2601 TAHOE DR		ONTARIO	CA	91761	0418	R091	00481	A	489	01	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2605 TAHOE DR		ONTARIO	CA	91761	0418	R091	00480	A	489	05	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2609 TAHOE DR		ONTARIO	CA	91761	0418	R091	00479	A	489	09	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2613 TAHOE DR		ONTARIO	CA	91761	0418	R091	00478	A	489	13	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2617 TAHOE DR		ONTARIO	CA	91761	0418	R091	00477	A	489	17	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2621 TAHOE DR		ONTARIO	CA	91761	0419	R091	00476	A	489	21	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2625 TAHOE DR		ONTARIO	CA	91761	0419	R091	00475	A	489	25	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2629 TAHOE DR		ONTARIO	CA	91761	0419	R091	00474	A	489	29	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2633 TAHOE DR		ONTARIO	CA	91761	0419	R091	00473	A	489	33	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2637 TAHOE DR		ONTARIO	CA	91761	0419	R091	00472	A	489	37	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3310 SUMMER ISLAND CT		ONTARIO	CA	91761	0413	R091	00471	A	489	10	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3306 SUMMER ISLAND CT		ONTARIO	CA	91761	0413	R091	00470	A	489	06	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3302 SUMMER ISLAND CT		ONTARIO	CA	91761	0413	R091	00469	A	489	02	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3268 SUMMER ISLAND CT		ONTARIO	CA	91761	0412	R091	00468	A	489	68	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3254 SUMMER ISLAND CT		ONTARIO	CA	91761	0412	R091	00467	A	489	54	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3250 SUMMER ISLAND CT		ONTARIO	CA	91761	0412	R091	00466	A	489	50	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3246 SUMMER ISLAND CT		ONTARIO	CA	91761	0412	R091	00465	A	489	46	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3242 SUMMER ISLAND CT		ONTARIO	CA	91761	0412	R091	00464	A	489	42	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3251 SUMMER ISLAND CT		ONTARIO	CA	91761	0412	R091	00463	A	489	51	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3265 SUMMER ISLAND CT		ONTARIO	CA	91761	0412	R091	00462	A	489	65	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3269 SUMMER ISLAND CT		ONTARIO	CA	91761	0412	R091	00461	A	489	69	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3301 SUMMER ISLAND CT		ONTARIO	CA	91761	0414	R091	00460	A	489	01	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3305 SUMMER ISLAND CT		ONTARIO	CA	91761	0414	R091	00459	A	489	05	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3309 SUMMER ISLAND CT		ONTARIO	CA	91761	0414	R091	00458	A	489	09	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2536 TAHOE DR		ONTARIO	CA	91761	0415	R091	00457	A	489	36	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2532 TAHOE DR		ONTARIO	CA	91761	0415	R091	00456	A	489	32	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2528 TAHOE DR		ONTARIO	CA	91761	0415	R091	00455	A	489	28	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2524 TAHOE DR		ONTARIO	CA	91761	0415	R091	00454	A	489	24	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2520 TAHOE DR		ONTARIO	CA	91761	0415	R091	00453	A	489	20	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2516 TAHOE DR		ONTARIO	CA	91761	0415	R091	00452	A	489	16	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2512 TAHOE DR		ONTARIO	CA	91761	0415	R091	00451	A	489	12	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2508 TAHOE DR		ONTARIO	CA	91761	0415	R091	00450	A	489	08	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	2504 TAHOE DR		ONTARIO	CA	91761	0415	R091	00449	A	489	04	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3201 CLEAR LAKE RD		ONTARIO	CA	91761	0409	R091	00448	A	489	01	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3203 CLEAR LAKE RD		ONTARIO	CA	91761	0409	R091	00447	A	489	03	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3205 CLEAR LAKE RD		ONTARIO	CA	91761	0409	R091	00446	A	489	05	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3207 CLEAR LAKE RD		ONTARIO	CA	91761	0409	R091	00445	A	489	07	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3209 CLEAR LAKE RD		ONTARIO	CA	91761	0409	R091	00444	A	489	09	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3211 CLEAR LAKE RD		ONTARIO	CA	91761	0409	R091	00443	A	489	11	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3213 CLEAR LAKE RD		ONTARIO	CA	91761	0409	R091	00442	A	489	13	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3215 CLEAR LAKE RD		ONTARIO	CA	91761	0409	R091	00441	A	489	15	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3217 CLEAR LAKE RD		ONTARIO	CA	91761	0409	R091	00440	A	489	17	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3219 CLEAR LAKE RD		ONTARIO	CA	91761	0409	R091	00439	A	489	19	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3221 CLEAR LAKE RD		ONTARIO	CA	91761	0409	R091	00438	A	489	21	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3208 CRYSTAL LAKE CT		ONTARIO	CA	91761	0411	R091	00437	A	489	08	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3206 CRYSTAL LAKE CT		ONTARIO	CA	91761	0411	R091	00436	A	489	06	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3204 CRYSTAL LAKE CT		ONTARIO	CA	91761	0411	R091	00435	A	489	04	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3202 CRYSTAL LAKE CT		ONTARIO	CA	91761	0411	R091	00434	A	489	02	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3201 CRYSTAL LAKE CT		ONTARIO	CA	91761	0411	R091	00433	A	489	01	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3203 CRYSTAL LAKE CT		ONTARIO	CA	91761	0411	R091	00432	A	489	03	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	3205 CRYSTAL LAKE CT		ONTARIO	CA	91761	0411	R091	00431	A	489	05	5	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-091	OCCUPANT	623 S DOUBLEDAY AVE		ONTARIO	CA	91761	1520	R091	00122	B	489	23	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1001 S DOUBLEDAY AVE	UNIT A8	ONTARIO	CA	91761	1564	R091	00121	B	489	18	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1001 S DOUBLEDAY AVE		ONTARIO	CA	91761	1528	R091	00120	B	489	01	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1351 S DOUBLEDAY AVE		ONTARIO	CA	91761	1405	R091	00119	B	489	51	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1455 S DOUBLEDAY AVE		ONTARIO	CA	91761	1411	R091	00118	B	489	55	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1260 S DUPONT AVE		ONTARIO	CA	91761	1561	R091	00117	B	489	60	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1150 S DUPONT AVE		ONTARIO	CA	91761	1509	R091	00116	B	489	50	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1050 S DUPONT AVE		ONTARIO	CA	91761	1578	R091	00115	B	489	50	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	950 S DUPONT AVE		ONTARIO	CA	91761	1525	R091	00114	B	489	50	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	900 S DUPONT AVE		ONTARIO	CA	91761	1525	R091	00113	B	489	00	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	710 S DUPONT AVE	STE 4	ONTARIO	CA	91761	1584	R091	00112	B	489	04	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	710 S DUPONT AVE	STE 3	ONTARIO	CA	91761	1584	R091	00111	B	489	03	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	710 S DUPONT AVE	STE 2	ONTARIO	CA	91761	1584	R091	00110	B	489	02	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	710 S DUPONT AVE	STE 1	ONTARIO	CA	91761	1584	R091	00109	B	489	01	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	500 S DUPONT AVE		ONTARIO	CA	91761	1508	R091	00108	B	489	00	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	301 S DUPONT AVE		ONTARIO	CA	91761	1516	R091	00107	B	489	01	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	361 S DUPONT AVE		ONTARIO	CA	91761	1516	R091	00106	B	489	61	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	401 S DUPONT AVE		ONTARIO	CA	91761	1504	R091	00105	B	489	01	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	461 S DUPONT AVE		ONTARIO	CA	91761	1504	R091	00104	B	489	61	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	601 S DUPONT AVE		ONTARIO	CA	91761	1506	R091	00103	B	489	01	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	701 S DUPONT AVE		ONTARIO	CA	91761	1563	R091	00102	B	489	01	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	801 S DUPONT AVE	STE J	ONTARIO	CA	91761	1553	R091	00101	B	489	82	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	801 S DUPONT AVE	STE I	ONTARIO	CA	91761	1553	R091	00100	B	489	81	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	801 S DUPONT AVE	STE H	ONTARIO	CA	91761	1553	R091	00099	B	489	80	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	801 S DUPONT AVE	STE G	ONTARIO	CA	91761	1553	R091	00098	B	489	79	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	801 S DUPONT AVE	STE F	ONTARIO	CA	91761	1552	R091	00097	B	489	78	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	801 S DUPONT AVE	STE E	ONTARIO	CA	91761	1552	R091	00096	B	489	77	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	801 S DUPONT AVE	STE D	ONTARIO	CA	91761	1552	R091	00095	B	489	76	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	801 S DUPONT AVE	STE C2	ONTARIO	CA	91761	1551	R091	00094	B	489	32	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	801 S DUPONT AVE	STE C1	ONTARIO	CA	91761	1552	R091	00093	B	489	31	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	801 S DUPONT AVE	STE B2	ONTARIO	CA	91761	1552	R091	00092	B	489	22	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	801 S DUPONT AVE	STE A	ONTARIO	CA	91761	1552	R091	00091	B	489	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1175 S DUPONT AVE		ONTARIO	CA	91761	1579	R091	00090	B	489	75	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1205 S DUPONT AVE		ONTARIO	CA	91761	1536	R091	00089	B	489	05	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1275 S DUPONT AVE		ONTARIO	CA	91761	1536	R091	00088	B	489	75	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1505 S DUPONT AVE	STE I	ONTARIO	CA	91761	1401	R091	00087	B	489	81	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1505 S DUPONT AVE	STE H	ONTARIO	CA	91761	1401	R091	00086	B	489	80	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1505 S DUPONT AVE	STE G	ONTARIO	CA	91761	1401	R091	00085	B	489	79	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1505 S DUPONT AVE	STE F	ONTARIO	CA	91761	1401	R091	00084	B	489	78	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1505 S DUPONT AVE	STE E	ONTARIO	CA	91761	1401	R091	00083	B	489	77	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1505 S DUPONT AVE	STE D	ONTARIO	CA	91761	1401	R091	00082	B	489	76	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1505 S DUPONT AVE	STE C	ONTARIO	CA	91761	1401	R091	00081	B	489	75	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1505 S DUPONT AVE	STE B	ONTARIO	CA	91761	1401	R091	00080	B	489	74	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1505 S DUPONT AVE	STE A	ONTARIO	CA	91761	1401	R091	00079	B	489	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1555 S DUPONT AVE	STE H	ONTARIO	CA	91761	1403	R091	00078	B	489	80	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1555 S DUPONT AVE	STE G	ONTARIO	CA	91761	1403	R091	00077	B	489	79	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1555 S DUPONT AVE	STE F	ONTARIO	CA	91761	1403	R091	00076	B	489	78	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1555 S DUPONT AVE	STE E	ONTARIO	CA	91761	1403	R091	00075	B	489	77	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1555 S DUPONT AVE	STE D	ONTARIO	CA	91761	1403	R091	00074	B	489	76	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1555 S DUPONT AVE	STE C	ONTARIO	CA	91761	1403	R091	00073	B	489	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1555 S DUPONT AVE	STE B	ONTARIO	CA	91761	1403	R091	00072	B	489	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1555 S DUPONT AVE	STE A	ONTARIO	CA	91761	1403	R091	00071	B	489	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1595 S DUPONT AVE	STE D	ONTARIO	CA	91761	1402	R091	00070	B	489	76	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1595 S DUPONT AVE	STE C	ONTARIO	CA	91761	1402	R091	00069	B	489	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1595 S DUPONT AVE	STE B	ONTARIO	CA	91761	1402	R091	00068	B	489	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1595 S DUPONT AVE	STE A	ONTARIO	CA	91761	1402	R091	00067	B	489	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1500 S DUPONT AVE		ONTARIO	CA	91761	1406	R091	00066	B	489	00	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1690 S MILLIKEN AVE		ONTARIO	CA	91761	2301	R091	00065	B	489	90	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1600 S MILLIKEN AVE		ONTARIO	CA	91761	2301	R091	00064	B	489	00	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	4060 JURUPA ST	STE B	ONTARIO	CA	91761	1415	R091	00063	B	489	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	4060 JURUPA ST	STE A	ONTARIO	CA	91761	1434	R091	00062	B	489	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3790 JURUPA ST		ONTARIO	CA	91761	2921	R091	00061	B	489	90	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3690 JURUPA ST		ONTARIO	CA	91761	2910	R091	00060	B	489	90	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3550 JURUPA ST	STE B	ONTARIO	CA	91761	2946	R091	00059	B	489	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3550 JURUPA ST	STE A	ONTARIO	CA	91761	2946	R091	00058	B	489	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3490 JURUPA ST		ONTARIO	CA	91761	2904	R091	00057	B	489	90	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3121 JURUPA ST		ONTARIO	CA	91761	2917	R091	00056	B	489	21	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3140 JURUPA ST		ONTARIO	CA	91761	2902	R091	00055	B	489	40	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3110 JURUPA ST		ONTARIO	CA	91761	2902	R091	00054	B	489	10	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3480 JURUPA ST		ONTARIO	CA	91761	2904	R091	00053	B	489	80	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2900 JURUPA ST	STE A	ONTARIO	CA	91761	2915	R091	00052	B	489	00	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1460 S HOFER RANCH RD		ONTARIO	CA	91761	2976	R091	00051	B	489	60	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2800 JURUPA ST		ONTARIO	CA	91761	2903	R091	00050	B	489	00	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2880 JURUPA ST		ONTARIO	CA	91761	2903	R091	00049	B	489	80	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1455 S ARCHIBALD AVE		ONTARIO	CA	91761	7626	R091	00048	B	489	55	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1495 S ARCHIBALD AVE		ONTARIO	CA	91761	7626	R091	00047	B	489	95	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1555 S ARCHIBALD AVE		ONTARIO	CA	91761	7629	R091	00046	B	489	55	2	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-091	OCCUPANT	1590 S ARCHIBALD AVE		ONTARIO	CA	91761	7629	R091	00045	B	489	90	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1586 S ARCHIBALD AVE		ONTARIO	CA	91761	7629	R091	00044	B	489	86	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1578 S ARCHIBALD AVE		ONTARIO	CA	91761	7629	R091	00043	B	489	78	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1570 S ARCHIBALD AVE		ONTARIO	CA	91761	7629	R091	00042	B	489	70	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1566 S ARCHIBALD AVE		ONTARIO	CA	91761	7629	R091	00041	B	489	66	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1560 S ARCHIBALD AVE		ONTARIO	CA	91761	7629	R091	00040	B	489	60	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1552 S ARCHIBALD AVE		ONTARIO	CA	91761	7629	R091	00039	B	489	52	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1548 S ARCHIBALD AVE		ONTARIO	CA	91761	7606	R091	00038	B	489	48	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1516 S ARCHIBALD AVE		ONTARIO	CA	91761	7606	R091	00037	B	489	16	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1500 S ARCHIBALD AVE		ONTARIO	CA	91761	7606	R091	00036	B	489	00	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1460 S ARCHIBALD AVE		ONTARIO	CA	91761	7626	R091	00035	B	489	60	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2650 E LINDSAY PRIVADO DR	STE A	ONTARIO	CA	91761	3458	R091	00034	B	489	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2650 E LINDSAY PRIVADO DR	STE B	ONTARIO	CA	91761	3458	R091	00033	B	489	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2590 E LINDSAY PRIVADO DR		ONTARIO	CA	91761	3405	R091	00032	B	489	90	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2530 E LINDSAY PRIVADO DR	STE C	ONTARIO	CA	91761	3460	R091	00031	B	489	75	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2530 E LINDSAY PRIVADO DR	STE A	ONTARIO	CA	91761	3460	R091	00030	B	489	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2571 E LINDSAY PRIVADO DR		ONTARIO	CA	91761	3452	R091	00029	B	489	71	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2591 E LINDSAY PRIVADO DR		ONTARIO	CA	91761	3452	R091	00028	B	489	91	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2611 E LINDSEY PRIVADO DR		ONTARIO	CA	91761	3454	R091	00027	B	489	11	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2631 E LINDSEY PRIVADO DR		ONTARIO	CA	91761	3454	R091	00026	B	489	31	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2641 E LINDSEY PRIVADO DR		ONTARIO	CA	91761	3454	R091	00025	B	489	41	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2663 E LINDSEY PRIVADO DR		ONTARIO	CA	91761	3454	R091	00024	B	489	63	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1420 S ARCHIBALD AVE		ONTARIO	CA	91761	7626	R091	00023	B	489	20	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2132 E AVION AVE		ONTARIO	CA	91761	7771	R091	00022	B	489	32	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1801 E AVION AVE		ONTARIO	CA	91761	8003	R091	00021	B	489	01	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1150 S VINEYARD AVE		ONTARIO	CA	91761	7753	R091	00020	B	489	50	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1120 S VINEYARD AVE		ONTARIO	CA	91761	7753	R091	00019	B	489	20	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1049 S VINEYARD AVE		ONTARIO	CA	91761	8029	R091	00018	B	489	49	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1923 E AVION AVE		ONTARIO	CA	91761	7720	R091	00017	B	489	23	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2161 E AVION AVE	STE 1	ONTARIO	CA	91761	8067	R091	00016	B	489	01	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2475 E AVION AVE		ONTARIO	CA	91761	2401	R091	00015	B	489	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1250 TOWER ST		ONTARIO	CA	91761	2400	R091	00014	B	489	50	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1230 TOWER ST		ONTARIO	CA	91761	2400	R091	00013	B	489	30	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	1130 S ARCHIBALD AVE		ONTARIO	CA	91761	7652	R091	00012	B	489	30	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2825 JURUPA ST		ONTARIO	CA	91761	2903	R091	00011	B	489	25	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2925 JURUPA ST		ONTARIO	CA	91761	2915	R091	00010	B	489	25	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3371 E FRANCIS ST		ONTARIO	CA	91761	2914	R091	00009	B	489	71	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2950 JURUPA ST	STE B	ONTARIO	CA	91761	2936	R091	00008	B	489	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	2950 JURUPA ST	STE A	ONTARIO	CA	91761	2936	R091	00007	B	489	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	11248 S TURNER AVE		ONTARIO	CA	91761	7660	R091	00006	A	489	48	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	RESIDENT	11274 S TURNER AVE		ONTARIO	CA	91761	7660	R091	00005	A	489	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3601 JURUPA ST		ONTARIO	CA	91761	2905	R091	00004	B	489	01	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3625 JURUPA ST		ONTARIO	CA	91761	2905	R091	00003	B	489	25	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3624 LA SALLE ST		ONTARIO	CA	91761	2911	R091	00002	B	489	24	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-091	OCCUPANT	3855 JURUPA ST		ONTARIO	CA	91761	1404	R091	00001	B	489	55	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 368	ONTARIO	CA	91761	7470	R089	00692	A	692	93	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 367	ONTARIO	CA	91761	7470	R089	00691	A	692	92	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 366	ONTARIO	CA	91761	7470	R089	00690	A	692	91	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 365	ONTARIO	CA	91761	7470	R089	00689	A	692	90	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 364	ONTARIO	CA	91761	7470	R089	00688	A	692	89	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 363	ONTARIO	CA	91761	7470	R089	00687	A	692	88	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 362	ONTARIO	CA	91761	7470	R089	00686	A	692	87	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 361	ONTARIO	CA	91761	7470	R089	00685	A	692	86	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 360	ONTARIO	CA	91761	7470	R089	00684	A	692	85	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 359	ONTARIO	CA	91761	7470	R089	00683	A	692	84	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 358	ONTARIO	CA	91761	7470	R089	00682	A	692	83	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 357	ONTARIO	CA	91761	7470	R089	00681	A	692	82	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 356	ONTARIO	CA	91761	7470	R089	00680	A	692	81	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 355	ONTARIO	CA	91761	7470	R089	00679	A	692	80	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 353	ONTARIO	CA	91761	7470	R089	00677	A	692	78	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 352	ONTARIO	CA	91761	7470	R089	00676	A	692	77	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 351	ONTARIO	CA	91761	7470	R089	00675	A	692	76	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 350	ONTARIO	CA	91761	7470	R089	00674	A	692	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 349	ONTARIO	CA	91761	7470	R089	00673	A	692	99	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 348	ONTARIO	CA	91761	7470	R089	00672	A	692	98	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 347	ONTARIO	CA	91761	7483	R089	00671	A	692	97	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 346	ONTARIO	CA	91761	7483	R089	00670	A	692	96	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 345	ONTARIO	CA	91761	7483	R089	00669	A	692	95	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 344	ONTARIO	CA	91761	7483	R089	00668	A	692	94	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 343	ONTARIO	CA	91761	7483	R089	00667	A	692	93	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 342	ONTARIO	CA	91761	7483	R089	00666	A	692	92	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 341	ONTARIO	CA	91761	7483	R089	00665	A	692	91	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 340	ONTARIO	CA	91761	7483	R089	00664	A	692	90	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 339	ONTARIO	CA	91761	7483	R089	00663	A	692	89	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 338	ONTARIO	CA	91761	7483	R089	00662	A	692	88	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 337	ONTARIO	CA	91761	7483	R089	00661	A	692	87	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2800 E RIVERSIDE DR	APT 336	ONTARIO	CA	91761	7483	R089	00660	A	692	86	0	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-089	RESIDENT	3725 YUBA RIVER DR		ONTARIO	CA	91761	0223	R089	00039	A	692	25	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	3727 YUBA RIVER DR		ONTARIO	CA	91761	0223	R089	00038	A	692	27	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	3729 YUBA RIVER DR		ONTARIO	CA	91761	0223	R089	00037	A	692	29	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	3731 YUBA RIVER DR		ONTARIO	CA	91761	0223	R089	00036	A	692	31	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	3733 YUBA RIVER DR		ONTARIO	CA	91761	0223	R089	00035	A	692	33	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	3735 YUBA RIVER DR		ONTARIO	CA	91761	0223	R089	00034	A	692	35	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	3737 YUBA RIVER DR		ONTARIO	CA	91761	0223	R089	00033	A	692	37	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	3739 YUBA RIVER DR		ONTARIO	CA	91761	0223	R089	00032	A	692	39	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2856 MILL CREEK RD		ONTARIO	CA	91761	0259	R089	00031	A	692	56	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2858 MILL CREEK RD		ONTARIO	CA	91761	0259	R089	00030	A	692	58	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2860 MILL CREEK RD		ONTARIO	CA	91761	0259	R089	00029	A	692	60	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2862 MILL CREEK RD		ONTARIO	CA	91761	0259	R089	00028	A	692	62	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2864 MILL CREEK RD		ONTARIO	CA	91761	0259	R089	00027	A	692	64	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2902 MILL CREEK RD		ONTARIO	CA	91761	0291	R089	00026	A	692	02	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2906 MILL CREEK RD		ONTARIO	CA	91761	0291	R089	00025	A	692	06	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	RESIDENT	2908 MILL CREEK RD		ONTARIO	CA	91761	0291	R089	00024	A	692	08	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	3450 E AIRPORT DR	STE 600	ONTARIO	CA	91761	7681	R089	00023	B	692	50	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	3450 E AIRPORT DR	STE 500	ONTARIO	CA	91761	7681	R089	00022	B	692	25	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	3450 E AIRPORT DR	STE 400	ONTARIO	CA	91761	7669	R089	00021	B	692	00	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	3450 E AIRPORT DR	STE 300	ONTARIO	CA	91761	7669	R089	00020	B	692	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	3450 E AIRPORT DR	STE 200	ONTARIO	CA	91761	7669	R089	00019	B	692	50	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	3450 E AIRPORT DR	STE 100	ONTARIO	CA	91761	7669	R089	00018	B	692	25	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2900 E AIRPORT DR	STE 2408	ONTARIO	CA	91761	2134	R089	00017	B	692	08	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2900 E AIRPORT DR	STE 1290C	ONTARIO	CA	91761	2134	R089	00016	B	692	03	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2900 E AIRPORT DR	STE 2365	ONTARIO	CA	91761	2134	R089	00015	B	692	90	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2900 E AIRPORT DR	STE 1255C	ONTARIO	CA	91761	2146	R089	00014	B	692	53	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2900 E AIRPORT DR	STE 1002	ONTARIO	CA	91761	2134	R089	00013	B	692	52	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2900 E AIRPORT DR	STE 1259	ONTARIO	CA	91761	2134	R089	00012	B	692	09	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2900 E AIRPORT DR	STE 1243	ONTARIO	CA	91761	2134	R089	00011	B	692	18	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2900 E AIRPORT DR	STE 1245	ONTARIO	CA	91761	2134	R089	00010	B	692	20	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2500 E AIRPORT DR	STE 2215	ONTARIO	CA	91761	2132	R089	00009	B	692	65	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2500 E AIRPORT DR	STE 1290	ONTARIO	CA	91761	2144	R089	00008	B	692	15	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2500 E AIRPORT DR	STE 2410	ONTARIO	CA	91761	2132	R089	00007	B	692	10	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2500 E AIRPORT DR	STE 1211A	ONTARIO	CA	91761	2132	R089	00006	B	692	11	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2500 E AIRPORT DR	STE 1156	ONTARIO	CA	91761	2132	R089	00005	B	692	81	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2500 E AIRPORT DR	STE 1255	ONTARIO	CA	91761	2132	R089	00004	B	692	05	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2500 E AIRPORT DR	STE 1243	ONTARIO	CA	91761	2132	R089	00003	B	692	18	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2500 E AIRPORT DR	STE 1259	ONTARIO	CA	91761	2132	R089	00002	B	692	09	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-089	OCCUPANT	2500 E AIRPORT DR	STE 1283	ONTARIO	CA	91761	2132	R089	00001	B	692	08	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1395 S VINEYARD AVE		ONTARIO	CA	91761	8053	R086	00587	B	585	95	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1915 E ACACIA ST		ONTARIO	CA	91761	7921	R086	00586	B	585	15	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1921 E ACACIA ST		ONTARIO	CA	91761	7921	R086	00585	B	585	21	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1441 VALENCIA PL		ONTARIO	CA	91761	7639	R086	00584	B	585	41	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1471 VALENCIA PL		ONTARIO	CA	91761	7639	R086	00583	B	585	71	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1425 S VINEYARD AVE		ONTARIO	CA	91761	8063	R086	00582	B	585	25	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1511 S VINEYARD AVE		ONTARIO	CA	91761	7717	R086	00581	B	585	11	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1521 S VINEYARD AVE		ONTARIO	CA	91761	7717	R086	00580	B	585	21	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1531 S VINEYARD AVE		ONTARIO	CA	91761	7717	R086	00579	B	585	31	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1541 S VINEYARD AVE		ONTARIO	CA	91761	7717	R086	00578	B	585	41	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1551 S VINEYARD AVE		ONTARIO	CA	91761	7717	R086	00577	B	585	51	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1561 S VINEYARD AVE		ONTARIO	CA	91761	7717	R086	00576	B	585	61	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE T	ONTARIO	CA	91761	7782	R086	00575	B	585	92	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE S	ONTARIO	CA	91761	7782	R086	00574	B	585	91	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE R	ONTARIO	CA	91761	7782	R086	00573	B	585	90	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE Q	ONTARIO	CA	91761	7782	R086	00572	B	585	89	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE P	ONTARIO	CA	91761	7782	R086	00571	B	585	88	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE O	ONTARIO	CA	91761	7782	R086	00570	B	585	87	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE N	ONTARIO	CA	91761	7782	R086	00569	B	585	86	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE M	ONTARIO	CA	91761	7782	R086	00568	B	585	85	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE L	ONTARIO	CA	91761	7782	R086	00567	B	585	84	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE K	ONTARIO	CA	91761	7782	R086	00566	B	585	83	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE J	ONTARIO	CA	91761	7782	R086	00565	B	585	82	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE H	ONTARIO	CA	91761	7782	R086	00564	B	585	80	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE G	ONTARIO	CA	91761	7782	R086	00563	B	585	79	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE F	ONTARIO	CA	91761	7766	R086	00562	B	585	78	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE E	ONTARIO	CA	91761	7766	R086	00561	B	585	77	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE D	ONTARIO	CA	91761	7766	R086	00560	B	585	76	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE C	ONTARIO	CA	91761	7766	R086	00559	B	585	75	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE B	ONTARIO	CA	91761	7766	R086	00558	B	585	74	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1721 S VINEYARD AVE	STE A	ONTARIO	CA	91761	7766	R086	00557	B	585	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1701 S VINEYARD AVE	STE K	ONTARIO	CA	91761	7780	R086	00556	B	585	83	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1701 S VINEYARD AVE	STE J	ONTARIO	CA	91761	7780	R086	00555	B	585	82	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1701 S VINEYARD AVE	STE H	ONTARIO	CA	91761	7780	R086	00554	B	585	80	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1701 S VINEYARD AVE	STE G	ONTARIO	CA	91761	7780	R086	00553	B	585	79	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1701 S VINEYARD AVE	STE F	ONTARIO	CA	91761	7780	R086	00552	B	585	78	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1701 S VINEYARD AVE	STE E	ONTARIO	CA	91761	7780	R086	00551	B	585	77	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-086	OCCUPANT	1701 S VINEYARD AVE	STE D	ONTARIO	CA	91761	7780	R086	00550	B	585	76	1	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-081	OCCUPANT	865 S MILLIKEN AVE	STE A	ONTARIO	CA	91761	7801	R081	00118	B	342	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	4317 SANTA ANA ST	STE A	ONTARIO	CA	91761	8193	R081	00117	B	342	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	4315 SANTA ANA ST		ONTARIO	CA	91761	7872	R081	00116	B	342	15	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	4471 SANTA ANA ST	STE G	ONTARIO	CA	91761	8110	R081	00115	B	342	79	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	4471 SANTA ANA ST	STE F	ONTARIO	CA	91761	8110	R081	00114	B	342	78	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	4471 SANTA ANA ST	STE E	ONTARIO	CA	91761	8110	R081	00113	B	342	77	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	4471 SANTA ANA ST	STE D	ONTARIO	CA	91761	8110	R081	00112	B	342	76	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	4471 SANTA ANA ST	STE C	ONTARIO	CA	91761	8110	R081	00111	B	342	75	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	4471 SANTA ANA ST	STE B	ONTARIO	CA	91761	8110	R081	00110	B	342	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	4471 SANTA ANA ST	STE A	ONTARIO	CA	91761	8110	R081	00109	B	342	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	935 S MILLIKEN AVE	STE A	ONTARIO	CA	91761	7858	R081	00108	B	342	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	935 S MILLIKEN AVE	STE B	ONTARIO	CA	91761	7858	R081	00107	B	342	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	1425 TOYOTA WAY		ONTARIO	CA	91761	2203	R081	00106	B	342	25	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2855 POPLAR DR		ONTARIO	CA	91761	0388	R081	00105	A	342	55	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2857 POPLAR DR		ONTARIO	CA	91761	0388	R081	00104	A	342	57	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2859 POPLAR DR		ONTARIO	CA	91761	0388	R081	00103	A	342	59	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2861 POPLAR DR		ONTARIO	CA	91761	0388	R081	00102	A	342	61	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2863 POPLAR DR		ONTARIO	CA	91761	0388	R081	00101	A	342	63	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2865 POPLAR DR		ONTARIO	CA	91761	0388	R081	00100	A	342	65	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2867 POPLAR DR		ONTARIO	CA	91761	0388	R081	00099	A	342	67	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2901 POPLAR DR		ONTARIO	CA	91761	0390	R081	00098	A	342	01	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2903 POPLAR DR		ONTARIO	CA	91761	0390	R081	00097	A	342	03	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2905 POPLAR DR		ONTARIO	CA	91761	0390	R081	00096	A	342	05	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2907 POPLAR DR		ONTARIO	CA	91761	0390	R081	00095	A	342	07	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2909 POPLAR DR		ONTARIO	CA	91761	0390	R081	00094	A	342	09	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2911 POPLAR DR		ONTARIO	CA	91761	0390	R081	00093	A	342	11	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2913 POPLAR DR		ONTARIO	CA	91761	0390	R081	00092	A	342	13	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2915 POPLAR DR		ONTARIO	CA	91761	0390	R081	00091	A	342	15	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2917 POPLAR DR		ONTARIO	CA	91761	0390	R081	00090	A	342	17	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2919 POPLAR DR		ONTARIO	CA	91761	0390	R081	00089	A	342	19	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3366 GINGERWOOD RD		ONTARIO	CA	91761	0344	R081	00088	A	342	66	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3364 GINGERWOOD RD		ONTARIO	CA	91761	0344	R081	00087	A	342	64	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3362 GINGERWOOD RD		ONTARIO	CA	91761	0344	R081	00086	A	342	62	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3360 GINGERWOOD RD		ONTARIO	CA	91761	0344	R081	00085	A	342	60	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3358 GINGERWOOD RD		ONTARIO	CA	91761	0344	R081	00084	A	342	58	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3356 GINGERWOOD RD		ONTARIO	CA	91761	0344	R081	00083	A	342	56	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3354 GINGERWOOD RD		ONTARIO	CA	91761	0344	R081	00082	A	342	54	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3352 GINGERWOOD RD		ONTARIO	CA	91761	0344	R081	00081	A	342	52	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3350 GINGERWOOD RD		ONTARIO	CA	91761	0344	R081	00080	A	342	50	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3348 GINGERWOOD RD		ONTARIO	CA	91761	0344	R081	00079	A	342	48	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3346 GINGERWOOD RD		ONTARIO	CA	91761	0344	R081	00078	A	342	46	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3345 GINGERWOOD RD		ONTARIO	CA	91761	0345	R081	00077	A	342	45	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3347 GINGERWOOD RD		ONTARIO	CA	91761	0345	R081	00076	A	342	47	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3349 GINGERWOOD RD		ONTARIO	CA	91761	0345	R081	00075	A	342	49	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3351 GINGERWOOD RD		ONTARIO	CA	91761	0345	R081	00074	A	342	51	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3353 GINGERWOOD RD		ONTARIO	CA	91761	0345	R081	00073	A	342	53	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3355 GINGERWOOD RD		ONTARIO	CA	91761	0345	R081	00072	A	342	55	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3357 GINGERWOOD RD		ONTARIO	CA	91761	0345	R081	00071	A	342	57	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3359 GINGERWOOD RD		ONTARIO	CA	91761	0345	R081	00070	A	342	59	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3361 GINGERWOOD RD		ONTARIO	CA	91761	0345	R081	00069	A	342	61	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3363 GINGERWOOD RD		ONTARIO	CA	91761	0345	R081	00068	A	342	63	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3365 GINGERWOOD RD		ONTARIO	CA	91761	0345	R081	00067	A	342	65	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2902 POPLAR DR		ONTARIO	CA	91761	0389	R081	00066	A	342	02	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2900 POPLAR DR		ONTARIO	CA	91761	0389	R081	00065	A	342	00	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2864 POPLAR DR		ONTARIO	CA	91761	0387	R081	00064	A	342	64	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2862 POPLAR DR		ONTARIO	CA	91761	0387	R081	00063	A	342	62	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	2860 POPLAR DR		ONTARIO	CA	91761	0387	R081	00062	A	342	60	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3362 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00061	A	342	62	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3360 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00060	A	342	60	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3358 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00059	A	342	58	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3356 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00058	A	342	56	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3354 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00057	A	342	54	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3352 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00056	A	342	52	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3350 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00055	A	342	50	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3351 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00054	A	342	51	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3353 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00053	A	342	53	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3355 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00052	A	342	55	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3357 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00051	A	342	57	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3359 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00050	A	342	59	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3361 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00049	A	342	61	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3363 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00048	A	342	63	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	RESIDENT	3365 CEDARGLEN RD		ONTARIO	CA	91761	0342	R081	00047	A	342	65	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3595 E GUASTI RD		ONTARIO	CA	91761	3705	R081	00046	B	342	95	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3663 E GUASTI RD		ONTARIO	CA	91761	3706	R081	00045	B	342	63	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3787 E GUASTI RD		ONTARIO	CA	91761	3707	R081	00044	B	342	87	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3680 E GUASTI RD		ONTARIO	CA	91761	3708	R081	00043	B	342	80	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3330 CENTRE LAKE DR		ONTARIO	CA	91761	1211	R081	00042	B	342	30	8	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-081	OCCUPANT	3223 CENTRE LAKE DR		ONTARIO	CA	91761	1214	R081	00041	B	342	23	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3201 CENTRE LAKE DR		ONTARIO	CA	91761	1214	R081	00040	B	342	01	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3351 CENTRE LAKE DR		ONTARIO	CA	91761	1209	R081	00039	B	342	51	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 675	ONTARIO	CA	91761	1220	R081	00038	B	342	50	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 670	ONTARIO	CA	91761	1207	R081	00037	B	342	70	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 650	ONTARIO	CA	91761	1210	R081	00036	B	342	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 625	ONTARIO	CA	91761	1218	R081	00035	B	342	50	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 600	ONTARIO	CA	91761	1207	R081	00034	B	342	50	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 560	ONTARIO	CA	91761	1232	R081	00033	B	342	35	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 550B	ONTARIO	CA	91761	1205	R081	00032	B	342	02	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 550A	ONTARIO	CA	91761	1205	R081	00031	B	342	01	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 520	ONTARIO	CA	91761	1205	R081	00030	B	342	45	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 500	ONTARIO	CA	91761	1217	R081	00029	B	342	25	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 480	ONTARIO	CA	91761	1215	R081	00028	B	342	05	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 470	ONTARIO	CA	91761	1254	R081	00027	B	342	20	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 440	ONTARIO	CA	91761	1230	R081	00026	B	342	15	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 430	ONTARIO	CA	91761	1205	R081	00025	B	342	05	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 410	ONTARIO	CA	91761	1205	R081	00024	B	342	10	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 400	ONTARIO	CA	91761	1205	R081	00023	B	342	00	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 330	ONTARIO	CA	91761	1205	R081	00022	B	342	80	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 320	ONTARIO	CA	91761	1229	R081	00021	B	342	95	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 200	ONTARIO	CA	91761	1203	R081	00020	B	342	50	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3401 CENTRE LAKE DR	STE 150	ONTARIO	CA	91761	1212	R081	00019	B	342	25	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	3450 CENTRE LAKE DR	STE 100	ONTARIO	CA	91761	7615	R081	00018	B	342	25	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	535 N TURNER AVE		ONTARIO	CA	91761	7683	R081	00017	B	342	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	520 N TURNER AVE		ONTARIO	CA	91761	7683	R081	00016	B	342	20	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	250 N TURNER AVE		ONTARIO	CA	91761	1238	R081	00015	B	342	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	170 N TURNER AVE		ONTARIO	CA	91761	8437	R081	00014	B	342	70	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	2855 E GUASTI RD	STE 600	ONTARIO	CA	91761	1250	R081	00013	B	342	50	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	2855 E GUASTI RD	STE 500	ONTARIO	CA	91761	1253	R081	00012	B	342	25	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	2855 E GUASTI RD	STE 402	ONTARIO	CA	91761	1252	R081	00011	B	342	02	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	2855 E GUASTI RD	STE 401	ONTARIO	CA	91761	1252	R081	00010	B	342	01	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	2855 E GUASTI RD	STE 400	ONTARIO	CA	91761	1252	R081	00009	B	342	00	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	2855 E GUASTI RD	STE 206	ONTARIO	CA	91761	1249	R081	00008	B	342	56	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	2855 E GUASTI RD	STE 205	ONTARIO	CA	91761	1249	R081	00007	B	342	55	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	2855 E GUASTI RD	STE 203	ONTARIO	CA	91761	1249	R081	00006	B	342	53	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	2855 E GUASTI RD	STE 202	ONTARIO	CA	91761	1249	R081	00005	B	342	52	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	2855 E GUASTI RD	STE 100	ONTARIO	CA	91761	7698	R081	00004	B	342	25	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	2777 E GUASTI RD	STE 6	ONTARIO	CA	91761	1256	R081	00003	B	342	06	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	2777 E GUASTI RD	STE 1	ONTARIO	CA	91761	1256	R081	00002	B	342	01	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-081	OCCUPANT	2501 E GUASTI RD		ONTARIO	CA	91761	7657	R081	00001	B	342	01	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	3555 E AIRPORT DR		ONTARIO	CA	91761	1515	R080	00381	B	381	55	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	3655 E AIRPORT DR		ONTARIO	CA	91761	1562	R080	00380	B	381	55	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	3781 E AIRPORT DR		ONTARIO	CA	91761	1558	R080	00379	B	381	81	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	3971 E AIRPORT DR		ONTARIO	CA	91761	1538	R080	00378	B	381	71	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4083 E AIRPORT DR		ONTARIO	CA	91761	1567	R080	00377	B	381	83	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4215 E AIRPORT DR		ONTARIO	CA	91761	1565	R080	00376	B	381	15	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4225 E AIRPORT DR		ONTARIO	CA	91761	1565	R080	00375	B	381	25	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4237 E AIRPORT DR		ONTARIO	CA	91761	1565	R080	00374	B	381	37	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4247 E AIRPORT DR		ONTARIO	CA	91761	1565	R080	00373	B	381	47	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4255 E AIRPORT DR		ONTARIO	CA	91761	1565	R080	00372	B	381	55	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4265 E AIRPORT DR		ONTARIO	CA	91761	1565	R080	00371	B	381	65	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4230 E AIRPORT DR	STE 110	ONTARIO	CA	91761	3702	R080	00370	B	381	35	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4230 E AIRPORT DR	STE 109	ONTARIO	CA	91761	3702	R080	00369	B	381	34	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4230 E AIRPORT DR	STE 108	ONTARIO	CA	91761	3702	R080	00368	B	381	33	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4230 E AIRPORT DR	STE 107	ONTARIO	CA	91761	3702	R080	00367	B	381	32	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4230 E AIRPORT DR	STE 106	ONTARIO	CA	91761	3702	R080	00366	B	381	31	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4230 E AIRPORT DR	STE 105	ONTARIO	CA	91761	3702	R080	00365	B	381	30	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	285 S DUPONT AVE	STE 104	ONTARIO	CA	91761	1597	R080	00364	B	381	29	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	285 S DUPONT AVE	STE 102	ONTARIO	CA	91761	1597	R080	00363	B	381	27	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	285 S DUPONT AVE	STE 101	ONTARIO	CA	91761	1597	R080	00362	B	381	26	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4231 E BRICKELL ST		ONTARIO	CA	91761	1512	R080	00361	B	381	31	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4235 E BRICKELL ST		ONTARIO	CA	91761	1512	R080	00360	B	381	35	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4241 E BRICKELL ST		ONTARIO	CA	91761	1512	R080	00359	B	381	41	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4251 E BRICKELL ST		ONTARIO	CA	91761	1512	R080	00358	B	381	51	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4290 E BRICKELL ST	UNIT A	ONTARIO	CA	91761	1560	R080	00357	B	381	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4290 E BRICKELL ST	UNIT B	ONTARIO	CA	91761	1560	R080	00356	B	381	74	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4260 E BRICKELL ST		ONTARIO	CA	91761	1511	R080	00355	B	381	60	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4202 E BRICKELL ST		ONTARIO	CA	91761	1511	R080	00354	B	381	02	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4201 E BRICKELL ST		ONTARIO	CA	91761	1512	R080	00353	B	381	01	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4215 E BRICKELL ST		ONTARIO	CA	91761	1512	R080	00352	B	381	15	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4221 E BRICKELL ST		ONTARIO	CA	91761	1512	R080	00351	B	381	21	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4060 E AIRPORT DR		ONTARIO	CA	91761	1566	R080	00350	B	381	60	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	4000 E AIRPORT DR	STE C	ONTARIO	CA	91761	1592	R080	00349	B	381	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	OCCUPANT	3950 E AIRPORT DR		ONTARIO	CA	91761	1541	R080	00348	B	381	50	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3001 E CHAPARRAL ST		ONTARIO	CA	91761	9158	R080	00347	A	381	01	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3009 E CHAPARRAL ST		ONTARIO	CA	91761	9158	R080	00346	A	381	09	4	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-080	RESIDENT	3017 E CHAPARRAL ST		ONTARIO	CA	91761	9158	R080	00345	A	381	17	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3025 E CHAPARRAL ST		ONTARIO	CA	91761	9158	R080	00344	A	381	25	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3033 E CHAPARRAL ST		ONTARIO	CA	91761	9158	R080	00343	A	381	33	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3032 E BIG RANGE CT		ONTARIO	CA	91761	9106	R080	00342	A	381	32	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3024 E BIG RANGE CT		ONTARIO	CA	91761	9106	R080	00341	A	381	24	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3016 E BIG RANGE CT		ONTARIO	CA	91761	9106	R080	00340	A	381	16	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3008 E BIG RANGE CT		ONTARIO	CA	91761	9106	R080	00339	A	381	08	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3000 E BIG RANGE CT		ONTARIO	CA	91761	9106	R080	00338	A	381	00	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3001 E BIG RANGE CT		ONTARIO	CA	91761	9107	R080	00337	A	381	01	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3009 E BIG RANGE CT		ONTARIO	CA	91761	9107	R080	00336	A	381	09	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3017 E BIG RANGE CT		ONTARIO	CA	91761	9107	R080	00335	A	381	17	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3025 E BIG RANGE CT		ONTARIO	CA	91761	9107	R080	00334	A	381	25	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3033 E BIG RANGE CT		ONTARIO	CA	91761	9107	R080	00333	A	381	33	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3523 S CENTURION WAY		ONTARIO	CA	91761	9167	R080	00332	A	381	23	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3531 S CENTURION WAY		ONTARIO	CA	91761	9167	R080	00331	A	381	31	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3539 S CENTURION WAY		ONTARIO	CA	91761	9167	R080	00330	A	381	39	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3547 S CENTURION WAY		ONTARIO	CA	91761	9167	R080	00329	A	381	47	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3555 S CENTURION WAY		ONTARIO	CA	91761	9167	R080	00328	A	381	55	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3049 E CHAPARRAL ST		ONTARIO	CA	91761	9158	R080	00327	A	381	49	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3057 E CHAPARRAL ST		ONTARIO	CA	91761	9158	R080	00326	A	381	57	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3065 E CHAPARRAL ST		ONTARIO	CA	91761	9158	R080	00325	A	381	65	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3073 E CHAPARRAL ST		ONTARIO	CA	91761	9152	R080	00324	A	381	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3552 S ROCKY PL		ONTARIO	CA	91761	9140	R080	00323	A	381	52	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3544 S ROCKY PL		ONTARIO	CA	91761	9140	R080	00322	A	381	44	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3536 S ROCKY PL		ONTARIO	CA	91761	9140	R080	00321	A	381	36	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3530 S ROCKY PL		ONTARIO	CA	91761	9140	R080	00320	A	381	30	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3521 S ROCKY PL		ONTARIO	CA	91761	9151	R080	00319	A	381	21	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3529 S ROCKY PL		ONTARIO	CA	91761	9151	R080	00318	A	381	29	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3537 S ROCKY PL		ONTARIO	CA	91761	9151	R080	00317	A	381	37	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3545 S ROCKY PL		ONTARIO	CA	91761	9151	R080	00316	A	381	45	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3553 S ROCKY PL		ONTARIO	CA	91761	9151	R080	00315	A	381	53	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3097 E CHAPARRAL ST		ONTARIO	CA	91761	9135	R080	00314	A	381	97	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3101 E CHAPARRAL ST		ONTARIO	CA	91761	9191	R080	00313	A	381	01	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3109 E CHAPARRAL ST		ONTARIO	CA	91761	9191	R080	00312	A	381	09	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3117 E CHAPARRAL ST		ONTARIO	CA	91761	9191	R080	00311	A	381	17	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3554 S CLOVER WAY		ONTARIO	CA	91761	9141	R080	00310	A	381	54	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3546 S CLOVER WAY		ONTARIO	CA	91761	9141	R080	00309	A	381	46	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3538 S CLOVER WAY		ONTARIO	CA	91761	9141	R080	00308	A	381	38	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3530 S CLOVER WAY		ONTARIO	CA	91761	9141	R080	00307	A	381	30	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3522 S CLOVER WAY		ONTARIO	CA	91761	9141	R080	00306	A	381	22	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3501 S CLOVER WAY		ONTARIO	CA	91761	9186	R080	00305	A	381	01	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3507 S CLOVER WAY		ONTARIO	CA	91761	9186	R080	00304	A	381	07	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3515 S CLOVER WAY		ONTARIO	CA	91761	9142	R080	00303	A	381	15	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3523 S CLOVER WAY		ONTARIO	CA	91761	9142	R080	00302	A	381	23	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3531 S CLOVER WAY		ONTARIO	CA	91761	9142	R080	00301	A	381	31	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3539 S CLOVER WAY		ONTARIO	CA	91761	9142	R080	00300	A	381	39	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3547 S CLOVER WAY		ONTARIO	CA	91761	9142	R080	00299	A	381	47	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3555 S CLOVER WAY		ONTARIO	CA	91761	9142	R080	00298	A	381	55	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3563 S CLOVER WAY		ONTARIO	CA	91761	9142	R080	00297	A	381	63	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3571 S CLOVER WAY		ONTARIO	CA	91761	9142	R080	00296	A	381	71	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3579 S CLOVER WAY		ONTARIO	CA	91761	9142	R080	00295	A	381	79	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3124 E CHAPARRAL ST		ONTARIO	CA	91761	9190	R080	00294	A	381	24	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3116 E CHAPARRAL ST		ONTARIO	CA	91761	9190	R080	00293	A	381	16	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3108 E CHAPARRAL ST		ONTARIO	CA	91761	9190	R080	00292	A	381	08	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3100 E CHAPARRAL ST		ONTARIO	CA	91761	9190	R080	00291	A	381	00	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3096 E CHAPARRAL ST		ONTARIO	CA	91761	9123	R080	00290	A	381	96	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3088 E CHAPARRAL ST		ONTARIO	CA	91761	9123	R080	00289	A	381	88	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3080 E CHAPARRAL ST		ONTARIO	CA	91761	9123	R080	00288	A	381	80	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3072 E CHAPARRAL ST		ONTARIO	CA	91761	9123	R080	00287	A	381	72	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3064 E CHAPARRAL ST		ONTARIO	CA	91761	9123	R080	00286	A	381	64	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3056 E CHAPARRAL ST		ONTARIO	CA	91761	9123	R080	00285	A	381	56	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3048 E CHAPARRAL ST		ONTARIO	CA	91761	9123	R080	00284	A	381	48	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3040 E CHAPARRAL ST		ONTARIO	CA	91761	9123	R080	00283	A	381	40	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3032 E CHAPARRAL ST		ONTARIO	CA	91761	9123	R080	00282	A	381	32	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3024 E CHAPARRAL ST		ONTARIO	CA	91761	9123	R080	00281	A	381	24	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3016 E CHAPARRAL ST		ONTARIO	CA	91761	9123	R080	00280	A	381	16	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3008 E CHAPARRAL ST		ONTARIO	CA	91761	9123	R080	00279	A	381	08	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3000 E CHAPARRAL ST		ONTARIO	CA	91761	9123	R080	00278	A	381	00	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3753 S GROWER AVE		ONTARIO	CA	91761	5013	R080	00277	A	381	53	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3752 S GROWER AVE		ONTARIO	CA	91761	5013	R080	00276	A	381	52	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3743 S GROWER AVE		ONTARIO	CA	91761	5013	R080	00275	A	381	43	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3742 S GROWER AVE		ONTARIO	CA	91761	5013	R080	00274	A	381	42	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3733 S GROWER AVE		ONTARIO	CA	91761	5013	R080	00273	A	381	33	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3732 S GROWER AVE		ONTARIO	CA	91761	5013	R080	00272	A	381	32	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3723 S GROWER AVE		ONTARIO	CA	91761	5013	R080	00271	A	381	23	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3722 S GROWER AVE		ONTARIO	CA	91761	5013	R080	00270	A	381	22	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3703 S GROWER AVE		ONTARIO	CA	91761	5013	R080	00269	A	381	03	4	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**R-080	RESIDENT	2855 E THOROUGHbred ST		ONTARIO	CA	91761	5086	R080	00037	A	381	55	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2863 E THOROUGHbred ST		ONTARIO	CA	91761	5086	R080	00036	A	381	63	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2871 E THOROUGHbred ST		ONTARIO	CA	91761	5086	R080	00035	A	381	71	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2879 E THOROUGHbred ST		ONTARIO	CA	91761	5086	R080	00034	A	381	79	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2887 E THOROUGHbred ST		ONTARIO	CA	91761	5086	R080	00033	A	381	87	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2880 E THOROUGHbred ST		ONTARIO	CA	91761	5085	R080	00032	A	381	80	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2872 E THOROUGHbred ST		ONTARIO	CA	91761	5085	R080	00031	A	381	72	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2864 E THOROUGHbred ST		ONTARIO	CA	91761	5085	R080	00030	A	381	64	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2856 E THOROUGHbred ST		ONTARIO	CA	91761	5085	R080	00029	A	381	56	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2848 E THOROUGHbred ST		ONTARIO	CA	91761	5085	R080	00028	A	381	48	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2840 E THOROUGHbred ST		ONTARIO	CA	91761	5085	R080	00027	A	381	40	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2836 E THOROUGHbred ST		ONTARIO	CA	91761	5085	R080	00026	A	381	36	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2832 E THOROUGHbred ST		ONTARIO	CA	91761	5085	R080	00025	A	381	32	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2824 E THOROUGHbred ST		ONTARIO	CA	91761	5085	R080	00024	A	381	24	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2821 E CLYDESDALE ST		ONTARIO	CA	91761	5094	R080	00023	A	381	21	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2829 E CLYDESDALE ST		ONTARIO	CA	91761	5094	R080	00022	A	381	29	7	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2837 E CLYDESDALE ST		ONTARIO	CA	91761	5094	R080	00021	A	381	37	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2841 E CLYDESDALE ST		ONTARIO	CA	91761	5094	R080	00020	A	381	41	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2849 E CLYDESDALE ST		ONTARIO	CA	91761	5094	R080	00019	A	381	49	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2857 E CLYDESDALE ST		ONTARIO	CA	91761	5094	R080	00018	A	381	57	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3455 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5092	R080	00017	A	381	55	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3463 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5092	R080	00016	A	381	63	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3471 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5092	R080	00015	A	381	71	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3510 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5099	R080	00014	A	381	10	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3480 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5091	R080	00013	A	381	80	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3472 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5091	R080	00012	A	381	72	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3466 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5091	R080	00011	A	381	66	9	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3458 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5091	R080	00010	A	381	58	8	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3450 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5091	R080	00009	A	381	50	6	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3442 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5091	R080	00008	A	381	42	5	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3434 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5091	R080	00007	A	381	34	4	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3426 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5091	R080	00006	A	381	26	3	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3418 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5091	R080	00005	A	381	18	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	3410 S ARCADIAN SHORES AVE		ONTARIO	CA	91761	5091	R080	00004	A	381	10	0	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2815 E THOROUGHbred ST		ONTARIO	CA	91761	5086	R080	00003	A	381	15	1	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2823 E THOROUGHbred ST		ONTARIO	CA	91761	5086	R080	00002	A	381	23	2	ONTARIO INTL AIRPORT
*****ECRWSS**R-080	RESIDENT	2831 E THOROUGHbred ST		ONTARIO	CA	91761	5086	R080	00001	A	381	31	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	840 S CUCAMONGA AVE		ONTARIO	CA	91761	1933	C076	00428	B	411	40	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1010 E MISSION BLVD		ONTARIO	CA	91761	3423	C076	00427	B	411	10	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	835 S GREENWOOD AVE		ONTARIO	CA	91761	1942	C076	00426	A	411	35	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	837 S GREENWOOD AVE		ONTARIO	CA	91761	1942	C076	00425	A	411	37	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	903 S GREENWOOD AVE		ONTARIO	CA	91761	3416	C076	00424	A	411	03	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	907 S GREENWOOD AVE		ONTARIO	CA	91761	3416	C076	00423	A	411	07	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	913 S GREENWOOD AVE		ONTARIO	CA	91761	3416	C076	00422	A	411	13	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	917 S GREENWOOD AVE		ONTARIO	CA	91761	3416	C076	00421	A	411	17	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	921 S GREENWOOD AVE		ONTARIO	CA	91761	3416	C076	00420	A	411	21	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	923 S GREENWOOD AVE		ONTARIO	CA	91761	3416	C076	00419	A	411	23	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	927 S GREENWOOD AVE		ONTARIO	CA	91761	3416	C076	00418	A	411	27	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	929 S GREENWOOD AVE		ONTARIO	CA	91761	3416	C076	00417	A	411	29	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	933 S GREENWOOD AVE		ONTARIO	CA	91761	3416	C076	00416	A	411	33	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1003 S GREENWOOD AVE		ONTARIO	CA	91761	3418	C076	00415	A	411	03	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1007 S GREENWOOD AVE		ONTARIO	CA	91761	3418	C076	00414	A	411	07	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1013 S GREENWOOD AVE		ONTARIO	CA	91761	3418	C076	00413	A	411	13	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1019 S GREENWOOD AVE		ONTARIO	CA	91761	3418	C076	00412	A	411	19	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1021 S GREENWOOD AVE		ONTARIO	CA	91761	3418	C076	00411	A	411	21	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1027 S GREENWOOD AVE		ONTARIO	CA	91761	3418	C076	00410	A	411	27	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1033 S GREENWOOD AVE		ONTARIO	CA	91761	3418	C076	00409	A	411	33	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1103 S GREENWOOD AVE		ONTARIO	CA	91761	3420	C076	00408	A	411	03	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1107 S GREENWOOD AVE		ONTARIO	CA	91761	3420	C076	00407	A	411	07	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1113 S GREENWOOD AVE		ONTARIO	CA	91761	3420	C076	00406	A	411	13	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1117 S GREENWOOD AVE		ONTARIO	CA	91761	3420	C076	00405	A	411	17	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1121 S GREENWOOD AVE		ONTARIO	CA	91761	3420	C076	00404	A	411	21	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1127 S GREENWOOD AVE		ONTARIO	CA	91761	3420	C076	00403	A	411	27	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1131 S GREENWOOD AVE		ONTARIO	CA	91761	3420	C076	00402	A	411	31	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1137 S GREENWOOD AVE		ONTARIO	CA	91761	3420	C076	00401	A	411	37	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1010 E BELMONT ST		ONTARIO	CA	91761	4501	C076	00400	B	411	10	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1138 S GREENWOOD AVE		ONTARIO	CA	91761	3419	C076	00399	A	411	38	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1132 S GREENWOOD AVE		ONTARIO	CA	91761	3419	C076	00398	A	411	32	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1128 S GREENWOOD AVE		ONTARIO	CA	91761	3419	C076	00397	A	411	28	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1114 S GREENWOOD AVE		ONTARIO	CA	91761	3419	C076	00396	A	411	14	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1108 S GREENWOOD AVE		ONTARIO	CA	91761	3419	C076	00395	A	411	08	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1104 S GREENWOOD AVE		ONTARIO	CA	91761	3419	C076	00394	A	411	04	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1034 S GREENWOOD AVE		ONTARIO	CA	91761	3417	C076	00393	A	411	34	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1032 S GREENWOOD AVE		ONTARIO	CA	91761	3417	C076	00392	A	411	32	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1026 S GREENWOOD AVE		ONTARIO	CA	91761	3417	C076	00391	A	411	26	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1022 S GREENWOOD AVE		ONTARIO	CA	91761	3417	C076	00390	A	411	22	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1020 S GREENWOOD AVE		ONTARIO	CA	91761	3417	C076	00389	A	411	20	9	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-076	RESIDENT	1018 S GREENWOOD AVE		ONTARIO	CA	91761	3417	C076	00388	A	411	18	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1008 S GREENWOOD AVE		ONTARIO	CA	91761	3417	C076	00387	A	411	08	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1004 S GREENWOOD AVE		ONTARIO	CA	91761	3417	C076	00386	A	411	04	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	932 S GREENWOOD AVE		ONTARIO	CA	91761	3415	C076	00385	A	411	32	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	928 S GREENWOOD AVE		ONTARIO	CA	91761	3415	C076	00384	A	411	28	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	920 S GREENWOOD AVE		ONTARIO	CA	91761	3415	C076	00383	A	411	20	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	910 S GREENWOOD AVE	APT B	ONTARIO	CA	91761	3467	C076	00382	A	411	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	910 S GREENWOOD AVE	APT A	ONTARIO	CA	91761	3410	C076	00381	A	411	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	914 S GREENWOOD AVE		ONTARIO	CA	91761	3415	C076	00380	A	411	14	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	904 S GREENWOOD AVE		ONTARIO	CA	91761	3415	C076	00379	A	411	04	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	902 S GREENWOOD AVE		ONTARIO	CA	91761	3415	C076	00378	A	411	02	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	831 S BON VIEW AVE		ONTARIO	CA	91761	1916	C076	00377	A	411	31	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	837 S BON VIEW AVE		ONTARIO	CA	91761	1916	C076	00376	A	411	37	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	907 S BON VIEW AVE		ONTARIO	CA	91761	3402	C076	00375	A	411	07	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	911 S BON VIEW AVE		ONTARIO	CA	91761	3402	C076	00374	A	411	11	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	919 S BON VIEW AVE		ONTARIO	CA	91761	3402	C076	00373	A	411	19	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	923 S BON VIEW AVE		ONTARIO	CA	91761	3402	C076	00372	A	411	23	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	927 S BON VIEW AVE		ONTARIO	CA	91761	3402	C076	00371	A	411	27	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	931 S BON VIEW AVE		ONTARIO	CA	91761	3402	C076	00370	B	411	31	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1007 S BON VIEW AVE		ONTARIO	CA	91761	3404	C076	00369	A	411	07	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1013 S BON VIEW AVE		ONTARIO	CA	91761	3404	C076	00368	A	411	13	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1017 S BON VIEW AVE		ONTARIO	CA	91761	3404	C076	00367	A	411	17	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1023 S BON VIEW AVE		ONTARIO	CA	91761	3404	C076	00366	A	411	23	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1027 S BON VIEW AVE		ONTARIO	CA	91761	3404	C076	00365	A	411	27	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1033 S BON VIEW AVE		ONTARIO	CA	91761	3404	C076	00364	A	411	33	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1103 S BON VIEW AVE		ONTARIO	CA	91761	3406	C076	00363	A	411	03	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1109 S BON VIEW AVE	UNIT A	ONTARIO	CA	91761	3406	C076	00362	A	411	09	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1109 S BON VIEW AVE	UNIT B	ONTARIO	CA	91761	3406	C076	00361	A	411	09	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1113 S BON VIEW AVE		ONTARIO	CA	91761	3406	C076	00360	A	411	13	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1111 S BON VIEW AVE		ONTARIO	CA	91761	3406	C076	00359	A	411	11	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1117 S BON VIEW AVE		ONTARIO	CA	91761	3406	C076	00358	A	411	17	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1123 S BON VIEW AVE		ONTARIO	CA	91761	3406	C076	00357	A	411	23	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1127 S BON VIEW AVE		ONTARIO	CA	91761	3406	C076	00356	A	411	27	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1133 S BON VIEW AVE		ONTARIO	CA	91761	3406	C076	00355	A	411	33	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	938 E BELMONT ST		ONTARIO	CA	91761	4549	C076	00354	B	411	38	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	948 E BELMONT ST		ONTARIO	CA	91761	4549	C076	00353	B	411	48	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	864 E BELMONT ST	APT A	ONTARIO	CA	91761	3412	C076	00352	A	411	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	864 E BELMONT ST	APT B	ONTARIO	CA	91761	3412	C076	00351	A	411	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	858 E BELMONT ST	APT B	ONTARIO	CA	91761	3411	C076	00350	A	411	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	858 E BELMONT ST	APT A	ONTARIO	CA	91761	3411	C076	00349	A	411	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	844 E BELMONT ST		ONTARIO	CA	91761	3433	C076	00348	A	411	44	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	828 E BELMONT ST		ONTARIO	CA	91761	3433	C076	00347	A	411	28	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	824 E BELMONT ST		ONTARIO	CA	91761	3433	C076	00346	A	411	24	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	820 E BELMONT ST		ONTARIO	CA	91761	3433	C076	00345	A	411	20	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	818 E BELMONT ST		ONTARIO	CA	91761	3433	C076	00344	A	411	18	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	816 E BELMONT ST		ONTARIO	CA	91761	3433	C076	00343	A	411	16	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	810 E BELMONT ST		ONTARIO	CA	91761	3433	C076	00342	A	411	10	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	746 E BELMONT ST		ONTARIO	CA	91761	3431	C076	00341	A	411	46	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	740 1/2 E BELMONT ST		ONTARIO	CA	91761	3431	C076	00340	A	411	40	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	740 E BELMONT ST		ONTARIO	CA	91761	3431	C076	00339	A	411	40	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	716 E BELMONT ST		ONTARIO	CA	91761	3431	C076	00338	A	411	16	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	714 E BELMONT ST		ONTARIO	CA	91761	3431	C076	00337	A	411	14	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	710 E BELMONT ST		ONTARIO	CA	91761	3431	C076	00336	A	411	10	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	704 E BELMONT ST		ONTARIO	CA	91761	3431	C076	00335	A	411	04	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	698 E BELMONT ST		ONTARIO	CA	91761	3439	C076	00334	A	411	98	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	652 E BELMONT ST		ONTARIO	CA	91761	3439	C076	00333	A	411	52	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	648 E BELMONT ST		ONTARIO	CA	91761	3439	C076	00332	A	411	48	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	642 E BELMONT ST		ONTARIO	CA	91761	3439	C076	00331	A	411	42	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	638 E BELMONT ST		ONTARIO	CA	91761	3439	C076	00330	A	411	38	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	630 E BELMONT ST		ONTARIO	CA	91761	3439	C076	00329	A	411	30	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	624 E BELMONT ST		ONTARIO	CA	91761	3439	C076	00328	A	411	24	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	618 E BELMONT ST		ONTARIO	CA	91761	3439	C076	00327	A	411	18	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	612 E BELMONT ST		ONTARIO	CA	91761	3439	C076	00326	A	411	12	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	606 E BELMONT ST		ONTARIO	CA	91761	3439	C076	00325	A	411	06	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	604 E BELMONT ST		ONTARIO	CA	91761	3439	C076	00324	A	411	04	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	603 E BELMONT ST		ONTARIO	CA	91761	3440	C076	00323	A	411	03	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	607 E BELMONT ST		ONTARIO	CA	91761	3440	C076	00322	A	411	07	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	611 E BELMONT ST		ONTARIO	CA	91761	3440	C076	00321	A	411	11	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	615 E BELMONT ST		ONTARIO	CA	91761	3457	C076	00320	A	411	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	615 E BELMONT ST	APT B	ONTARIO	CA	91761	3457	C076	00319	A	411	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	619 E BELMONT ST	APT A	ONTARIO	CA	91761	3440	C076	00318	A	411	19	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	623 E BELMONT ST		ONTARIO	CA	91761	3440	C076	00317	A	411	23	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	627 E BELMONT ST	APT A	ONTARIO	CA	91761	3455	C076	00316	A	411	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	627 E BELMONT ST	APT B	ONTARIO	CA	91761	3455	C076	00315	A	411	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	629 E BELMONT ST		ONTARIO	CA	91761	3440	C076	00314	A	411	29	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	631 E BELMONT ST		ONTARIO	CA	91761	3440	C076	00313	A	411	31	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	635 E BELMONT ST	APT B	ONTARIO	CA	91761	3453	C076	00312	A	411	74	0	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-076	RESIDENT	635 E BELMONT ST	APT A	ONTARIO	CA	91761	3453	C076	00311	A	411	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	639 E BELMONT ST	APT A	ONTARIO	CA	91761	3447	C076	00310	A	411	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	639 E BELMONT ST	APT B	ONTARIO	CA	91761	3447	C076	00309	A	411	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	645 E BELMONT ST		ONTARIO	CA	91761	3440	C076	00308	A	411	45	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	727 E BELMONT ST		ONTARIO	CA	91761	3432	C076	00307	A	411	27	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	733 E BELMONT ST		ONTARIO	CA	91761	3432	C076	00306	A	411	33	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	735 E BELMONT ST		ONTARIO	CA	91761	3432	C076	00305	A	411	35	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	737 E BELMONT ST		ONTARIO	CA	91761	3432	C076	00304	A	411	37	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	743 E BELMONT ST		ONTARIO	CA	91761	3432	C076	00303	A	411	43	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	809 E BELMONT ST		ONTARIO	CA	91761	3434	C076	00302	A	411	09	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1010 S BON VIEW AVE		ONTARIO	CA	91761	3403	C076	00301	B	411	10	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	932 S BON VIEW AVE		ONTARIO	CA	91761	3401	C076	00300	A	411	32	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	928 S BON VIEW AVE		ONTARIO	CA	91761	3401	C076	00299	A	411	28	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	924 S BON VIEW AVE		ONTARIO	CA	91761	3401	C076	00298	A	411	24	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	920 S BON VIEW AVE		ONTARIO	CA	91761	3401	C076	00297	A	411	20	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	916 S BON VIEW AVE		ONTARIO	CA	91761	3401	C076	00296	A	411	16	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	910 S BON VIEW AVE		ONTARIO	CA	91761	3401	C076	00295	A	411	10	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	908 S BON VIEW AVE		ONTARIO	CA	91761	3401	C076	00294	A	411	08	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	902 S BON VIEW AVE		ONTARIO	CA	91761	3401	C076	00293	A	411	02	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	836 S BON VIEW AVE		ONTARIO	CA	91761	1910	C076	00292	A	411	36	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	814 S BON VIEW AVE		ONTARIO	CA	91761	1915	C076	00291	A	411	14	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	724 S BON VIEW AVE		ONTARIO	CA	91761	1913	C076	00290	B	411	24	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	716 S BON VIEW AVE		ONTARIO	CA	91761	1913	C076	00289	B	411	16	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	630 S BON VIEW AVE		ONTARIO	CA	91761	1911	C076	00288	B	411	30	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	628 S BON VIEW AVE		ONTARIO	CA	91761	1911	C076	00287	B	411	28	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	620 S BON VIEW AVE		ONTARIO	CA	91761	1911	C076	00286	B	411	20	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	424 S BON VIEW AVE		ONTARIO	CA	91761	1907	C076	00285	B	411	24	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	422 S BON VIEW AVE		ONTARIO	CA	91761	1907	C076	00284	B	411	22	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	420 S BON VIEW AVE		ONTARIO	CA	91761	1907	C076	00283	B	411	20	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	418 S BON VIEW AVE		ONTARIO	CA	91761	1907	C076	00282	B	411	18	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	416 S BON VIEW AVE		ONTARIO	CA	91761	1907	C076	00281	B	411	16	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	414 S BON VIEW AVE		ONTARIO	CA	91761	1907	C076	00280	B	411	14	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	412 S BON VIEW AVE		ONTARIO	CA	91761	1907	C076	00279	B	411	12	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	410 S BON VIEW AVE		ONTARIO	CA	91761	1907	C076	00278	B	411	10	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	408 S BON VIEW AVE		ONTARIO	CA	91761	1907	C076	00277	B	411	08	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	406 S BON VIEW AVE		ONTARIO	CA	91761	1907	C076	00276	B	411	06	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	404 S BON VIEW AVE		ONTARIO	CA	91761	1907	C076	00275	B	411	04	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	402 S BON VIEW AVE		ONTARIO	CA	91761	1907	C076	00274	B	411	02	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	210 S BON VIEW AVE		ONTARIO	CA	91761	1903	C076	00273	A	411	10	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	202 S BON VIEW AVE		ONTARIO	CA	91761	1903	C076	00272	B	411	02	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	125 S BON VIEW AVE		ONTARIO	CA	91761	1902	C076	00271	A	411	25	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	133 S BON VIEW AVE		ONTARIO	CA	91761	1902	C076	00270	A	411	33	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	201 S BON VIEW AVE		ONTARIO	CA	91761	1904	C076	00269	A	411	01	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	313 S BON VIEW AVE		ONTARIO	CA	91761	1906	C076	00268	B	411	13	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1135 E STATE ST		ONTARIO	CA	91761	2016	C076	00267	B	411	35	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1139 E STATE ST		ONTARIO	CA	91761	2016	C076	00266	B	411	39	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1151 E STATE ST		ONTARIO	CA	91761	2016	C076	00265	A	411	51	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1151 E MAIN ST		ONTARIO	CA	91761	2034	C076	00264	A	411	51	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	214 S GROVE AVE		ONTARIO	CA	91761	2005	C076	00261	A	411	14	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	409 S BON VIEW AVE	STE A	ONTARIO	CA	91761	1934	C076	00260	B	411	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	435 S BON VIEW AVE		ONTARIO	CA	91761	1949	C076	00258	B	411	35	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1080 ONTARIO BLVD		ONTARIO	CA	91761	2026	C076	00257	B	411	80	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1060 ONTARIO BLVD		ONTARIO	CA	91761	2026	C076	00256	B	411	60	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	920 ONTARIO BLVD		ONTARIO	CA	91761	2007	C076	00255	B	411	20	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	627 S BON VIEW AVE		ONTARIO	CA	91761	1912	C076	00254	B	411	27	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	921 E CALIFORNIA ST		ONTARIO	CA	91761	1918	C076	00253	B	411	21	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	904 E CALIFORNIA ST		ONTARIO	CA	91761	1917	C076	00252	B	411	04	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	945 E CALIFORNIA ST		ONTARIO	CA	91761	1918	C076	00251	B	411	45	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1075 E CALIFORNIA ST		ONTARIO	CA	91761	1909	C076	00250	B	411	75	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1085 E CALIFORNIA ST		ONTARIO	CA	91761	1909	C076	00249	B	411	85	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1095 E CALIFORNIA ST		ONTARIO	CA	91761	1909	C076	00248	B	411	95	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1064 E CALIFORNIA ST		ONTARIO	CA	91761	1919	C076	00247	B	411	64	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1101 E CALIFORNIA ST		ONTARIO	CA	91761	2004	C076	00246	B	411	01	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1125 E CALIFORNIA ST		ONTARIO	CA	91761	2004	C076	00245	B	411	25	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1176 E CALIFORNIA ST		ONTARIO	CA	91761	2003	C076	00244	B	411	76	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	816 S CUCAMONGA AVE		ONTARIO	CA	91761	1933	C076	00243	B	411	16	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1046 E CALIFORNIA ST		ONTARIO	CA	91761	1919	C076	00242	B	411	46	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1004 E CALIFORNIA ST		ONTARIO	CA	91761	1919	C076	00241	A	411	04	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	811 S GREENWOOD AVE		ONTARIO	CA	91761	1942	C076	00240	A	411	11	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1250 ONTARIO BLVD		ONTARIO	CA	91761	2013	C076	00239	B	411	50	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1240 ONTARIO BLVD		ONTARIO	CA	91761	2013	C076	00238	B	411	40	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1270 E MISSION BLVD		ONTARIO	CA	91761	2140	C076	00237	B	411	70	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1120 E MISSION BLVD	BLDG B	ONTARIO	CA	91761	2136	C076	00236	B	411	74	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1120 E MISSION BLVD	BLDG A	ONTARIO	CA	91761	2136	C076	00235	B	411	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	905 S GROVE AVE		ONTARIO	CA	91761	3436	C076	00234	B	411	05	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1001 S GROVE AVE		ONTARIO	CA	91761	3437	C076	00233	B	411	01	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1011 S GROVE AVE		ONTARIO	CA	91761	3437	C076	00232	B	411	11	7	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-076	OCCUPANT	1250 E BELMONT ST		ONTARIO	CA	91761	3506	C076	00231	B	411	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1240 E BELMONT ST		ONTARIO	CA	91761	3506	C076	00230	B	411	40	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1230 E BELMONT ST		ONTARIO	CA	91761	3506	C076	00229	B	411	30	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1220 E BELMONT ST		ONTARIO	CA	91761	3506	C076	00228	B	411	20	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1175 S GROVE AVE	STE 104	ONTARIO	CA	91761	3470	C076	00227	B	411	29	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1175 S GROVE AVE	STE 103	ONTARIO	CA	91761	3470	C076	00226	B	411	28	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1175 S GROVE AVE	STE 102	ONTARIO	CA	91761	3470	C076	00225	B	411	27	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1175 S GROVE AVE	STE 101	ONTARIO	CA	91761	3470	C076	00224	B	411	26	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1115 S GROVE AVE	STE 105	ONTARIO	CA	91761	3468	C076	00223	B	411	30	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1115 S GROVE AVE	STE 104	ONTARIO	CA	91761	3468	C076	00222	B	411	29	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1115 S GROVE AVE	STE 103	ONTARIO	CA	91761	3468	C076	00221	B	411	28	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1115 S GROVE AVE	STE 102	ONTARIO	CA	91761	3468	C076	00220	B	411	27	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1115 S GROVE AVE	STE 101	ONTARIO	CA	91761	3468	C076	00219	B	411	26	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1100 S GROVE AVE	STE F2	ONTARIO	CA	91761	4576	C076	00218	B	411	62	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1100 S GROVE AVE	STE F1	ONTARIO	CA	91761	4576	C076	00217	B	411	61	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1100 S GROVE AVE	STE E2	ONTARIO	CA	91761	4576	C076	00216	B	411	52	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1100 S GROVE AVE	STE E1	ONTARIO	CA	91761	4576	C076	00215	B	411	51	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1100 S GROVE AVE	STE D4	ONTARIO	CA	91761	4576	C076	00214	B	411	44	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1100 S GROVE AVE	STE C3	ONTARIO	CA	91761	4575	C076	00213	B	411	33	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1100 S GROVE AVE	STE B2	ONTARIO	CA	91761	4574	C076	00212	B	411	22	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1100 S GROVE AVE	STE A1	ONTARIO	CA	91761	4573	C076	00211	B	411	11	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1090 E BELMONT ST		ONTARIO	CA	91761	4501	C076	00210	B	411	90	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 117	ONTARIO	CA	91761	1977	C076	00208	B	411	42	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 116	ONTARIO	CA	91761	1977	C076	00207	B	411	41	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 115	ONTARIO	CA	91761	1977	C076	00206	B	411	40	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 114	ONTARIO	CA	91761	1977	C076	00205	B	411	39	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 113	ONTARIO	CA	91761	1977	C076	00204	B	411	38	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 112	ONTARIO	CA	91761	1977	C076	00203	B	411	37	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 111	ONTARIO	CA	91761	1977	C076	00202	B	411	36	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 110	ONTARIO	CA	91761	1977	C076	00201	B	411	35	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 109	ONTARIO	CA	91761	1976	C076	00200	B	411	34	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 108	ONTARIO	CA	91761	1676	C076	00199	B	411	33	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 107	ONTARIO	CA	91761	1976	C076	00198	B	411	32	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 106	ONTARIO	CA	91761	1976	C076	00197	B	411	31	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 105	ONTARIO	CA	91761	1976	C076	00196	B	411	30	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 104	ONTARIO	CA	91761	1976	C076	00195	B	411	29	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 103	ONTARIO	CA	91761	1976	C076	00194	B	411	28	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 102	ONTARIO	CA	91761	1976	C076	00193	B	411	27	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	909 S CUCAMONGA AVE	STE 101	ONTARIO	CA	91761	1976	C076	00192	B	411	26	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	989 S CUCAMONGA AVE		ONTARIO	CA	91761	1972	C076	00191	B	411	89	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1163 E BELMONT ST		ONTARIO	CA	91761	4504	C076	00190	B	411	63	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1165 E BELMONT ST		ONTARIO	CA	91761	4504	C076	00189	B	411	65	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1181 E BELMONT ST		ONTARIO	CA	91761	4504	C076	00188	B	411	81	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1024 S GROVE AVE		ONTARIO	CA	91761	3437	C076	00186	A	411	24	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1026 S GROVE AVE		ONTARIO	CA	91761	3437	C076	00185	A	411	26	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	930 S GROVE AVE		ONTARIO	CA	91761	3435	C076	00184	B	411	30	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	910 S GROVE AVE		ONTARIO	CA	91761	3435	C076	00183	B	411	10	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	418 S GROVE AVE		ONTARIO	CA	91761	2009	C076	00182	A	411	18	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	412 S GROVE AVE		ONTARIO	CA	91761	2009	C076	00181	A	411	12	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	408 S GROVE AVE		ONTARIO	CA	91761	2009	C076	00180	A	411	08	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1172 E HOLT BLVD		ONTARIO	CA	91761	2023	C076	00179	B	411	72	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1154 E HOLT BLVD		ONTARIO	CA	91761	2023	C076	00178	B	411	54	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1120 E HOLT BLVD		ONTARIO	CA	91761	2023	C076	00177	B	411	20	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1100 E HOLT BLVD		ONTARIO	CA	91761	2023	C076	00176	B	411	00	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1122 E EMPORIA ST		ONTARIO	CA	91761	2021	C076	00175	B	411	22	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1116 E EMPORIA ST		ONTARIO	CA	91761	2021	C076	00174	B	411	16	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1114 E EMPORIA ST		ONTARIO	CA	91761	2021	C076	00173	B	411	14	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1106 E EMPORIA ST		ONTARIO	CA	91761	2021	C076	00172	B	411	06	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1111 E HOLT BLVD		ONTARIO	CA	91761	2024	C076	00171	B	411	11	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1169 E HOLT BLVD		ONTARIO	CA	91761	2025	C076	00170	B	411	69	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1175 E HOLT BLVD		ONTARIO	CA	91761	2025	C076	00169	B	411	75	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1185 E HOLT BLVD		ONTARIO	CA	91761	2025	C076	00168	B	411	85	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1187 E HOLT BLVD		ONTARIO	CA	91761	2025	C076	00167	B	411	87	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1191 E HOLT BLVD		ONTARIO	CA	91761	2025	C076	00166	B	411	91	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1217 E HOLT BLVD		ONTARIO	CA	91761	2028	C076	00165	B	411	17	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1241 E HOLT BLVD		ONTARIO	CA	91761	2028	C076	00163	B	411	41	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1253 E HOLT BLVD	UNIT A	ONTARIO	CA	91761	2030	C076	00162	B	411	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1253 E HOLT BLVD	UNIT B	ONTARIO	CA	91761	2030	C076	00161	B	411	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1619 E HOLT BLVD		ONTARIO	CA	91761	2107	C076	00160	B	411	19	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1627 E HOLT BLVD		ONTARIO	CA	91761	2107	C076	00159	B	411	27	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1637 E HOLT BLVD		ONTARIO	CA	91761	2107	C076	00158	B	411	37	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1647 E HOLT BLVD		ONTARIO	CA	91761	2107	C076	00157	B	411	47	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1791 E HOLT BLVD	UNIT 105	ONTARIO	CA	91761	2118	C076	00156	B	411	30	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1791 E HOLT BLVD	UNIT 102	ONTARIO	CA	91761	2118	C076	00155	B	411	27	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1791 E HOLT BLVD	UNIT 101	ONTARIO	CA	91761	2118	C076	00154	B	411	26	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1795 E HOLT BLVD	UNIT 105	ONTARIO	CA	91761	2115	C076	00153	B	411	30	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1795 E HOLT BLVD	UNIT 104	ONTARIO	CA	91761	2115	C076	00152	B	411	29	6	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-076	OCCUPANT	1795 E HOLT BLVD	UNIT 103	ONTARIO	CA	91761	2115	C076	00151	B	411	28	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1795 E HOLT BLVD	UNIT 101	ONTARIO	CA	91761	2115	C076	00150	B	411	26	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1801 E HOLT BLVD	UNIT 101	ONTARIO	CA	91761	2114	C076	00143	B	411	26	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1811 E HOLT BLVD		ONTARIO	CA	91761	2149	C076	00142	B	411	11	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1845 E HOLT BLVD	STE C	ONTARIO	CA	91761	2150	C076	00141	B	411	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1945 E HOLT BLVD		ONTARIO	CA	91761	2116	C076	00140	B	411	45	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	2200 E HOLT BLVD		ONTARIO	CA	91761	7671	C076	00139	B	411	00	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1850 E HOLT BLVD		ONTARIO	CA	91761	2112	C076	00138	B	411	50	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1840 E HOLT BLVD		ONTARIO	CA	91761	2112	C076	00137	B	411	40	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1818 E HOLT BLVD		ONTARIO	CA	91761	2112	C076	00136	B	411	18	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1776 E HOLT BLVD		ONTARIO	CA	91761	2110	C076	00135	B	411	76	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1744 E HOLT BLVD		ONTARIO	CA	91761	2110	C076	00134	B	411	44	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1670 E HOLT BLVD		ONTARIO	CA	91761	2108	C076	00133	B	411	70	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1650 E HOLT BLVD		ONTARIO	CA	91761	2108	C076	00132	B	411	50	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1630 E HOLT BLVD		ONTARIO	CA	91761	2108	C076	00131	B	411	30	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1614 E HOLT BLVD	STE 106	ONTARIO	CA	91761	2151	C076	00130	B	411	31	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1614 E HOLT BLVD	STE 106	ONTARIO	CA	91761	2151	C076	00129	B	411	31	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1614 E HOLT BLVD	STE 106	ONTARIO	CA	91761	2151	C076	00128	B	411	31	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1410 E HOLT BLVD		ONTARIO	CA	91761	2103	C076	00127	B	411	10	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1400 E HOLT BLVD		ONTARIO	CA	91761	2103	C076	00126	B	411	00	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1366 E HOLT BLVD		ONTARIO	CA	91761	2101	C076	00124	B	411	66	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1344 E HOLT BLVD		ONTARIO	CA	91761	2101	C076	00123	B	411	44	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1336 E HOLT BLVD		ONTARIO	CA	91761	2101	C076	00122	B	411	36	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1300 E HOLT BLVD		ONTARIO	CA	91761	2101	C076	00120	B	411	00	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1222 E HOLT BLVD		ONTARIO	CA	91761	2027	C076	00118	B	411	22	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1215 E AIRPORT DR		ONTARIO	CA	91761	2018	C076	00117	B	411	15	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1221 E AIRPORT DR		ONTARIO	CA	91761	2001	C076	00116	A	411	21	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1225 E AIRPORT DR	APT B	ONTARIO	CA	91761	2022	C076	00115	A	411	74	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1225 E AIRPORT DR	APT A	ONTARIO	CA	91761	2022	C076	00114	A	411	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1227 E AIRPORT DR	APT B	ONTARIO	CA	91761	2020	C076	00113	A	411	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1227 E AIRPORT DR	APT A	ONTARIO	CA	91761	2020	C076	00112	A	411	73	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1229 E AIRPORT DR	APT B	ONTARIO	CA	91761	2019	C076	00111	A	411	74	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1229 E AIRPORT DR	APT A	ONTARIO	CA	91761	2019	C076	00110	A	411	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1231 E AIRPORT DR	APT B	ONTARIO	CA	91761	2014	C076	00109	A	411	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1231 E AIRPORT DR	APT A	ONTARIO	CA	91761	2014	C076	00108	A	411	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1233 E AIRPORT DR	APT B	ONTARIO	CA	91761	2012	C076	00107	A	411	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1233 E AIRPORT DR	APT A	ONTARIO	CA	91761	2012	C076	00106	A	411	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1235 E AIRPORT DR	APT B	ONTARIO	CA	91761	2010	C076	00105	A	411	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1235 E AIRPORT DR	APT A	ONTARIO	CA	91761	2010	C076	00104	A	411	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1237 E AIRPORT DR	APT B	ONTARIO	CA	91761	2008	C076	00103	A	411	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1237 E AIRPORT DR	APT A	ONTARIO	CA	91761	2008	C076	00102	A	411	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1261 E AIRPORT DR		ONTARIO	CA	91761	2001	C076	00101	B	411	61	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	2300 E AIRPORT DR		ONTARIO	CA	91761	2139	C076	00100	B	411	00	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	550 S HELLMAN PRIVADO		ONTARIO	CA	91761	7682	C076	00099	B	411	50	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	540 S HELLMAN PRIVADO		ONTARIO	CA	91761	7682	C076	00098	B	411	40	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	2222 E AIRPORT DR		ONTARIO	CA	91761	2117	C076	00097	B	411	22	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1940 E MOORE WAY	STE 105	ONTARIO	CA	91761	7662	C076	00096	B	411	40	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1940 E MOORE WAY		ONTARIO	CA	91761	7662	C076	00095	B	411	40	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1940 E MOORE WAY	STE 200	ONTARIO	CA	91761	7662	C076	00094	B	411	40	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	525 S VINEYARD AVE		ONTARIO	CA	91761	7687	C076	00093	B	411	25	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	480 S VINEYARD AVE		ONTARIO	CA	91761	7696	C076	00092	B	411	80	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1800 E AIRPORT DR		ONTARIO	CA	91761	2002	C076	00091	B	411	00	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1254 E AIRPORT DR		ONTARIO	CA	91761	2017	C076	00090	B	411	54	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1236 E AIRPORT DR		ONTARIO	CA	91761	2017	C076	00089	B	411	36	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	OCCUPANT	1315 E HOLT BLVD		ONTARIO	CA	91761	2138	C076	00088	B	411	99	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	OFC	ONTARIO	CA	91761	2152	C076	00087	A	411	21	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 212A	ONTARIO	CA	91761	2130	C076	00086	A	411	11	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 211A	ONTARIO	CA	91761	2130	C076	00085	A	411	55	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 230	ONTARIO	CA	91761	2130	C076	00084	A	411	55	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 229	ONTARIO	CA	91761	2130	C076	00083	A	411	54	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 228	ONTARIO	CA	91761	2130	C076	00082	A	411	53	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 227	ONTARIO	CA	91761	2129	C076	00081	A	411	52	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 226	ONTARIO	CA	91761	2129	C076	00080	A	411	51	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 225	ONTARIO	CA	91761	2129	C076	00079	A	411	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 224	ONTARIO	CA	91761	2129	C076	00078	A	411	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 223	ONTARIO	CA	91761	2129	C076	00077	A	411	73	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 222	ONTARIO	CA	91761	2129	C076	00076	A	411	72	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 221	ONTARIO	CA	91761	2129	C076	00075	A	411	71	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 220	ONTARIO	CA	91761	2128	C076	00074	A	411	70	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 219	ONTARIO	CA	91761	2128	C076	00073	A	411	69	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 218	ONTARIO	CA	91761	2128	C076	00072	A	411	68	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 217	ONTARIO	CA	91761	2128	C076	00071	A	411	67	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 216	ONTARIO	CA	91761	2128	C076	00070	A	411	66	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 215	ONTARIO	CA	91761	2128	C076	00069	A	411	65	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 214	ONTARIO	CA	91761	2128	C076	00068	A	411	64	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 120	ONTARIO	CA	91761	2123	C076	00067	A	411	45	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 119	ONTARIO	CA	91761	2123	C076	00066	A	411	44	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-076	RESIDENT	1315 E HOLT BLVD	APT 118	ONTARIO	CA	91761	2123	C076	00065	A	411	43	1	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-071	RESIDENT	1604 S CAMPUS AVE	APT C	ONTARIO	CA	91761	4300	C071	00229	A	625	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1604 S CAMPUS AVE	APT B	ONTARIO	CA	91761	4300	C071	00228	A	625	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1604 S CAMPUS AVE	APT A	ONTARIO	CA	91761	4300	C071	00227	A	625	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	670 E ELM ST		ONTARIO	CA	91761	4339	C071	00226	A	625	70	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	664 E ELM ST		ONTARIO	CA	91761	4339	C071	00225	A	625	64	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	660 E ELM ST		ONTARIO	CA	91761	4339	C071	00224	A	625	60	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	656 E ELM ST		ONTARIO	CA	91761	4339	C071	00223	A	625	56	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	650 E ELM ST		ONTARIO	CA	91761	4339	C071	00222	A	625	50	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	646 E ELM ST		ONTARIO	CA	91761	4339	C071	00221	A	625	46	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	642 E ELM ST		ONTARIO	CA	91761	4339	C071	00220	A	625	42	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	617 E DE ANZA CIR		ONTARIO	CA	91761	4338	C071	00219	A	625	17	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	621 E DE ANZA CIR		ONTARIO	CA	91761	4338	C071	00218	A	625	21	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	625 E DE ANZA CIR		ONTARIO	CA	91761	4338	C071	00217	A	625	25	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	631 E DE ANZA CIR		ONTARIO	CA	91761	4338	C071	00216	A	625	31	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	635 E DE ANZA CIR		ONTARIO	CA	91761	4338	C071	00215	A	625	35	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	639 E DE ANZA CIR		ONTARIO	CA	91761	4338	C071	00214	A	625	39	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	645 E DE ANZA CIR		ONTARIO	CA	91761	4338	C071	00213	A	625	45	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	644 E DE ANZA CIR		ONTARIO	CA	91761	4337	C071	00212	A	625	44	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	638 E DE ANZA CIR		ONTARIO	CA	91761	4337	C071	00211	A	625	38	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	634 E DE ANZA CIR		ONTARIO	CA	91761	4337	C071	00210	A	625	34	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	630 E DE ANZA CIR		ONTARIO	CA	91761	4337	C071	00209	A	625	30	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	624 E DE ANZA CIR		ONTARIO	CA	91761	4337	C071	00208	A	625	24	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	620 E DE ANZA CIR		ONTARIO	CA	91761	4337	C071	00207	A	625	20	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	616 E DE ANZA CIR		ONTARIO	CA	91761	4337	C071	00206	A	625	16	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	610 E DE ANZA CIR		ONTARIO	CA	91761	4337	C071	00205	A	625	10	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	606 E DE ANZA CIR		ONTARIO	CA	91761	4337	C071	00204	A	625	06	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	602 E DE ANZA CIR		ONTARIO	CA	91761	4337	C071	00203	A	625	02	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	601 E ELM ST		ONTARIO	CA	91761	4340	C071	00202	A	625	01	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	605 E ELM ST		ONTARIO	CA	91761	4340	C071	00201	A	625	05	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	611 E ELM ST		ONTARIO	CA	91761	4340	C071	00200	A	625	11	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	617 E ELM ST		ONTARIO	CA	91761	4340	C071	00199	A	625	17	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	623 E ELM ST		ONTARIO	CA	91761	4340	C071	00198	A	625	23	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	627 E ELM ST		ONTARIO	CA	91761	4340	C071	00197	A	625	27	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	631 E ELM ST		ONTARIO	CA	91761	4340	C071	00196	A	625	31	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	635 E ELM ST		ONTARIO	CA	91761	4340	C071	00195	A	625	35	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	641 E ELM ST		ONTARIO	CA	91761	4340	C071	00194	A	625	41	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	645 E ELM ST		ONTARIO	CA	91761	4340	C071	00193	A	625	45	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	649 E ELM ST		ONTARIO	CA	91761	4340	C071	00192	A	625	49	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	655 E ELM ST		ONTARIO	CA	91761	4340	C071	00191	A	625	55	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	659 E ELM ST		ONTARIO	CA	91761	4340	C071	00190	A	625	59	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	663 E ELM ST		ONTARIO	CA	91761	4340	C071	00189	A	625	63	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	669 E ELM ST		ONTARIO	CA	91761	4340	C071	00188	A	625	69	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1400 S CAMPUS AVE		ONTARIO	CA	91761	4330	C071	00187	B	625	00	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1300 S CAMPUS AVE		ONTARIO	CA	91761	4378	C071	00186	B	625	00	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1217 S CAMPUS AVE		ONTARIO	CA	91761	3448	C071	00185	A	625	17	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1305 S CAMPUS AVE		ONTARIO	CA	91761	4329	C071	00184	A	625	05	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	705 WOODLAWN ST		ONTARIO	CA	91761	4414	C071	00183	A	625	05	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	715 WOODLAWN ST	APT A	ONTARIO	CA	91761	4423	C071	00182	A	625	73	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	721 WOODLAWN ST	APT A	ONTARIO	CA	91761	4413	C071	00181	A	625	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	721 WOODLAWN ST	APT B	ONTARIO	CA	91761	4413	C071	00180	A	625	74	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	715 WOODLAWN ST	APT B	ONTARIO	CA	91761	4423	C071	00179	A	625	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	717 WOODLAWN ST	APT A	ONTARIO	CA	91761	4422	C071	00178	A	625	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	717 WOODLAWN ST	APT B	ONTARIO	CA	91761	4422	C071	00177	A	625	74	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	723 WOODLAWN ST	APT A	ONTARIO	CA	91761	4421	C071	00176	A	625	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	723 WOODLAWN ST	APT B	ONTARIO	CA	91761	4421	C071	00175	A	625	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	729 WOODLAWN ST	APT A	ONTARIO	CA	91761	4420	C071	00174	A	625	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	729 WOODLAWN ST	APT B	ONTARIO	CA	91761	4420	C071	00173	A	625	74	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	727 WOODLAWN ST	APT B	ONTARIO	CA	91761	4418	C071	00172	A	625	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	727 WOODLAWN ST	APT A	ONTARIO	CA	91761	4418	C071	00171	A	625	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	731 WOODLAWN ST		ONTARIO	CA	91761	4414	C071	00170	A	625	31	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	759 WOODLAWN ST		ONTARIO	CA	91761	4414	C071	00169	A	625	59	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	759 1/2 WOODLAWN ST		ONTARIO	CA	91761	4414	C071	00168	A	625	59	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	805 WOODLAWN ST		ONTARIO	CA	91761	4416	C071	00167	A	625	05	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	807 WOODLAWN ST		ONTARIO	CA	91761	4416	C071	00166	A	625	07	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	823 WOODLAWN ST	APT A	ONTARIO	CA	91761	4400	C071	00165	A	625	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	823 WOODLAWN ST	APT B	ONTARIO	CA	91761	4400	C071	00164	A	625	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	823 WOODLAWN ST	APT C	ONTARIO	CA	91761	4400	C071	00163	A	625	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	823 WOODLAWN ST	APT D	ONTARIO	CA	91761	4400	C071	00162	A	625	76	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	825 WOODLAWN ST	APT D	ONTARIO	CA	91761	4417	C071	00161	A	625	76	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	825 WOODLAWN ST	APT C	ONTARIO	CA	91761	4417	C071	00160	A	625	75	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	825 WOODLAWN ST	APT B	ONTARIO	CA	91761	4417	C071	00159	A	625	74	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	825 WOODLAWN ST	APT A	ONTARIO	CA	91761	4417	C071	00158	A	625	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	835 WOODLAWN ST		ONTARIO	CA	91761	4416	C071	00157	A	625	35	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	841 WOODLAWN ST		ONTARIO	CA	91761	4416	C071	00156	A	625	41	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	843 WOODLAWN ST		ONTARIO	CA	91761	4416	C071	00155	A	625	43	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	847 WOODLAWN ST		ONTARIO	CA	91761	4416	C071	00154	A	625	47	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	853 WOODLAWN ST		ONTARIO	CA	91761	4416	C071	00153	A	625	53	3	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-071	RESIDENT	855 WOODLAWN ST		ONTARIO	CA	91761	4416	C071	00152	A	625	55	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	862 WOODLAWN ST		ONTARIO	CA	91761	4415	C071	00151	A	625	62	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	854 WOODLAWN ST		ONTARIO	CA	91761	4415	C071	00150	A	625	54	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	844 WOODLAWN ST		ONTARIO	CA	91761	4415	C071	00149	A	625	44	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	836 WOODLAWN ST		ONTARIO	CA	91761	4415	C071	00148	A	625	36	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	828 WOODLAWN ST	APT D	ONTARIO	CA	91761	4424	C071	00147	A	625	76	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	828 WOODLAWN ST	APT C	ONTARIO	CA	91761	4424	C071	00146	A	625	75	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	828 WOODLAWN ST	APT B	ONTARIO	CA	91761	4424	C071	00145	A	625	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	828 WOODLAWN ST	APT A	ONTARIO	CA	91761	4424	C071	00144	A	625	73	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	828 WOODLAWN ST		ONTARIO	CA	91761	4415	C071	00143	A	625	28	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	808 WOODLAWN ST	UNIT B	ONTARIO	CA	91761	4426	C071	00142	A	625	74	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	808 WOODLAWN ST	UNIT A	ONTARIO	CA	91761	4426	C071	00141	A	625	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	802 WOODLAWN ST		ONTARIO	CA	91761	4415	C071	00140	A	625	02	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1351 S CAMPUS AVE		ONTARIO	CA	91761	4352	C071	00139	B	625	51	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1425 S CAMPUS AVE		ONTARIO	CA	91761	4366	C071	00138	B	625	25	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1455 S CAMPUS AVE	STE E	ONTARIO	CA	91761	4370	C071	00137	B	625	77	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1455 S CAMPUS AVE	STE D	ONTARIO	CA	91761	4370	C071	00136	B	625	76	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1455 S CAMPUS AVE	STE C	ONTARIO	CA	91761	4370	C071	00135	B	625	75	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1455 S CAMPUS AVE	STE B	ONTARIO	CA	91761	4370	C071	00134	B	625	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1455 S CAMPUS AVE	STE A	ONTARIO	CA	91761	4370	C071	00133	B	625	73	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1495 S CAMPUS AVE	STE E	ONTARIO	CA	91761	4368	C071	00132	B	625	77	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1495 S CAMPUS AVE	STE D	ONTARIO	CA	91761	4368	C071	00131	B	625	76	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1495 S CAMPUS AVE	STE C	ONTARIO	CA	91761	4368	C071	00130	B	625	75	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1495 S CAMPUS AVE	STE B	ONTARIO	CA	91761	4368	C071	00129	B	625	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1495 S CAMPUS AVE	STE A	ONTARIO	CA	91761	4368	C071	00128	B	625	73	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1567 S CAMPUS AVE	STE A	ONTARIO	CA	91761	4376	C071	00127	B	625	73	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1567 S CAMPUS AVE	STE B	ONTARIO	CA	91761	4377	C071	00126	B	625	74	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1607 S CAMPUS AVE		ONTARIO	CA	91761	4335	C071	00125	B	625	07	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1633 S CAMPUS AVE		ONTARIO	CA	91761	4335	C071	00124	B	625	33	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1615 S CAMPUS AVE	UNIT B	ONTARIO	CA	91761	4381	C071	00123	A	625	74	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1615 S CAMPUS AVE	UNIT A	ONTARIO	CA	91761	4381	C071	00122	A	625	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1639 S CAMPUS AVE	UNIT B	ONTARIO	CA	91761	4379	C071	00121	B	625	74	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1639 S CAMPUS AVE	UNIT A	ONTARIO	CA	91761	4380	C071	00120	B	625	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1639 S CAMPUS AVE		ONTARIO	CA	91761	4335	C071	00119	B	625	39	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1661 S CAMPUS AVE		ONTARIO	CA	91761	4335	C071	00118	B	625	61	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1705 S CAMPUS AVE		ONTARIO	CA	91761	4346	C071	00117	B	625	05	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1725 S CAMPUS AVE		ONTARIO	CA	91761	4346	C071	00116	B	625	25	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1823 S CAMPUS AVE		ONTARIO	CA	91761	5402	C071	00115	B	625	23	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1833 S CAMPUS AVE		ONTARIO	CA	91761	5402	C071	00114	B	625	33	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1843 S CAMPUS AVE		ONTARIO	CA	91761	5402	C071	00113	B	625	43	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1853 S CAMPUS AVE		ONTARIO	CA	91761	5402	C071	00112	B	625	53	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1863 S CAMPUS AVE		ONTARIO	CA	91761	5402	C071	00111	B	625	63	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1909 S CAMPUS AVE		ONTARIO	CA	91761	5410	C071	00110	B	625	09	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1929 S CAMPUS AVE		ONTARIO	CA	91761	5410	C071	00109	B	625	29	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1939 S CAMPUS AVE		ONTARIO	CA	91761	5410	C071	00108	B	625	39	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1969 S CAMPUS AVE		ONTARIO	CA	91761	5410	C071	00107	B	625	69	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1989 S CAMPUS AVE		ONTARIO	CA	91761	5410	C071	00106	B	625	89	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1999 S CAMPUS AVE		ONTARIO	CA	91761	5410	C071	00105	B	625	99	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1819 S BON VIEW AVE		ONTARIO	CA	91761	5502	C071	00104	B	625	19	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	915 E GREVILLEA CT		ONTARIO	CA	91761	5612	C071	00103	B	625	15	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	945 E GREVILLEA CT		ONTARIO	CA	91761	5612	C071	00102	B	625	45	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	965 E GREVILLEA CT		ONTARIO	CA	91761	5612	C071	00101	B	625	65	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	960 E GREVILLEA CT		ONTARIO	CA	91761	5612	C071	00100	B	625	60	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	940 E GREVILLEA CT		ONTARIO	CA	91761	5612	C071	00099	B	625	40	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1901 S BON VIEW AVE		ONTARIO	CA	91761	5601	C071	00098	B	625	01	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1752 S BON VIEW AVE		ONTARIO	CA	91761	4411	C071	00097	B	625	52	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1742 S BON VIEW AVE		ONTARIO	CA	91761	4411	C071	00096	B	625	42	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1720 S BON VIEW AVE		ONTARIO	CA	91761	4411	C071	00095	B	625	20	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1656 S BON VIEW AVE	STE G	ONTARIO	CA	91761	4419	C071	00094	B	625	79	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1656 S BON VIEW AVE	STE E	ONTARIO	CA	91761	4419	C071	00092	B	625	77	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1656 S BON VIEW AVE	STE D	ONTARIO	CA	91761	4419	C071	00091	B	625	76	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1656 S BON VIEW AVE	STE C	ONTARIO	CA	91761	4419	C071	00090	B	625	75	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1656 S BON VIEW AVE	STE B	ONTARIO	CA	91761	4419	C071	00089	B	625	74	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1656 S BON VIEW AVE	STE A	ONTARIO	CA	91761	4419	C071	00088	B	625	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1652 S BON VIEW AVE		ONTARIO	CA	91761	4409	C071	00087	B	625	52	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1650 S BON VIEW AVE		ONTARIO	CA	91761	4409	C071	00086	B	625	50	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1642 S BON VIEW AVE		ONTARIO	CA	91761	4409	C071	00085	B	625	42	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1640 S BON VIEW AVE		ONTARIO	CA	91761	4409	C071	00084	B	625	40	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1520 S BON VIEW AVE		ONTARIO	CA	91761	4407	C071	00083	B	625	20	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1516 S BON VIEW AVE		ONTARIO	CA	91761	4407	C071	00082	B	625	16	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1514 S BON VIEW AVE		ONTARIO	CA	91761	4407	C071	00081	B	625	14	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1512 S BON VIEW AVE		ONTARIO	CA	91761	4407	C071	00080	C	625	12	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1510 S BON VIEW AVE		ONTARIO	CA	91761	4407	C071	00079	C	625	10	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1458 S BON VIEW AVE		ONTARIO	CA	91761	4405	C071	00078	B	625	58	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1442 S BON VIEW AVE		ONTARIO	CA	91761	4405	C071	00077	B	625	42	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1420 S BON VIEW AVE		ONTARIO	CA	91761	4405	C071	00076	B	625	20	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1380 S BON VIEW AVE		ONTARIO	CA	91761	4403	C071	00075	B	625	80	7	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-071	OCCUPANT	1344 S BON VIEW AVE		ONTARIO	CA	91761	4403	C071	00074	B	625	44	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1304 S BON VIEW AVE		ONTARIO	CA	91761	4403	C071	00073	A	625	04	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1314 S BON VIEW AVE		ONTARIO	CA	91761	4403	C071	00072	A	625	14	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1228 S BON VIEW AVE		ONTARIO	CA	91761	4401	C071	00071	A	625	28	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1224 S BON VIEW AVE		ONTARIO	CA	91761	4401	C071	00070	A	625	24	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1220 S BON VIEW AVE		ONTARIO	CA	91761	4401	C071	00069	A	625	20	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1218 S BON VIEW AVE		ONTARIO	CA	91761	4401	C071	00068	A	625	18	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1214 S BON VIEW AVE		ONTARIO	CA	91761	4401	C071	00067	A	625	14	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	RESIDENT	1210 S BON VIEW AVE		ONTARIO	CA	91761	4401	C071	00066	A	625	10	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1211 S BON VIEW AVE		ONTARIO	CA	91761	4402	C071	00065	B	625	11	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1215 S BON VIEW AVE		ONTARIO	CA	91761	4402	C071	00064	B	625	15	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1219 S BON VIEW AVE		ONTARIO	CA	91761	4402	C071	00063	B	625	19	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1225 S BON VIEW AVE		ONTARIO	CA	91761	4402	C071	00062	B	625	25	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1333 S BON VIEW AVE		ONTARIO	CA	91761	4404	C071	00061	B	625	33	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1425 S BON VIEW AVE		ONTARIO	CA	91761	4406	C071	00060	B	625	25	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1501 S BON VIEW AVE		ONTARIO	CA	91761	4408	C071	00059	B	625	01	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1501 S BON VIEW AVE	STE A	ONTARIO	CA	91761	4408	C071	00058	B	625	01	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1515 S BON VIEW AVE		ONTARIO	CA	91761	4408	C071	00057	B	625	15	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1525 S BON VIEW AVE		ONTARIO	CA	91761	4408	C071	00056	B	625	25	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1687 S BON VIEW AVE		ONTARIO	CA	91761	4409	C071	00055	B	625	87	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1701 S BON VIEW AVE		ONTARIO	CA	91761	4412	C071	00054	B	625	01	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1703 S BON VIEW AVE	STE 206	ONTARIO	CA	91761	4425	C071	00053	B	625	56	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1703 S BON VIEW AVE	STE 205	ONTARIO	CA	91761	4425	C071	00052	B	625	55	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1703 S BON VIEW AVE	STE 204	ONTARIO	CA	91761	4425	C071	00051	B	625	54	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1703 S BON VIEW AVE	STE 203	ONTARIO	CA	91761	4425	C071	00050	B	625	53	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1703 S BON VIEW AVE	STE 202	ONTARIO	CA	91761	4425	C071	00049	B	625	52	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1703 S BON VIEW AVE	STE 201	ONTARIO	CA	91761	4425	C071	00048	B	625	51	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1705 S BON VIEW AVE		ONTARIO	CA	91761	4412	C071	00047	B	625	05	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1707 S BON VIEW AVE		ONTARIO	CA	91761	4412	C071	00046	B	625	07	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1715 S BON VIEW AVE		ONTARIO	CA	91761	4410	C071	00045	B	625	15	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1745 S BON VIEW AVE		ONTARIO	CA	91761	4410	C071	00044	B	625	45	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1702 S CUCAMONGA AVE		ONTARIO	CA	91761	4511	C071	00043	B	625	02	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1420 S CUCAMONGA AVE		ONTARIO	CA	91761	4509	C071	00042	B	625	20	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1410 S CUCAMONGA AVE		ONTARIO	CA	91761	4509	C071	00041	B	625	10	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1406 S CUCAMONGA AVE		ONTARIO	CA	91761	4509	C071	00040	B	625	06	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1058 E ACACIA ST		ONTARIO	CA	91761	4553	C071	00039	B	625	58	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1028 E ACACIA ST		ONTARIO	CA	91761	4553	C071	00037	B	625	28	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1017 E ACACIA ST		ONTARIO	CA	91761	4554	C071	00035	B	625	17	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1027 E ACACIA ST		ONTARIO	CA	91761	4554	C071	00034	B	625	27	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1047 E ACACIA ST		ONTARIO	CA	91761	4554	C071	00033	B	625	47	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1057 E ACACIA ST		ONTARIO	CA	91761	4554	C071	00032	B	625	57	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1310 S CUCAMONGA AVE		ONTARIO	CA	91761	4507	C071	00031	B	625	10	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1240 S CUCAMONGA AVE		ONTARIO	CA	91761	4505	C071	00030	B	625	40	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1000 S CUCAMONGA AVE		ONTARIO	CA	91761	3461	C071	00029	B	625	00	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1383 S CUCAMONGA AVE		ONTARIO	CA	91761	4507	C071	00028	B	625	83	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1429 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00027	B	625	29	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1427 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00026	B	625	27	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1425 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00025	B	625	25	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1423 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00024	B	625	23	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1421 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00023	B	625	21	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1409 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00022	B	625	09	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1407 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00021	B	625	07	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1405 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00020	B	625	05	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1435 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00019	B	625	35	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1439 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00018	B	625	39	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1443 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00017	B	625	43	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1459 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00016	B	625	59	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1455 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00015	B	625	55	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1451 S CUCAMONGA AVE		ONTARIO	CA	91761	4510	C071	00014	B	625	51	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1555 S CUCAMONGA AVE		ONTARIO	CA	91761	4512	C071	00013	B	625	55	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1601 S CUCAMONGA AVE		ONTARIO	CA	91761	4514	C071	00012	B	625	01	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1621 S CUCAMONGA AVE		ONTARIO	CA	91761	4514	C071	00011	B	625	21	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1111 E LOCUST ST		ONTARIO	CA	91761	4538	C071	00010	B	625	11	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1131 E LOCUST ST		ONTARIO	CA	91761	4538	C071	00009	B	625	31	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1620 S MARIGOLD AVE		ONTARIO	CA	91761	4551	C071	00008	B	625	20	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1602 S MARIGOLD AVE		ONTARIO	CA	91761	4551	C071	00007	B	625	02	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1621 S MARIGOLD AVE		ONTARIO	CA	91761	4552	C071	00006	B	625	21	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1631 S MARIGOLD AVE		ONTARIO	CA	91761	4552	C071	00005	B	625	31	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1140 E LOCUST ST		ONTARIO	CA	91761	4537	C071	00004	B	625	40	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1130 E LOCUST ST		ONTARIO	CA	91761	4537	C071	00003	B	625	30	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1120 E LOCUST ST		ONTARIO	CA	91761	4537	C071	00002	B	625	20	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-071	OCCUPANT	1110 E LOCUST ST		ONTARIO	CA	91761	4537	C071	00001	B	625	10	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	418 E ACACIA ST		ONTARIO	CA	91761	4224	C043	00564	A	558	18	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	416 E ACACIA ST	APT 11	ONTARIO	CA	91761	4268	C043	00563	A	558	11	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	416 E ACACIA ST	APT 10	ONTARIO	CA	91761	4268	C043	00562	A	558	10	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	416 E ACACIA ST	APT 9	ONTARIO	CA	91761	4268	C043	00561	A	558	09	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	416 E ACACIA ST	APT 8	ONTARIO	CA	91761	4268	C043	00560	A	558	08	8	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-043	RESIDENT	130 E ACACIA ST	APT 3	ONTARIO	CA	91761	4257	C043	00482	A	558	03	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	130 E ACACIA ST	APT 2	ONTARIO	CA	91761	4257	C043	00481	A	558	02	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	130 E ACACIA ST	APT 1	ONTARIO	CA	91761	4257	C043	00480	A	558	01	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	122 E ACACIA ST		ONTARIO	CA	91761	4217	C043	00479	A	558	22	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	118 E ACACIA ST		ONTARIO	CA	91761	4217	C043	00478	A	558	18	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	112 E ACACIA ST		ONTARIO	CA	91761	4217	C043	00477	A	558	12	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	106 E ACACIA ST		ONTARIO	CA	91761	4217	C043	00476	A	558	06	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	115 E ACACIA ST		ONTARIO	CA	91761	4218	C043	00475	A	558	15	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	123 E ACACIA ST		ONTARIO	CA	91761	4218	C043	00474	A	558	23	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	129 E ACACIA ST		ONTARIO	CA	91761	4218	C043	00473	A	558	29	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	201 E ACACIA ST		ONTARIO	CA	91761	4221	C043	00472	A	558	01	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	201 E ACACIA ST	APT A	ONTARIO	CA	91761	4281	C043	00471	A	558	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	203 E ACACIA ST		ONTARIO	CA	91761	4221	C043	00470	A	558	03	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	205 E ACACIA ST		ONTARIO	CA	91761	4221	C043	00469	A	558	05	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	207 E ACACIA ST	REAR	ONTARIO	CA	91761	4289	C043	00468	A	558	99	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	207 E ACACIA ST	FRNT	ONTARIO	CA	91761	4288	C043	00467	A	558	99	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	211 E ACACIA ST		ONTARIO	CA	91761	4221	C043	00466	A	558	11	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	221 E ACACIA ST		ONTARIO	CA	91761	4221	C043	00464	A	558	21	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	227 E ACACIA ST		ONTARIO	CA	91761	4221	C043	00463	A	558	27	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	231 E ACACIA ST		ONTARIO	CA	91761	4221	C043	00462	A	558	31	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	237 E ACACIA ST		ONTARIO	CA	91761	4221	C043	00461	A	558	37	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	301 E ACACIA ST		ONTARIO	CA	91761	4223	C043	00460	A	558	01	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	303 E ACACIA ST		ONTARIO	CA	91761	4223	C043	00459	A	558	03	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	309 E ACACIA ST		ONTARIO	CA	91761	4223	C043	00458	A	558	09	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	313 E ACACIA ST		ONTARIO	CA	91761	4223	C043	00457	A	558	13	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	313 1/2 E ACACIA ST		ONTARIO	CA	91761	4223	C043	00456	A	558	13	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	313 E ACACIA ST	APT A	ONTARIO	CA	91761	4284	C043	00455	A	558	73	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	313 E ACACIA ST	APT B	ONTARIO	CA	91761	4280	C043	00454	A	558	74	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	317 E ACACIA ST		ONTARIO	CA	91761	4223	C043	00453	A	558	17	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	323 E ACACIA ST		ONTARIO	CA	91761	4223	C043	00452	A	558	23	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	329 E ACACIA ST	FRNT	ONTARIO	CA	91761	4270	C043	00451	A	558	99	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	329 E ACACIA ST	APT F	ONTARIO	CA	91761	4255	C043	00450	A	558	78	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	329 E ACACIA ST	APT E	ONTARIO	CA	91761	4255	C043	00449	A	558	77	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	329 E ACACIA ST	APT D	ONTARIO	CA	91761	4255	C043	00448	A	558	76	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	329 E ACACIA ST	APT C	ONTARIO	CA	91761	4255	C043	00447	A	558	75	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	329 E ACACIA ST	APT B	ONTARIO	CA	91761	4255	C043	00446	A	558	74	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	329 E ACACIA ST	APT A	ONTARIO	CA	91761	4255	C043	00445	A	558	73	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	403 E ACACIA ST		ONTARIO	CA	91761	4225	C043	00444	A	558	03	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	403 E ACACIA ST	APT H	ONTARIO	CA	91761	4256	C043	00443	A	558	80	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	403 E ACACIA ST	APT G	ONTARIO	CA	91761	4256	C043	00442	A	558	79	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	403 E ACACIA ST	APT F	ONTARIO	CA	91761	4256	C043	00441	A	558	78	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	403 E ACACIA ST	APT E	ONTARIO	CA	91761	4256	C043	00440	A	558	77	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	403 E ACACIA ST	APT D	ONTARIO	CA	91761	4256	C043	00439	A	558	76	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	403 E ACACIA ST	APT C	ONTARIO	CA	91761	4256	C043	00438	A	558	75	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	403 E ACACIA ST	APT B	ONTARIO	CA	91761	4256	C043	00437	A	558	74	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	403 E ACACIA ST	APT A	ONTARIO	CA	91761	4256	C043	00436	A	558	73	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	419 E ACACIA ST		ONTARIO	CA	91761	4225	C043	00435	A	558	19	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	417 E ACACIA ST	APT B	ONTARIO	CA	91761	4267	C043	00434	A	558	74	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	417 E ACACIA ST	APT A	ONTARIO	CA	91761	4267	C043	00433	A	558	73	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	417 E ACACIA ST	FRNT	ONTARIO	CA	91761	4271	C043	00432	A	558	99	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	411 E ACACIA ST	APT D	ONTARIO	CA	91761	4254	C043	00431	A	558	76	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	411 E ACACIA ST	APT C	ONTARIO	CA	91761	4254	C043	00430	A	558	75	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	411 E ACACIA ST	APT B	ONTARIO	CA	91761	4254	C043	00429	A	558	74	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	411 E ACACIA ST	APT A	ONTARIO	CA	91761	4254	C043	00428	A	558	73	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	411 E ACACIA ST	FRNT	ONTARIO	CA	91761	4269	C043	00427	A	558	99	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	409 E ACACIA ST		ONTARIO	CA	91761	4225	C043	00426	A	558	09	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	425 E ACACIA ST		ONTARIO	CA	91761	4225	C043	00425	A	558	25	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1758 S PLEASANT AVE		ONTARIO	CA	91761	4361	C043	00424	A	558	58	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1754 S PLEASANT AVE		ONTARIO	CA	91761	4361	C043	00423	A	558	54	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1750 S PLEASANT AVE		ONTARIO	CA	91761	4361	C043	00422	A	558	50	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1746 S PLEASANT AVE		ONTARIO	CA	91761	4361	C043	00421	A	558	46	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1740 S PLEASANT AVE		ONTARIO	CA	91761	4361	C043	00420	A	558	40	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1736 S PLEASANT AVE		ONTARIO	CA	91761	4326	C043	00419	A	558	36	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1730 S PLEASANT AVE		ONTARIO	CA	91761	4326	C043	00418	A	558	30	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1724 S PLEASANT AVE		ONTARIO	CA	91761	4326	C043	00417	A	558	24	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1720 S PLEASANT AVE		ONTARIO	CA	91761	4326	C043	00416	A	558	20	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1712 S PLEASANT AVE		ONTARIO	CA	91761	4326	C043	00415	A	558	12	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1708 S PLEASANT AVE		ONTARIO	CA	91761	4326	C043	00414	A	558	08	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1702 S PLEASANT AVE		ONTARIO	CA	91761	4326	C043	00413	A	558	02	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1662 S PLEASANT AVE		ONTARIO	CA	91761	4324	C043	00412	A	558	62	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1658 S PLEASANT AVE		ONTARIO	CA	91761	4324	C043	00411	A	558	58	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1652 S PLEASANT AVE		ONTARIO	CA	91761	4324	C043	00410	A	558	52	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1648 S PLEASANT AVE		ONTARIO	CA	91761	4324	C043	00409	A	558	48	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1642 S PLEASANT AVE		ONTARIO	CA	91761	4324	C043	00408	A	558	42	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1636 S PLEASANT AVE		ONTARIO	CA	91761	4324	C043	00407	A	558	36	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1630 S PLEASANT AVE		ONTARIO	CA	91761	4324	C043	00406	A	558	30	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1626 S PLEASANT AVE		ONTARIO	CA	91761	4324	C043	00405	A	558	26	5	ONTARIO INTL AIRPORT

OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
*****ECRWSS**C-043	RESIDENT	1714 S MIRAMONTE AVE		ONTARIO	CA	91761	4343	C043	00172	A	558	14	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1710 S MIRAMONTE AVE		ONTARIO	CA	91761	4343	C043	00171	A	558	10	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1704 S MIRAMONTE AVE		ONTARIO	CA	91761	4343	C043	00170	A	558	04	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1703 S MIRAMONTE AVE		ONTARIO	CA	91761	4344	C043	00169	A	558	03	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1707 S MIRAMONTE AVE		ONTARIO	CA	91761	4344	C043	00168	A	558	07	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1715 S MIRAMONTE AVE		ONTARIO	CA	91761	4344	C043	00167	A	558	15	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1721 S MIRAMONTE AVE		ONTARIO	CA	91761	4344	C043	00166	A	558	21	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1727 S MIRAMONTE AVE		ONTARIO	CA	91761	4344	C043	00165	A	558	27	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1733 S MIRAMONTE AVE		ONTARIO	CA	91761	4344	C043	00164	A	558	33	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1739 S MIRAMONTE AVE		ONTARIO	CA	91761	4344	C043	00163	A	558	39	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1745 S MIRAMONTE AVE		ONTARIO	CA	91761	4344	C043	00162	A	558	45	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1751 S MIRAMONTE AVE		ONTARIO	CA	91761	4344	C043	00161	A	558	51	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	1757 S MIRAMONTE AVE		ONTARIO	CA	91761	4344	C043	00160	A	558	57	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	1851 S CUCAMONGA AVE		ONTARIO	CA	91761	4601	C043	00159	B	558	51	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	1991 S CUCAMONGA AVE		ONTARIO	CA	91761	5606	C043	00158	B	558	91	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	2035 S CUCAMONGA AVE		ONTARIO	CA	91761	5608	C043	00157	B	558	35	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	2091 S CUCAMONGA AVE		ONTARIO	CA	91761	5608	C043	00156	B	558	91	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	2115 S CUCAMONGA AVE		ONTARIO	CA	91761	5610	C043	00155	B	558	15	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	2120 S CUCAMONGA AVE		ONTARIO	CA	91761	5609	C043	00154	A	558	20	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	2125 S CUCAMONGA AVE		ONTARIO	CA	91761	5610	C043	00153	A	558	25	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	2131 S CUCAMONGA AVE		ONTARIO	CA	91761	5610	C043	00152	A	558	31	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	2130 S CUCAMONGA AVE		ONTARIO	CA	91761	5609	C043	00151	A	558	30	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	2136 S CUCAMONGA AVE		ONTARIO	CA	91761	5609	C043	00150	B	558	36	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	2141 S CUCAMONGA AVE		ONTARIO	CA	91761	5610	C043	00149	A	558	41	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	2155 S CUCAMONGA AVE		ONTARIO	CA	91761	5610	C043	00148	B	558	55	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	RESIDENT	2159 S CUCAMONGA AVE		ONTARIO	CA	91761	5610	C043	00147	A	558	59	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	2080 S CUCAMONGA AVE		ONTARIO	CA	91761	5607	C043	00145	B	558	80	0	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	2009 S CUCAMONGA AVE		ONTARIO	CA	91761	5608	C043	00144	B	558	09	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	2010 S CUCAMONGA AVE		ONTARIO	CA	91761	5607	C043	00143	B	558	10	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	1990 S CUCAMONGA AVE		ONTARIO	CA	91761	5605	C043	00142	B	558	90	1	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	952 E FRANCIS ST		ONTARIO	CA	91761	5630	C043	00141	B	558	52	5	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	936 E FRANCIS ST	STE B	ONTARIO	CA	91761	5683	C043	00140	B	558	74	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	936 E FRANCIS ST	STE A	ONTARIO	CA	91761	5683	C043	00139	B	558	73	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	926 E FRANCIS ST		ONTARIO	CA	91761	5630	C043	00138	B	558	26	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	907 E FRANCIS ST		ONTARIO	CA	91761	5631	C043	00137	B	558	07	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	921 E FRANCIS ST		ONTARIO	CA	91761	5631	C043	00136	B	558	21	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	939 E FRANCIS ST		ONTARIO	CA	91761	5631	C043	00135	B	558	39	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	1055 E FRANCIS ST		ONTARIO	CA	91761	5633	C043	00131	B	558	55	9	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	1175 E FRANCIS ST		ONTARIO	CA	91761	4602	C043	00130	B	558	75	2	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	1190 E FRANCIS ST		ONTARIO	CA	91761	5658	C043	00129	B	558	90	3	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	1180 E FRANCIS ST	STE H	ONTARIO	CA	91761	4802	C043	00128	B	558	80	4	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	1180 E FRANCIS ST	STE G	ONTARIO	CA	91761	4802	C043	00127	B	558	79	6	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	1180 E FRANCIS ST	STE F	ONTARIO	CA	91761	4802	C043	00126	B	558	78	7	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	1180 E FRANCIS ST	STE E	ONTARIO	CA	91761	4802	C043	00125	B	558	77	8	ONTARIO INTL AIRPORT
*****ECRWSS**C-043	OCCUPANT	1180 E FRANCIS ST	STE D	ONTARIO	CA	91761	4802	C043	00124	B	558	76	9	ONTARIO INTL AIRPORT
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OWNERS / OCCUPANTS RADIUS LIST
ONTARIO AIRPORT SOUTH AIRPORT CARGO CENTER PROJECT

Endorsement	Primary Salutation	Address 1	Address 2	City	St	ZIP	ZIP4	CRRT	WalkS	B	RouteCount	BC	C	Listcode
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APPENDIX 3.0

Wildlife Hazard Management Plan

**ONTARIO INTERNATIONAL AIRPORT (ONT)
WILDLIFE HAZARD MANAGEMENT PLAN**

Developed by:

**ONTARIO INTERNATIONAL AIRPORT AUTHORITY
SAN BERNARDINO COUNTY, CALIFORNIA**

**1923 East Avion Street
Ontario, CA 91761**

In Cooperation with:

**U.S. Department of Agriculture
Animal and Plant Health Inspection Service
Wildlife Services**

**3419A Arden Way
Sacramento, CA 95825**

May 2016

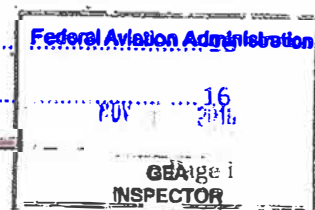


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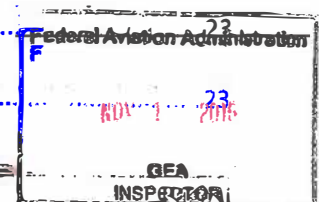


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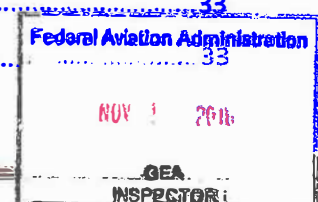
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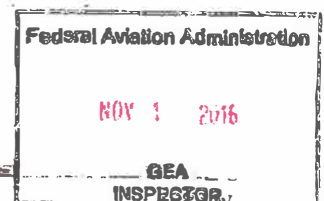
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EXECUTIVE SUMMARY

Pursuant to CFR Title 14 Part 139.337(f), Ontario International Airport (ONT) developed this Wildlife Hazard Management Plan (WHMP) in cooperation with the U.S. Department of Agriculture's Wildlife Services (USDAWS) program to replace the earlier Wildlife Hazard Management Plan (2004), currently in place and approved by the FAA. This plan will be reviewed periodically by the Wildlife Hazard Working Group and will be updated if circumstances merit. All changes made to the WHMP will be sent to the FAA for approval.

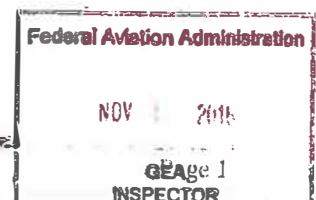
The plan places emphasis on identification and abatement of wildlife hazards within the airfield environment. Additional wildlife attractants (e.g., lakes, ponds, landfills, etc.) within 5 miles of the airfield are also addressed, since they could potentially attract wildlife in a manner that could jeopardize the safety of air traffic operating into and out of ONT.

ONT will take appropriate measures to identify and mitigate wildlife hazards whenever they are detected or whenever airport management has been advised that hazardous conditions exist. The plan outlines steps for monitoring, documenting, and reporting potential wildlife hazards and strikes at ONT. Protocols for responding to hazardous wildlife situations are presented, including roles and responsibilities of airport personnel. Wildlife control procedures for birds and mammals are also discussed.

Habitat on and around the airfield will be managed in a manner that is non-conducive to hazardous wildlife, and the plan outlines priorities for habitat management, including target dates for completion.

Most wildlife is afforded some type of protection under state or federal regulations; therefore, special permits may be required for their control. The plan outlines laws and regulations governing the harassment or taking of various types of wildlife. ONT's permit status for each type of wildlife is presented in tabular format, and a copy of the federal migratory bird depredation permit is included as an appendix to the plan.

ONT will maintain an adequate supply of resources for dispersing and controlling wildlife, including one or more of the following: frightening devices (e.g., pyrotechnics, vehicles, pellet rifles), and wildlife restraint equipment (e.g., traps, catch poles.) ONT Airport Operations personnel shall be trained to properly identify wildlife and apply wildlife deterrent equipment in a safe and efficient manner, as outlined in this plan.



PREFACE

This Wildlife Hazard Management Plan was written to fulfill the requirements of CFR Title 14 Part 139.337(f) (1) for ONT. This plan is intended specifically for the Airport's use to monitor and reduce wildlife hazards.

DISTRIBUTION OF WILDLIFE HAZARD MANAGEMENT PLAN

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Stephanie Sosa Wildlife Coordinator Airside Operations Manager Phone: 909-544-5347	Ontario International Airport 1923 East Avion Street Operations Office Ontario, CA 91761
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Federal Aviation
Administration Western Pacific
Region

APPROVED

Dec 16 2020

JAB
Inspector

TABLE OF REVISIONS

This Wildlife Hazard Management Plan is incorporated into ONT's Airport Certification Manual. The bottom of each page contains a date in the footer, which is the date that the particular page was printed. The latest dated page will be the most current for the policy. The master document is contained in the offices of the Manager of Airside Operations. A copy is also available in the offices of the Airport CEO. Revisions to this plan will be recorded on the revision page below.

DATE	PAGE	REVISION
03/10/2015	Whole WHMP	Replaced 2004 version of ONT WHMP
07/15/2016	Whole WHMP	Replaced March, 2015 version of WHMP to reflect change from Los Angeles World Airports (LAWA) to Ontario International Airport Authority (OIAA).
01/20/2017	Signature Page 2	Signed by Elizabeth Herrmann, new representative from USDA for ONT.
01/20/2017	Distribution Page 3	Contact Information for Elizabeth Herrmann, new representative from USDA for ONT
03/31/2020	Signature Page 2	Signatories updated
03/31/2020	Distribution Page 3	Names and contact information updated
03/31/2020	Page 8	Designated title change from Airport Manager to Manager of Airside Operations
03/31/2020	Page 11	Designated title changes from Airport Manager to Manager of Airside Operations and Airfield Landscape Maintenance Supervisor to Airfield Maintenance Manager
03/31/2020	Page 12	Designated title changes from Airport Operations, Facilities Repair and Maintenance to Airfield Maintenance Manager
03/31/2020	Page 13	Update to Swainson's Hawk
03/31/2020	Page 16	Designated title change from Airport Manager to Manager of Airside Operations
03/31/2020	Page 26	Update to 4.9.2 Eagle Permits inclusion of bald eagle
03/31/2020	Page 28	Update to paragraph one – inclusion of bald eagle
03/31/2020	Page 31	Update to 5.3 supplies in Operations office
03/31/2020	Page 33	Designated title change from Airport Operations Superintendents to Airside Operations Specialists
03/31/2020	Page 34	Update to 6.5 and 6.6
03/31/2020	Page 35	Designated title change from Airport Operations Superintendents to Airside Operations Specialists
03/31/2020	Page 41-42	Update to addresses and phone contacts

11/06/20	Page 3	Name Change to Maintenance Manager
11/06/20	Page 5	Additional Revision page
11/06/20	Page 6	Intentionally Blank – replaced by List of Acronyms

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LIST OF ACRONYMS

ADO	Airports District Office
AGL	Above Ground Level
ATCT	Air Traffic Control Tower
ATIS	Automated Terminal Information Service
CFR	Code of Federal Regulations
FAA	Federal Aviation Administration
MBTA	Migratory Bird Treaty Act
NOTAM	Notice to Airmen
ONT	Ontario International Airport
SIDA	Security Identification Display Area
USFWS	United States Fish and Wildlife Service
WHMP	Wildlife Hazard Management Plan
WHWG	Wildlife Hazard Working Group
WS	Wildlife Services

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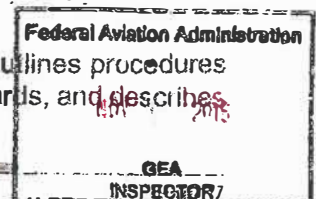
1 INTRODUCTION

1.1 OVERVIEW

Wildlife Hazard Management Plans (WHMPs) address the responsibilities, policies, and procedures necessary to reduce wildlife hazards at airports. Recognizing the potential hazards wildlife pose to aircraft and human lives, the Federal Aviation Administration (FAA) requires airports that incur bird-aircraft strikes to implement a WHMP according to Code of Federal Regulations (CFR) Title 14 Part 139.337(f). A complete copy of Part 139.337 is attached as Appendix A. The WHMP must include seven required components according to CFR Title 14 Part 139.337(f). Each of these components is sequentially represented as a separate chapter in this document. These required categories are as follows:

- (f) The plan must include at least the following:
- (1) A list of the individuals having authority and responsibility for implementing each aspect of the plan.
 - (2) A list prioritizing the following actions identified in the wildlife hazard assessment and target dates for their initiation and completion:
 - (i) Wildlife population management
 - (ii) Habitat modification; and
 - (iii) Land use changes.
 - (3) Requirements for and, where applicable, copies of local, State, and Federal wildlife control permits.
 - (4) Identification of resources that the certificate holder will provide to implement the plan.
 - (5) Procedures to be followed during air carrier operations that at a minimum includes—
 - (i) Designation of personnel responsible for implementing the procedures;
 - (ii) Provisions to conduct physical inspections of the aircraft movement areas and other areas critical to successfully manage known wildlife hazards before air carrier operations begin;
 - (iii) Wildlife hazard control measures; and
 - (iv) Ways to communicate effectively between personnel conducting wildlife control or observing wildlife hazards and the air traffic control tower.
 - (6) Procedures to review and evaluate the wildlife hazard management plan every 12 consecutive months or following an event described in paragraphs (b)(1), (b)(2), and (b)(3) of this section, including:
 - (i) The plan's effectiveness in dealing with known wildlife hazards on and in the airport's vicinity and
 - (ii) Aspects of the wildlife hazards described in the wildlife hazard assessment that should be reevaluated.
 - (7) A training program conducted by a qualified wildlife damage management biologist to provide airport personnel with the knowledge and skills needed to successfully carry out the wildlife hazard management plan required by paragraph (d) of this section.

In addition to the requirements stated above, CFR Title 14 Part 139.337(g) outlines procedures and personnel responsibilities for notification regarding new or immediate hazards, and describes



the rapid response procedures for addressing new or immediate wildlife hazards. Section (g) is extremely important because it allows the WHMP to be promptly modified and updated to address new situations or changing circumstances. To augment compliance with CFR Title 14 Part 139.337(f), the FAA issued a Cert Alert (No. 97-09 [see Appendix B]) to provide guidance to airports in developing their plans. This Cert Alert contains a sample outline that was followed in the development of this plan.

1.2 PROBLEM SPECIES

The species generally considered to present the greatest threats to aviation at Ontario International Airport (ONT) are birds of relatively large size, or having flocking tendencies, such as waterfowl, gulls, pigeons, starlings, and raptors. Mammals such as coyotes, foxes, squirrels, and feral cats and dogs, which are attractants to other species, may also present an extreme hazard. Juvenile animals and migratory species may also pose higher risks for aviation because of their general unfamiliarity with the airport environment.

1.3 PURPOSE AND SCOPE

Enhancing safe air carrier operations is a primary objective of the Manager of Airside Operations. Accomplishing this objective entails careful monitoring of all aspects of arriving and departing aircraft in the vicinity of ONT, including potential wildlife hazards on and around the airport. As part of its safety efforts, ONT maintains a WHMP according to CFR Title 14 Part 139.337(f) to address potential wildlife hazards at ONT and surrounding areas, with a particular emphasis on hazards within approximately 2 miles of the airfield (see Appendix G).

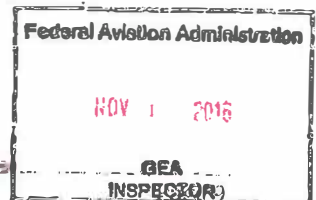
It is important to note that Part 139.337(g) underscores the need for a flexible plan that can be quickly adapted to changing circumstances. In some rare cases, however, immediate actions may be necessary that are not addressed in this plan to ensure the safety of airport users. This plan provides ONT with the discretion and capability to respond to these situations, while providing guidance for compliance with applicable federal, state, and municipal laws or regulations. The latitude afforded ONT management when administering this plan is discussed in 14 CFR Part 139.113, which states that:

"In emergency conditions requiring immediate action for the protection of life or property, the certificate holder may deviate from any requirement of Subpart D of this part, or the Airport Certification Manual, to the extent required to meet that emergency. Each certificate holder who deviates from a requirement under this paragraph must, within 14 days after the emergency, notify the Regional Airports Division Manager of the nature, extent, and duration of the deviation. When requested by the Regional Airports Division Manager, the certificate holder must provide this notification in writing."

And, covered on the Federal permit (Appendix X) which also includes an emergency clause:

"In case of bona fide emergencies, you are authorized to kill any migratory bird* within runway and safety areas, using shotguns not larger than 10 gauge. You may take additional numbers of the species identified above (in permit), and other species listed in 50 CFR 10.13 under this Condition. However, if you kill birds under this Condition, you must submit a written report to the Federal issuing office within seven (7) days. Information required includes the date taken, and the species and numbers of each. *Exception: You may not take federally endangered or threatened species listed in 50 CFR 17.11."

This plan will be valid until ONT management or FAA determines that the plan should be updated due to changed conditions or new needs for action. The plan will be reviewed at least annually to ensure it still pertains to current, existing conditions, but it may also be reviewed more often if situations arise or hazards exist that merit evaluation.



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2 AUTHORITY

139.337(f) (1) The persons who have authority and responsibility for implementing each aspect of the plan.

Ontario International's Manager of Airside Operations has the authority and responsibility of designating a Wildlife Coordinator to implement the WHMP. Each department and associated agencies have responsibilities outlined in the WHMP and must incorporate them into their programs. Clear communication among airport personnel is essential for the WHMP to succeed. Personnel working at the airport will communicate resource needs, recommendations, and progress to the designated Wildlife Coordinator. The Manager of Airside Operations will ensure that the WHMP is approved by the FAA and that the WHMP and amendments comply with Federal, state and local laws and regulations.

2.1 WILDLIFE HAZARD WORKING GROUP (WHWG)

The Wildlife Hazard Working Group is responsible for reviewing the WHMP, as it relates to each member's respective departmental duties on at least an annual basis. In addition, the group will monitor activities, status, and make recommendations to the Wildlife Coordinator, who will in-turn review and grant approval if satisfied with the progress of the WHMP. The working group will meet once a year, with intermittent meetings when necessary.

The Wildlife Hazard Working Group will be represented by:

- Manager of Airside Operations
- Wildlife Coordinator (Airside Operations)
- Environmental and Land Use Planning Division
- Airfield Maintenance Manager
- FAA Airport Certification Safety Inspector
- Wildlife Biologist (USDA/WS)
- ONT Air Traffic Control Tower (ATCT)

2.2 PERSONS RESPONSIBLE FOR IMPLEMENTING THE PLAN

2.2.1 MANAGER OF AIRSIDE OPERATIONS:

- Supervise, coordinate, and monitor wildlife control activities as outlined in the WHMP.
- Update the WHMP as necessary.
- Disseminate information and assignments through the Wildlife Hazard Working Group.
- Pre-approve and coordinate landscape changes beforehand with the Wildlife Coordinator and/or Biologist to ensure wildlife attractants are prevented.
- Provide public relations support for wildlife control activities as necessary.

2.2.2 WILDLIFE COORDINATOR - Establish Wildlife Hazard Working Group for ONT

- Alleviate all attractants deemed an imminent hazard and, if necessary, coordinate a runway closure to remedy wildlife hazards.
- Coordinate the issuance of Notices to Airmen (NOTAM). In addition, have the Air Traffic Control Tower (ATCT) advise pilots on ATIS.
- Insure only properly trained and badged wildlife control personnel operate on the AOA in accordance with FAA regulations (e.g., SIDA). Such training includes radio communications, driving on the AOA, and safe use of firearms and pyrotechnics.
- Provide public relations support for wildlife control activities as necessary.
- Monitor facilities and tenant concerns for wildlife problems.

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- Keep a log of all wildlife strikes and control actions and forward reports to FAA as necessary.
- Make wildlife strike report forms (FAA form 5200-7 [Appendix E]) readily available to operations and pilots and encourage submission of the forms to the appropriate governmental agencies and wildlife control personnel.
- Ensure wildlife attractants are reduced through habitat modifications. Work with airport maintenance to alter wildlife habitat as needed.
- Review all plans involving changes in land use or new airport structures/facilities to avoid inadvertently attracting wildlife to the area and consult with a wildlife biologist if necessary.
- Conduct frequent physical inspections of areas critical to wildlife hazard management.
- Obtain depredation permits to control migratory birds, and if necessary, mammals, from Federal or state wildlife agencies.

2.2.3 AIRSIDE MAINTENANCE MANAGER

- Log all known wildlife strikes on form FAA 5200-7 (Appendix E) and forward the forms to the Wildlife Coordinator and/or Biologist.
- Warn the air traffic control tower and pilots of known wildlife hazards.
- Ensure wildlife-attracting refuse does not accumulate in fields and ditches on the airport.
- Inspect critical areas for wildlife activity and strikes and maintain a record of the action, even if no wildlife was present.
- Harass wildlife from critical areas when appropriate as outlined in Chapter 6.
- Record all wildlife activity or animals dispersed or shot on the "Daily Wildlife Activity Report" (Appendix F), and report to the Wildlife Coordinator.
- Maintain ditches, channels and fields to ensure that water flows, thereby avoiding pooling and accumulation of refuse on the airport.
- Assist with or contract out habitat modifications addressed in the Wildlife Hazard Assessment (WHA), such as vegetation maintenance along ditches, brush removal, and tree pruning.
- Install and maintain netting or wire grids over ponds, ditches, and other water areas as determined necessary by the Wildlife Coordinator.
- Maintain the perimeter fence line to exclude large mammals such as feral dogs and coyotes.
- Pick up all trash and debris on the airfield. Maintain trash and recycle collection areas.
- Minimize pooling formed by rain on paved and unpaved areas; grade or drain if necessary.
- Assist with wildlife control activities involving field rodents, rabbits, and bird abatement, and other programs.
- Inform Wildlife Coordinator of rodents and other wildlife found in and around buildings.
- Rodent/bird-proof buildings, dumpsters, and other refuse containers to the extent feasible.

2.2.4 ENVIRONMENTAL AND LAND USE PLANNING DIVISION

- Review designs of new structures/facilities with a Wildlife Biologist during the planning stages for input on designs that are unattractive to wildlife.
- Involve a Wildlife Biologist with land use planning and mitigation efforts.

2.2.5 FEDERAL AVIATION ADMINISTRATION (FAA)

- Assist ONT in reviewing proposed land use changes, construction plans, and mitigation projects for potential wildlife hazards to aircraft.
- Review changes or edits to the WHMP.

2.2.6 WILDLIFE BIOLOGIST (USDAWS)

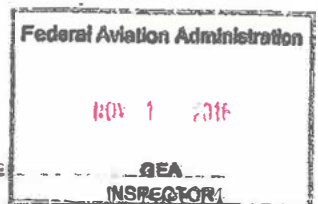
- Assist ONT personnel in monitoring the airport environment for wildlife hazards, taking corrective action, if necessary, and record and submit all findings to the Wildlife Coordinator.
- Inform and advise the Airport Wildlife Coordinator of wildlife management activities, habitat modification needs and imminent wildlife hazards
- Train airport personnel in the safe handling and proper use of wildlife dispersal methods, firearms, and equipment.
- Coordinate wildlife control activities with state and Federal wildlife agencies and municipal law enforcement.
- Assist ONT in reviewing proposed land use changes, construction plans, and mitigation projects for potential wildlife hazards to aircraft.
- Provide operational assistance to ONT to control birds and mammals deemed hazardous by ONT and WS.

2.2.7 ONT AIR TRAFFIC CONTROL TOWER (ATCT)

- Assist USDAWS and ONT operations personnel by notifying the wildlife biologist and airfield operations of wildlife hazards on the airfield, wildlife strikes reported to the ATCT by aircrews.



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3 HABITAT MANAGEMENT

139.337(f) (2) A list prioritizing the following actions identified in the wildlife hazard assessment and target dates for their initiation and completion:

- (i) Wildlife population management**
- (ii) Habitat modification; and**
- (iii) Land use changes.**

3.1 1139.337(f) (2) (i) Wildlife Population Management

Habitat management provides the most effective long term remedial measure for reducing wildlife hazards on, or near, airports. Habitat management includes the physical removal, exclusion, or manipulation of areas that are attractive to wildlife. The ultimate goal is to make the environment fairly uniform and unattractive to the species that are considered the greatest hazard to aviation. Habitat modifications will be monitored carefully to ensure that they reduce wildlife hazards and do not create new attractions for different wildlife. Table 1 lists a series of both habitat and non-habitat based action items/priorities, with target dates for completion.

Table 1. Management priorities for projects to reduce wildlife hazards at Ontario International Airport are listed, along with the target dates for completion and date that each project was completed. Note that some of the projects may have already been implemented or completed, but because they require a continued effort (e.g., brush removal from drainage ditches), they are listed as "ongoing".

ONT WILDLIFE MANAGEMENT PROJECTS	TARGET DATE	DATE COMPLETED
Cover Deer Creek on AOA		Ongoing
Replace perimeter security fence		Ongoing
Post signs at ONT - "Don't feed animals or birds / Hazard to Aircraft"		Ongoing
No mowing near runways or along flight path to avoid attracting Swainson's Hawk (CA Threatened Species) – <u>Swainson's Hawk is no longer and issue and has not been observed at ONT since 2015</u>	Only in April (Annually)	Ongoing
Mow landscape as short as possible when Swallow species are present	Annually	Ongoing
Remove nests from landside area of terminals (T1, T2, T4)	Before Spring (Annually)	Ongoing
Trap and remove native and invasive bird and mammal species that pose a direct threat to aircraft		Ongoing
Use firearms to remove species that pose a direct threat to aircraft and human health and safety		Ongoing
Remove raptor perching structures (Identified in WHA)	Ongoing	

3.2 2139.337(f) (2) (ii) (iii) Habitat Modifications and Land Use Changes- ATTRACTANTS

3.2.1 General Zone and Critical Zone

The *General Zone* for ONT is defined as the area within a five-mile radius of the runway ends and centerline. Wildlife attractants in this area could potentially impact the safety of air traffic operating into and out of ONT, particularly those attractants that lie within the approach and departure patterns. The objective of this plan is to actively reduce attractive wildlife habitat on property under the control of ONT, while working cooperatively with adjacent property owners to discourage land-use practices that might increase wildlife hazards.

The area within a 10,000-foot radius of the runway ends and centerline is delineated as the *Critical Zone* (see aerial in Appendix G). Control efforts will be primarily concentrated within this area because within 10,000 feet of the runway centerline is the area where arriving and departing aircraft are typically operating at or below 500 feet AGL (above ground level), an altitude that also corresponds with the most bird activity. Approximately 75% of all civil bird-aircraft strikes occur within 10,000 feet of the airfield, from which they depart or arrive.

3.2.2 Edge Removal

Edges are the places where different habitats meet and are often most attractive to wildlife because the animal's biological needs can be met in a relatively small area.

3.2.3 Airport Building Projects

The Wildlife Coordinator and/or Biologist should participate in the initial and early phases of all airport building projects to avoid any inadvertent increase in wildlife hazards resulting from architectural or landscape changes. The participation will be especially important during any major construction projects, when ONT airfield environment will be extremely dynamic. Thus, additional effort will be required to ensure that new projects and construction activities are designed in a manner that minimizes wildlife attractants. The FAA's Airports District Office (ADO) reviews proposed construction activities for potential wildlife attractions and may also solicit input from USDA/WS.

3.2.4 Non-airport Land-use Projects

Whenever possible, the Manager of Airside Operations or Wildlife Coordinator will actively participate in land-use decisions and landscape changes to avoid inadvertent creation of wildlife hazards to aircraft. The FAA's Airports District Office (refer to directory in Chapter 9) will provide technical guidance to ONT in addressing land-use compatibility issues. If ONT or the FAA requests assistance from USDA/WS (as per a Memorandum of Understanding between FAA and Wildlife Services [Appendix H]), then USDA/WS will provide technical and/or operational assistance in addressing issues or concerns associated with the proposed project or land-use change. Proposed projects that will likely increase bird numbers within flight zones will adamantly be discouraged or mitigated to a safe level. Incompatible land uses may include developments such as water reservoirs, parks with artificial ponds, wetlands, waste handling facilities, and wildlife refuges/sanctuaries. These types of land-use changes will be monitored for compatibility by working with the local planning authorities.

3.3 WATER MANAGEMENT

3.3.1 Overview

ONT has several small drainage ditches and concrete channels on the airfield that can attract a moderate number of birds and mammals throughout the year, especially during winter when migratory waterfowl pass through the area. Temporary open water areas will be monitored by ONT Wildlife coordinator and USDAWS. Water sources outside of ONT property, but within the critical area of ONT, will be monitored, and ONT will work with local agencies and landowners to help deter hazardous wildlife.

3.4 VEGETATION MANAGEMENT

3.4.1 Overview

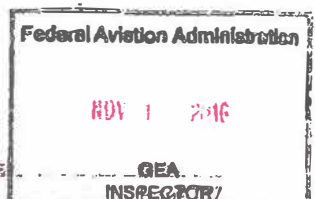
ONT contains diverse vegetation types, some of which are highly attractive to wildlife. The most effective approach to reducing this attraction in the critical zone is to remove all unnecessary trees, shrubs, weeds and plants, and establish non-seeding or small-seeded grass, especially within 200 feet of the runway. ONT's Wildlife coordinator should review all plantings on ONT property and exclude those species that produce edible fruits, nuts or berries, if these plants create an attraction to hazardous wildlife. ONT will work with USDAWS to develop a list of acceptable plant species. When completed, this list will be given to contractors for reference.

3.4.2 Grass Management

Other than paved areas, grass will be the primary cover inside the perimeter security fence. FAA Certalert No. 98-05 advises that "airport operators should ensure that grass species and other varieties of plants attractive to hazardous wildlife are not used on the airport". In addition, grasses that produce large seeds and are known to be attractive to wildlife will be avoided when planting new areas.

3.4.3 Grass Type

The type of grass used within the perimeter fence and between the runways should produce small or no seeds, but still be able to generate new growth or re-seed itself to provide a thick, monotypic stand and prevent erosion. The selected ground cover should withstand drought, flooding, and other normal climatic conditions, and be somewhat unpalatable to grazers such as geese and other waterfowl. The grasses should also harbor relatively few insects and rodents that may attract American kestrels, burrowing owls, European starlings, swallow species, and other hazardous wildlife. Several varieties of tall fescue (*Festuca arundinacea*), if allowed to grow to a height of 8-14 inches, have been found to be unattractive to Canada geese because of a fungus harbored by the plant, and the fescue will generally preclude other more attractive grass species from invading the airfield. Whenever possible, grass mixtures indigenous to the local area will be used at ONT when replanting as part of a construction or mitigation project, provided it can be demonstrated the seed mixture poses no significant wildlife attraction. ONT will work with the California Department of Environmental Management to ensure selected grasses meet erosion control standards and objectives.



3.4.3.1 Grass Height

Adaptive management is the best practice for maintaining proper grass height. Grass height maintained at 8-14 inches will deter burrowing owls from nesting and raptors from hunting on the AOA. However, taller grass height will produce more biomass that can provide habitat for insects and attract insect feeding birds. Taller grass will create cover for small birds, ground squirrels and even coyotes. ONT's wildlife coordinator and USDAWS biologist will advise landscape maintenance on the best height to maintain depending on what wildlife species that may pose the largest threat to aircraft.

3.4.4 Ornamental Landscaping

Landscaping at the airport can affect tourism, business, and the overall impression of the ONT vicinity to visitors, therefore, landscaping needs to be aesthetically pleasing. It must, however, not compromise the airport's more important responsibility of air safety. Trees and bushes offer hunting perches, roosting and loafing sites, nesting cover, and food for birds and other wildlife will be removed when practicable. Ornamental trees and bushes used to enhance airport aesthetics will be kept to a minimum, and varieties that are unattractive to wildlife will be selected. Species, which produce edible fruits, nuts, or berries, will not be used on ONT property if they might attract hazardous wildlife. ONT is working with USDAWS to develop a list of acceptable plant species that may be available for use on the airport. ONT will monitor ornamental trees to prevent communal roosting by starlings and crows, and the trees will be thinned, topped, or removed if necessary.

3.5 STRUCTURE MANAGEMENT

3.5.1 Overview

Structures provide cover and hunting perches for wildlife. If wildlife is considered when a building is being designed, costly control measures can be avoided. Buildings should not provide nesting, perching, or roosting sites for birds and should inhibit access by mammals such as rodents and cats.

3.5.2 Airfield Structures

Airfield structures such as runway lights, ramp and taxiway signs, ILS towers, and light poles are used as hunting and loafing perches for birds such as raptors and gulls. Lights attract insects at night, and in turn, bats, owls, and nighthawks. Structures found to routinely attract birds in a hazardous manner may be fitted with wire coils or porcupine wire (e.g., Nixalite). Small FAA buildings on the AOA should have all access points blocked to avoid burrowing owls, skunks, squirrels, and rabbits from living underneath.

3.5.3 Abandoned Structures

Structures not pertinent to air operations and no longer in use should be removed, including abandoned houses, sheds, machinery, and light poles. Such structures are attractive to small mammals, raptors, owls, small birds, foxes, and coyotes. Structures used for aircraft rescue and firefighting (ARFF) training are considered to be pertinent to air operations and are generally compatible with safe air operations.



3.6 FOOD/PREY-BASE MANAGEMENT

3.6.1 Overview

Natural vegetation, small mammals, birds and invertebrates are highly attractive to an assortment of predators and should be controlled where feasible. Handouts, trash, and scattered debris also provide food for wildlife. The modification or management of a wide variety of habitats such as wildlife-attracting vegetation and removal of abandoned structures will reduce populations of potentially hazardous wildlife by limiting shelter, food, and prey availability.

3.6.2 Rodents

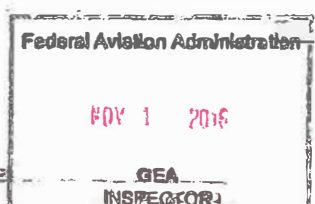
Ground squirrels, mice, voles, Norway rats, and rabbits at ONT appear to be the primary attractants of raptors and coyotes, but will occasionally attract other predators. Historically, rodent populations at ONT have been relatively low, but ONT will continue to monitor populations and will conduct a control program if rodent abundance increases to a level where wildlife is attracted.

3.6.3 Insects and Other Invertebrates

Insects and other invertebrates (e.g., earthworms, grasshoppers, etc.) may attract many species of wildlife at ONT, particularly crows and gulls. Insect populations will be monitored periodically by ONT to determine if they are present in sufficient numbers to attract wildlife. If control is deemed necessary, the California State University (Pomona) Cooperative Extension agent (see Chapter 9) can help select the best pesticide or control method. Habitat management will keep much of the prey population in check, but the airport will continue to monitor these populations for outbreaks.

3.6.4 Trash, Debris, and Handouts

Trash and debris are often responsible for attracting feral cats, gulls, crows, starlings and pigeons. ONT maintenance will continue to conduct trash and FOD (foreign object debris/damage) collection sweeps on the airfield, especially after high winds. The public or airport employees should not be allowed to feed birds or mammals at or around the airport. When people are observed feeding birds, ONT will discuss with them the problems caused by feeding wildlife. Signs are posted at ONT to educate the general public. Additionally, contractors, food vendors, catering companies and others who feed wildlife shall be issued warnings and fined for persistent violations.



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4 LAWS AND REGULATIONS

139.337(f) (3) Requirements for and, where applicable, copies of local, state, and Federal wildlife control permits.

4.1 OVERVIEW

Federal, state and local governments administer laws and regulations that manage wildlife and their habitat. A number of laws affect wildlife control at airports. Ontario International Airport and wildlife control personnel must understand and comply with these regulations. In general, taking most types of wildlife is regulated through a permit process, overseen by Federal or state agencies. Permits are necessary for a successful control program and will be obtained on a regular basis, or as required, by the wildlife coordinator.

4.2 CALIFORNIA WILDLIFE REGULATIONS

Several California State government agencies have regulations that affect wildlife control at airports. Pertinent regulations can be found in the California Administrative Code and the Revised Code of California. County and municipality regulations can also affect ONT's wildlife management efforts. State wildlife laws involving resident birds, mammals, reptiles, and amphibians, as well as state threatened and endangered species generally are administered by California Department of Fish and Wildlife. The State of California, 'wildlife mitigation at airports law,' (CA Department of Fish and Game Code, section 3470-3472.2, formally SB-481) allows airports, certificated under 14 CFR Part 139, to remove problematic wildlife in the interest of human and aircraft safety. Fish and Game Code, section 3470-3472.2, also requires that a USFWS depredation permit be on file, and that the airport maintain a WHMP.

4.3 FEDERAL REGULATIONS

Several Federal regulations, including the Migratory Bird Treaty Act, the Lacey Act, the Endangered Species Act, Eagle Protection Act, the National Environmental Policy Act, and the Federal Insecticide, Fungicide, and Rodenticide Act regulate various aspects of ONT's wildlife management activities. Additional regulations that may affect wildlife control activities at ONT are found in the Code of Federal Regulations (CFR), and several Federal agencies may be responsible for their implementation. Federal wildlife laws are typically administered by the U.S. Fish and Wildlife Service (USFWS) and involve primarily migratory birds and threatened and endangered species.

4.4 WILDLIFE CATEGORIES

Federal (CFR Title 50), and California State (RCW Chapter 77, and WAC Chapter 232-12) laws define the categories of wildlife and regulations related to their management. For the purposes of this document, feral and free ranging dogs, cats and other domestic animals are considered "wildlife" because of the hazards they may pose to aircraft, but they are mostly regulated under other municipal laws such as county animal control. Wildlife categories (Table 2) include migratory and resident, game and non-game, and threatened and endangered species. Wildlife control personnel should know the category for the species that they intend to control, so that they can determine the relevant laws and necessary permits.



Table 2. Wildlife Categories in California, and permits necessary for lethal control as required by Federal and state wildlife agencies. The table also shows whether ONT has current Federal or state permits for each category. It should be noted that California State Statutes (trapping or killing of wildlife causing damage - emergency situations) provide for the trapping or killing of wildlife (with exception of threatened, endangered, and federally protected species) by property owners without state permits, if the wildlife are damaging property or posing a threat to human life.

Category	Species	State Permit Required *	State Permit Obtained	Federal Permit Required	Federal Permit Obtained
Resident Game Birds	<i>Quail, ring-necked pheasant, grouse, partridge, and turkey</i>	Yes	No	No	N/A
Invasive (non-native) Birds	<i>Starlings, house sparrows, pigeons, monk parakeets</i>	No	N/A	No	N/A
Migratory Game Birds	<i>Ducks, geese, coots, gallinules, snipe, and mourning doves</i>	No	N/A	Yes	Yes
Migratory Nongame Birds	<i>All species except game birds, resident nongame birds, and domestic and exotic birds (including gulls, vultures, herons, egrets)</i>	No	N/A	Yes	Yes
Depredation Order Birds **	<i>Crows, magpies, blackbirds, and cowbirds</i>	No	N/A	No	N/A
Domestic Birds	<i>Domestic poultry, domestic ducks and geese</i>	No	N/A	No	N/A
Game Mammals	<i>Mule deer, white and black-tailed deer, elk, woodchucks</i>	Yes	No	No	N/A
Furbearers	<i>Mink, river otter, fox, beaver, badger, muskrat</i>	Yes	No	No	N/A
Nongame Mammals	<i>All species of mammals, including coyotes, except game, furbearers, domestic mammals, and fully protected wildlife listed in Table 3</i>	No	N/A	No	N/A
Feral Domestic Mammals	<i>Dogs, cats, livestock</i>	No - Call local animal control	N/A	No	N/A
Reptiles And Amphibians	<i>All reptiles and amphibians except those listed as threatened or endangered in Table 3</i>	Yes	No	No	N/A
Fully Protected Wildlife	<i>Threatened and Endangered species listed in Table 3</i>	Yes	No	Yes	No

* Control actions requiring a state permit should be coordinated through the Regional Biologist with the California Department of Fish and Wildlife. (ONT has no game birds)

** May be taken without permits (50 CFR §21.43).

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4.5 GENERAL REGULATIONS FOR WILDLIFE CONTROL

Several regulations and permits apply to wildlife management activities at airports in California. Many of these regulations relate to safety, methods, and special considerations or restrictions which are usually specified on the depredation permits.

4.6 BIRDS

4.6.1 Resident Game Birds

Resident game birds (grouse, turkey, quail, etc.) are non-migratory. Although they are not managed by the MBTA (and no Federal permit is required for take) they are protected by state law and a state depredation permit is required prior to take.

4.6.2 Resident Non-game Birds

Starlings, pigeons, monk parakeets, and house sparrows are resident non-game birds that are classified as non-migratory and no permit is required to take them.

4.6.3 Migratory Game Birds

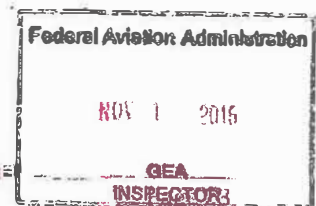
Migratory game birds (Ducks, geese, coots, snipe, and mourning doves) are regulated under Federal law by the USFWS. These regulations allow harassment of migratory birds when the birds are damaging property, but a permit is required for lethal take. Migratory bird permits are not valid for eagles, and threatened and endangered species, which require separate permits for lethal take and harassment. Although states can impose more restrictive regulation than Federal law on migratory birds, California currently does not require additional permits for migratory birds that are already regulated under Federal law.

4.6.3.1 Migratory Bird Depredation Permit for ONT (CFR 50, Part 13)

A depredation permit to take federally protected migratory birds can be obtained by completing a Federal Fish and Wildlife License/Permit Application and submitting it to the U.S. Fish and Wildlife Service (USFWS). The USFWS requires that a Migratory Bird Damage Project Report completed by USDA/WWS accompany the permit application. ONT has a current Federal permit (Appendix D) to take all migratory birds except eagles and threatened or endangered species. California Department of Fish and Wildlife allows the take of these species under the Federal permit without obtaining an additional state permit. Migratory birds that occur in San Bernardino County include all birds except house sparrows, starlings, feral pigeons (rock doves), Eurasian collared doves, pheasant, quail, and domestic ducks, geese and other exotic birds. The Airport CEO will be responsible for the required annual renewal of the depredation permit, and will submit a report to the USFWS detailing the species and number of animals taken under the permit. Details for the permit uses are given below. Federally listed threatened and endangered migratory birds include bald eagles, marbled murrelets, and northern spotted owls (see Table 3 of this chapter). Peregrine falcons were removed from the federal list in 1999, but are still listed as state endangered.

4.6.3.2 Reporting Control Actions to USFWS

ONT designated personnel will submit a report of the animals taken to the USFWS to fulfill the requirements of this section and the Federal permit. The report could be generated from a computerized database containing all control actions on ONT.



4.6.4 CFR 50 Part 21.41 CONTROL OF DEPREDATING BIRDS - Depredation permits

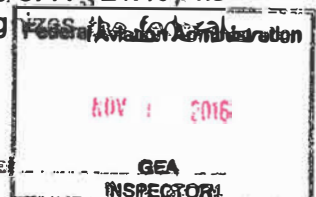
- (a) **Permit requirement.** Except that provided in CFR 50, 21.42 through 21.46, a depredation permit is required before any person may take, possess, or transport migratory birds for depredation control purposes. No permit is required merely to scare or herd depredating migratory birds other than federally endangered or threatened species or bald and golden eagles.
- (b) **Application procedures.** Applications for depredation permits shall be submitted to the appropriate Special Agent in Charge (see 13.11 (b) of this Subchapter). Each such application must contain the general information and certification by 13.12 (a) of this Subchapter plus the following additional information:
- (1) A description of the area depredations are occurring;
 - (2) The nature of the crops or other interests being injured;
 - (3) The extent of such injury; and
 - (4) The particular species of migratory birds committing the injury.
- (c) **Additional permit conditions.** In addition to the general conditions set forth in Part 13 of this Subchapter B, depredation permits shall be subject to the following conditions:
- (1) Permittees may not kill migratory birds unless specifically authorized on the permit.
 - (2) Unless otherwise specifically authorized, when permittees are authorized to kill migratory birds they may do so only with a shotgun not larger than No. 10 gauge fired from the shoulder, and only on or over the threatened area or area described on the permit.
 - (3) Permittees may not use blinds, pits, or other means of concealment, decoys, duck calls, or other devices to lure or entice birds within gun range.
 - (4) All migratory birds killed shall be retrieved by the permittee and turned over to a Bureau representative or his designee for disposition to charitable or worthy institutions for use as food, or otherwise disposed of as provided by law.
 - (5) Only persons named on the permit are authorized to act as agents of the permittee under authority of the permit.
- (d) **Tenure of permits.** The tenure of depredation permits shall be limited to the dates which appear on its face, unless extended by the USFWS in writing.

4.6.5 Migratory Non-game Birds

Migratory non-game birds are all species except game birds, resident non-game birds, and domestic and exotic birds (including gulls, vultures, herons, egrets etc.) are regulated under Federal law by the USFWS. These regulations allow harassment of migratory birds when the birds are damaging property, but a permit is required for lethal take. Migratory bird permits are not valid for eagles, and threatened and endangered species, which require separate permits for lethal take and harassment. Although states can impose more restrictive regulation than Federal law on migratory birds, California currently does not require additional permits for non-protected migratory birds that are already regulated under Federal law.

4.6.6 Depredation Order Birds

Depredation order birds are (Crows, magpies, blackbirds, and cowbirds) who are protected under the MBTA but may be taken when they are concentrated in such numbers and manner as to constitute a health hazard or other nuisance. Under the Depredation Order (50 CFR § 21.43), no federal permit is required to remove crows. The state of California recognizes the federal regulations and does not require a state permit under these conditions.



4.6.7 CFR 50 Part 21.43 Depredation order for blackbirds, cowbirds, grackles, crows and magpies

A Federal permit shall not be required to control yellow-headed (CA species of special concern), red-winged, and Brewer's blackbirds, cowbirds, crows, and magpies when concentrated in such numbers and manner as to constitute a health hazard or other nuisance, **provided:**

- (a) That none of the birds killed pursuant to this section, nor their plumage, shall be sold or offered for sale, but may be possessed, transported, and otherwise disposed of or utilized.
- (b) That any person exercising any of the privileges granted by this section shall permit at all reasonable times including during actual operations, any Federal or State game or deputy game agent, warden, protector, or other game law enforcement officer free and unrestricted access over the premises on which such operations have been or are being conducted; and shall furnish promptly to such officer whatever information he may require, concerning said operations.
- (c) That nothing in this section shall be construed to authorize the killing of such birds contrary to any State laws or regulations; and that none of the privileges granted under this section shall be exercised unless the person possesses whatever permits as may be required for such activities by the State concerned.

4.6.8 Domestic Birds

Currently State and Federal laws do not regulate these species (Domestic ducks, geese, and domestic poultry) and no permit is required to take them. Domestic waterfowl may become a problem if they are abandoned on airport property. Taking these species should only be done by wildlife personnel trained to distinguish the differences between domestic and wild waterfowl with similar appearances. If other species of feral poultry or exotic birds are observed at ONT, the Wildlife Coordinator should be contacted for assistance with control methods.

4.7 MAMMALS

4.7.1 Game Mammals

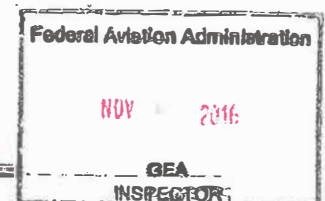
Game mammals are defined primarily as those species that are hunted for sport, recreation, or meat. ONT has a small population of rabbits and ground squirrels that will be monitored and control measures instituted if their populations become too large. Threatened or endangered animals are not covered under this provision, and birds protected under the Migratory Bird Treaty Act require a Federal depredation permit (see section 4.6.3 of this plan).

4.7.2 Furbearers

It is unlikely that fur-bearers pose a hazard at ONT. However, if these animals pose a hazard that warrants direct control, a permit is required from the California Department of Fish and Wildlife, outside of pest species such as striped skunks and raccoons.

4.7.3 Non-game Mammals

Several species of non-game mammals are present at ONT and may need to be controlled. Of these, coyotes and red foxes present the greatest threat to aviation. Permits are not required to take these species when they threaten human health and safety.



4.8 REPTILES & AMPHIBIANS

Non-protected reptiles and amphibians can be taken with a permit or appropriate fishing license. At their current abundance, these species do not present a major attractant to more hazardous wildlife.

4.9 PROTECTED WILDLIFE

4.9.1 Federal and State Threatened and Endangered Species

The Federal Endangered Species Act (Sec. 2 [16 U.S.C. 1531]) and California Endangered Species Act both protect animal and plant species potentially threatened with extinction. These acts classify species as endangered or threatened. An "Endangered Species" is defined as "any species, or subspecies, which is in danger of extinction throughout all or a significant portion of its range." A "Threatened Species" is defined as "any species, or subspecies, which is in danger of becoming an endangered species within the foreseeable future throughout or over a significant portion of its range." Once listed, a threatened or endangered species cannot be taken or harassed without a special permit.

In California, several additional species are given special protection by being listed as state threatened or endangered species. If a significant hazard exists with a listed species that jeopardizes air safety, either the USFWS or the California Department of Fish and Wildlife, depending on the protective status of the species involved, should be contacted for assistance. In many cases only personnel from these or other agencies may obtain a permit to take individuals of a specially protected species. Table 3 lists the protected species for San Bernardino County. San Bernardino County extends from Los Angeles and Orange counties to the State of Nevada. The majority of the protected species live in mountain or desert communities far away from ONT.

4.9.2 Eagle Permits

Eagles are protected under the Eagle Protection Act and require their own permit, and are therefore, not included under the Migratory Bird Permit. California has designated bald eagles as fully protected in San Bernardino County. An individual bald eagle has been observed at ONT in December of 2019 through January of 2020. ONT WHA and ONT strike record indicate there are golden eagles near ONT in the fall months. The USFWS has issued an eagle harassment permit directly to USDA/WS biologist to harass golden eagles at ONT in the past. It's very unlikely the USFWS would issue a lethal take permit for eagles in Southern California.

4.9.3 Habitat Conservation

USFWS and California Fish and Wildlife are responsible for species conservation and recovery plans. These plans require the identification of critical habitat when it is associated with the decline of a species. Habitat alterations and developments may be prohibited in areas where critical habitat has been designated or where such changes could result in the inadvertent taking of an endangered species. Consultation with USFWS or California Fish and Wildlife biologists will help determine on a case-by-case basis whether critical habitat is affected by airport projects, and if so, the necessary mitigation.

4.9.4 Wetlands Mitigation

Wetland modifications may require permits from various agencies, including the USFWS, U.S. Army Corps of Engineers (USCOE), State Department of Environmental Conservation and or Riverside County. Pre-development mitigation may be required for issuance of a permit. The FAA has outlined a series of procedures, refer to the publication on wetland mitigation banking in

the FAA's wildlife section homepage <http://www.faa.gov/arp/hazard.htm> for mitigating wetland impacts resulting from project development. See 40 CFR 1505.3.

4.9.5 Endangered Species List

The USFWS and California Department of Fish and Wildlife maintain updated lists of endangered and threatened species. California Department of Fish and Wildlife current listing of state and federally endangered, threatened, and sensitive species can be accessed on the Internet. Wildlife control personnel at ONT should familiarize themselves with these listed species and their potential occurrence at the airport (Table 3). Some of these species, particularly golden eagles, may present hazards to air traffic at ONT, and permits are required to harass them. In most cases, permits will not be granted to lethally remove members of a threatened and endangered species. ONT wildlife control personnel should learn to identify these species and understand the regulatory permitting processes required for their effective management. Habitat critical to listed species is regulated by the USFWS or California Department of Fish and Wildlife and these regulations should be reviewed to determine their potential effect on ONT's habitat modification plans to reduce wildlife hazards.

Recent listings of endangered species may affect the design of current and future construction projects at ONT. A wildlife biologist contracted by the construction company has the responsibility to ensure that protected species are not adversely affected and should work closely with Federal, state, and local agencies. The airport biologist should determine if the enhancement projects inadvertently results in increased wildlife hazards to aircraft. Habitat improvement and/or mitigation projects will be carefully reviewed by USDAWS and the FAA, to ensure the project does not result in hazardous wildlife attractions. ONT should keep an updated listing of Threatened and Endangered species in the WHMP and should review this list prior to implementing wildlife mitigation projects.

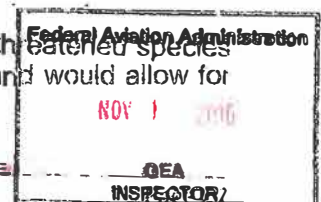
4.9.6 Avoiding Impacts to Threatened and Endangered Species

The WHMP examines resolutions to detect and alleviate wildlife hazards that threaten human health and safety or aircraft operations operating out of ONT. Birds are generally considered the most hazardous form of wildlife at ONT, particularly waterfowl, starlings, raptors, gulls, pigeons, and crows. Coyotes, red foxes, and domestic dogs occasionally gain access to the airfield where they pose a strike hazard to aircraft, but this is a relatively infrequent occurrence.

The proposed actions outlined in the WHMP would involve application of the most appropriate, effective, and biologically sound wildlife control methods available. This approach is known as Integrated Wildlife Damage Management, and includes both habitat management and direct control.

Habitat management provides the best long-term approach for reducing wildlife attractants on an airfield. Habitat management measures are discussed in Chapter 3 of the WHMP, and include elimination of standing water, planting alternative ground covers on the airfield, removal of fruit and berry producing vegetation, thinning roost trees, structural exclusion (e.g., netting), and incorporating wildlife considerations in the early planning stages of new construction projects. Direct control efforts generally provide a more immediate response to hazardous situations, but the desired effects are often not as long lasting. Wildlife control and dispersal procedures employed at ONT are discussed in Chapter 6 of the WHMP, and include, pyrotechnic hazing, Mylar flash tape, recorded distress calls, vehicular harassment, nest removal, selective trapping, and shooting with air rifles or shotguns.

Control methods at ONT would not have an effect on listed endangered or threatened species because capture and removal methods that are used at ONT are selective and would allow for



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positive identification of target animals. The golden and bald eagles are the only federally protected species with no lethal take allowed, that has been observed on or near the airport, but its presence is rare. The eagles would not be affected because airport personnel are routinely trained in bird species identification, with a special emphasis placed on threatened, endangered, and sensitive species.

Hazing and lethal control methods such as shooting and live-trapping are selectively directed at target individuals, thus avoiding impact to eagles. The eagles' size is too large to fit in any trap used at ONT. No toxicants are currently used to control wildlife at ONT, thus eliminating the probability of non-target exposure. Habitat alteration such as tree thinning or removal would not affect eagle's nests because no eagles are known to nest within the airfield property.

Collisions between birds and aircraft nearly always result in the death of the bird, in addition to threatening human safety. Consequently, potential nesting habitat on and around the airfield will be eliminated to the extent possible, thus preventing eagles from being drawn to the area where they may be struck.

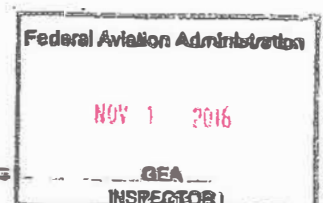
4.10 PESTICIDE APPLICATOR LICENSE

Authorization to use restricted-use pesticides for the removal of hazardous wildlife and should be limited to Certified Pesticide Operators or persons under their direct supervision. To obtain the necessary license to apply restricted-use pesticides, a person must pass an exam administered by the California State Department of Agriculture (see directory in Chapter 9). All ONT personnel that use restricted-use chemicals must first obtain a pesticide applicator's license or be under the direct supervision of an applicator. Use of all pesticides should strictly adhere to the pesticide label and should follow U.S. EPA, Ecology, and County guidelines.

4.11 FAA REGULATIONS, ADVISORY CIRCULARS, AND CERTALERTS

The FAA is the federal agency responsible for developing and enforcing air transportation safety regulations. Many of these regulations are codified in the Code of Federal Regulations (CFRs). The FAA also publishes a series of guidelines for airport operators to follow called Advisory Circulars (ACs). Advisory Circulars in the 150 series deal with airport safety issues, including wildlife hazards. In addition to CFR's s and ACs, the FAA periodically issues Certalerts for internal distribution and to provide recommendations on specific issues for inspectors and airport personnel. All of the above-mentioned regulations, Advisory Circulars, and Certalerts are frequently changed or updated, and their current status should be verified on a regular basis. This may be accomplished by contacting the FAA directly (see directory in Chapter 9) or by visiting their website at www.faa.gov/arp/hazard.htm or www.faa.gov/faadocs.htm or <http://www.faa.gov/faadocs.htm> for the most current revision.

The manual entitled "Wildlife Hazard Management at Airports, 2nd edition" (2005) was developed cooperatively by the FAA and USDA Wildlife Services. It contains important information on airport wildlife hazard management, and it will be obtained and consulted regarding control actions and other issues.



5 RESOURCES

139.337(f) (4) Identification of resources that the certificate holder will provide to implement the plan.

5.1 OVERVIEW

Habitat Management and wildlife control supplies can be purchased from several companies. An adequate supply of equipment will be kept on hand at ONT for use by trained personnel.

5.2 AIRPORT SUPPLIES normal items stocked at the airport include:

- **15 mm pyrotechnic pistol launchers (Bird bombs/bangers, screamers, and whistlers)**
- **Cleaning kits for all pyrotechnic pistol launchers**
- **Field guide for local bird identification**
- **Mylar tape**
- **Snare/catch pole**
- **Cage trap for dogs (e.g., Tomahawk 110B)**
- **Cage trap for cats/opossums/raccoons (e.g., Tomahawk 108)**
- **Rat/mouse traps snap traps**
- **Binoculars**
- **Latex gloves**
- **Garbage bags**
- **Gallon-size re-sealable sandwich bags**
- **"Prevention and Control of Wildlife Damage" reference manual**

5.3 AIRSIDE OPERATIONS SPECIALISTS' OFFICE

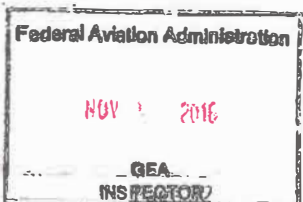
The Airside Operations office should be stocked with the supplies listed below to facilitate an immediate response to wildlife hazards. Operations personnel will be responsible for responding to emergency calls from the ONT air traffic control tower to disperse animals from the runways. They should maintain radio communications with the tower if there is a situation within the AOA, and the patrols must operate within the air movement areas according to FAA guidelines. At a minimum, supplies to be maintained in their office should include at least:

- **15 mm pyrotechnic pistol launchers**
- **An adequate supply of 15 mm pyrotechnics (bangers, whistlers, etc.)**
- **Bird identification field guide**
- **Binoculars**
- **Latex gloves**
- **Garbage bags**
- **Gallon-size re-sealable sandwich bags**
- **Several daily wildlife control log sheets**

5.4 USDA-WILDLIFE SERVICES ASSISTANCE

Some supplies such as starling traps, vertebrate pesticides and chemical capturing agents may be available through Wildlife Services for conducting specific control operations. The use of some control methods, such as alpha chloralose for waterfowl and DRC-1339 for Starlings, is restricted to certified Wildlife Services personnel only. ONT currently has a Cooperative Service Agreement with Wildlife Services to assist ONT personnel in deterring or removing starlings and pigeons from

the airfield, but WS may also provide assistance in dispersing other hazardous wildlife from the airfield and adjacent areas if hazards are identified.



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6 WILDLIFE CONTROL PROCEDURES

139.337(f) (5) Procedures to be followed during air carrier operations that at a minimum includes-

- (i) Designation of personnel responsible for implementing the procedures;**
- (ii) Provisions to conduct physical inspections of the aircraft movement areas and other areas critical to successfully manage known wildlife hazards before air carrier operations begin;**

The Airside Operations Specialists' should frequently conduct physical inspections of movement areas and other areas critical to wildlife hazard management as part of the daily protocol.

The Airside Operations Specialists' should document all unusual wildlife and record the data on a Daily Wildlife Activity Report (Appendix F). In cases where no animals are seen, a record indicating that an inspection was conducted and that no animals were observed should be made. A copy of the Daily Wildlife Activity Report for each day should be submitted to the ONT biologist. The ONT biologist should also conduct physical inspections of critical areas and report wildlife activity on the Daily Wildlife Activity Report. During periods of exceptionally heavy wildlife activity (e.g., migratory periods, outbreaks of insects etc.), the Airside Operations Specialists' should work with the airport biologist to issue a Notice to Airmen (NOTAM).

6.1 139.337(f)(5)(iii) Wildlife hazard control measures

Wildlife that is identified as hazardous during and after the completion of the recommended habitat modifications should be controlled using accepted direct control techniques. Wildlife hazards at airports are extremely variable and complex; therefore, it is essential to adopt a flexible, innovative, and adaptive approach to managing such hazards. Wildlife identification guides and handbooks will be available for use by wildlife control personnel at ONT. The manual titled "Prevention and Control of Wildlife Damage" (2-volume set) details species specific damage assessment and includes an in-depth discussion of methods of dispersal for each species. Airport personnel should be trained to identify hazardous wildlife at ONT (refer to Chapter 8) and should select dispersal methods that are appropriate to the type of animal causing the hazard.

6.2 WILDLIFE RUNWAY INSPECTIONS

Routine runway sweeps should be conducted at least once per day, and the presence of any dead animals found from strikes or suspected strikes should be recorded on Form 5200-7 (Appendix E), as well as POS Form 98-667 (Wildlife Incident Report [Appendix F]). Other wildlife-related activities (e.g., notable hazards, animals killed or dispersed, unusual wildlife behavior, etc.) should be documented on the Daily Wildlife Activity Report. All dead birds or mammals found on runways and taxiways will be considered the result of a strike unless the death was obviously due to some other cause. Any bird or mammal remains that are found should be bagged, labeled (e.g., time and date found, location on runway, person who found remains, etc.), and placed in a freezer for later inspection and identification. Wildlife strikes may be submitted electronically to the FAA at <http://wildlife.faa.gov/>. A printout of the strike report must also be immediately submitted to the Wildlife Coordinator so that the situation can be assessed.

6.3 GENERAL WILDLIFE CONTROL

Each wildlife hazard that develops will be analyzed by wildlife control personnel to determine a practical solution. The initial response for most species will be to haze them with frightening devices, followed by population control methods when necessary. A primary key to successful wildlife control is persistence and innovation. Techniques should be applied based on safety, effectiveness, practicality and environmental social considerations. Most control techniques retain their effectiveness when used judiciously and in conjunction with other methods. Some methods such as pesticides or leg-hold traps are only effective and legal for certain species and situations. Therefore, the methods chosen will depend largely on the situation and the species involved. Finally, personnel involved in direct control should be aware of the potential diseases that wildlife can carry and should take appropriate precautions.

6.4 BIRD CONTROL

Several species of birds are present at ONT and represent the most significant potential for causing damaging strikes. Juvenile birds may also constitute an unusual wildlife hazard because of their general unfamiliarity with the airport environment at ONT. The "Prevention and Control of Wildlife Damage" manual discusses a number of methods that may be used to haze birds from the airport. As previously stated, an integration of multiple methods should be employed for maximum effectiveness. If properly applied, the techniques discussed in this reference manual should reduce most hazards involving species of concern at ONT.

6.5 MAMMAL CONTROL

Potential hazards from the majority of mammal species at ONT have been reduced through habitat modifications and the construction of fencing and other exclusionary devices. With the exception of transient coyotes (less than 5 per year), large mammals have already been excluded from using the airfield by the perimeter/wildlife resistance fence. However, smaller mammals still exist on the airfield in low to moderate densities and can provide an attraction to larger predators and raptors. The ONT airport biologist will monitor and reduce these small mammal populations. ONT airport biologist will trap and remove large carnivorous mammals at and around the airport.

6.6 USDA-WILDLIFE SERVICES ASSISTANCE

Wildlife Services provides a FAA Certified Airport Wildlife Biologist that currently assists ONT with wildlife control activities. WS personnel can also assist with other wildlife control activities including those involving coyote, deer, bear, raccoon, and beaver. Many of the control techniques for mammals differ from bird hazard control techniques and require specialized experience and permits. Wildlife Services can be contacted at 909-519-0974 for problems involving mammal or other unique wildlife hazards.

6.7 COUNTY ANIMAL CONTROL

County Animal Control is also available to help with free-ranging dogs and cats. If the animal poses an immediate threat to aviation, ONT operations personnel and airport biologist should attempt to catch, disperse, or lethally remove it. County Animal Control will only pick up secured domestic animals.

6.8 139.337 (f) (iv) Ways to communicate effectively between personnel conducting wildlife control or observing wildlife hazards and the air traffic control tower.

ONT operations and airport biologist should be equipped with radios and have proper training to contact the air traffic control tower. If an immediate hazard exists that might compromise the

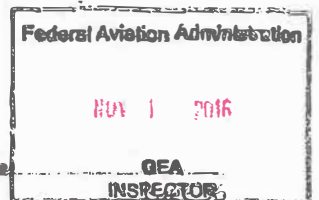
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safety of air traffic at ONT, the Airside Operations Specialist should coordinate with the air traffic control tower, and if necessary, delay arriving or departing air traffic until the hazard is eliminated. In extreme cases, the runway may need to be closed temporarily at the discretion of the Airside Manager, ONT Air Traffic Control Tower, and/or Airside Operations Specialist. Although the air traffic control tower cannot be expected to monitor all wildlife hazards on the airfield and still direct air traffic, tower personnel should notify the Airside Operations Specialist immediately if pilots report hazards or any such hazards are observed from the tower.

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7 EVALUATION

139.337(f)(6) Procedures to review and evaluate the wildlife hazard management plan every 12 consecutive months or following an event described in paragraphs (b)(1), (b)(2), and (b)(3) of this section, including:

(i) The plan's effectiveness in dealing with known wildlife hazards on and in the airport's vicinity and

(ii) Aspects of the wildlife hazards described in the wildlife hazard assessment that should be reevaluated.

7.1 OVERVIEW

The WHMP will be evaluated at least annually. The Wildlife Hazard Group will determine the effectiveness of the WHMP at reducing wildlife strikes at ONT and monitor the status of hazard reduction projects, including their completion dates.

7.2 MEETINGS

The Wildlife Hazard Working Group will meet at least once per year, but the group may convene more regularly if situations warrant, as determined by the Wildlife Coordinator.

7.3 WILDLIFE STRIKE DATABASE

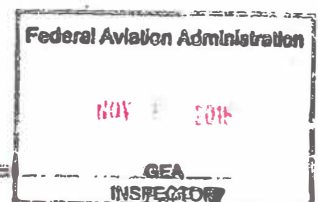
The Wildlife Coordinator will maintain a database of wildlife strikes and populations on the airfield and surrounding areas. Information from this database will be used to identify trends and to monitor any increases in wildlife hazards on the airfield. If unacceptable increases in wildlife populations are observed, the cause should be determined and the WHMP modified to address the problem. The ONT Biologist shall enter all records into a computerized database.

7.4 AIRPORT EXPANSION

Airport expansion plans will be reviewed by the ONT Biologist to ensure that new developments will not inadvertently result in increased wildlife hazards to aircraft operations. If appropriate, they will coordinate designs with the FAA and Wildlife Services.

7.5 FAA INVOLVEMENT

FAA Regional Certification Inspectors and personnel from the Local/ Regional Airports District Office (ADO) should be invited to make comments on the WHMP and to attend annual meetings on plan modifications.



8 TRAINING

139.337(f)(7) A training program conducted by a qualified wildlife damage management biologist to provide airport personnel with the knowledge and skills needed to successfully carry out the wildlife hazard management plan required by paragraph (d) of this section.

8.1 OVERVIEW

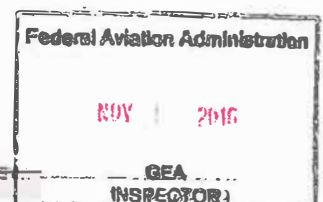
Training is essential for personnel involved in the WHMP. The Wildlife Coordinator should ensure that all personnel that might be working in a wildlife deterrence capacity are trained in the proper selection and application of control methods as well as wildlife species identification.

8.2 STANDARD TRAINING

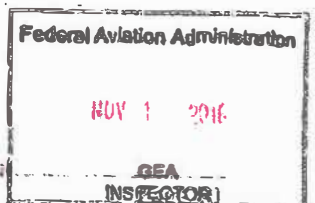
Wildlife control personnel should receive training in mitigating wildlife hazards at airports, including an overview of laws associated with wildlife control, techniques used for prey-base reductions, effective use of pyrotechnics (including hands-on training), and wildlife identification and dispersal techniques. Airport communications and driving training should also be provided to all employees involved in wildlife control operations that may require them to operate on the Aircraft Movement Area.

8.3 USDA-WILDLIFE SERVICES TRAINING

Wildlife Services can provide training courses for all ONT airfield operations personnel. The purpose of the courses is to familiarize personnel involved with airport operations in basic wildlife identification and dispersal techniques. The course also involves hands-on training using pyrotechnics, air-gun rifles, and other deterrent equipment, with an emphasis on safety and effectiveness. All personnel who have responsibility in dispersing wildlife at ONT should take these trainings. The trainings would be customized to fit the needs of individual recipients and situations.



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9 AGENCY DIRECTORY

REGULATORY AND ENFORCEMENT

FEDERAL GOVERNMENT

U.S. Fish and Wildlife Service (Wildlife Permitting) Region 8

Migratory Bird Permits
2800 Cottage Way, Room W-2606
Sacramento, CA 95825
916-414-6464

U.S. Fish and Wildlife Service (T&E Species)

Division of Endangered Species
2800 Cottage Way, Room W-2606
Sacramento, CA 95825
916-4146464

U.S. Fish and Wildlife Service (Law Enforcement)

2800 Cottage Way, Room W-2606
Sacramento, CA 95825
916-414-6660

STATE GOVERNMENT

State Department of Fish and Wildlife

(T&E Species)

Nongame Wildlife Program
1812 9th Street
Sacramento, CA. 95811
(916) 445-0411

California Department of Pesticide Regulation

1001 I Street
Sacramento, CA 95812
(916) 445-4038

State Department of Fish and Wildlife (Law enforcement and Permitting)

330 Golden Shore, Suite 50
Long Beach, CA 90802
(562) 590-5132

Federal Aviation Administration
Western-Pacific Region Airports Division
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Federal Aviation Administration (FAA)

Charlotte Jones
Western-Pacific Region Airports Division
777 S. Aviation Blvd., Suite 150
El Segundo, CA 92045
(425) 405-7318- Lead Airport Certification Safety Inspector

Federal Aviation Administration (FAA) Airports District Office (ADO)

Gail Campos
Environmental Protection Specialist
Western-Pacific Region Airports Division
777 S. Aviation Blvd., Suite 150
El Segundo, CA 92045
(424) 405-7269

Federal Aviation Administration (FAA)

John Weller
FAA Airport Safety and Compliance
FAA-AA5-317
800 Independence Ave., SW
Washington, DC 20591
(202) 267-3778

MUNICIPAL AGENCIES

City of Ontario

303 E. "B" Street
Ontario, CA 91764
909-395-2011

San Bernardino County Animal Care and Control

351 N. Mountain View Avenue 1st Floor
San Bernardino, CA
800-472-5609/909-388-4600

Ontario Police Department

2500 S. Archibald Ave
Ontario, CA
909-395-2001

San Bernardino County Sheriff's Department

10510 Civic Center Dr.
Rancho Cucamonga, CA
909-477-2800

TECHNICAL ASSISTANCE

U.S. Department of Agriculture, Wildlife Services

USDA APHIS Wildlife Services
3419A Arden Way
Sacramento, Ca 95825
Tel: 916-979-2675

INTERNET SITES OF INTEREST

Federal Aviation Administration (FAA)

www.faa.gov

<http://wildlife.pr.erau.edu/strikeform/birdstrikeform.html>

U.S. Department of Agriculture-Wildlife Services

www.aphis.usda.gov/ws/

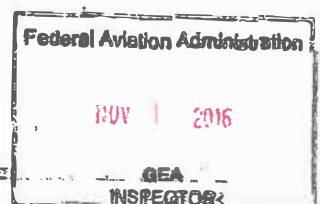
California Department of Fish and Game

www.dfg.ca.gov/dfghome.html

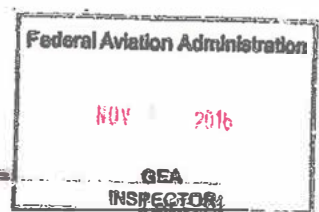
Transport Canada - Wildlife Control Techniques

www.tc.gc.ca/aviation/aerodrome/birdstrike/manual/index.htm

<http://www.tc.gc.ca/aviation/aerodrome/birdstrike/manual/index.htm>



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Appendix A: Code of Federal Regulations Title 14: Part 139.337 – Wildlife Hazard Management

Title 14: Aeronautics and Space

CHAPTER I: FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION
(CONTINUED)

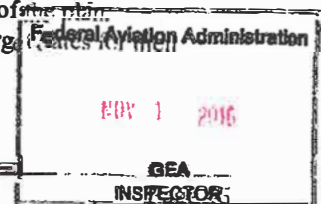
SUBCHAPTER G: AIR CARRIERS AND OPERATORS FOR COMPENSATION OR HIRE: CERTIFICATION AND OPERATIONS

PART 139: CERTIFICATION OF AIRPORTS

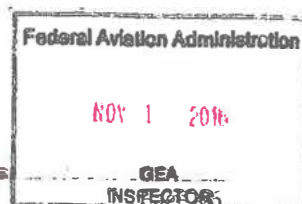
Subpart D: Operations

139.337 - Wildlife hazard management.

- (a) In accordance with its Airport Certification Manual and the requirements of this section, each certificate holder must take immediate action to alleviate wildlife hazards whenever they are detected.
- (b) In a manner authorized by the Administrator, each certificate holder must ensure that a wildlife hazard assessment is conducted when any of the following events occurs on or near the airport:
- (1) An air carrier aircraft experiences multiple wildlife strikes;
 - (2) An air carrier aircraft experiences substantial damage from striking wildlife. As used in this paragraph, substantial damage means damage or structural failure incurred by an aircraft that adversely affects the structural strength, performance, or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component;
 - (3) An air carrier aircraft experiences an engine ingestion of wildlife; or
 - (4) Wildlife of a size, or in numbers, capable of causing an event described in paragraphs (b)(1), (b)(2), or (b)(3) of this section is observed to have access to any airport flight pattern or aircraft movement area.
- (c) The wildlife hazard assessment required in paragraph (b) of this section must be conducted by a wildlife damage management biologist who has professional training and/or experience in wildlife hazard management at airports or an individual working under direct supervision of such an individual. The wildlife hazard assessment must contain at least the following:
- (1) An analysis of the events or circumstances that prompted the assessment.
 - (2) Identification of the wildlife species observed and their numbers, locations, local movements, and daily and seasonal occurrences.
 - (3) Identification and location of features on and near the airport that attract wildlife.
 - (4) A description of wildlife hazards to air carrier operations.
 - (5) Recommended actions for reducing identified wildlife hazards to air carrier operations.
- (d) The wildlife hazard assessment required under paragraph (b) of this section must be submitted to the Administrator for approval and determination of the need for a wildlife hazard management plan. In reaching this determination, the Administrator will consider?
- (1) The wildlife hazard assessment;
 - (2) Actions recommended in the wildlife hazard assessment to reduce wildlife hazards;
 - (3) The aeronautical activity at the airport, including the frequency and size of air carrier aircraft;
 - (4) The views of the certificate holder;
 - (5) The views of the airport users; and
 - (6) Any other known factors relating to the wildlife hazard of which the Administrator is aware.
- (e) When the Administrator determines that a wildlife hazard management plan is needed, the certificate holder must formulate and implement a plan using the wildlife hazard assessment as a basis. The plan must?
- (1) Provide measures to alleviate or eliminate wildlife hazards to air carrier operations;
 - (2) Be submitted to, and approved by, the Administrator prior to implementation; and
 - (3) As authorized by the Administrator, become a part of the Airport Certification Manual.
- (f) The plan must include at least the following:
- (1) A list of the individuals having authority and responsibility for implementing each aspect of the plan;
 - (2) A list prioritizing the following actions identified in the wildlife hazard assessment and target initiation and completion:
- (i) Wildlife population management;



- (ii) Habitat modification; and
- (iii) Land use changes.
- (3) Requirements for and, where applicable, copies of local, State, and Federal wildlife control permits.
- (4) Identification of resources that the certificate holder will provide to implement the plan.
- (5) Procedures to be followed during air carrier operations that at a minimum includes?
 - (i) Designation of personnel responsible for implementing the procedures;
 - (ii) Provisions to conduct physical inspections of the aircraft movement areas and other areas critical to successfully manage known wildlife hazards before air carrier operations begin;
 - (iii) Wildlife hazard control measures; and
 - (iv) Ways to communicate effectively between personnel conducting wildlife control or observing wildlife hazards and the air traffic control tower.
- (6) Procedures to review and evaluate the wildlife hazard management plan every 12 consecutive months or following an event described in paragraphs (b)(1), (b)(2), and (b)(3) of this section, including:
 - (i) The plan's effectiveness in dealing with known wildlife hazards on and in the airport's vicinity and
 - (ii) Aspects of the wildlife hazards described in the wildlife hazard assessment that should be reevaluated.
- (7) A training program conducted by a qualified wildlife damage management biologist to provide airport personnel with the knowledge and skills needed to successfully carry out the wildlife hazard management plan required by paragraph (d) of this section.
- (g) FAA Advisory Circulars contain methods and procedures for wildlife hazard management at airports that are acceptable to the Administrator



Appendix B: Cert Alert 04-09 Relationship between FAA and Wildlife Services

C E R T A L E R T

ADVISORY * CAUTIONARY * NON-DIRECTIVE

FOR INFORMATION, CONTACT ED CLEARY, AAS-317 (202) 267-3389

DATE:	August 30, 2004	No. 04-09
TO:	Airport Certification Program Inspectors	
TOPIC:	Relationship Between FAA and WS	

CANCELLATION

Certalert 97-02, Relationship between FAA and WS, Dated April 25, 1997, is cancelled.

PURPOSE

This Certalert clarifies the roles of, and relationship between the Federal Aviation Administration (FAA) and the United States Department of Agriculture/Animal and Plant Health Inspection Service/Wildlife Services (WS) with regards to wildlife hazards on or near airports.

FEDERAL AVIATION ADMINISTRATION

The FAA issues airport operating certificates for airports serving certain air carrier aircraft under Title 14, Code of Federal Regulations, Part 139. Section 139.337 requires certificated airports having a wildlife hazard problem to develop and implement a Wildlife Hazard Management Plan to manage and control wildlife, which present a risk to public safety, caused by aircraft collisions with wildlife. The FAA relies heavily on the assistance of WS to review and contribute to such plans.

ANIMAL DAMAGE CONTROL

The Animal Damage Control Act of March 2, 1931, (7 USC 426-426c, as amended), charges the Secretary of Agriculture with management of wildlife injurious to agricultural interests, other wildlife, or human health and safety. Further, the Secretary is authorized to cooperate with States, individuals, public and private agencies, organizations, and institutions in the control of nuisance mammals and birds, including wildlife hazards to aviation. Because of the experience, training, and background of its personnel, WS is recognized throughout the world as an expert in dealing with wildlife damage management issues. WS has an active presence in all U.S. states and territories.

MEMORANDUM OF UNDERSTANDING

A Memorandum of Understanding (MOU) between the FAA and WS (No. 12-4-71-0003-MOU) establishes a cooperative relationship between these agencies for resolving wildlife hazards to aviation.

AGENCY FUNDING

Both agencies are funded by congressional appropriations. The majority of funding for the FAA comes from the Aviation Trust Fund with the remainder coming from the general funds of the U.S. Treasury. Any revenues generated by the FAA are returned to the U.S. Treasury. WS receives a limited amount of funds from the general fund of the U.S. Treasury that allows it to perform some services for the public good. However, WS's funding is also based upon its ability to enter into contracts to provide services for the public. Legislation allows WS to collect this money and return it to the program rather than the general funds of the U.S. Treasury. Consequently, WS may enter

into a cooperative service agreement with an airport operator for reimbursement of services to perform a wildlife hazard assessment on an airport.

WILDLIFE HAZARD MANAGEMENT

14 CFR 139.337(b) requires the certificate holder conduct a wildlife hazard assessment, acceptable to the FAA Administrator, when any of the following events occur on or near the airport:

- (b) (1) An air carrier aircraft experiences multiple wildlife strikes:
- (b) (2) An air carrier aircraft experiences substantial damage from striking wildlife. As used in this paragraph, substantial damage means damage or structural failure incurred by an aircraft that adversely affects the structural strength, performance, or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component;
- (b) (3) An air carrier aircraft experiences an engine ingestion of wildlife; or
- (b) (4) Wildlife of a size, or in numbers, capable of causing an event described in paragraph (b)(1), (2), or (3) of this section is observed to have access to any airport flight pattern or aircraft movement area.

The wildlife hazard assessment shall contain at least the following (14CFR 139.337(c)):

- (c) (1) An analysis of the events or circumstances that prompted the assessment.
- (c) (2) Identification of the wildlife species observed and their numbers, locations, local movements, and daily and seasonal occurrences.
- (c) (3) Identification and location of features on and near the airport that attract wildlife.
- (c) (4) A description of wildlife hazards to air carrier operations.
- (c) (5) Recommended actions for reducing identified wildlife hazards to air carrier operations.

The certificate holder may look to WS or to private consultants to conduct the required wildlife hazard assessment. The FAA uses the wildlife hazard assessment in determining if a wildlife hazard management plan is needed for the airport. Therefore, persons having the education, training, and experience necessary to adequately assess any wildlife hazards should conduct the assessment.

Depending on the availability of resources, WS may conduct a preliminary hazard assessments at no charge to the certificate holder. The certificate holder should determine in advance if WS will charge to conduct the preliminary hazard assessment. More detailed assessments may require the certificate holder to enter into a cooperative service agreement with WS.

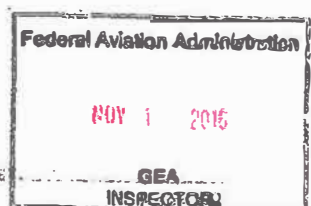
OSB

Benedict D. Castellano

Manager, Airport Safety and Operations

August 30, 2004

Date



Appendix C: A C 150/5200-32B Reporting Wildlife Strikes

Subject: Reporting Wildlife
Aircraft Strikes

Date: 5/31/2013
Initiated by: AAS-300

AC No: 150/5200-32B

1. Purpose.

This Advisory Circular (AC) explains the importance of reporting collisions between aircraft and wildlife, more commonly referred to as wildlife strikes. It also explains recent improvements in the Federal Aviation Administration's (FAA's) Bird/Other Wildlife Strike Reporting system, how to report a wildlife strike, what happens to the wildlife strike report data, how to access the FAA National Wildlife Strike Database (NWSD), and the FAA's Feather Identification program.

2. Applicability.

The FAA provides the standards and practices in this AC as guidance for all public-use airports, aviation industry personnel (e.g., Air Traffic Control, pilots and airline personnel, and engine manufacturers), and others who possess strike information. The FAA strongly recommends that the above aviation representatives and others possessing strike information participate in reporting.

3. Cancellation.

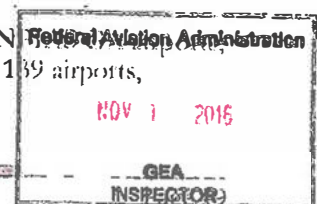
This AC cancels AC 150/5200-32A, Reporting Wildlife Aircraft Strikes, dated December 22, 2004.

4. Background.

The FAA has long recognized the threat to aviation safety posed by wildlife strikes. Each year in the United States, wildlife strikes to U.S. civil aircraft cause about \$718 million in damage to aircraft and about 567,000 hours of civil aircraft down time. For the period 1990 to 2011, over 115,000 wildlife strikes were reported to the FAA. About 97 percent of all wildlife strikes reported to the FAA involved birds, about 2 percent involved terrestrial mammals, and less than 1 percent involved flying mammals (bats) and reptiles. Waterfowl (ducks and geese), gulls, and raptors (mainly hawks and vultures) are the bird species that cause the most damage to civil aircraft in the United States, while European starlings are responsible for the greatest loss of human life. Vultures and waterfowl cause the most losses to U.S. military aircraft.

Studies have shown that strike reporting has steadily increased over the past two decades; however, strike reporting is not consistent across all stakeholders (pilots, air carriers, airport operators, air traffic control personnel, etc.) in the National Airspace System. Although larger 14 CFR Part 139 airports and those with well-established wildlife programs have improved strike reporting, there is a wide disparity in overall reporting rates between Part 139 airports and general aviation (GA) airports in the National Plan of Integrated Airport Systems (NPIAS). Less than 6 percent of total strike reports come from NPIAS GA airports, whose reporting rates average less than 1/20th the rates at Part 139 airports. Most Part 139 airports (97 percent) have reported at least one strike into the database through 2011, while only 43 percent of NPIAS GA airports have documented a strike into the database.

While overall reporting rates are much higher for strikes at Part 139 airports than at NPIAS GA airports, there is also a major disparity in reporting rates among Part 139 airports. Larger Part 139



especially those with well-established wildlife hazard management programs, have reporting rates about four times higher on average compared to other Part 139 airports. The pattern of disparity in strike reporting among Part 139 airports is also found in reporting rates for commercial air carriers. However, the FAA believes the current voluntary reporting rate is adequate to track national trends in wildlife strikes, to determine the hazard level of wildlife species that are being struck, and to provide a scientific foundation for FAA policies and guidance about the mitigation of risk from wildlife strikes.

Ultimately, improvements can be made in the quantity and quality of strike reporting. In addition to the above-mentioned gaps in reporting to the NWSA, there is an overall bias toward the reporting of damaging strikes compared to non-damaging strikes, especially for NPIAS GA airports and certain Part 139 airports. The quality of data within a strike report can also be improved by providing as much information as possible, including species struck and cost of strike.

The FAA has initiated several programs to address this important safety issue, including the collection, analysis, and dissemination of wildlife strike data. The effectiveness of a Wildlife Hazard Management Plan (WHMP) to reduce wildlife hazards both on and near an airport and the reevaluation of all facets of damaging/non-damaging strikes from year to year requires accurate and consistent reporting. Therefore, every WHMP should include a commitment to document and report to the NWSA all wildlife strikes that occur within the separation distances described in sections 1-2 and 1-3 of Advisory Circular 150/5200-33, Hazardous Attractants On or Near Airports (current version), to better identify, understand, and reduce threats to safe aviation.

5. Types of Animals to Report if Involved in a Strike with Aircraft.

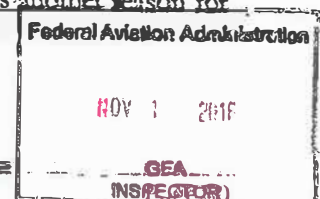
- a. All birds.
- b. All bats.
- c. All terrestrial mammals larger than 1 kg (2.2 lbs.) (e.g., report rabbits, muskrats, armadillos, foxes, coyotes, domestic dogs, deer, feral livestock, etc., but not rats, mice, voles, chipmunks, shrews, etc.). If in doubt, report the incident with a note in the comment section, and the Database Manager will determine whether to include the report into the NWSA based on body mass.
- d. Reptiles larger than 1 kg (2.2 lbs.).

6. When to Report a Wildlife Aircraft Strike.

A wildlife strike has occurred when:

- a. A strike between wildlife and aircraft has been witnessed.
- b. Evidence or damage from a strike has been identified on an aircraft.
- c. Bird or other wildlife remains, whether in whole or in part, are found:

(1) Within 250 feet of a runway centerline or within 1,000 feet of a runway end unless another reason for the animal's death is identified or suspected.



(2) On a taxiway or anywhere else on or off the airport that you have reason to believe was the result of a strike with an aircraft. Examples might be:

(i) A bird found in pieces from a prop strike on a taxiway.

(ii) A carcass retrieved within 1 mile of an airport on the final approach or departure path after someone reported the bird falling out of the sky and a report of a probable wildlife strike.

d. The presence of birds or other wildlife on or off the airport had a significant negative effect on a flight (i.e., aborted takeoff, aborted landing, high-speed emergency stop, or the aircraft left pavement area to avoid collision with wildlife).

7. How to Report a Bird/Wildlife Strike.

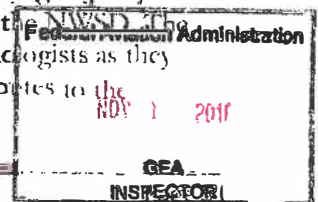
The FAA strongly encourages pilots, airport operations, aircraft maintenance personnel, Air Traffic Control personnel, engine manufacturers, or anyone else who has knowledge of a strike to report it to the NWSD. The FAA makes available an online reporting system at the Airport Wildlife Hazard Mitigation web site (<http://www.faa.gov/go/wildlife>) or via mobile devices at <http://www.faa.gov/mobile>. Anyone reporting a strike can also print the FAA's Bird/Other Wildlife Strike Report Form (Form 5200-7) at the end of this AC or download it from the web site to report strikes. Paper copies of Form 5200-7 may also be obtained from the appropriate Airports District Offices (ADO), Flight Standards District Offices (FSDO), and Flight Service Stations (FSS) or from the Airman's Information Manual (AIM). Paper forms are pre-addressed to the FAA. No postage is needed if the form is mailed in the United States. It is important to include as much information as possible on the strike report.

Note: These forms are to be used to report strikes that do not have bird remains associated with them (instructions with addresses for sending remains to the Smithsonian Institute Feather Identification Lab are discussed in Paragraph 11, Instructions for Collecting and Submitting Bird/Wildlife Remains for Identification, of this AC). Please do not send bird remains to the FAA.

8. FAA National Wildlife Strike Database Management and Data Analysis.

The FAA NWSD Manager edits all strike reports to ensure consistent, error-free data before entering a single, consolidated report into the database. This information is supplemented with non-duplicated strike reports from other sources. About every six weeks, the FAA posts an updated version of the database on the web site. Annually, the FAA sends a current version of the database to the International Civil Aviation Organization (ICAO) for incorporation into ICAO's Bird Strike Information System (IBIS) Database. Also, the FAA prepares and makes available a report summarizing wildlife strike results from 1990 through the most current year online at http://www.faa.gov/airports/airport_safety/wildlife/.

Analyses of data from the FAA NWSD have proved invaluable in determining the nature and severity of the aviation wildlife strike hazard. The database provides a scientific basis for identifying risk factors, justifying and implementing corrective actions at airports, and judging the effectiveness of those corrective actions. Table 1 below depicts the ranking of 50 bird and mammal species or groups by their relative hazard to aircraft in airport environments. The data for the analysis are from the NWSD database. The database is invaluable to engine manufacturers, aeronautical engineers, and wildlife biologists as they develop new technologies for the aviation industry. Each wildlife strike report contributes to the



accuracy and effectiveness of the database. Moreover, each report contributes to the common goal of increasing aviation safety and reducing the cost of wildlife strikes.

9. Access to the FAA National Wildlife Strike Database.

On April 24, 2009, the FAA made the NWSA available to the public. The FAA began systematically analyzing wildlife strike data in the 1990s for use by the FAA's Office of Airports, academia, and researchers as a means of improving airport safety and reducing wildlife hazards. The NWSA web site (<http://www.faa.gov/go/wildlife>) was retooled to make it more user-friendly and to allow more advanced data mining. The site has search fields that enable users to find data on specific airports, airlines, aircraft, and engine types, as well as damage incurred, date of strike, species struck, and state without having to download the entire database.

10. Bird/ Wildlife Identification.

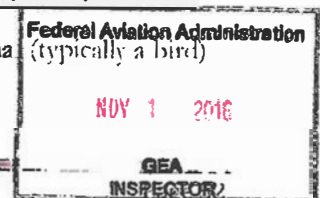
Accurate species identification is critical for wildlife-aircraft strike reduction programs. The identification of the exact species of bird struck (e.g., ring-billed gull, Canada goose, mallard, mourning dove, or red-tailed hawk as opposed to gull, goose, duck, dove, or hawk) is particularly important. This species information is critical for airports and biologists developing and implementing wildlife hazard management programs at airports because a problem that cannot be measured or defined cannot be solved. Wildlife biologists must know what species of wildlife they are dealing with in order to identify local attractants and to make proper management decisions within the framework of the Migratory Bird Treaty Act and state and local regulations. The FAA, the U.S. Air Force, the U.S. Navy, and the U.S. Department of Agriculture – Wildlife Services work closely with the Feather Identification Lab at the Smithsonian Institution, Museum of Natural History, to improve the understanding and prevention of bird-aircraft strike hazards. Bird strike remains that cannot be identified by airport personnel or by a local biologist can be sent (with FAA Form 5200-7) to the Smithsonian Museum for identification. Remains may also be submitted to the Smithsonian for verification of the field identification and for long-term storage of the evidence.

Bird strike identification using feathers, DNA, or other body parts or materials from birds involved in bird-aircraft strikes will be provided free-of-charge to all U.S. airport operators, all U.S. aircraft owners/operators (regardless of where the strike happened), and to any foreign air carrier if the strike occurred at a U.S. airport.

11. Instructions for Collecting and Submitting Bird/Wildlife Remains for Identification.

Please observe the following guidelines for collecting and submitting feathers or other bird/wildlife remains for species identification. These guidelines help maintain species identification accuracy, reduce turn-around time, and ensure a comprehensive FAA National Wildlife Aircraft Strike Database. Many airports have found it beneficial to construct strike reporting kits for use by airport personnel and aircraft operators. Having pre-made kits available improves strike reporting and encourages the sampling of strike remains. A kit suitable for collecting remains from most strikes would include the following materials stored in a 1-quart, re-sealable plastic bag: (1) collection instructions, (2) a pre-packaged alcohol hand-wipe for softening/removing tissue/blood ("snarge"¹) off of the aircraft, (3) a Whatman FTA® collection card for preserving blood/tissue for DNA identification, and (4) a pair of disposable gloves.

¹ Snarge is the term used for the residue and feathers left on an aircraft after an animal collides with it.



a. Collect and submit remains from known/suspected bird strikes or strike remains that involved an unknown animal from each impact location as soon as possible and send to the Feather Lab (Smithsonian). If remains are known to be other than those of birds, please contact the Smithsonian before mailing them at (202) 633-0801. Collect remains using the criteria listed in item c below. If you cannot send the remains as soon as possible, refrigerate or freeze them in a sealed plastic bag until you can mail them.

b. Provide complete information about the incident.

(1) Fill out FAA Form 5200-7 – Bird/ Other Wildlife Strike Report.

(i) Print a copy of Form 5200-7 at the end of this AC or download a copy at <http://www.faa.gov/go/wildlife>.

(ii) File a report online and print a copy to send with the remains.

(2) Mail the report with feather material (see address below).

(3) Provide your contact information if you wish to be informed of the species identification.

c. Collect as much material as possible in a clean plastic/ Ziplock® bag. (Please, do not send whole birds.)

(1) Pluck/pick a variety of many feathers representing color or patterns from the wings, tail, and body.

(2) Do not cut off feathers. This removes the downy region needed to aid in identification.

(3) Include any feathers with distinct colors or patterns.

(4) Include any downy “fluff”.

(5) Include beaks, feet, and talons if possible.

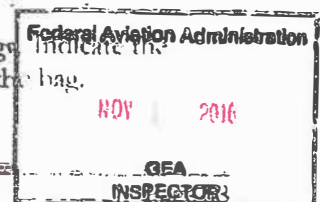
(6) Where only a small amount of snarge material is available, such as scrapings from an engine or smears on wings or windshields, send all of it.

(i) Dry material – Scrape or wipe off into a clean re-sealable bag or wipe the area with pre-packaged alcohol wipe or spray with alcohol to loosen material then wipe with clean cloth/gauze. Include the alcohol wipe or piece of cloth in the bag. (Do not use water, bleach, or other cleansers – they destroy or degrade DNA.)

(ii) Fresh material – Wipe the area with alcohol wipe and/or clean cloth/gauze or apply fresh tissue/blood to an optional Whatman FTA® DNA collecting card.

(1) Do not use any sticky substance such as tape or post-it notes to attach feathers.

(2) Collect remains from each impact location and place them in separate, labeled bags. Indicate the location on aircraft from which each sample came (i.e., windshield, radome, etc.) on the bag.



Please send whole feathers (tip and base) whenever possible as diagnostic characteristics are often found in the downy barbules at the feather base. Wings, as well as breast and tail feathers, should be sent whenever possible. Beaks, feet, bones, and talons are also useful diagnostic materials. Even blood smears can provide material for DNA analysis. Do not send entire bird carcasses through the mail. However, photographs of the carcasses can be very useful supplemental documentation.

If you send fresh blood/ tissue samples frequently for DNA identification, you may want to consider getting Whatman FTA® DNA cards. The material is sampled with a sterile applicator and placed onto the surface of the card that “fixes” the DNA in the sample. For more information about ordering these items, contact the Feather Lab. Otherwise, if you only occasionally send blood/ tissue samples, consider using a paper towel soaked with alcohol or an alcohol wipe to collect this type of material. Ethanol is the preferred type of alcohol.

Additional information on sending bird remains to the Smithsonian is available at <http://www.faa.gov/go/wildlife>.

d. Mail the Bird/Other Wildlife Strike Report and collected material to the Smithsonian’s Feather Identification Lab. The lab will forward the report to the National Wildlife Strike Database Manager.

For Material Sent via Express Mail Service:

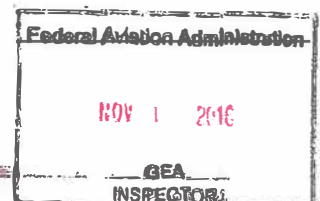
Feather Identification Lab
Smithsonian Institution
NHB, E600, MRC 116
10th & Constitution Ave NW
Washington DC 20560-0116

(This can be identified as “safety investigation material”.)

For Material Sent via US Postal Service:

Feather Identification Lab
Smithsonian Institution
PO Box 37012
NHB, E600, MRC 116
Washington DC 20013-7012

(Not recommended for priority cases.)



Federal Aviation Administration
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INSPECTOR