

Appendix Ia

Traffic Appendix 1.1

**Approved Traffic Study Scoping Agreement**  
For  
Lafayette Street Logistics Facility  
Level of Service (LOS) and Vehicle Miles Traveled (VMT)

URBAN CROSSROADS

September 7, 2022

## **APPENDIX 1.1: APPROVED TRAFFIC STUDY SCOPING AGREEMENT**

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September 7, 2022

Mr. Richard Pederson  
Town of Apple Valley  
14955 Dale Evans Pkwy.  
Apple Valley, CA 92307

**SUBJECT: SCOPING ASSUMPTIONS FOR THE LAFAYETTE STREET LOGISTICS FACILITY LEVEL OF SERVICE (LOS) AND VEHICLE MILES TRAVELED (VMT) SCOPING AGREEMENT**

Dear Mr. Richard Pederson:

Urban Crossroads, Inc. is pleased to submit this scoping letter to the Town of Apple Valley regarding the Level of Service (LOS) and Vehicle Miles Traveled (VMT) to be prepared for the proposed Lafayette Street Logistics Facility development (“Project”), which is located south of Lafayette Street and east of Dale Evans Parkway in the Town of Apple Valley. It is our understanding that the Project is to consist of 1,207,544 square feet (sf) of high cube warehouse/distribution.

The remainder of this letter describes the proposed analysis methodology, Project trip generation, trip distribution, and Project traffic assignment/project trips on the surrounding roadway network. The following scoping assumptions have been prepared in accordance with the County of San Bernardino’s Transportation Impact Study Guideline (July 9, 2019) as the Town of Apple Valley utilizes the County guidelines.

A preliminary site plan the proposed Project is shown on Exhibit 1. Exhibit 2 depicts the location of the proposed project in relation to the existing roadway network. It is anticipated that the Project would be occupied by year 2024. Project will have two full access points along Lafayette Street, three full access points along the future Dachsund Avenue, and two full access points along the future Burbank Avenue.

## **TRIP GENERATION**

For purposes of this analysis, the Project is assumed to consist of 1,026,412 square of high cube warehouse floor area (85% of total), and 181,132 square feet of cold storage (15% Of total). In order to develop the traffic characteristics of the high-cube warehouse land use for the Proposed Project, trip-generation statistics published in the TUMF High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) are used. The purpose of WSP 2019 study was to gather enough data to develop reliable trip generation rates for centers for use in traffic impact studies in the Inland Empire.

In addition, the South Coast Air Quality Management District (SCAQMD) recommends the use of 0.64 truck trips per 1,000 square feet, which would account for variations in the future users.

For the remaining high-cube cold storage portion of the Proposed Project, the trip generation rates published by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual, 11<sup>th</sup> Edition (2021) have been utilized.

Refinements to the raw trip generation estimates for the high-cube cold storage warehouse have been made to provide a more detailed breakdown of trips by vehicle mix. Data regarding the vehicle mix has been obtained from the High Cube Warehouse Vehicle Trip Generation Analysis (ITE, October 2016). The ITE 2016 vehicle trip generation analysis provides vehicle mix datasets for Cold Storage Warehouse uses, which consists of 32.2% trucks for daily trips, 30.8% trucks for AM peak hour trips and 21.7% trucks for PM peak hour trips. The South Coast Air Quality Management (SCAQMD) recommended truck mix for each axle type is utilized for 2- axle, 3-axle, and 4+-axle trucks for warehouse use with cold storage.

Passenger car equivalents (PCEs) allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.

Table 1 shows the vehicle trip generation rates for the Proposed Project, as well as the vehicle trip generation summary with daily and peak hour trip generation estimates. Table 2 presents the passenger-car-equivalent (PCE) trip generation rates for the Proposed Project with the resulting PCE daily and peak hour trip generation estimates. As shown on Table 2, Proposed Project is anticipated to generate a total of 4,052 PCE trip-ends per day with 229 AM peak vehicle hour trips and 301 PM peak hour vehicle trips.

## **TRIP DISTRIBUTION AND TRIP ASSIGNMENT**

The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system. Exhibits 3 and 4 presents the Project distribution patterns for passenger cars and trucks, respectively.

Based on the identified Project traffic generation and trip distribution patterns, Project peak hour intersection turning movement volumes are shown on Exhibits 5 and 6.

## **ANALYSIS SCENARIOS**

Consistent with Town of Apple Valley and County LOS guidelines, intersection analysis will be provided for the following analysis scenarios:

- Existing (2022) Conditions
- Background Without and With Project (2024)

- Cumulative Without and With Project (2040)

The Town of Apple Valley General Plan Circulation Element is depicted on Exhibit 7. The Town of Apple Valley Truck Routes are presented on Exhibit 8.

## STUDY AREA

Consistent with the Town of Apple Valley and County LOS guidelines, study area intersections have been identified for the Project based on the contribution of 50 or more peak hour trips. Based on this criterion, anticipated trip generation and trip distribution, the following intersections will be evaluated:

ID	Intersection Location	ID	Intersection Location
1	Dale Evans Pkwy. / Johnson Rd.	11	Dale Evans Pkwy. / Burbank St.
2	Dale Evans Pkwy. / Lafayette St.	12	Dachsund Av. / Lafayette St.
3	Dale Evans Pkwy. / Corwin Rd.	13	Dachsund Av. / Burbank St.
4	Stoddard Wells Rd. / Johnson Rd.	14	Dwy. 1 / Lafayette St.
5	I-15 NB Ramps / Stoddard Wells Rd.	15	Dwy. 2 / Lafayette St.
6	Quarry Rd. / Stoddard Wells Rd.	16	Dachsund Av. / Dwy. 3
7	Quarry Rd. / I-15 SB Ramps	17	Dachsund Av. / Dwy. 4
8	Navajo Rd. / Johnson Rd.	18	Dachsund Av. / Dwy. 5
9	Navajo Rd. / Lafayette St.	19	Dwy. 6 / Burbank St.
1	Central Rd. / Johnson Rd.	20	Dwy. 7 / Burbank St.

Exhibit 2 identifies the proposed study area intersection analysis locations.

## LEVEL OF SERVICE (LOS) CRITERIA

Per the Town of Apple Valley General Plan, roadway segments and intersections should generally operate at level of Service C or better, wherever feasible, and that all intersections maintain a Level of Service D or better during both morning and evening peak hours.

## PREFERRED ANALYSIS METHODOLOGY

For the purposes of this analysis, signalized intersection operations analysis will be based on the methodology described in the Highway Capacity Manual (6<sup>th</sup> Edition). Intersection LOS operations are based on an intersection's average control delay. Unsignalized intersections will be evaluated using the methodology described in the HCM 6<sup>th</sup> Edition.

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane.

## EXISTING 2022 VOLUMES

For the existing study area intersections, new traffic counts will be collected in September 2022 during the following timeframes: 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM.

## CUMULATIVE DEVELOPMENT TRAFFIC

It is requested that Town staff review the list of cumulative development projects (shown on Exhibit 9 and listed on Table 3) for inclusion in the traffic study. Consistent with other studies performed in the area, an ambient growth rate of 2% per year will be utilized as a minimum if necessary. The rate will be compounded over a 2-year period (i.e.,  $1.02^{2\text{years}} = 1.0404$  or 4.04%) for Interim Year (2024) conditions.

Where available, mitigation measures from the traffic studies prepared for nearby cumulative developments will be reviewed for consistency with the findings of this Project traffic analysis.

## SPECIAL ISSUES

The following issues will also be addressed as part of the TIA:

- Traffic Signal Warrant Analysis: Signal warrant analysis will be prepared for all unsignalized study area intersections that allow for full access (no traffic signal warrants to be performed for restricted access locations due to infeasibility of installing a signal at these types of locations).
- Queueing: Queuing analysis will be performed at Project access points to determine pocket storage lengths needed to accommodate 95<sup>th</sup> percentile queues.
- Improvements: Based on the traffic analysis results, the TA will indicate new improvement requirements and fair share contribution for the proposed Project.
- Vehicle Miles Traveled (VMT): VMT analysis will be conducted in accordance with Town guidelines.

## VEHICLE MILES TRAVELED (VMT) SCREENING

The VMT screening assessment will be prepared under separate cover. The California Environmental Quality Act (CEQA) procedures for determination of transportation impacts have recently changed to an evaluation of Vehicle Miles Traveled (VMT) rather than vehicle delay or level of service, due to Senate Bill 743 (SB 743).

County of San Bernardino VMT screening guidelines will be applied to the project, unless otherwise directed by Town staff. To estimate Baseline Plus Project Conditions, adjustments to socio-economic data (i.e., number of employees) are to be made for the Project's traffic analysis zone (TAZ) or a separate TAZ in the San Bernardino Transportation Analysis Model (SBTAM) base year model (i.e., 2016).

## CONCLUSION

Urban Crossroads, Inc. is pleased to submit this letter documenting the Project trip generation, trip distribution and assignment, analysis scenarios and the recommended intersection analysis locations for the Lafayette Street Logistics Facility Level of Service (LOS) and Vehicle Miles Traveled (VMT) .

Please review this scoping agreement let us know if it is acceptable, or if the Town requests any changes to this proposed scope of work. If you have any questions, please contact John Kain at (949) 375-2435 or Marlie Whiteman (714) 585-0574. Our schedule calls for the traffic counts to be conducted during September.

If you have any questions, please contact Marlie at (714) 585-0574 or John at (949) 375-2435.

Respectfully submitted,

URBAN CROSSROADS, INC.



John Kain  
Principal

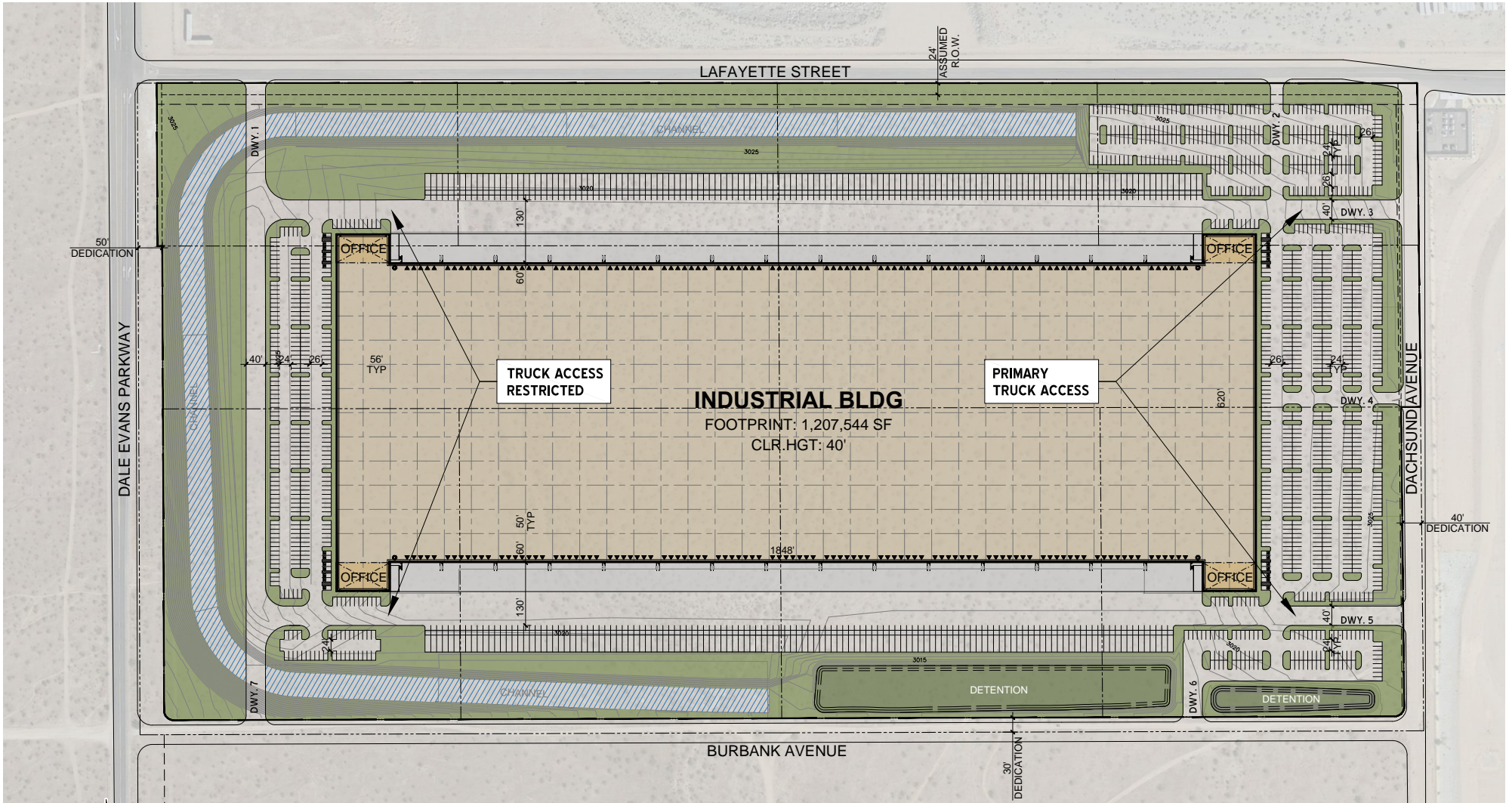
Attachments



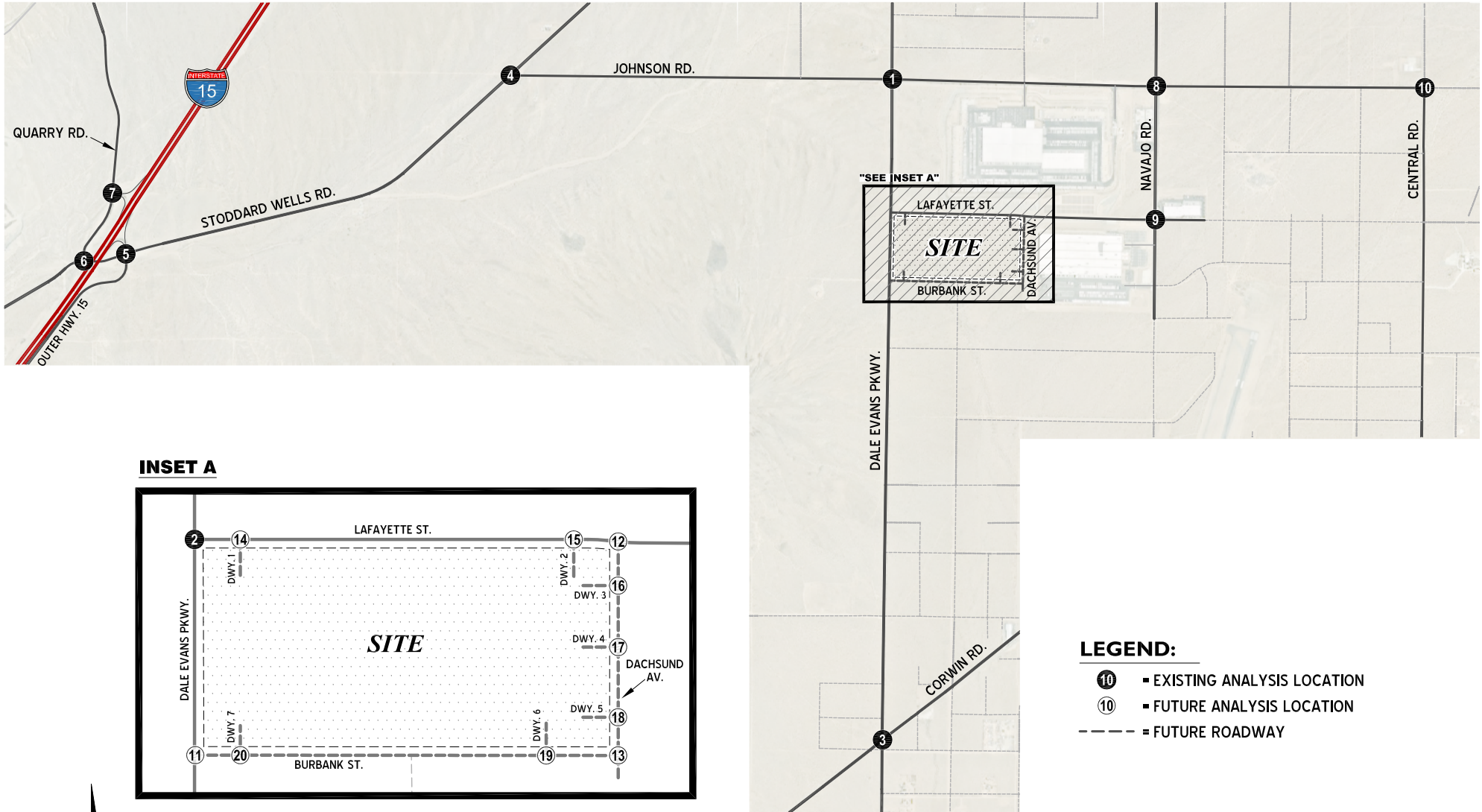
Marlie Whiteman, P.E.  
Senior Associate



EXHIBIT 1: SITE PLAN



**EXHIBIT 2: TRAFFIC ANALYSIS STUDY AREA**



- LEGEND:**
- 10 = EXISTING ANALYSIS LOCATION
  - 10 = FUTURE ANALYSIS LOCATION
  - = FUTURE ROADWAY



**TABLE 1: PROJECT TRIP GENERATION SUMMARY  
ACTUAL VEHICLES**

Proposed Project Trip Generation Rates <sup>1</sup>									
Land Use	ITE LU Code	Quantity <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Warehouse <sup>3</sup>	-	1,026.412 TSF	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.066	0.020	0.086	0.033	0.082	0.115	1.489
2 to 4-Axle+ Trucks			0.028	0.008	0.036	0.014	0.036	0.050	0.640
High-Cube Cold Storage Warehouse <sup>4,5,6</sup>	157	181.132 TSF	0.085	0.025	0.110	0.034	0.086	0.120	2.12
Passenger Cars (69.2% AM, 78.3% PM, 67.8% Daily)			0.059	0.017	0.076	0.026	0.068	0.094	1.437
2-Axle Trucks (10.69% AM, 7.53% PM, 11.17% Daily)			0.009	0.003	0.012	0.003	0.006	0.009	0.237
3-Axle Trucks (3.39% AM, 2.39% PM, 3.54% Daily)			0.003	0.001	0.004	0.001	0.002	0.003	0.075
4-Axle+ Trucks (16.72% AM, 11.78% PM, 17.49% Daily)			0.014	0.004	0.018	0.004	0.010	0.014	0.371

Proposed Project Trip Generation Results									
Land Use	ITE LU Code	Quantity <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Warehouse	-	1026.412 TSF							
- Passenger Cars			67	21	88	34	85	119	1,528
- Truck Trips (Actual)			29	9	38	14	37	51	657
High Cube Warehouse Subtotal			96	30	126	48	122	170	2,185
High-Cube Cold Storage Warehouse	157	181.132 TSF							
- Passenger Cars			11	3	14	5	12	17	260
- Truck Trips									
2-axle:			2	1	3	1	1	2	43
3-axle:			1	0	1	0	0	0	14
4+-axle:			3	1	4	1	2	3	67
- Net Truck Trips (Actual Vehicles)			6	2	8	2	3	5	124
High Cube Cold Storage Warehouse Subtotal			17	5	22	7	15	22	384
Passenger Cars Subtotal			78	24	102	39	97	136	1,788
Truck Trips Subtotal			35	11	46	16	40	56	781
<b>PROJECT TOTAL TRIPS (ACTUAL VEHICLES)<sup>7</sup></b>			<b>113</b>	<b>35</b>	<b>148</b>	<b>55</b>	<b>137</b>	<b>192</b>	<b>2,569</b>

<sup>1</sup> Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

<sup>2</sup> TSF = Thousand Square Feet; DU = Dwelling Units

<sup>3</sup> Source: TUMF High-Cube Warehouse Trip Generation Study. Prepared by WSP, January 2019.

Passenger and Truck AM/PM peak hour (in/out) splits are estimated from based on ITE peak-to-daily relationship

Truck Daily Rate Source: Notice of Preparation of a Draft Environmental Impact Report for the Proposed Potrero Logistics Center.

Prepared by South Coast Air Quality Management District (SCAQMD), June 2020.

<sup>4</sup> Vehicle Mix Source: Institute of Transportation Engineers (ITE) Trip Generation Handbook, Third Edition (September 2017).

<sup>5</sup> Vehicle Mix Source: Institute of Transportation Engineers (ITE) High-Cube Warehouse Vehicle Trip Generation Analysis(October 2016).

<sup>6</sup> Truck Mix Source: SCAQMD Warehouse Truck Trip Study Data Results and Usage(2014).

With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks

<sup>7</sup> Total Net Trips (Actual Vehicles) = Passenger Cars + Net Truck Trips (Actual Trucks).

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**TABLE 2: PROJECT TRIP GENERATION SUMMARY  
PASSENGER CAR EQUIVALENT (PCE)**

Project Trip Generation Rates <sup>1</sup>									
Land Use	ITE LU Code	Quantity <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Warehouse <sup>3</sup>	-	1,026.412 TSF	0.150	0.045	0.195	0.075	0.190	0.265	3.409
		Passenger Cars	0.066	0.020	0.086	0.033	0.082	0.115	1.489
		2 to 4-Axle+ Trucks (PCE = 3.0)	0.084	0.025	0.109	0.042	0.108	0.150	1.920
High-Cube Cold Storage Warehouse <sup>4,5,6</sup>	157	181.132 TSF	0.121	0.036	0.157	0.045	0.111	0.156	3.06
		Passenger Cars	0.059	0.017	0.076	0.026	0.068	0.094	1.437
		2-Axle Trucks (PCE = 1.5)	0.014	0.005	0.019	0.005	0.009	0.014	0.356
		3-Axle Trucks (PCE = 2.0)	0.006	0.002	0.008	0.002	0.004	0.006	0.150
		4-Axle+ Trucks (PCE = 3.0)	0.042	0.012	0.054	0.012	0.030	0.042	1.113

Project Trip Generation Results									
Land Use	ITE LU Code	Quantity <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Warehouse	-	1,026.412 TSF							
- Passenger Cars			67	21	88	34	85	119	1,528
- Truck Trips (PCE = 3.0)			86	26	112	43	111	154	1,971
High Cube Warehouse Subtotal			153	47	200	77	196	273	3,499
High-Cube Cold Storage Warehouse	157	181.132 TSF							
- Passenger Cars			11	3	14	5	12	17	260
- Truck Trips									
		2-axle (PCE = 1.5):	3	1	4	1	2	3	64
		3-axle (PCE = 2.0):	1	0	1	0	1	1	27
		4+-axle (3.0):	8	2	10	2	5	7	202
- Net Truck Trips (PCE)			12	3	15	3	8	11	293
High Cube Cold Storage Warehouse Subtotal			23	6	29	8	20	28	553
Passenger Cars Subtotal			78	24	102	39	97	136	1,788
Truck Trips Subtotal			98	29	127	46	119	165	2,264
<b>PROJECT TOTAL EXTERNAL TRIPS (PCE)<sup>7</sup></b>			<b>176</b>	<b>53</b>	<b>229</b>	<b>85</b>	<b>216</b>	<b>301</b>	<b>4,052</b>

<sup>1</sup> Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

<sup>2</sup> TSF = Thousand Square Feet; DU = Dwelling Units

<sup>3</sup> Source: *TUMF High-Cube Warehouse Trip Generation Study*. Prepared by WSP, January 2019.

Passenger and Truck AM/PM peak hour (in/out) splits are estimated from based on ITE peak-to-daily relationship

Truck Daily Rate Source: *Notice of Preparation of a Draft Environmental Impact Report for the Proposed Potrero Logistics Center*.

Prepared by South Coast Air Quality Management District (SCAQMD), June 2020.

<sup>4</sup> Vehicle Mix Source: Institute of Transportation Engineers (ITE), *Trip Generation Handbook*, Third Edition (September 2017).

<sup>5</sup> Vehicle Mix Source: Institute of Transportation Engineers (ITE), *High-Cube Warehouse Vehicle Trip Generation Analysis* (October 2016).

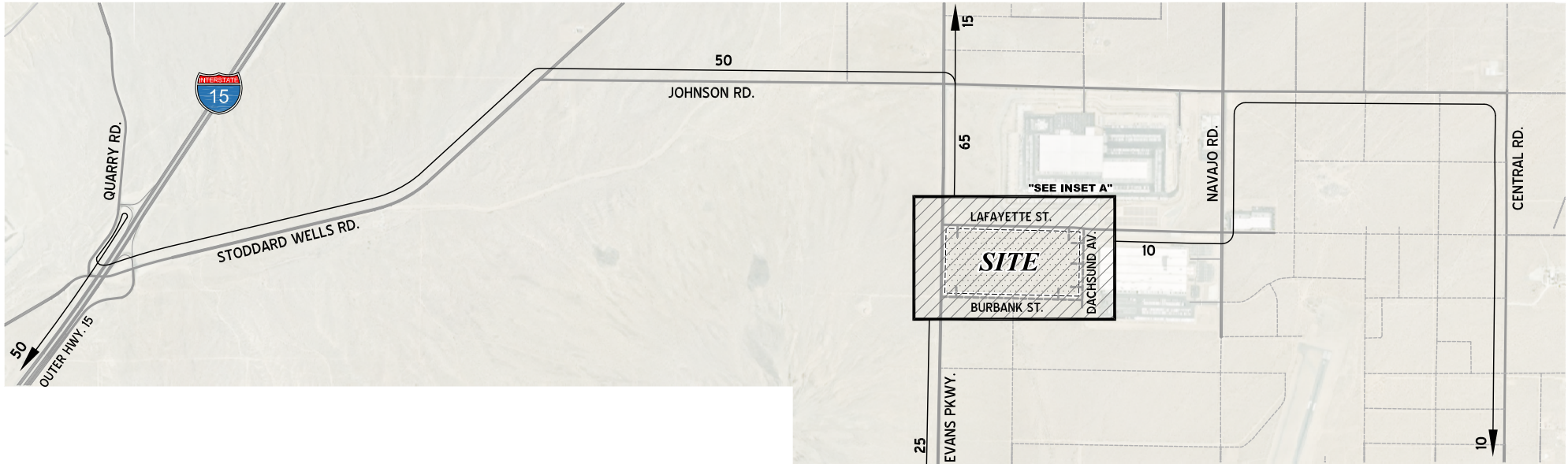
<sup>6</sup> Truck Mix Source: SCAQMD *Warehouse Truck Trip Study Data Results and Usage* (2014).

With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks

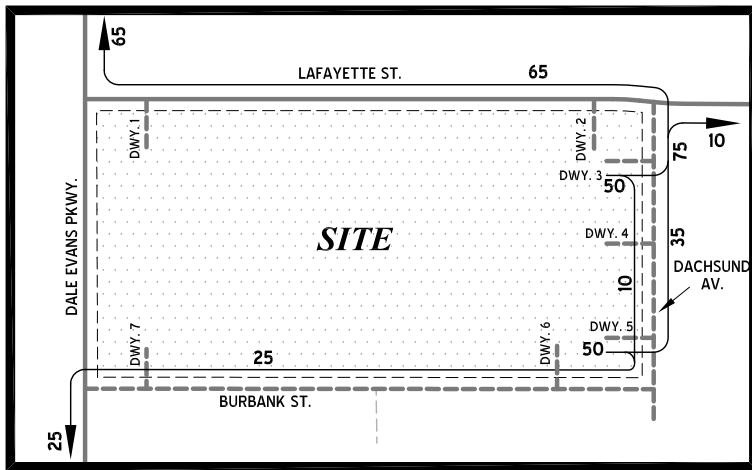
<sup>7</sup> Total Net Trips (PCE) = Passenger Cars + Net Truck Trips (Passenger Car Equivalent).

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**EXHIBIT 3: PROJECT (TRUCK) TRIP DISTRIBUTION**



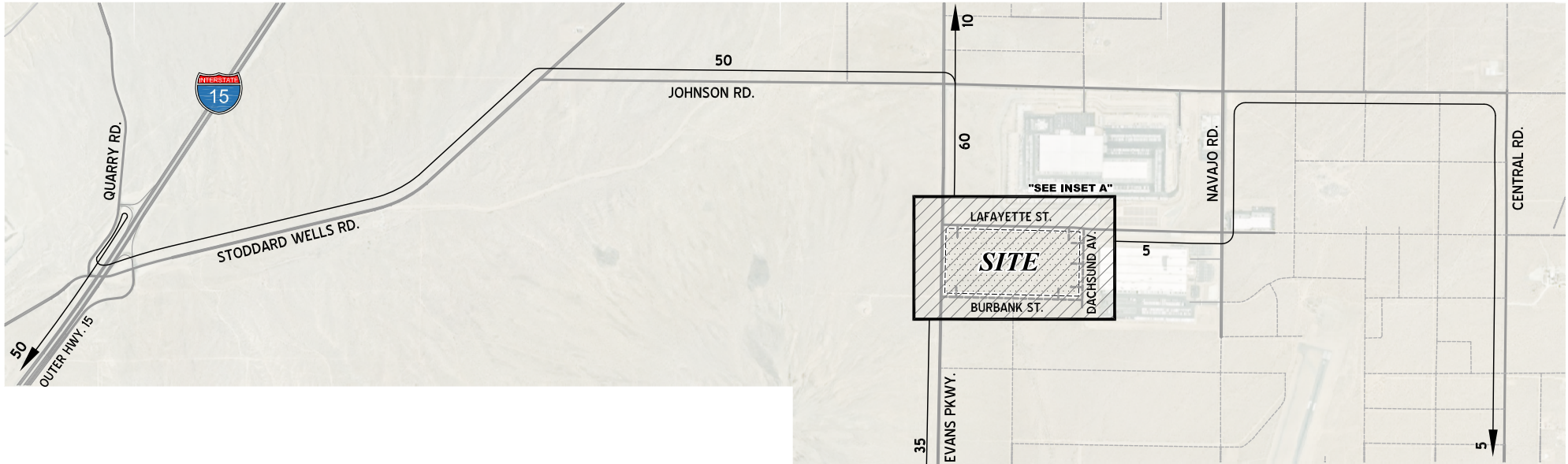
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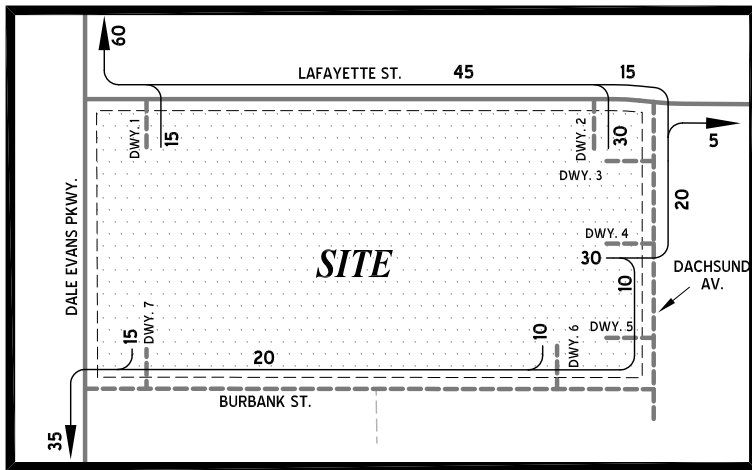
**LEGEND:**  
 10 ■ PERCENT TO/FROM PROJECT  
 - - - FUTURE ROADWAY



**EXHIBIT 4: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION**



**INSET A**

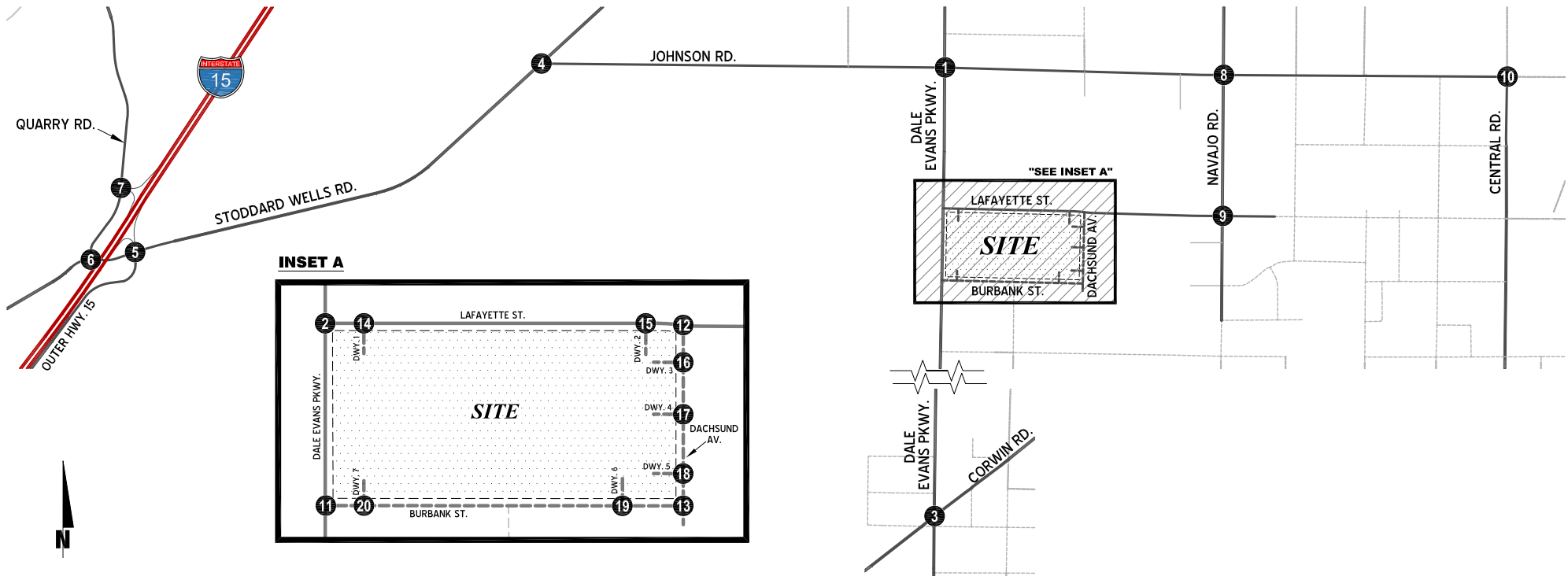


**LEGEND:**

- 10 ■ PERCENT TO/FROM PROJECT
- - - ■ FUTURE ROADWAY

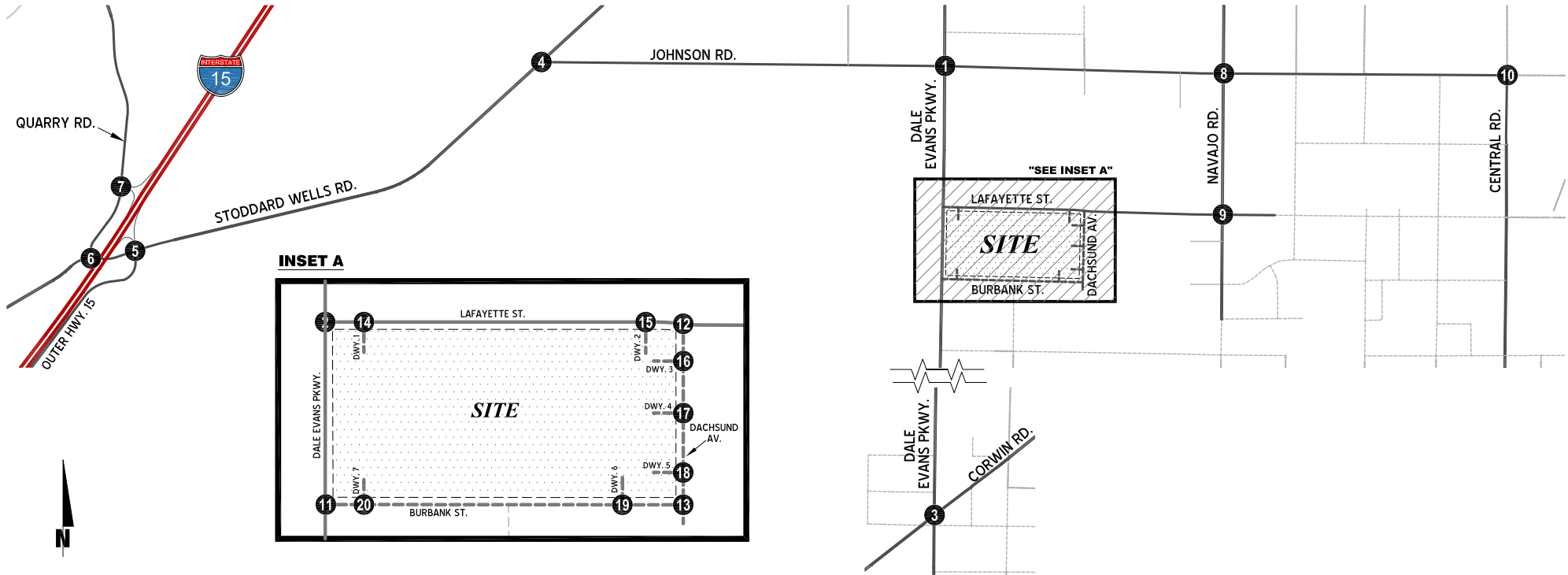


**EXHIBIT 5: PROJECT ONLY AM PEAK HOUR INTERSECTION PASSENGER CAR EQUIVALENT VOLUMES**



<p><b>1</b> Dale Evans Pkwy. &amp; Johnson Rd.</p>	<p><b>2</b> Dale Evans Pkwy. &amp; Lafayette St.</p>	<p><b>3</b> Dale Evans Pkwy. &amp; Corwin Rd.</p>	<p><b>4</b> Stoddard Wells Rd. &amp; Johnson Rd.</p>	<p><b>5</b> I-15 NB Ramps - Outer Hwy. 15 &amp; Stoddard Wells Rd.</p>	<p><b>6</b> Quarry Rd. &amp; Stoddard Wells Rd.</p>	<p><b>7</b> Quarry Rd. &amp; I-15 SB Ramps</p>	<p><b>8</b> Navajo Rd. &amp; Johnson Rd.</p>	<p><b>9</b> Navajo Rd. &amp; Lafayette St.</p>	<p><b>10</b> Central Rd. &amp; Johnson Rd.</p>
<p><b>11</b> Dale Evans Pkwy. &amp; Burbank St.</p>	<p><b>12</b> Dachsund Av. &amp; Lafayette St.</p>	<p><b>13</b> Dachsund Av. &amp; Burbank St.</p>	<p><b>14</b> Dwy. 1 &amp; Lafayette St.</p>	<p><b>15</b> Dwy. 2 &amp; Lafayette St.</p>	<p><b>16</b> Dachsund Av. &amp; Dwy. 3</p>	<p><b>17</b> Dachsund Av. &amp; Dwy. 4</p>	<p><b>18</b> Dachsund Av. &amp; Dwy. 5</p>	<p><b>19</b> Dwy. 6 &amp; Burbank St.</p>	<p><b>20</b> Dwy. 7 &amp; Burbank St.</p>

**EXHIBIT 6: PROJECT ONLY PM PEAK HOUR  
INTERSECTION PASSENGER CAR EQUIVALENT VOLUMES**



<p><b>1</b> Dale Evans Pkwy. &amp; Johnson Rd.</p>	<p><b>2</b> Dale Evans Pkwy. &amp; Lafayette St.</p>	<p><b>3</b> Dale Evans Pkwy. &amp; Corwin Rd.</p>	<p><b>4</b> Stoddard Wells Rd. &amp; Johnson Rd.</p>	<p><b>5</b> I-15 NB Ramps - Outer Hwy. 15 &amp; Stoddard Wells Rd.</p>	<p><b>6</b> Quarry Rd. &amp; Stoddard Wells Rd.</p>	<p><b>7</b> Quarry Rd. &amp; I-15 SB Ramps</p>	<p><b>8</b> Navajo Rd. &amp; Johnson Rd.</p>	<p><b>9</b> Navajo Rd. &amp; Lafayette St.</p>	<p><b>10</b> Central Rd. &amp; Johnson Rd.</p>
<p><b>11</b> Dale Evans Pkwy. &amp; Burbank St.</p>	<p><b>12</b> Dachsund Av. &amp; Lafayette St.</p>	<p><b>13</b> Dachsund Av. &amp; Burbank St.</p>	<p><b>14</b> Dwy. 1 &amp; Lafayette St.</p>	<p><b>15</b> Dwy. 2 &amp; Lafayette St.</p>	<p><b>16</b> Dachsund Av. &amp; Dwy. 3</p>	<p><b>17</b> Dachsund Av. &amp; Dwy. 4</p>	<p><b>18</b> Dachsund Av. &amp; Dwy. 5</p>	<p><b>19</b> Dwy. 6 &amp; Burbank St.</p>	<p><b>20</b> Dwy. 7 &amp; Burbank St.</p>



**EXHIBIT 7: TOWN OF APPLE VALLEY GENERAL PLAN STREET SYSTEM**

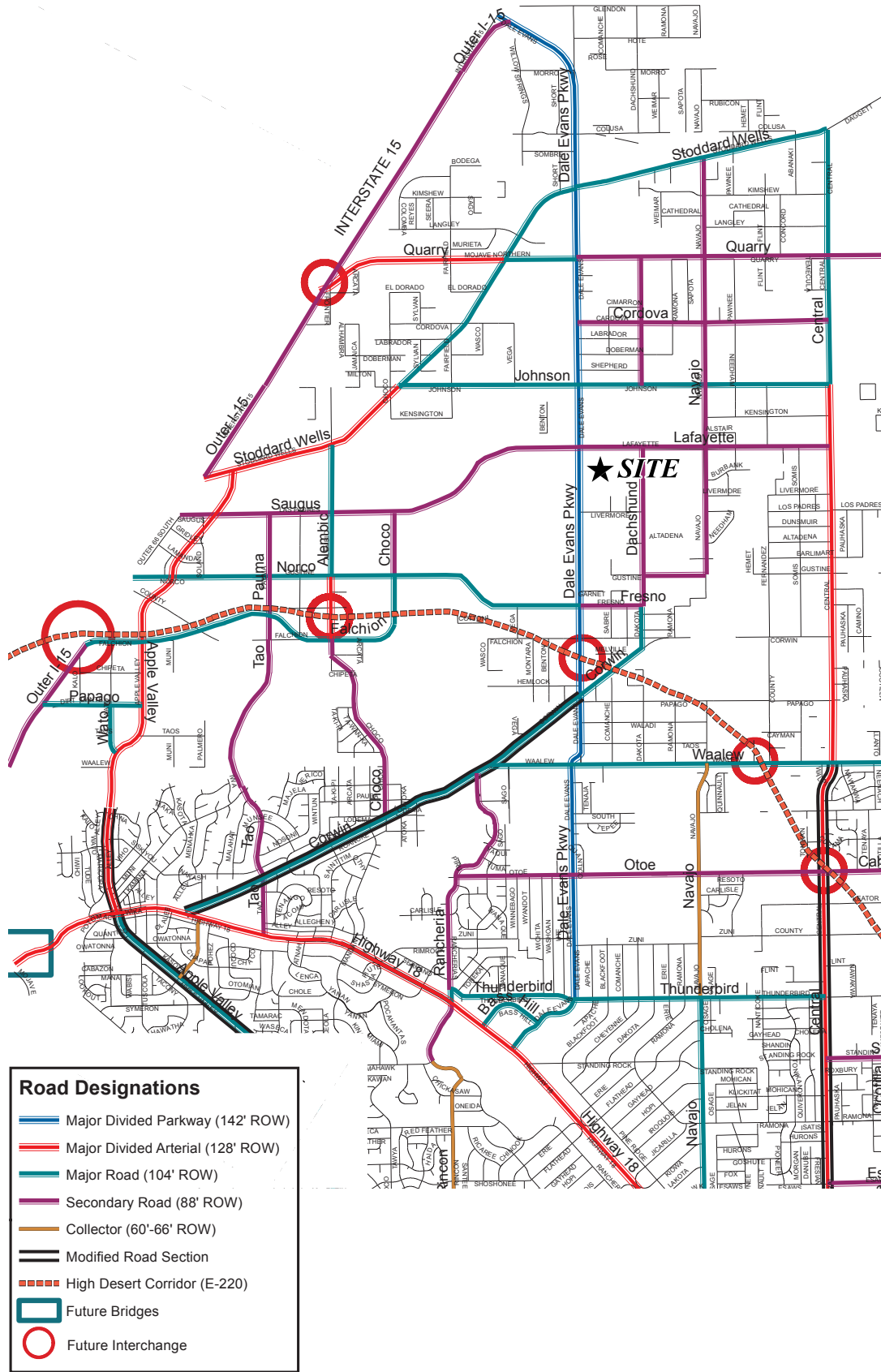


EXHIBIT 8: TOWN OF APPLE VALLEY TRUCK ROUTES

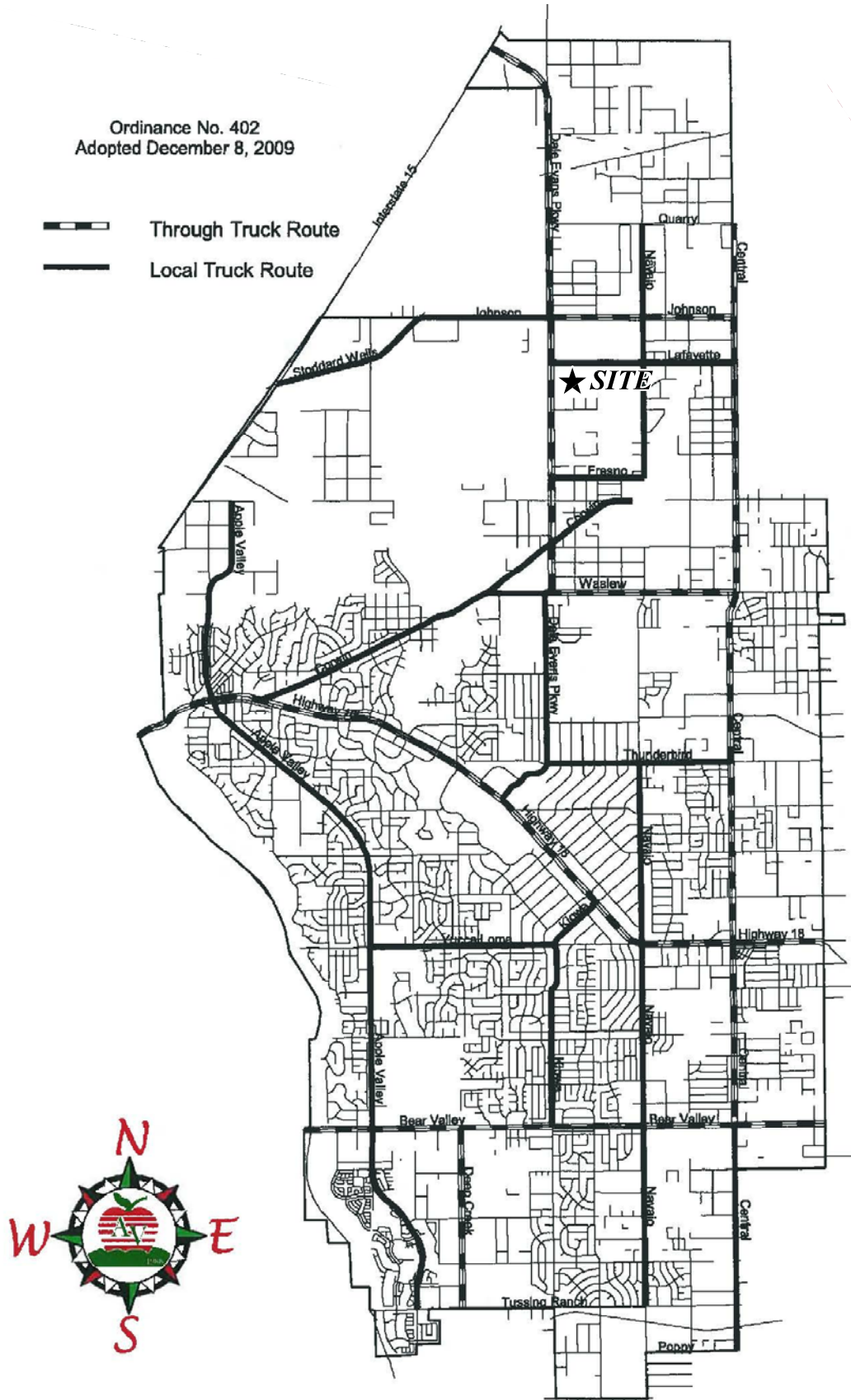
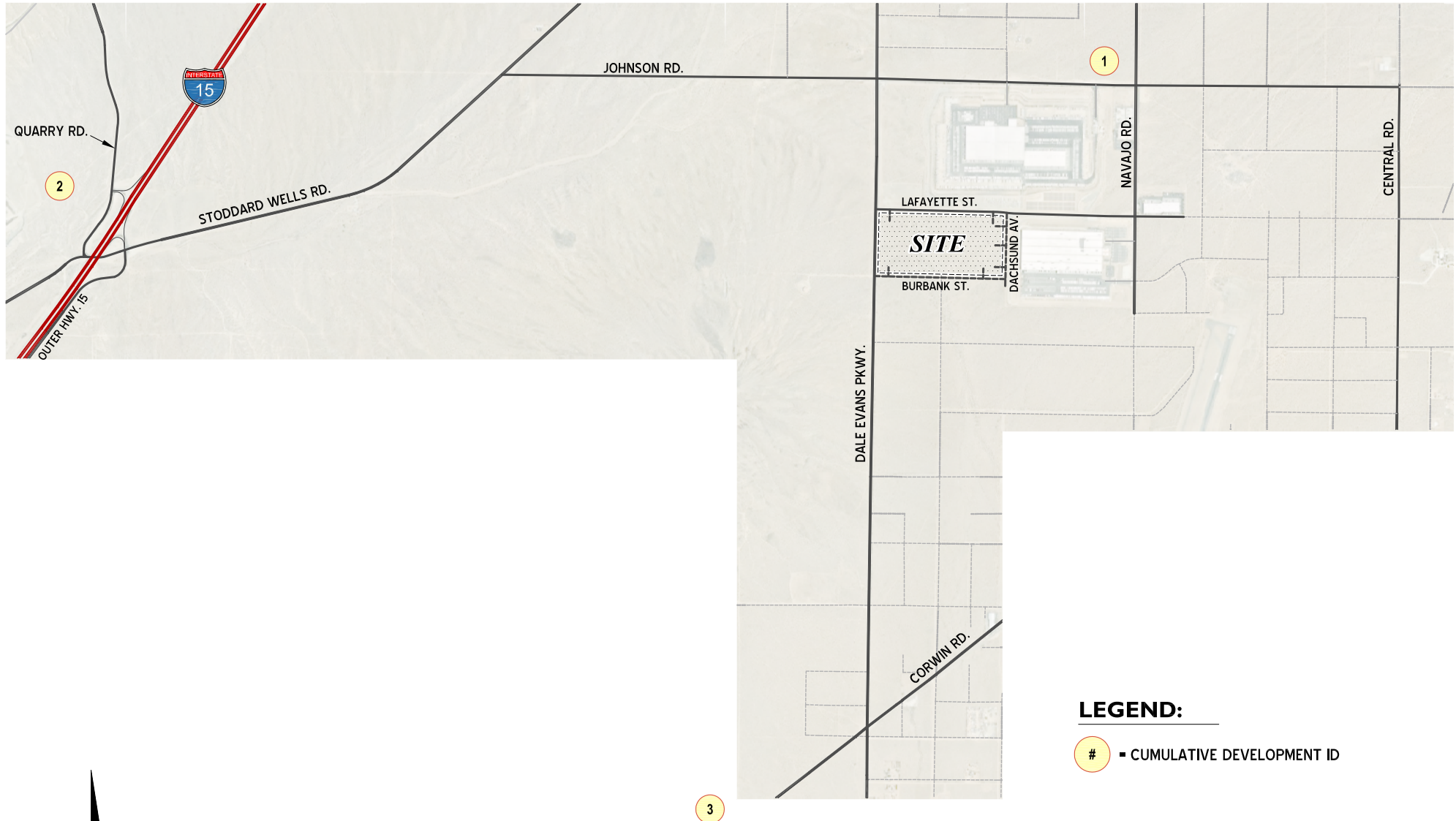


EXHIBIT 9: CUMULATIVE DEVELOPMENT LOCATION MAP



**TABLE 3: CUMULATIVE DEVELOPMENT LAND USE SUMMARY**

TAZ	Project	Land Use	Quantity	Units <sup>1</sup>
1	Dara II Industrial	Warehouse	374.26	TSF
2	Apple Valley 123	Industrial/Warehouse	2,628.00	TSF
3	TTM 20306	Single Family Residential	160	DU

<sup>1</sup> DU = Dwelling Units; TSF = Thousand Square Feet

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## **APPENDIX 3.1: TRAFFIC COUNTS – OCTOBER 2022**

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City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

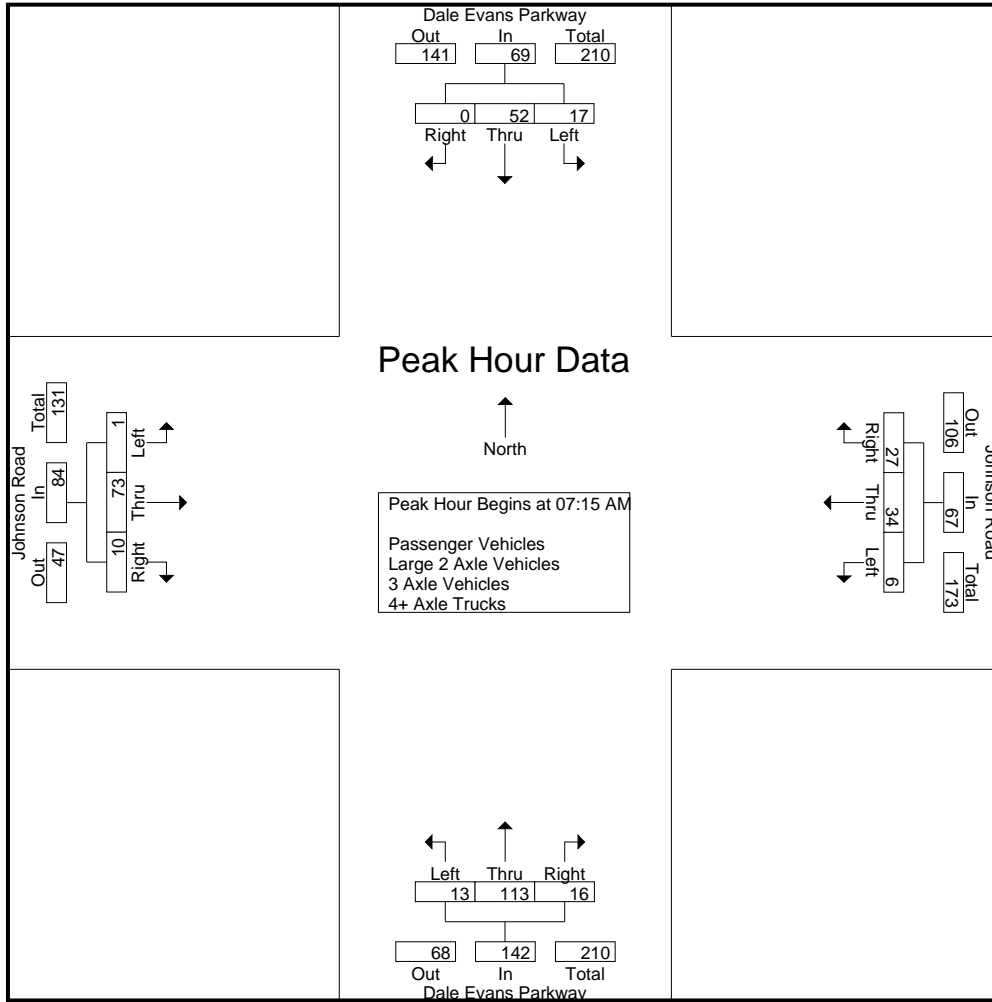
Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	6	1	9	1	6	7	14	4	17	2	23	0	15	3	18	64
07:15 AM	7	18	0	25	2	6	4	12	5	33	2	40	0	18	1	19	96
07:30 AM	2	16	0	18	1	8	9	18	2	35	7	44	1	15	3	19	99
07:45 AM	3	10	0	13	1	8	8	17	1	19	5	25	0	25	5	30	85
<b>Total</b>	<b>14</b>	<b>50</b>	<b>1</b>	<b>65</b>	<b>5</b>	<b>28</b>	<b>28</b>	<b>61</b>	<b>12</b>	<b>104</b>	<b>16</b>	<b>132</b>	<b>1</b>	<b>73</b>	<b>12</b>	<b>86</b>	<b>344</b>
08:00 AM	5	8	0	13	2	12	6	20	5	26	2	33	0	15	1	16	82
08:15 AM	2	10	0	12	0	10	5	15	1	19	3	23	0	7	3	10	60
08:30 AM	3	9	0	12	2	6	3	11	1	25	2	28	0	9	3	12	63
08:45 AM	6	12	1	19	1	4	5	10	4	14	1	19	0	17	0	17	65
<b>Total</b>	<b>16</b>	<b>39</b>	<b>1</b>	<b>56</b>	<b>5</b>	<b>32</b>	<b>19</b>	<b>56</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>103</b>	<b>0</b>	<b>48</b>	<b>7</b>	<b>55</b>	<b>270</b>
<b>Grand Total</b>	<b>30</b>	<b>89</b>	<b>2</b>	<b>121</b>	<b>10</b>	<b>60</b>	<b>47</b>	<b>117</b>	<b>23</b>	<b>188</b>	<b>24</b>	<b>235</b>	<b>1</b>	<b>121</b>	<b>19</b>	<b>141</b>	<b>614</b>
Apprch %	24.8	73.6	1.7		8.5	51.3	40.2		9.8	80	10.2		0.7	85.8	13.5		
Total %	4.9	14.5	0.3	19.7	1.6	9.8	7.7	19.1	3.7	30.6	3.9	38.3	0.2	19.7	3.1	23	
Passenger Vehicles	11	83	2	96	9	28	13	50	18	172	21	211	1	83	15	99	456
% Passenger Vehicles	36.7	93.3	100	79.3	90	46.7	27.7	42.7	78.3	91.5	87.5	89.8	100	68.6	78.9	70.2	74.3
Large 2 Axle Vehicles	0	3	0	3	1	5	2	8	2	8	2	12	0	1	2	3	26
% Large 2 Axle Vehicles	0	3.4	0	2.5	10	8.3	4.3	6.8	8.7	4.3	8.3	5.1	0	0.8	10.5	2.1	4.2
3 Axle Vehicles	4	1	0	5	0	2	2	4	0	4	0	4	0	13	0	13	26
% 3 Axle Vehicles	13.3	1.1	0	4.1	0	3.3	4.3	3.4	0	2.1	0	1.7	0	10.7	0	9.2	4.2
4+ Axle Trucks	15	2	0	17	0	25	30	55	3	4	1	8	0	24	2	26	106
% 4+ Axle Trucks	50	2.2	0	14	0	41.7	63.8	47	13	2.1	4.2	3.4	0	19.8	10.5	18.4	17.3

Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	18	0	25	2	6	4	12	5	33	2	40	0	18	1	19	96
07:30 AM	2	16	0	18	1	8	9	18	2	35	7	44	1	15	3	19	99
07:45 AM	3	10	0	13	1	8	8	17	1	19	5	25	0	25	5	30	85
08:00 AM	5	8	0	13	2	12	6	20	5	26	2	33	0	15	1	16	82
Total Volume	17	52	0	69	6	34	27	67	13	113	16	142	1	73	10	84	362
% App. Total	24.6	75.4	0		9	50.7	40.3		9.2	79.6	11.3		1.2	86.9	11.9		
PHF	.607	.722	.000	.690	.750	.708	.750	.838	.650	.807	.571	.807	.250	.730	.500	.700	.914



City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:00 AM			
+0 mins.	7	18	0	25	1	8	9	18	5	33	2	40	0	15	3	18
+15 mins.	2	16	0	18	1	8	8	17	2	35	7	44	0	18	1	19
+30 mins.	3	10	0	13	2	12	6	20	1	19	5	25	1	15	3	19
+45 mins.	5	8	0	13	0	10	5	15	5	26	2	33	0	25	5	30
Total Volume	17	52	0	69	4	38	28	70	13	113	16	142	1	73	12	86
% App. Total	24.6	75.4	0		5.7	54.3	40		9.2	79.6	11.3		1.2	84.9	14	
PHF	.607	.722	.000	.690	.500	.792	.778	.875	.650	.807	.571	.807	.250	.730	.600	.717

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

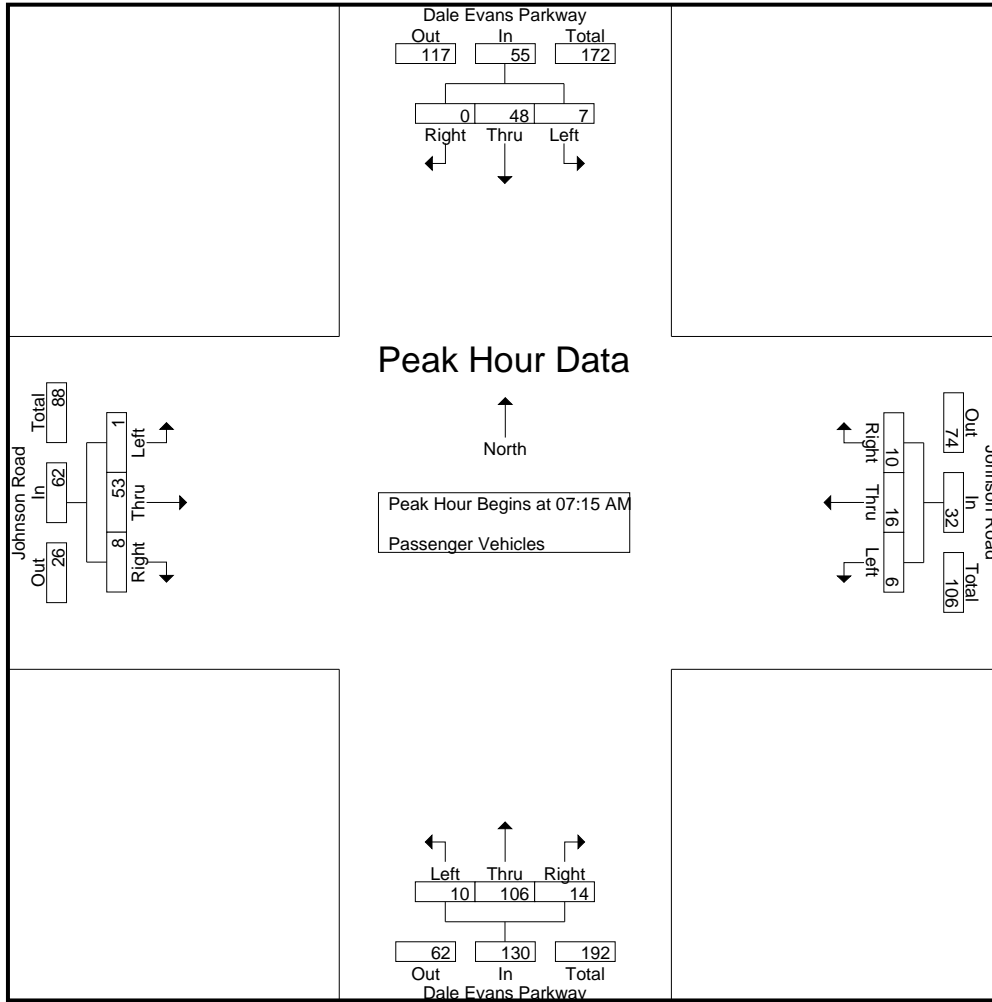
Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	6	1	7	1	5	2	8	3	14	1	18	0	13	2	15	48
07:15 AM	2	17	0	19	2	2	1	5	4	32	2	38	0	11	0	11	73
07:30 AM	1	15	0	16	1	4	5	10	1	34	7	42	1	12	3	16	84
07:45 AM	1	8	0	9	1	4	2	7	1	16	4	21	0	20	5	25	62
Total	4	46	1	51	5	15	10	30	9	96	14	119	1	56	10	67	267
08:00 AM	3	8	0	11	2	6	2	10	4	24	1	29	0	10	0	10	60
08:15 AM	0	10	0	10	0	2	1	3	0	18	3	21	0	3	3	6	40
08:30 AM	1	9	0	10	1	3	0	4	1	22	2	25	0	5	2	7	46
08:45 AM	3	10	1	14	1	2	0	3	4	12	1	17	0	9	0	9	43
Total	7	37	1	45	4	13	3	20	9	76	7	92	0	27	5	32	189
Grand Total	11	83	2	96	9	28	13	50	18	172	21	211	1	83	15	99	456
Apprch %	11.5	86.5	2.1		18	56	26		8.5	81.5	10		1	83.8	15.2		
Total %	2.4	18.2	0.4	21.1	2	6.1	2.9	11	3.9	37.7	4.6	46.3	0.2	18.2	3.3	21.7	

Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	2	17	0	19	2	2	1	5	4	32	2	38	0	11	0	11	73
07:30 AM	1	15	0	16	1	4	5	10	1	34	7	42	1	12	3	16	84
07:45 AM	1	8	0	9	1	4	2	7	1	16	4	21	0	20	5	25	62
08:00 AM	3	8	0	11	2	6	2	10	4	24	1	29	0	10	0	10	60
Total Volume	7	48	0	55	6	16	10	32	10	106	14	130	1	53	8	62	279
% App. Total	12.7	87.3	0		18.8	50	31.2		7.7	81.5	10.8		1.6	85.5	12.9		
PHF	.583	.706	.000	.724	.750	.667	.500	.800	.625	.779	.500	.774	.250	.663	.400	.620	.830

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	17	0	19	2	2	1	5	4	32	2	38	0	11	0	11
+15 mins.	1	15	0	16	1	4	5	10	1	34	7	42	1	12	3	16
+30 mins.	1	8	0	9	1	4	2	7	1	16	4	21	0	20	5	25
+45 mins.	3	8	0	11	2	6	2	10	4	24	1	29	0	10	0	10
Total Volume	7	48	0	55	6	16	10	32	10	106	14	130	1	53	8	62
% App. Total	12.7	87.3	0		18.8	50	31.2		7.7	81.5	10.8		1.6	85.5	12.9	
PHF	.583	.706	.000	.724	.750	.667	.500	.800	.625	.779	.500	.774	.250	.663	.400	.620

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

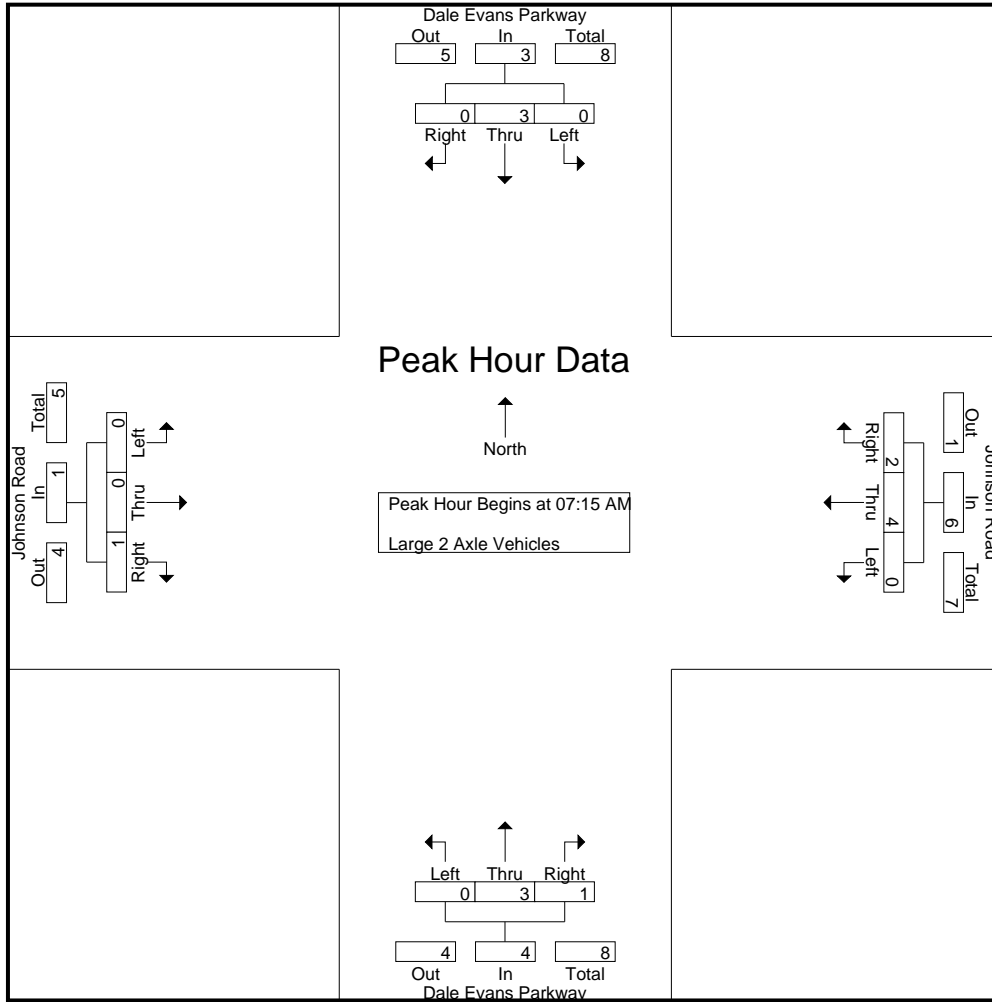
Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	3	1	5	0	0	0	0	5
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	2	2	4	0	1	0	1	0	0	0	0	6
07:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
08:00 AM	0	0	0	0	0	1	0	1	0	2	1	3	0	0	1	1	5
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	1	3
08:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	1	1	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>12</b>
<b>Grand Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>26</b>
Apprch %	0	100	0		12.5	62.5	25		16.7	66.7	16.7		0	33.3	66.7		
Total %	0	11.5	0	11.5	3.8	19.2	7.7	30.8	7.7	30.8	7.7	46.2	0	3.8	7.7	11.5	

Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	2	2	4	0	1	0	1	0	0	0	0	6
07:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	1	0	1	0	2	1	3	0	0	1	1	5
<b>Total Volume</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>14</b>
% App. Total	0	100	0		0	66.7	33.3		0	75	25		0	0	100		
PHF	.000	.750	.000	.750	.000	.500	.250	.375	.000	.375	.250	.333	.000	.000	.250	.250	.583

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	2	2	4	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	2	1	3	0	0	1	1
Total Volume	0	3	0	3	0	4	2	6	0	3	1	4	0	0	1	1
% App. Total	0	100	0	0	0	66.7	33.3	0	0	75	25	0	0	0	100	0
PHF	.000	.750	.000	.750	.000	.500	.250	.375	.000	.375	.250	.333	.000	.000	.250	.250

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

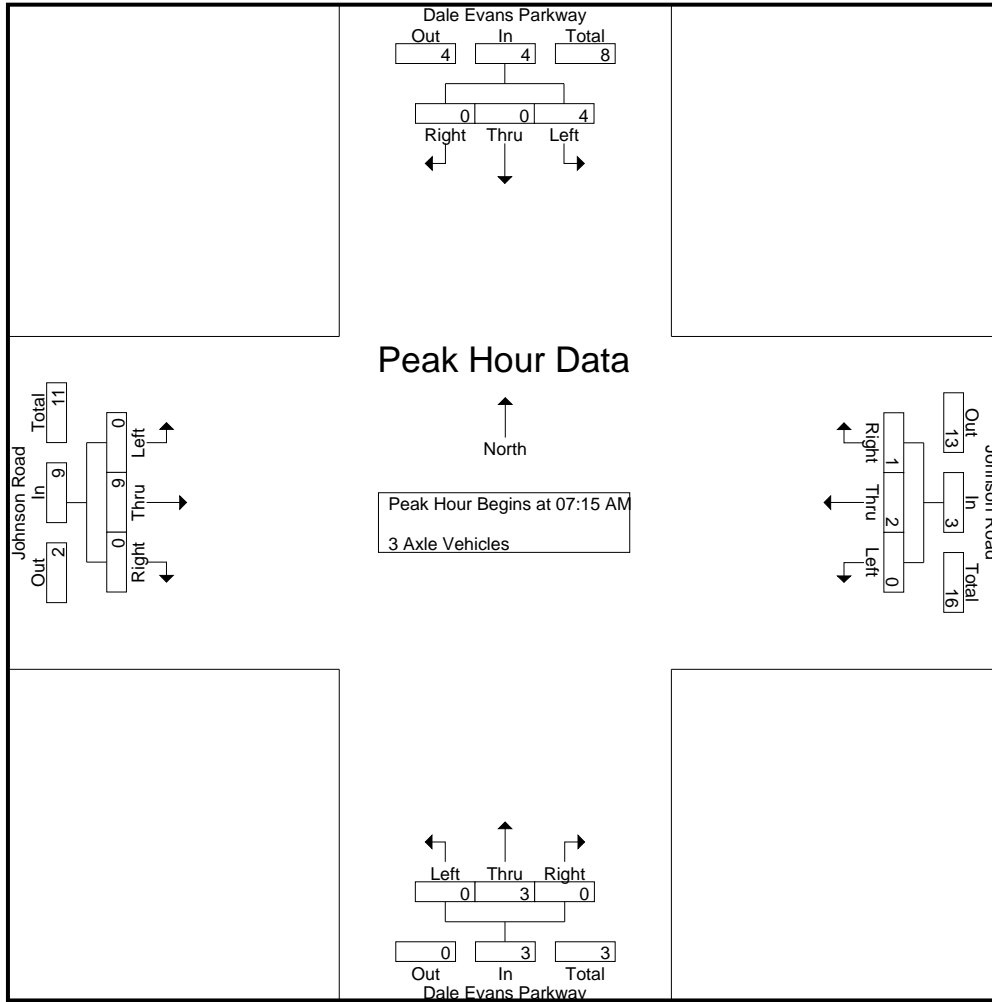
Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	1	0	0	1	0	1	0	1	0	3	0	3	0	2	0	2	7
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>13</b>
08:00 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	4	0	4	6
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>13</b>
<b>Grand Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>26</b>
Apprch %	80	20	0		0	50	50		0	100	0		0	100	0		
Total %	15.4	3.8	0	19.2	0	7.7	7.7	15.4	0	15.4	0	15.4	0	50	0	50	

Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	1	0	0	1	0	1	0	1	0	3	0	3	0	2	0	2	7
08:00 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	4	0	4	6
Total Volume	4	0	0	4	0	2	1	3	0	3	0	3	0	9	0	9	19
% App. Total	100	0	0		0	66.7	33.3		0	100	0		0	100	0		
PHF	1.00	.000	.000	1.00	.000	.500	.250	.750	.000	.250	.000	.250	.000	.563	.000	.563	.679

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	1	0	0	1	0	1	0	1	0	3	0	3	0	2	0	2
+45 mins.	1	0	0	1	0	0	1	1	0	0	0	0	0	4	0	4
Total Volume	4	0	0	4	0	2	1	3	0	3	0	3	0	9	0	9
% App. Total	100	0	0		0	66.7	33.3		0	100	0		0	100	0	
PHF	1.000	.000	.000	1.000	.000	.500	.250	.750	.000	.250	.000	.250	.000	.563	.000	.563

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	0	0	2	0	1	5	6	0	0	0	0	0	2	1	3	11
07:15 AM	4	0	0	4	0	3	3	6	1	1	0	2	0	5	1	6	18
07:30 AM	0	0	0	0	0	2	2	4	1	0	0	1	0	2	0	2	7
07:45 AM	1	1	0	2	0	2	6	8	0	0	1	1	0	3	0	3	14
Total	7	1	0	8	0	8	16	24	2	1	1	4	0	12	2	14	50
08:00 AM	1	0	0	1	0	5	3	8	1	0	0	1	0	1	0	1	11
08:15 AM	2	0	0	2	0	8	3	11	0	0	0	0	0	1	0	1	14
08:30 AM	2	0	0	2	0	3	3	6	0	1	0	1	0	4	0	4	13
08:45 AM	3	1	0	4	0	1	5	6	0	2	0	2	0	6	0	6	18
Total	8	1	0	9	0	17	14	31	1	3	0	4	0	12	0	12	56
Grand Total	15	2	0	17	0	25	30	55	3	4	1	8	0	24	2	26	106
Apprch %	88.2	11.8	0		0	45.5	54.5		37.5	50	12.5		0	92.3	7.7		
Total %	14.2	1.9	0	16	0	23.6	28.3	51.9	2.8	3.8	0.9	7.5	0	22.6	1.9	24.5	

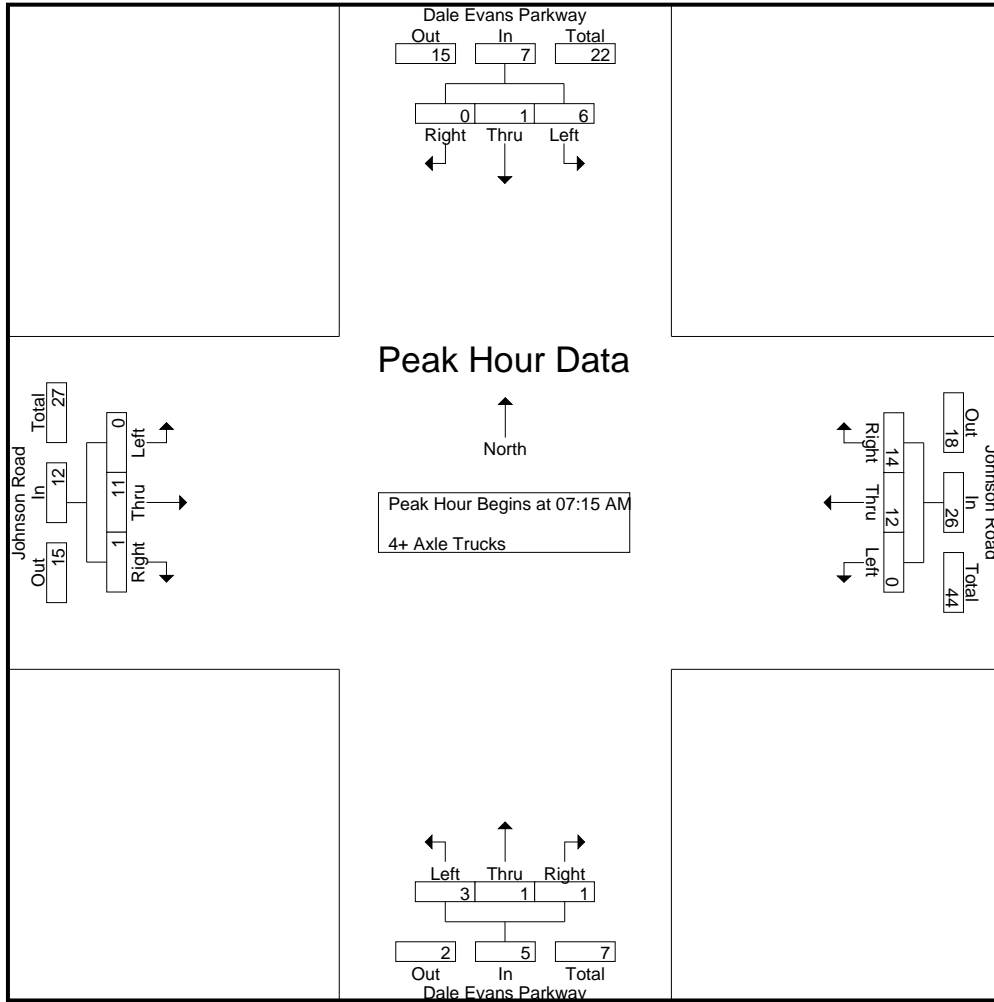
Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	4	0	0	4	0	3	3	6	1	1	0	2	0	5	1	6	18
07:30 AM	0	0	0	0	0	2	2	4	1	0	0	1	0	2	0	2	7
07:45 AM	1	1	0	2	0	2	6	8	0	0	1	1	0	3	0	3	14
08:00 AM	1	0	0	1	0	5	3	8	1	0	0	1	0	1	0	1	11
Total Volume	6	1	0	7	0	12	14	26	3	1	1	5	0	11	1	12	50
% App. Total	85.7	14.3	0		0	46.2	53.8		60	20	20		0	91.7	8.3		
PHF	.375	.250	.000	.438	.000	.600	.583	.813	.750	.250	.250	.625	.000	.550	.250	.500	.694

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM



City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	4	0	0	4	0	3	3	6	1	1	0	2	0	5	1	6
+15 mins.	0	0	0	0	0	2	2	4	1	0	0	1	0	2	0	2
+30 mins.	1	1	0	2	0	2	6	8	0	0	1	1	0	3	0	3
+45 mins.	1	0	0	1	0	5	3	8	1	0	0	1	0	1	0	1
Total Volume	6	1	0	7	0	12	14	26	3	1	1	5	0	11	1	12
% App. Total	85.7	14.3	0		0	46.2	53.8		60	20	20		0	91.7	8.3	
PHF	.375	.250	.000	.438	.000	.600	.583	.813	.750	.250	.250	.625	.000	.550	.250	.500

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

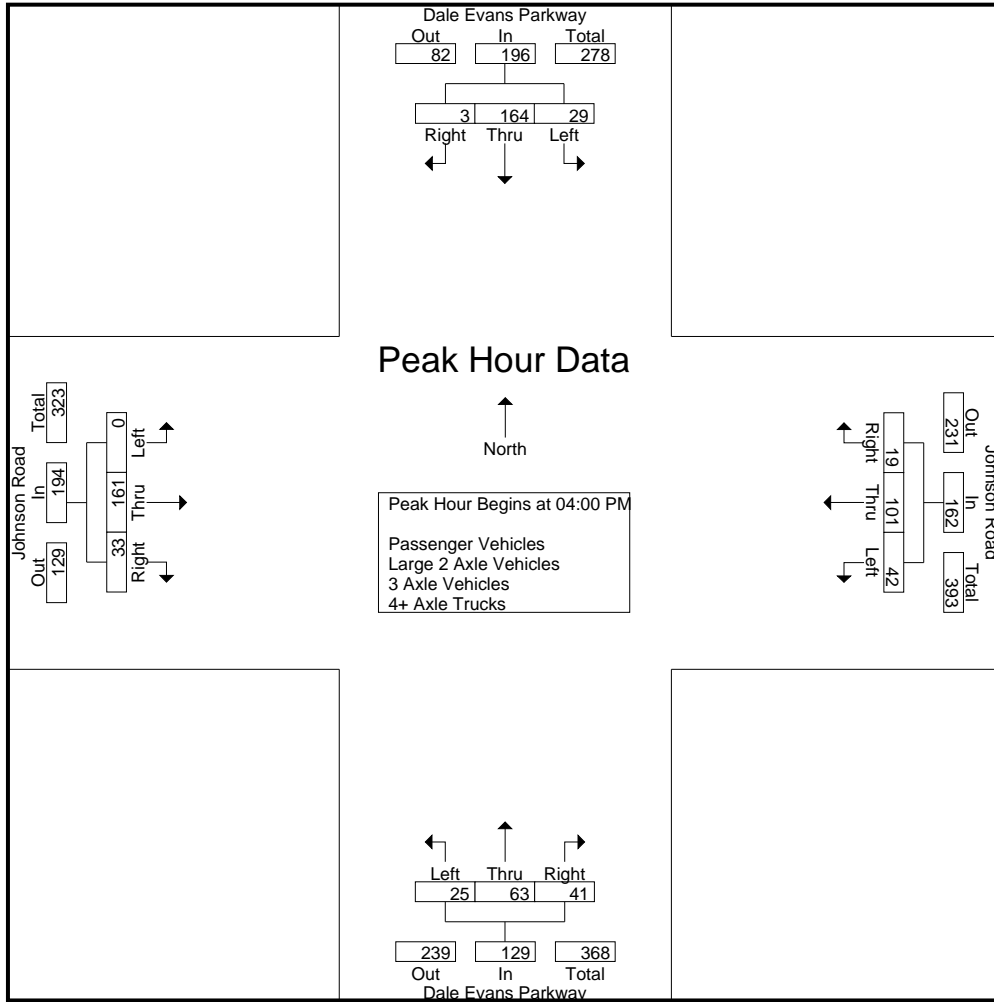
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	10	46	1	57	24	61	12	97	15	14	10	39	0	52	7	59	252
04:15 PM	5	34	1	40	6	11	4	21	3	22	28	53	0	75	12	87	201
04:30 PM	9	50	1	60	8	17	2	27	7	12	3	22	0	13	7	20	129
04:45 PM	5	34	0	39	4	12	1	17	0	15	0	15	0	21	7	28	99
<b>Total</b>	<b>29</b>	<b>164</b>	<b>3</b>	<b>196</b>	<b>42</b>	<b>101</b>	<b>19</b>	<b>162</b>	<b>25</b>	<b>63</b>	<b>41</b>	<b>129</b>	<b>0</b>	<b>161</b>	<b>33</b>	<b>194</b>	<b>681</b>
05:00 PM	3	53	0	56	2	15	5	22	3	15	2	20	0	22	8	30	128
05:15 PM	9	35	0	44	4	8	2	14	3	15	3	21	1	21	6	28	107
05:30 PM	7	30	0	37	4	10	1	15	2	7	4	13	0	13	14	27	92
05:45 PM	12	42	0	54	1	19	4	24	2	17	3	22	0	13	4	17	117
<b>Total</b>	<b>31</b>	<b>160</b>	<b>0</b>	<b>191</b>	<b>11</b>	<b>52</b>	<b>12</b>	<b>75</b>	<b>10</b>	<b>54</b>	<b>12</b>	<b>76</b>	<b>1</b>	<b>69</b>	<b>32</b>	<b>102</b>	<b>444</b>
<b>Grand Total</b>	<b>60</b>	<b>324</b>	<b>3</b>	<b>387</b>	<b>53</b>	<b>153</b>	<b>31</b>	<b>237</b>	<b>35</b>	<b>117</b>	<b>53</b>	<b>205</b>	<b>1</b>	<b>230</b>	<b>65</b>	<b>296</b>	<b>1125</b>
Apprch %	15.5	83.7	0.8		22.4	64.6	13.1		17.1	57.1	25.9		0.3	77.7	22		
Total %	5.3	28.8	0.3	34.4	4.7	13.6	2.8	21.1	3.1	10.4	4.7	18.2	0.1	20.4	5.8	26.3	
Passenger Vehicles	30	313	3	346	51	131	18	200	33	111	50	194	1	207	60	268	1008
% Passenger Vehicles	50	96.6	100	89.4	96.2	85.6	58.1	84.4	94.3	94.9	94.3	94.6	100	90	92.3	90.5	89.6
Large 2 Axle Vehicles	2	7	0	9	2	2	0	4	0	2	2	4	0	3	3	6	23
% Large 2 Axle Vehicles	3.3	2.2	0	2.3	3.8	1.3	0	1.7	0	1.7	3.8	2	0	1.3	4.6	2	2
3 Axle Vehicles	0	0	0	0	0	5	2	7	0	0	1	1	0	2	1	3	11
% 3 Axle Vehicles	0	0	0	0	0	3.3	6.5	3	0	0	1.9	0.5	0	0.9	1.5	1	1
4+ Axle Trucks	28	4	0	32	0	15	11	26	2	4	0	6	0	18	1	19	83
% 4+ Axle Trucks	46.7	1.2	0	8.3	0	9.8	35.5	11	5.7	3.4	0	2.9	0	7.8	1.5	6.4	7.4

Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	<b>10</b>	<b>46</b>	<b>1</b>	<b>57</b>	<b>24</b>	<b>61</b>	<b>12</b>	<b>97</b>	<b>15</b>	<b>14</b>	<b>10</b>	<b>39</b>	<b>0</b>	<b>52</b>	<b>7</b>	<b>59</b>	<b>252</b>
04:15 PM	5	34	1	40	6	11	4	21	3	22	28	53	0	75	12	87	201
04:30 PM	9	50	1	60	8	17	2	27	7	12	3	22	0	13	7	20	129
04:45 PM	5	34	0	39	4	12	1	17	0	15	0	15	0	21	7	28	99
Total Volume	29	164	3	196	42	101	19	162	25	63	41	129	0	161	33	194	681
% App. Total	14.8	83.7	1.5		25.9	62.3	11.7		19.4	48.8	31.8		0	83	17		
PHF	.725	.820	.750	.817	.438	.414	.396	.418	.417	.716	.366	.608	.000	.537	.688	.557	.676

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	9	50	1	60	24	61	12	97	15	14	10	39	0	52	7	59
+15 mins.	5	34	0	39	6	11	4	21	3	22	28	53	0	75	12	87
+30 mins.	3	53	0	56	8	17	2	27	7	12	3	22	0	13	7	20
+45 mins.	9	35	0	44	4	12	1	17	0	15	0	15	0	21	7	28
Total Volume	26	172	1	199	42	101	19	162	25	63	41	129	0	161	33	194
% App. Total	13.1	86.4	0.5		25.9	62.3	11.7		19.4	48.8	31.8		0	83	17	
PHF	.722	.811	.250	.829	.438	.414	.396	.418	.417	.716	.366	.608	.000	.537	.688	.557

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

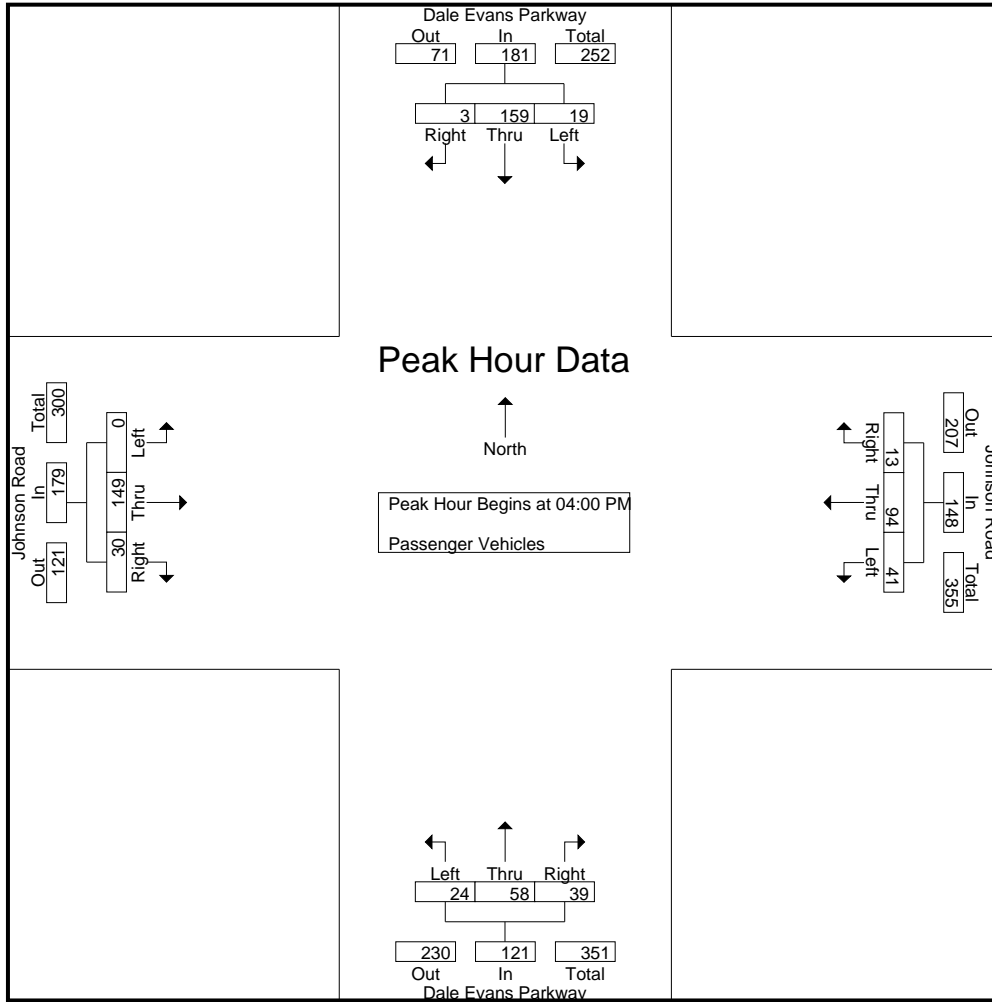
Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	10	42	1	53	24	61	10	95	15	12	9	36	0	50	6	56	240
04:15 PM	3	34	1	38	6	9	2	17	3	20	28	51	0	70	10	80	186
04:30 PM	3	49	1	53	7	15	1	23	6	12	2	20	0	10	7	17	113
04:45 PM	3	34	0	37	4	9	0	13	0	14	0	14	0	19	7	26	90
Total	19	159	3	181	41	94	13	148	24	58	39	121	0	149	30	179	629
05:00 PM	2	52	0	54	2	10	2	14	3	14	1	18	0	19	8	27	113
05:15 PM	3	35	0	38	4	6	1	11	2	15	3	20	1	19	6	26	95
05:30 PM	3	29	0	32	3	4	1	8	2	7	4	13	0	10	12	22	75
05:45 PM	3	38	0	41	1	17	1	19	2	17	3	22	0	10	4	14	96
Total	11	154	0	165	10	37	5	52	9	53	11	73	1	58	30	89	379
Grand Total	30	313	3	346	51	131	18	200	33	111	50	194	1	207	60	268	1008
Apprch %	8.7	90.5	0.9		25.5	65.5	9		17	57.2	25.8		0.4	77.2	22.4		
Total %	3	31.1	0.3	34.3	5.1	13	1.8	19.8	3.3	11	5	19.2	0.1	20.5	6	26.6	

Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	<b>10</b>	42	1	53	<b>24</b>	<b>61</b>	<b>10</b>	<b>95</b>	<b>15</b>	12	9	36	0	50	6	56	<b>240</b>
04:15 PM	3	34	1	38	6	9	2	17	3	<b>20</b>	<b>28</b>	<b>51</b>	0	<b>70</b>	<b>10</b>	<b>80</b>	186
04:30 PM	3	<b>49</b>	1	53	7	15	1	23	6	12	2	20	0	10	7	17	113
04:45 PM	3	34	0	37	4	9	0	13	0	14	0	14	0	19	7	26	90
Total Volume	19	159	3	181	41	94	13	148	24	58	39	121	0	149	30	179	629
% App. Total	10.5	87.8	1.7		27.7	63.5	8.8		19.8	47.9	32.2		0	83.2	16.8		
PHF	.475	.811	.750	.854	.427	.385	.325	.389	.400	.725	.348	.593	.000	.532	.750	.559	.655

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	10	42	1	53	24	61	10	95	15	12	9	36	0	50	6	56
+15 mins.	3	34	1	38	6	9	2	17	3	20	28	51	0	70	10	80
+30 mins.	3	49	1	53	7	15	1	23	6	12	2	20	0	10	7	17
+45 mins.	3	34	0	37	4	9	0	13	0	14	0	14	0	19	7	26
Total Volume	19	159	3	181	41	94	13	148	24	58	39	121	0	149	30	179
% App. Total	10.5	87.8	1.7		27.7	63.5	8.8		19.8	47.9	32.2		0	83.2	16.8	
PHF	.475	.811	.750	.854	.427	.385	.325	.389	.400	.725	.348	.593	.000	.532	.750	.559

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

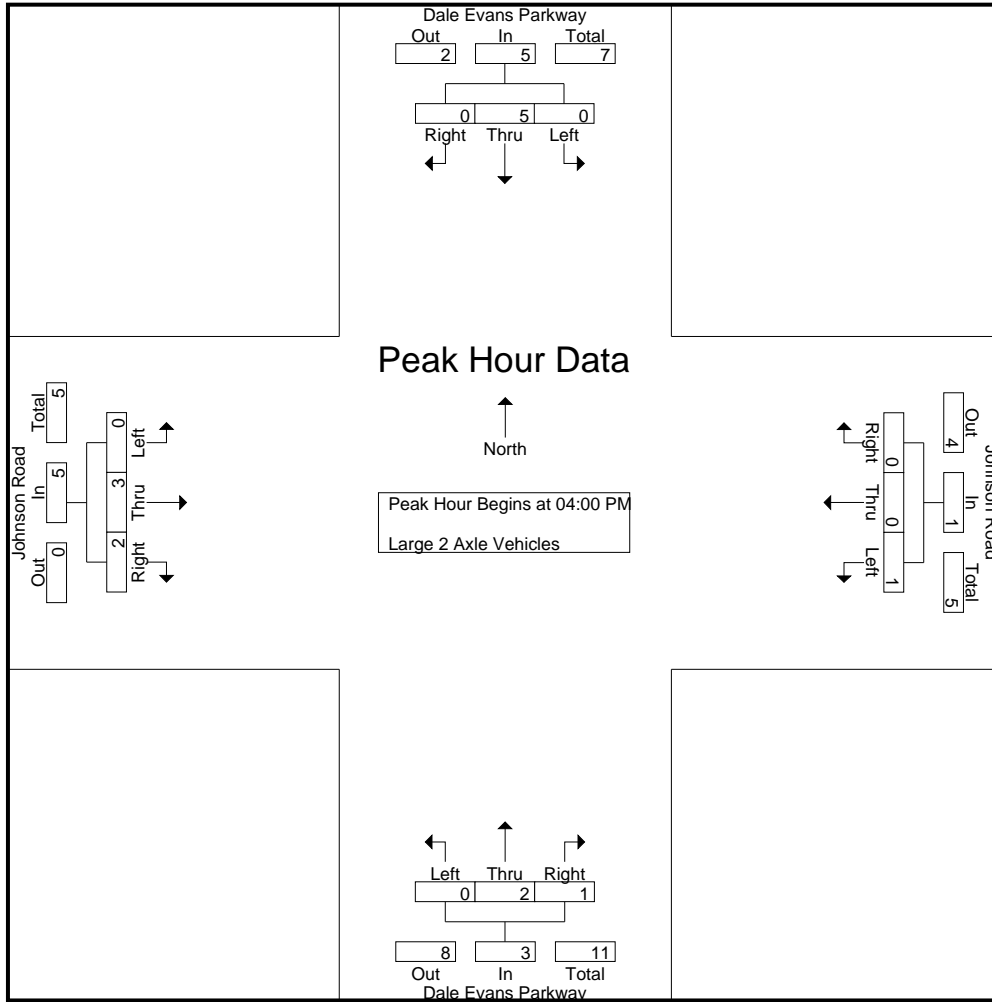
Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	0	4	0	0	0	0	0	1	1	2	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4
04:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	5	0	5	1	0	0	1	0	2	1	3	0	3	2	5	14
05:00 PM	0	1	0	1	0	2	0	2	0	0	1	1	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	1	1	3
05:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	2	0	4	1	2	0	3	0	0	1	1	0	0	1	1	9
Grand Total	2	7	0	9	2	2	0	4	0	2	2	4	0	3	3	6	23
Apprch %	22.2	77.8	0		50	50	0		0	50	50		0	50	50		
Total %	8.7	30.4	0	39.1	8.7	8.7	0	17.4	0	8.7	8.7	17.4	0	13	13	26.1	

Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	0	4	0	0	0	0	0	1	1	2	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4
04:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	5	0	5	1	0	0	1	0	2	1	3	0	3	2	5	14
% App. Total	0	100	0		100	0	0		0	66.7	33.3		0	60	40		
PHF	.000	.313	.000	.313	.250	.000	.000	.250	.000	.500	.250	.375	.000	.375	.250	.313	.583

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	4	0	4	0	0	0	0	0	1	1	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
+30 mins.	0	1	0	1	1	0	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	0	5	1	0	0	1	0	2	1	3	0	3	2	5
% App. Total	0	100	0		100	0	0		0	66.7	33.3		0	60	40	
PHF	.000	.313	.000	.313	.250	.000	.000	.250	.000	.500	.250	.375	.000	.375	.250	.313

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	1	2	0	0	1	1	0	1	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	2	5	0	0	1	1	0	2	0	2	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
Grand Total	0	0	0	0	0	5	2	7	0	0	1	1	0	2	1	3	11
Apprch %	0	0	0		0	71.4	28.6		0	0	100		0	66.7	33.3		
Total %	0	0	0		0	45.5	18.2	63.6	0	0	9.1	9.1	0	18.2	9.1	27.3	

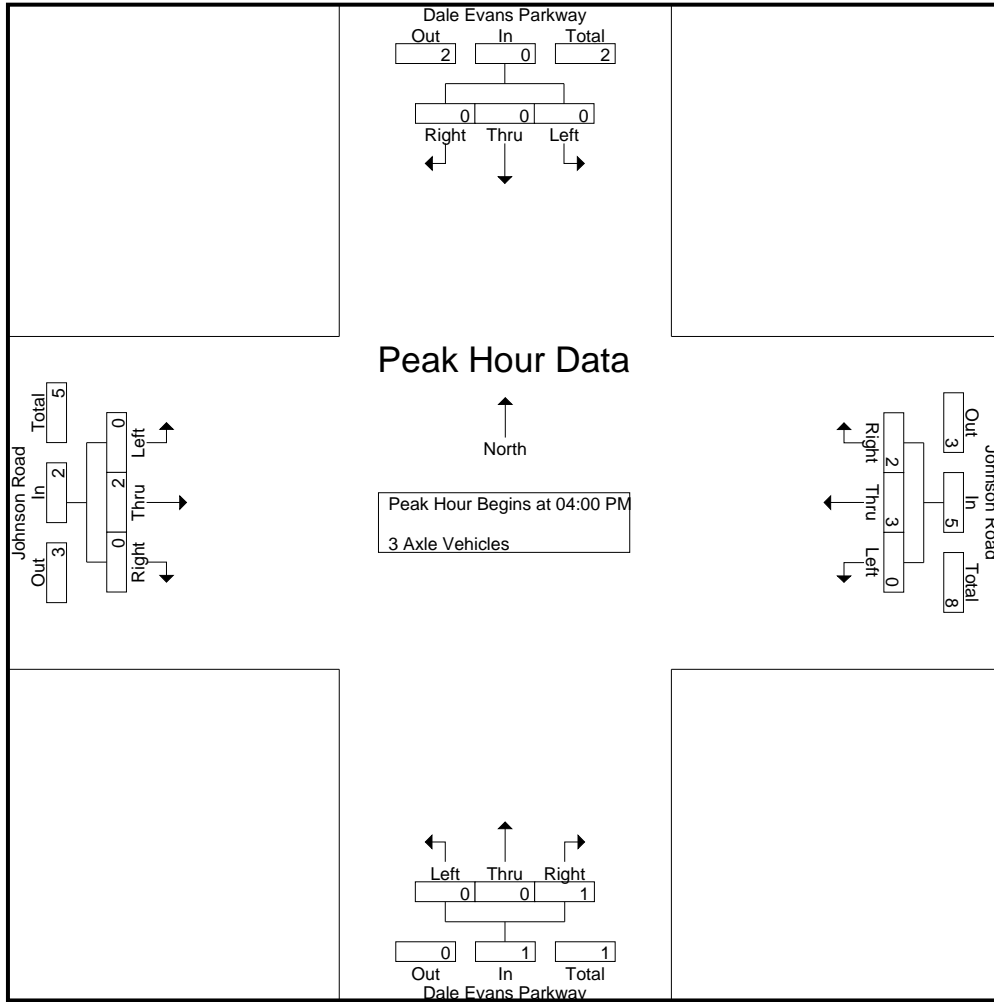
Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	1	2	0	0	1	1	0	1	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	2	5	0	0	1	1	0	2	0	2	8
% App. Total	0	0	0		0	60	40		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.500	.625	.000	.000	.250	.250	.000	.500	.000	.500	.500

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM



City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	1	2	0	0	1	1	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	2	5	0	0	1	1	0	2	0	2
% App. Total	0	0	0	0	0	60	40		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.500	.625	.000	.000	.250	.250	.000	.500	.000	.500

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

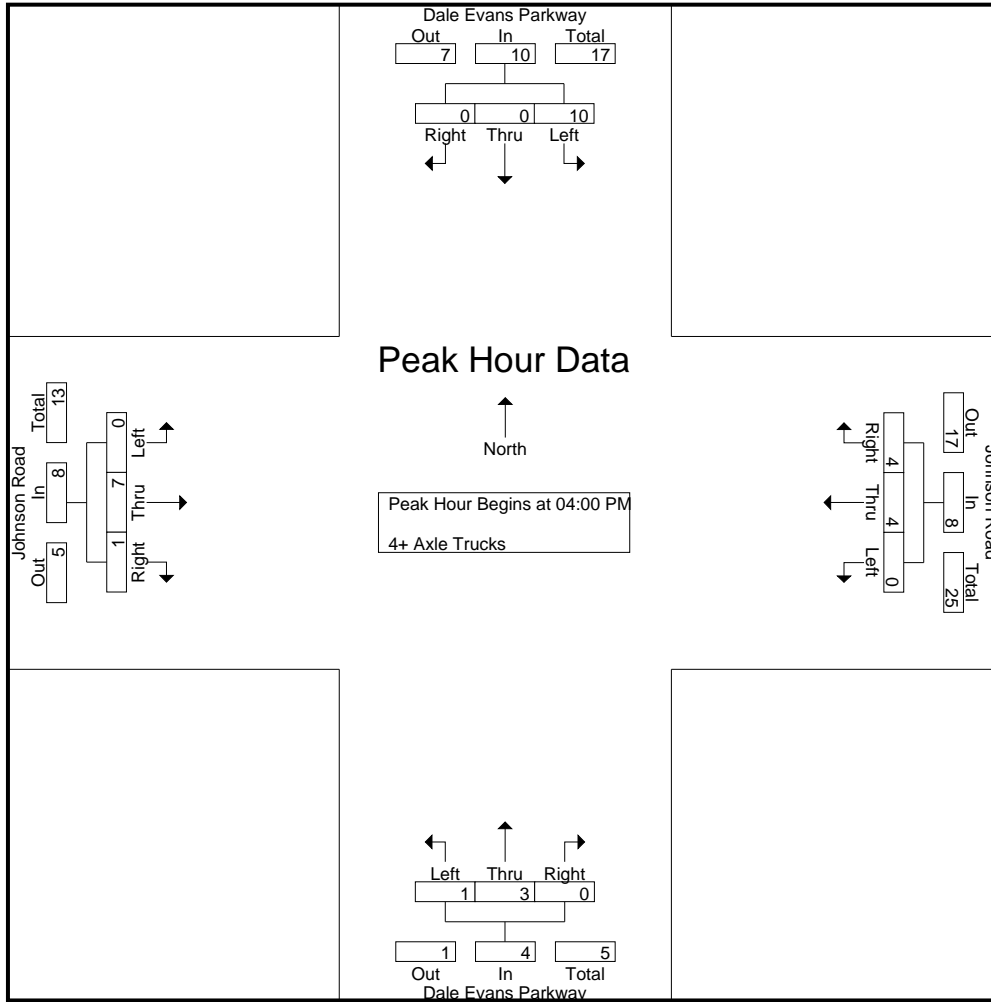
Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	1	1	2	4
04:15 PM	2	0	0	2	0	0	2	2	0	2	0	2	0	3	0	3	9
04:30 PM	6	0	0	6	0	1	0	1	1	0	0	1	0	1	0	1	9
04:45 PM	2	0	0	2	0	3	1	4	0	0	0	0	0	2	0	2	8
<b>Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>30</b>
05:00 PM	1	0	0	1	0	3	3	6	0	1	0	1	0	3	0	3	11
05:15 PM	6	0	0	6	0	2	1	3	1	0	0	1	0	2	0	2	12
05:30 PM	3	1	0	4	0	5	0	5	0	0	0	0	0	3	0	3	12
05:45 PM	8	3	0	11	0	1	3	4	0	0	0	0	0	3	0	3	18
<b>Total</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>53</b>
<b>Grand Total</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>15</b>	<b>11</b>	<b>26</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>19</b>	<b>83</b>
Apprch %	87.5	12.5	0		0	57.7	42.3		33.3	66.7	0		0	94.7	5.3		
Total %	33.7	4.8	0	38.6	0	18.1	13.3	31.3	2.4	4.8	0	7.2	0	21.7	1.2	22.9	

Start Time	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	1	1	2	4
04:15 PM	2	0	0	2	0	0	2	2	0	2	0	2	0	3	0	3	9
04:30 PM	6	0	0	6	0	1	0	1	1	0	0	1	0	1	0	1	9
04:45 PM	2	0	0	2	0	3	1	4	0	0	0	0	0	2	0	2	8
<b>Total Volume</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>30</b>
% App. Total	100	0	0		0	50	50		25	75	0		0	87.5	12.5		
PHF	.417	.000	.000	.417	.000	.333	.500	.500	.250	.375	.000	.500	.000	.583	.250	.667	.833

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Johnson Road  
 Weather: Clear

File Name : 01\_APV\_Dale\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	1	1	0	1	0	1	0	1	1	2
+15 mins.	2	0	0	2	0	0	2	2	0	2	0	2	0	3	0	3
+30 mins.	6	0	0	6	0	1	0	1	1	0	0	1	0	1	0	1
+45 mins.	2	0	0	2	0	3	1	4	0	0	0	0	0	2	0	2
Total Volume	10	0	0	10	0	4	4	8	1	3	0	4	0	7	1	8
% App. Total	100	0	0		0	50	50		25	75	0		0	87.5	12.5	
PHF	.417	.000	.000	.417	.000	.333	.500	.500	.250	.375	.000	.500	.000	.583	.250	.667

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

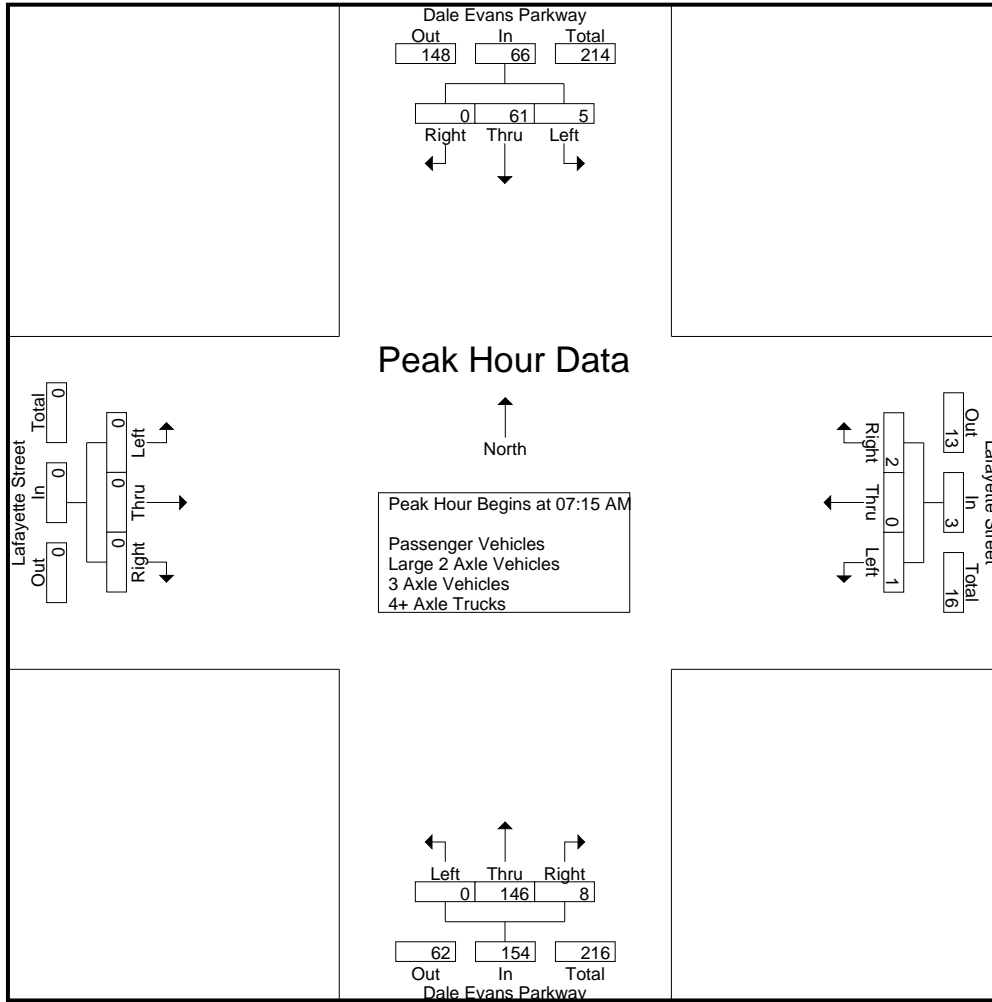
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	5	0	8	0	0	0	0	0	22	2	24	0	0	0	0	32
07:15 AM	1	20	0	21	0	0	1	1	0	44	2	46	0	0	0	0	68
07:30 AM	2	15	0	17	0	0	1	1	0	40	1	41	0	0	0	0	59
07:45 AM	2	18	0	20	0	0	0	0	0	27	3	30	0	0	0	0	50
<b>Total</b>	<b>8</b>	<b>58</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>133</b>	<b>8</b>	<b>141</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>
08:00 AM	0	8	0	8	1	0	0	1	0	35	2	37	0	0	0	0	46
08:15 AM	1	11	0	12	0	0	0	0	0	18	0	18	0	0	0	0	30
08:30 AM	0	14	0	14	0	0	0	0	0	28	0	28	0	0	0	0	42
08:45 AM	1	12	0	13	1	0	1	2	0	18	1	19	0	0	0	0	34
<b>Total</b>	<b>2</b>	<b>45</b>	<b>0</b>	<b>47</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>99</b>	<b>3</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152</b>
<b>Grand Total</b>	<b>10</b>	<b>103</b>	<b>0</b>	<b>113</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>232</b>	<b>11</b>	<b>243</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>361</b>
Apprch %	8.8	91.2	0		40	0	60		0	95.5	4.5		0	0	0		
Total %	2.8	28.5	0	31.3	0.6	0	0.8	1.4	0	64.3	3	67.3	0	0	0	0	
Passenger Vehicles	8	93	0	101	1	0	1	2	0	203	9	212	0	0	0	0	315
% Passenger Vehicles	80	90.3	0	89.4	50	0	33.3	40	0	87.5	81.8	87.2	0	0	0	0	87.3
Large 2 Axle Vehicles	0	7	0	7	1	0	1	2	0	18	2	20	0	0	0	0	29
% Large 2 Axle Vehicles	0	6.8	0	6.2	50	0	33.3	40	0	7.8	18.2	8.2	0	0	0	0	8
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
% 3 Axle Vehicles	0	1	0	0.9	0	0	0	0	0	1.7	0	1.6	0	0	0	0	1.4
4+ Axle Trucks	2	2	0	4	0	0	1	1	0	7	0	7	0	0	0	0	12
% 4+ Axle Trucks	20	1.9	0	3.5	0	0	33.3	20	0	3	0	2.9	0	0	0	0	3.3

Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	20	0	21	0	0	1	1	0	44	2	46	0	0	0	0	68
07:30 AM	2	15	0	17	0	0	1	1	0	40	1	41	0	0	0	0	59
07:45 AM	2	18	0	20	0	0	0	0	0	27	3	30	0	0	0	0	50
08:00 AM	0	8	0	8	1	0	0	1	0	35	2	37	0	0	0	0	46
Total Volume	5	61	0	66	1	0	2	3	0	146	8	154	0	0	0	0	223
% App. Total	7.6	92.4	0		33.3	0	66.7		0	94.8	5.2		0	0	0		
PHF	.625	.763	.000	.786	.250	.000	.500	.750	.000	.830	.667	.837	.000	.000	.000	.000	.820

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:00 AM			
+0 mins.	3	5	0	8	0	0	1	1	0	44	2	46	0	0	0	0
+15 mins.	1	20	0	21	0	0	1	1	0	40	1	41	0	0	0	0
+30 mins.	2	15	0	17	0	0	0	0	0	27	3	30	0	0	0	0
+45 mins.	2	18	0	20	1	0	0	1	0	35	2	37	0	0	0	0
Total Volume	8	58	0	66	1	0	2	3	0	146	8	154	0	0	0	0
% App. Total	12.1	87.9	0		33.3	0	66.7		0	94.8	5.2		0	0	0	
PHF	.667	.725	.000	.786	.250	.000	.500	.750	.000	.830	.667	.837	.000	.000	.000	.000

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

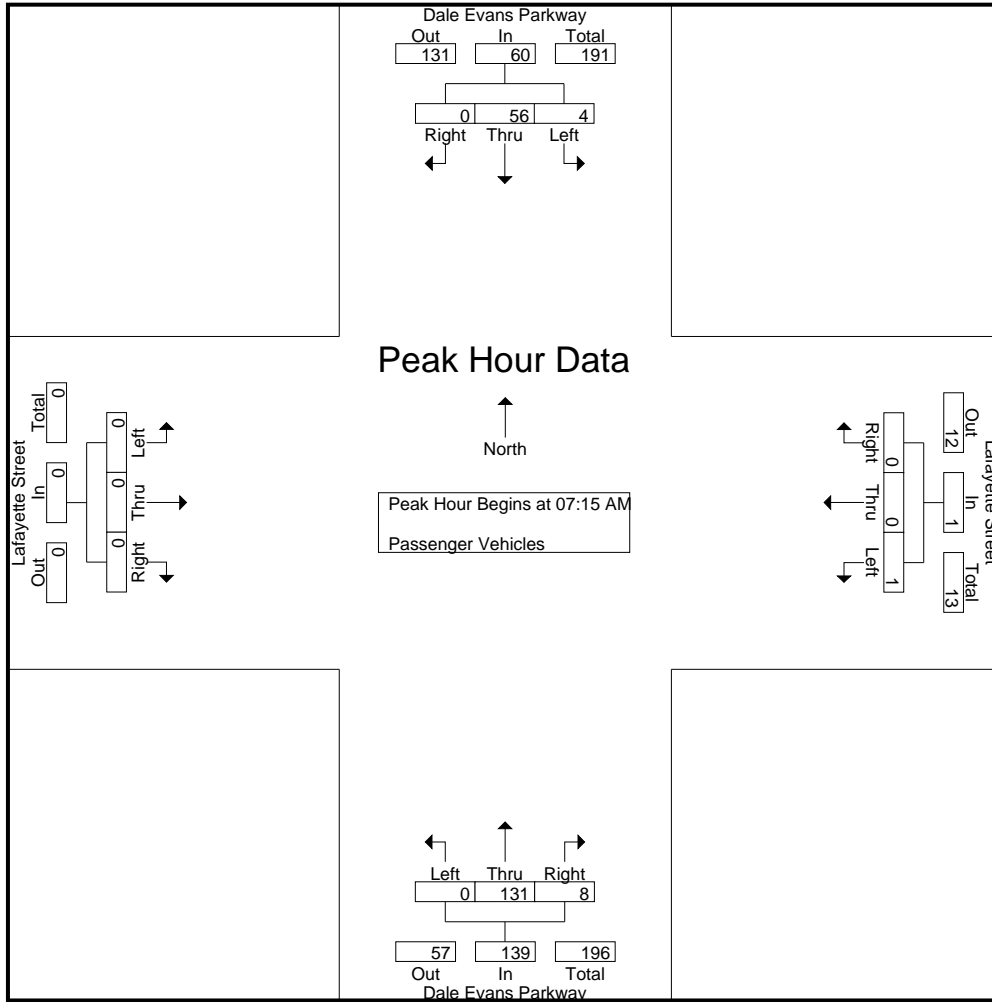
Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	5	0	7	0	0	0	0	0	15	1	16	0	0	0	0	23
07:15 AM	1	19	0	20	0	0	0	0	0	41	2	43	0	0	0	0	63
07:30 AM	1	15	0	16	0	0	0	0	0	37	1	38	0	0	0	0	54
07:45 AM	2	15	0	17	0	0	0	0	0	23	3	26	0	0	0	0	43
Total	6	54	0	60	0	0	0	0	0	116	7	123	0	0	0	0	183
08:00 AM	0	7	0	7	1	0	0	1	0	30	2	32	0	0	0	0	40
08:15 AM	1	11	0	12	0	0	0	0	0	16	0	16	0	0	0	0	28
08:30 AM	0	12	0	12	0	0	0	0	0	25	0	25	0	0	0	0	37
08:45 AM	1	9	0	10	0	0	1	1	0	16	0	16	0	0	0	0	27
Total	2	39	0	41	1	0	1	2	0	87	2	89	0	0	0	0	132
Grand Total	8	93	0	101	1	0	1	2	0	203	9	212	0	0	0	0	315
Apprch %	7.9	92.1	0		50	0	50		0	95.8	4.2		0	0	0		
Total %	2.5	29.5	0	32.1	0.3	0	0.3	0.6	0	64.4	2.9	67.3	0	0	0	0	

Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	1	19	0	20	0	0	0	0	0	41	2	43	0	0	0	0	63
07:30 AM	1	15	0	16	0	0	0	0	0	37	1	38	0	0	0	0	54
07:45 AM	2	15	0	17	0	0	0	0	0	23	3	26	0	0	0	0	43
08:00 AM	0	7	0	7	1	0	0	1	0	30	2	32	0	0	0	0	40
Total Volume	4	56	0	60	1	0	0	1	0	131	8	139	0	0	0	0	200
% App. Total	6.7	93.3	0		100	0	0		0	94.2	5.8		0	0	0		
PHF	.500	.737	.000	.750	.250	.000	.000	.250	.000	.799	.667	.808	.000	.000	.000	.000	.794

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	19	0	20	0	0	0	0	0	41	2	43	0	0	0	0
+15 mins.	1	15	0	16	0	0	0	0	0	37	1	38	0	0	0	0
+30 mins.	2	15	0	17	0	0	0	0	0	23	3	26	0	0	0	0
+45 mins.	0	7	0	7	1	0	0	1	0	30	2	32	0	0	0	0
Total Volume	4	56	0	60	1	0	0	1	0	131	8	139	0	0	0	0
% App. Total	6.7	93.3	0		100	0	0		0	94.2	5.8		0	0	0	
PHF	.500	.737	.000	.750	.250	.000	.000	.250	.000	.799	.667	.808	.000	.000	.000	.000

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	7	1	8	0	0	0	0	8
07:15 AM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
08:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	1	0	1	1	0	0	1	0	0	1	1	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>Grand Total</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
Apprch %	0	100	0		50	0	50		0	90	10		0	0	0		
Total %	0	24.1	0	24.1	3.4	0	3.4	6.9	0	62.1	6.9	69	0	0	0	0	

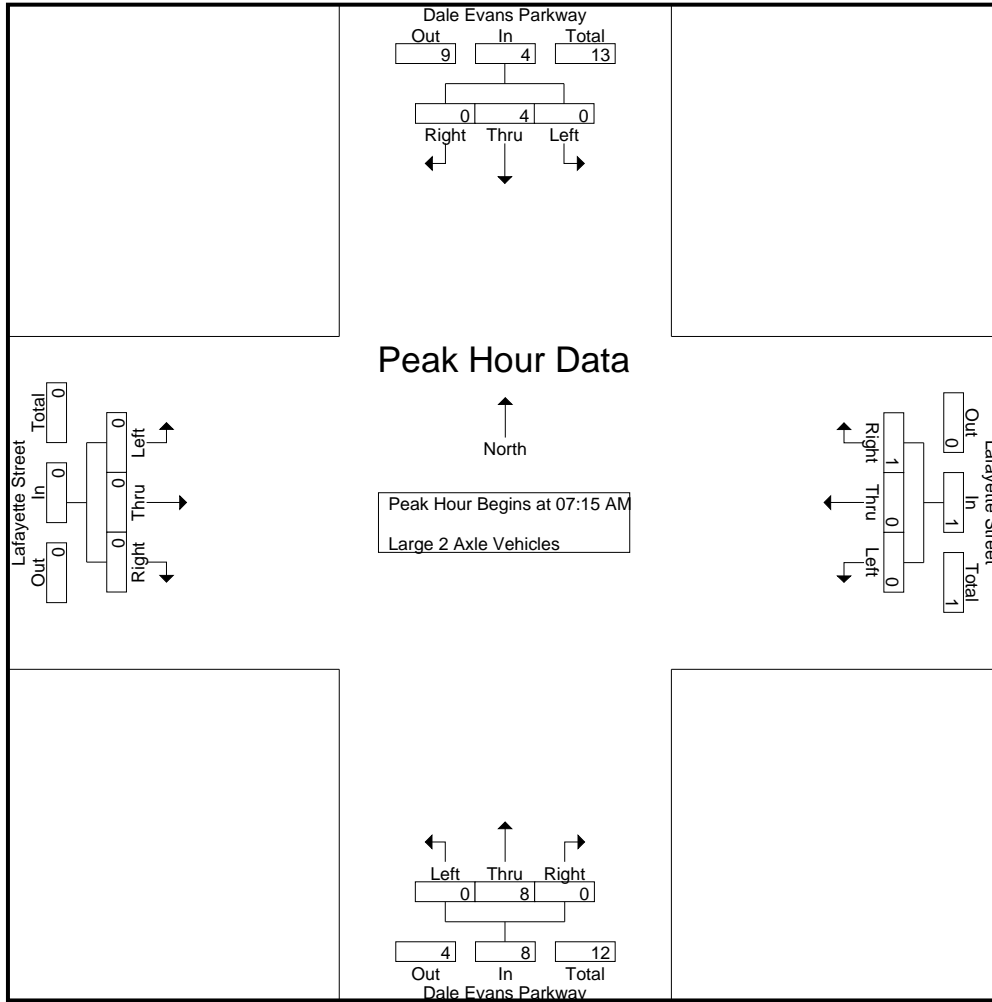
Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Total Volume	0	4	0	4	0	0	1	1	0	8	0	8	0	0	0	0	13
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.650

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM



City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	0	4	0	4	0	0	1	1	0	8	0	8	0	0	0	0
% App. Total	0	100	0	0	0	0	100	0	0	100	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

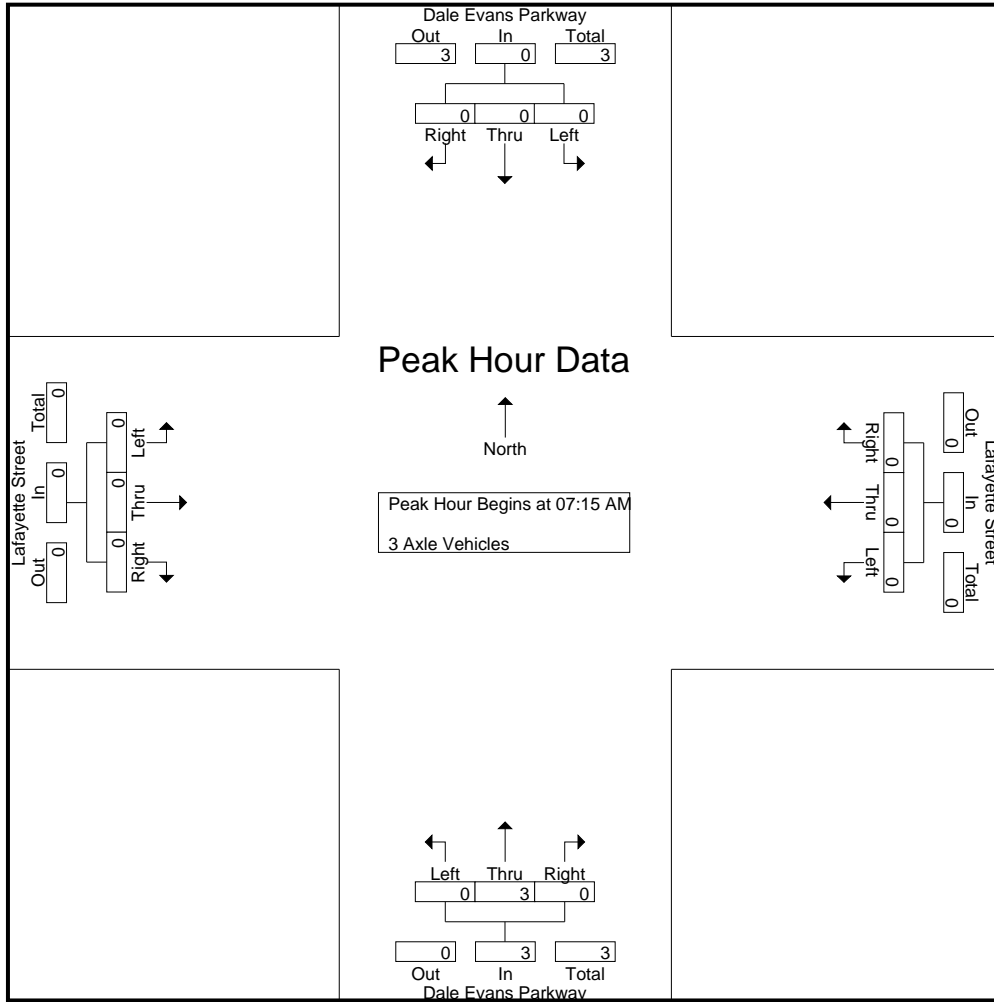
Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	20	0	20	0	0	0	0	0	80	0	80	0	0	0	0	

Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

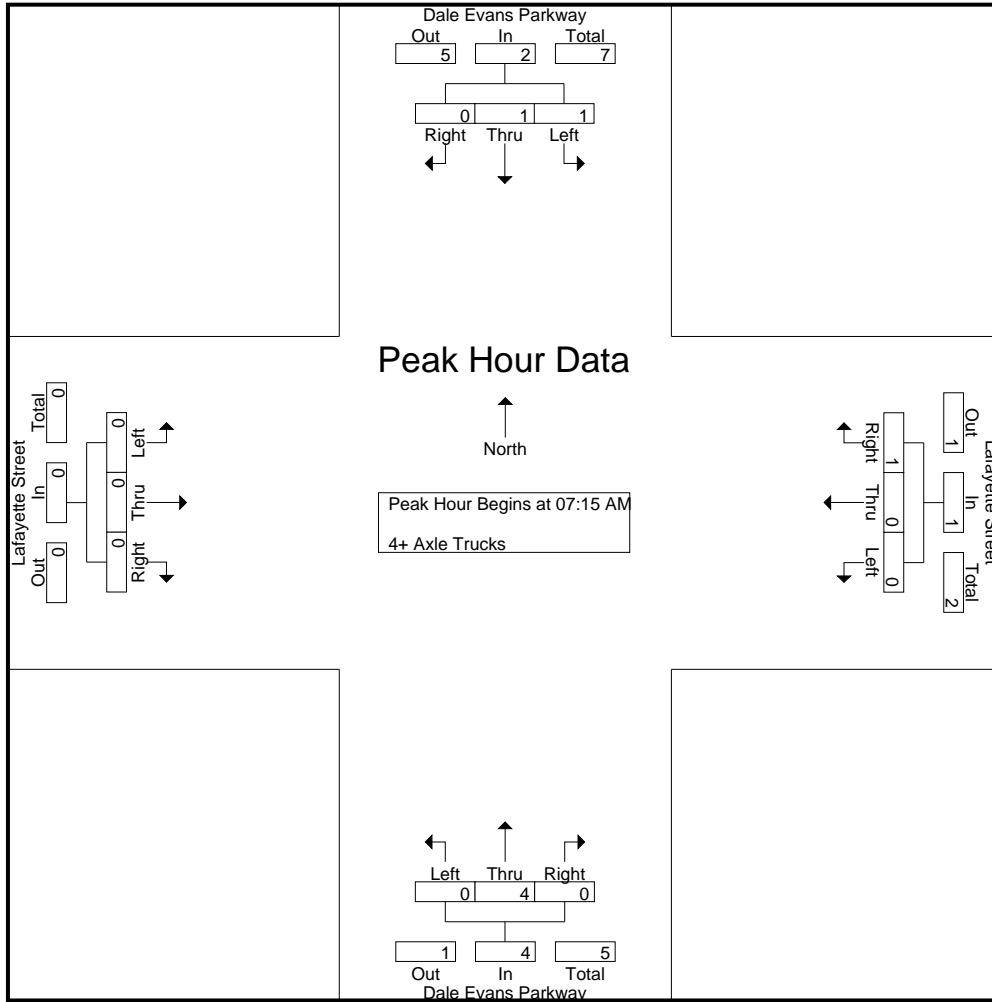
Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
07:30 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	2	1	0	3	0	0	1	1	0	3	0	3	0	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	3
Total	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	0	5
Grand Total	2	2	0	4	0	0	1	1	0	7	0	7	0	0	0	0	0	12
Apprch %	50	50	0		0	0	100		0	100	0		0	0	0			
Total %	16.7	16.7	0	33.3	0	0	8.3	8.3	0	58.3	0	58.3	0	0	0	0	0	

Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
07:30 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	1	1	0	2	0	0	1	1	0	4	0	4	0	0	0	0	0	7
% App. Total	50	50	0		0	0	100		0	100	0		0	0	0			
PHF	.250	.250	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.875

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	1	1	0	2	0	0	1	1	0	4	0	4	0	0	0	0
% App. Total	50	50	0	100	0	0	100	100	0	100	0	100	0	0	0	0
PHF	.250	.250	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

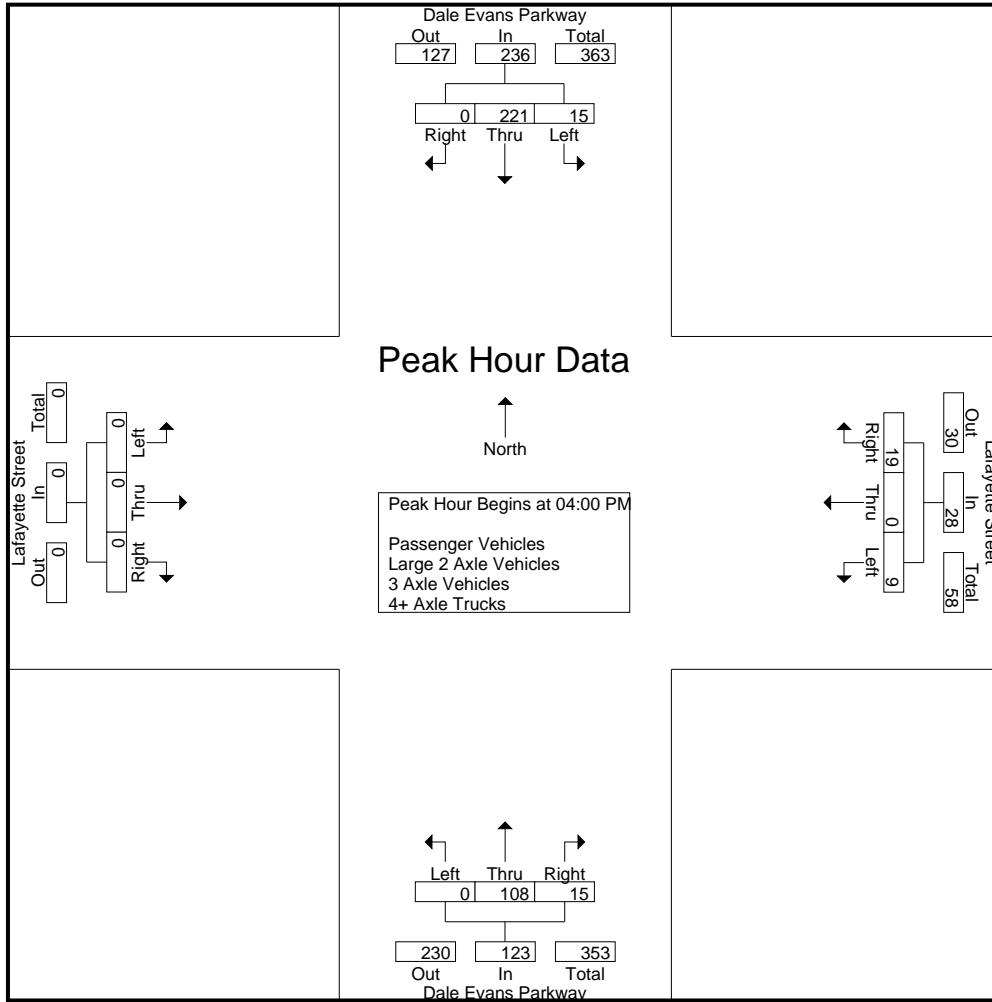
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	71	0	75	4	0	14	18	0	25	6	31	0	0	0	0	124
04:15 PM	7	45	0	52	2	0	1	3	0	50	6	56	0	0	0	0	111
04:30 PM	4	58	0	62	1	0	4	5	0	18	2	20	0	0	0	0	87
04:45 PM	0	47	0	47	2	0	0	2	0	15	1	16	0	0	0	0	65
<b>Total</b>	<b>15</b>	<b>221</b>	<b>0</b>	<b>236</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>28</b>	<b>0</b>	<b>108</b>	<b>15</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>387</b>
05:00 PM	0	61	0	61	0	0	1	1	0	19	3	22	0	0	0	0	84
05:15 PM	0	45	0	45	1	0	1	2	0	19	1	20	0	0	0	0	67
05:30 PM	1	49	0	50	0	0	1	1	0	10	0	10	0	0	0	0	61
05:45 PM	1	43	0	44	3	0	1	4	0	17	1	18	0	0	0	0	66
<b>Total</b>	<b>2</b>	<b>198</b>	<b>0</b>	<b>200</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>65</b>	<b>5</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>278</b>
<b>Grand Total</b>	<b>17</b>	<b>419</b>	<b>0</b>	<b>436</b>	<b>13</b>	<b>0</b>	<b>23</b>	<b>36</b>	<b>0</b>	<b>173</b>	<b>20</b>	<b>193</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>665</b>
Apprch %	3.9	96.1	0		36.1	0	63.9		0	89.6	10.4		0	0	0		
Total %	2.6	63	0	65.6	2	0	3.5	5.4	0	26	3	29	0	0	0	0	
Passenger Vehicles	15	401	0	416	13	0	20	33	0	164	20	184	0	0	0	0	633
% Passenger Vehicles	88.2	95.7	0	95.4	100	0	87	91.7	0	94.8	100	95.3	0	0	0	0	95.2
Large 2 Axle Vehicles	0	14	0	14	0	0	0	0	0	6	0	6	0	0	0	0	20
% Large 2 Axle Vehicles	0	3.3	0	3.2	0	0	0	0	0	3.5	0	3.1	0	0	0	0	3
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0	0.6	0	0.5	0	0	0	0	0.3
4+ Axle Trucks	2	3	0	5	0	0	3	3	0	2	0	2	0	0	0	0	10
% 4+ Axle Trucks	11.8	0.7	0	1.1	0	0	13	8.3	0	1.2	0	1	0	0	0	0	1.5

Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	<b>71</b>	0	<b>75</b>	<b>4</b>	0	<b>14</b>	<b>18</b>	0	25	<b>6</b>	31	0	0	0	0	<b>124</b>
04:15 PM	<b>7</b>	45	0	52	2	0	1	3	0	<b>50</b>	6	<b>56</b>	0	0	0	0	111
04:30 PM	4	58	0	62	1	0	4	5	0	18	2	20	0	0	0	0	87
04:45 PM	0	47	0	47	2	0	0	2	0	15	1	16	0	0	0	0	65
Total Volume	15	221	0	236	9	0	19	28	0	108	15	123	0	0	0	0	387
% App. Total	6.4	93.6	0		32.1	0	67.9		0	87.8	12.2		0	0	0		
PHF	.536	.778	.000	.787	.563	.000	.339	.389	.000	.540	.625	.549	.000	.000	.000	.000	.780

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	4	71	0	75	4	0	14	18	0	25	6	31	0	0	0	0
+15 mins.	7	45	0	52	2	0	1	3	0	50	6	56	0	0	0	0
+30 mins.	4	58	0	62	1	0	4	5	0	18	2	20	0	0	0	0
+45 mins.	0	47	0	47	2	0	0	2	0	15	1	16	0	0	0	0
Total Volume	15	221	0	236	9	0	19	28	0	108	15	123	0	0	0	0
% App. Total	6.4	93.6	0		32.1	0	67.9		0	87.8	12.2		0	0	0	
PHF	.536	.778	.000	.787	.563	.000	.339	.389	.000	.540	.625	.549	.000	.000	.000	.000

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

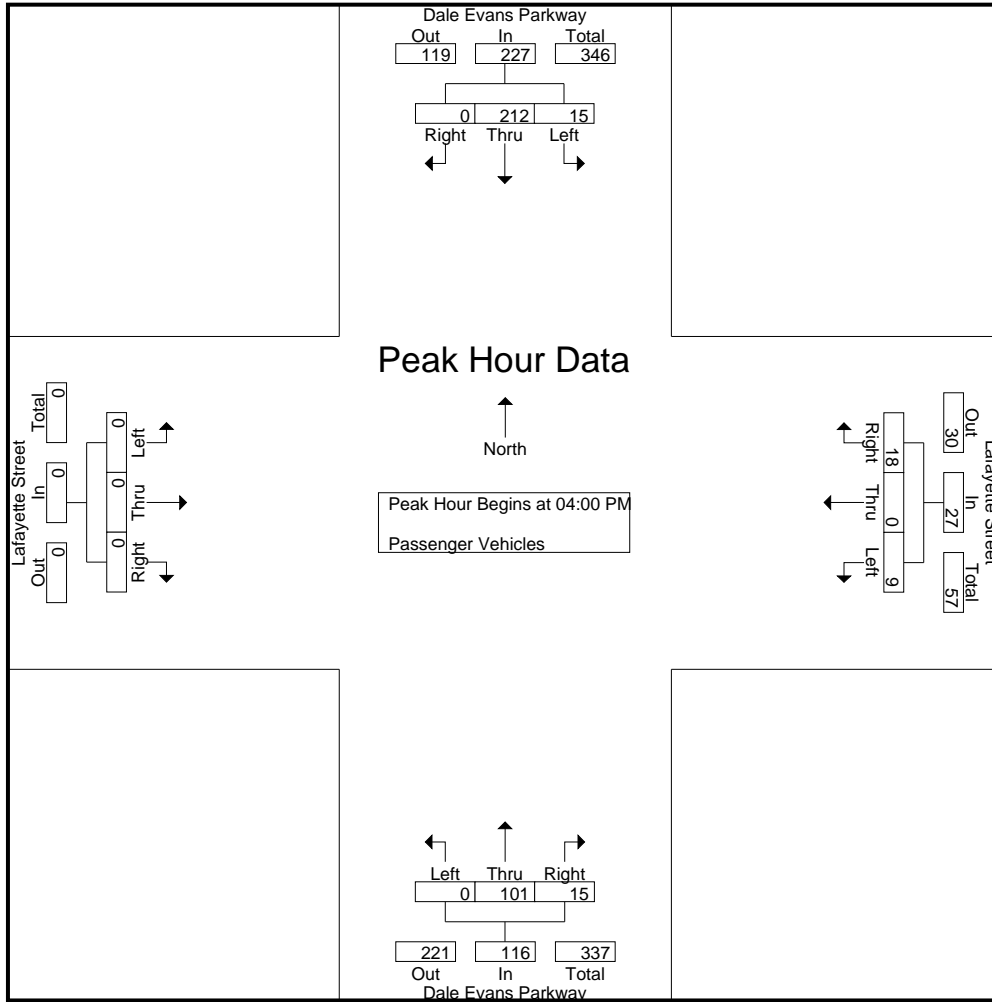
Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	66	0	70	4	0	14	18	0	23	6	29	0	0	0	0	117
04:15 PM	7	43	0	50	2	0	1	3	0	47	6	53	0	0	0	0	106
04:30 PM	4	56	0	60	1	0	3	4	0	17	2	19	0	0	0	0	83
04:45 PM	0	47	0	47	2	0	0	2	0	14	1	15	0	0	0	0	64
<b>Total</b>	<b>15</b>	<b>212</b>	<b>0</b>	<b>227</b>	<b>9</b>	<b>0</b>	<b>18</b>	<b>27</b>	<b>0</b>	<b>101</b>	<b>15</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>370</b>
05:00 PM	0	60	0	60	0	0	0	0	0	17	3	20	0	0	0	0	80
05:15 PM	0	44	0	44	1	0	0	1	0	19	1	20	0	0	0	0	65
05:30 PM	0	46	0	46	0	0	1	1	0	10	0	10	0	0	0	0	57
05:45 PM	0	39	0	39	3	0	1	4	0	17	1	18	0	0	0	0	61
<b>Total</b>	<b>0</b>	<b>189</b>	<b>0</b>	<b>189</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>63</b>	<b>5</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>263</b>
<b>Grand Total</b>	<b>15</b>	<b>401</b>	<b>0</b>	<b>416</b>	<b>13</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>0</b>	<b>164</b>	<b>20</b>	<b>184</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>633</b>
Apprch %	3.6	96.4	0		39.4	0	60.6		0	89.1	10.9		0	0	0		
Total %	2.4	63.3	0	65.7	2.1	0	3.2	5.2	0	25.9	3.2	29.1	0	0	0	0	

Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	66	0	70	4	0	14	18	0	23	6	29	0	0	0	0	117
04:15 PM	7	43	0	50	2	0	1	3	0	47	6	53	0	0	0	0	106
04:30 PM	4	56	0	60	1	0	3	4	0	17	2	19	0	0	0	0	83
04:45 PM	0	47	0	47	2	0	0	2	0	14	1	15	0	0	0	0	64
Total Volume	15	212	0	227	9	0	18	27	0	101	15	116	0	0	0	0	370
% App. Total	6.6	93.4	0		33.3	0	66.7		0	87.1	12.9		0	0	0		
PHF	.536	.803	.000	.811	.563	.000	.321	.375	.000	.537	.625	.547	.000	.000	.000	.000	.791



City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	4	66	0	70	4	0	14	18	0	23	6	29	0	0	0	0
+15 mins.	7	43	0	50	2	0	1	3	0	47	6	53	0	0	0	0
+30 mins.	4	56	0	60	1	0	3	4	0	17	2	19	0	0	0	0
+45 mins.	0	47	0	47	2	0	0	2	0	14	1	15	0	0	0	0
Total Volume	15	212	0	227	9	0	18	27	0	101	15	116	0	0	0	0
% App. Total	6.6	93.4	0		33.3	0	66.7		0	87.1	12.9		0	0	0	
PHF	.536	.803	.000	.811	.563	.000	.321	.375	.000	.537	.625	.547	.000	.000	.000	.000

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

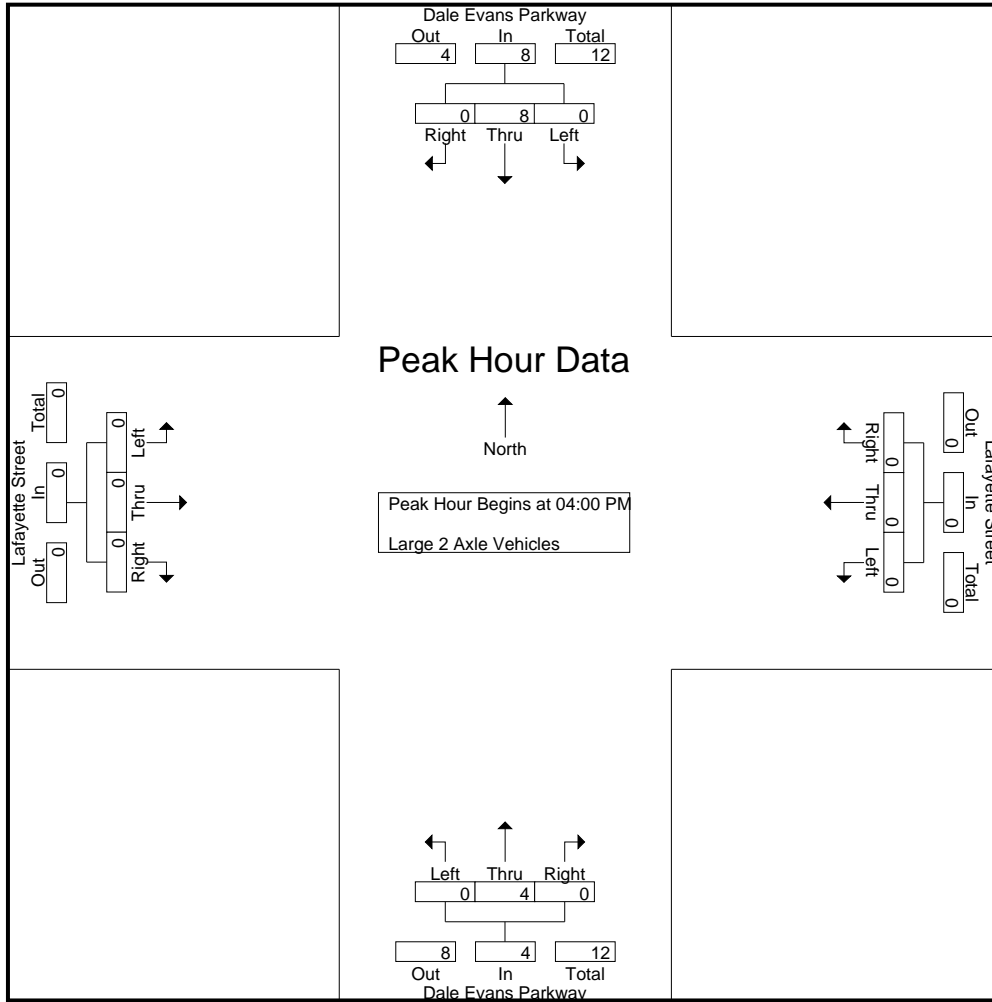
Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	8	0	8	0	0	0	0	0	4	0	4	0	0	0	0	12
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
Grand Total	0	14	0	14	0	0	0	0	0	6	0	6	0	0	0	0	20
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	70	0	70	0	0	0	0	0	30	0	30	0	0	0	0	

Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	8	0	8	0	0	0	0	0	4	0	4	0	0	0	0	12
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	8	0	8	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

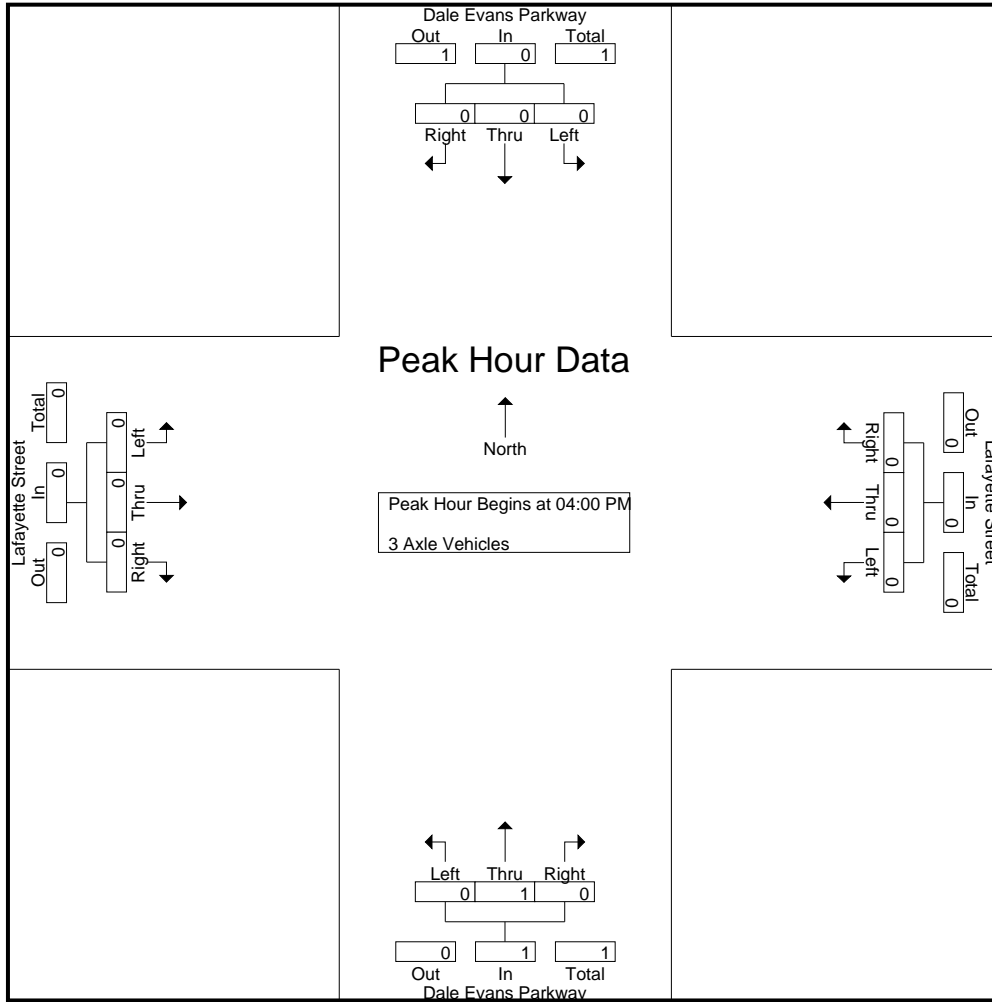
Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	50	0	50	0	0	0	0	0	50	0	50	0	0	0	0	

Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

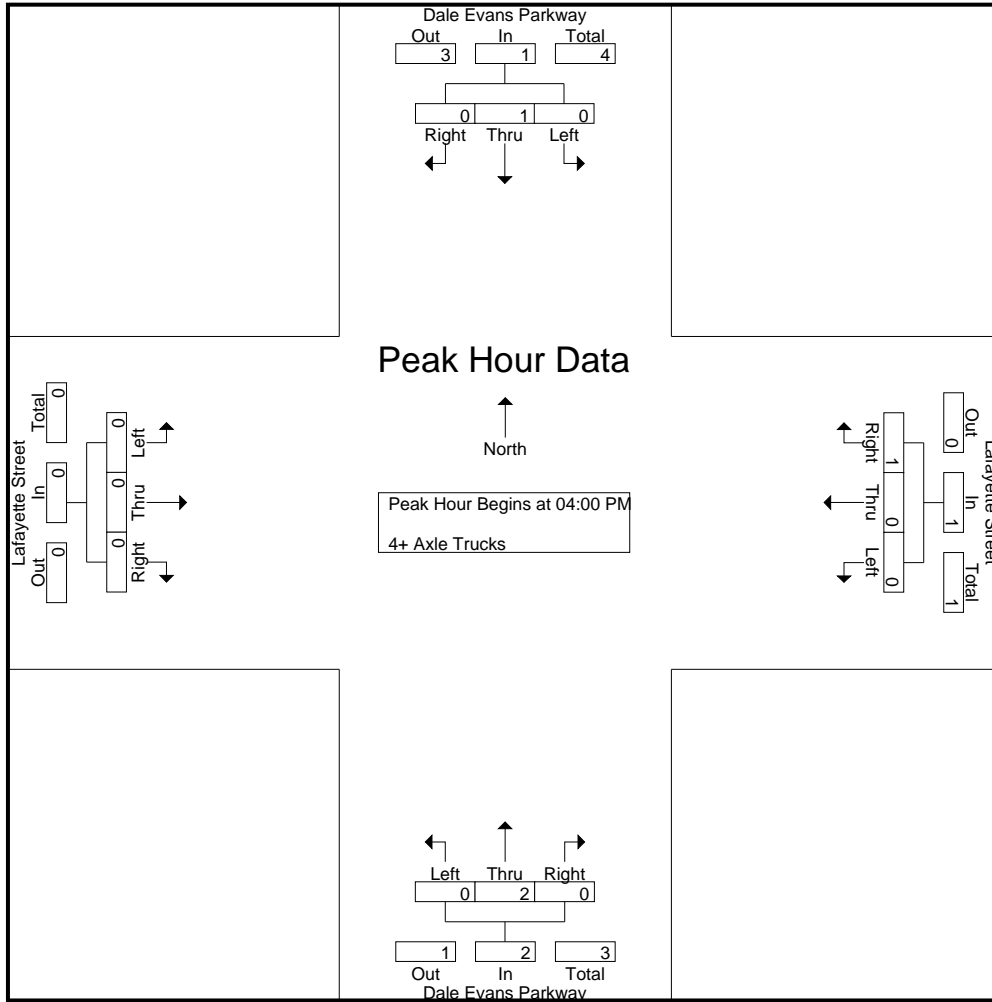
Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	2	0	4	0	0	2	2	0	0	0	0	0	0	0	0	0	6
Grand Total	2	3	0	5	0	0	3	3	0	2	0	2	0	0	0	0	0	10
Apprch %	40	60	0		0	0	100		0	100	0		0	0	0			
Total %	20	30	0	50	0	0	30	30	0	20	0	20	0	0	0	0		

Start Time	Dale Evans Parkway Southbound				Lafayette Street Westbound				Dale Evans Parkway Northbound				Lafayette Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0	0	4
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0			
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 02\_APV\_Dale\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0
% App. Total	0	100	0	100	0	0	100	100	0	100	0	100	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

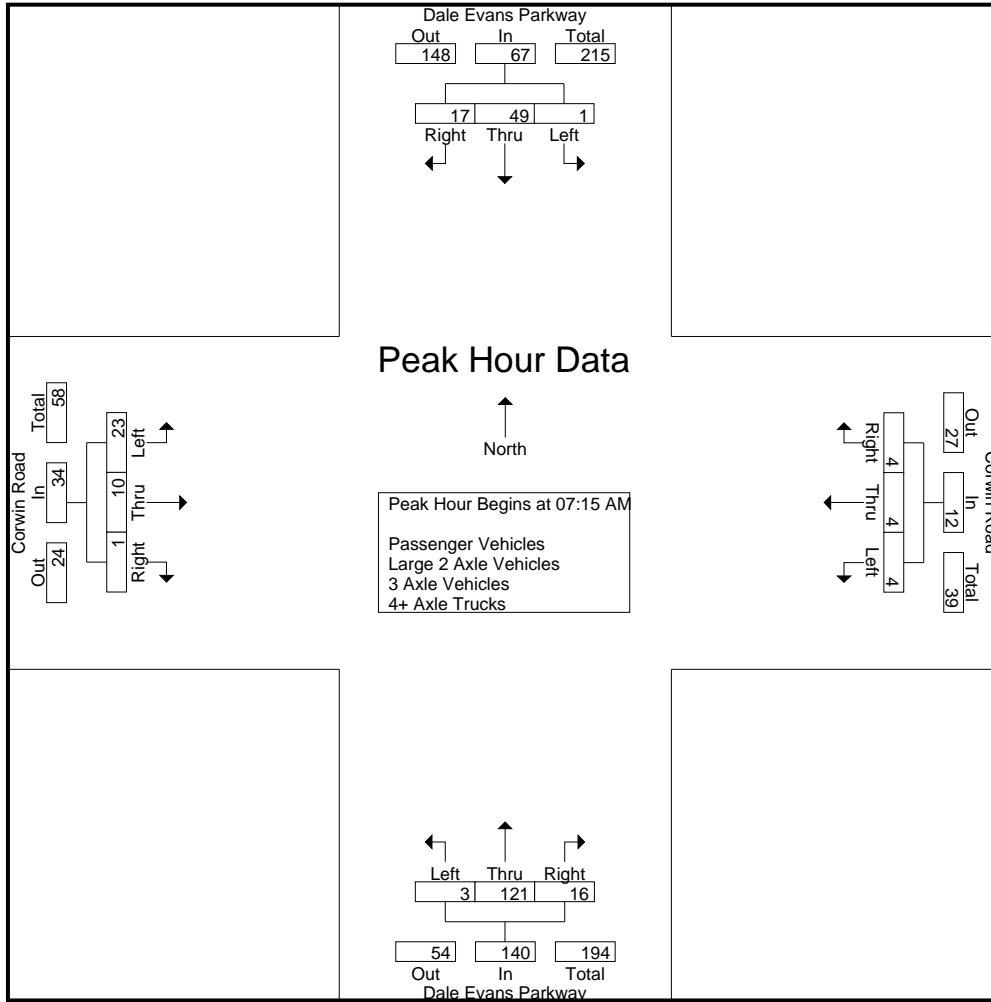
Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	5	1	7	0	1	2	3	0	17	2	19	6	1	0	7	36
07:15 AM	0	20	2	22	1	1	0	2	0	38	5	43	6	2	0	8	75
07:30 AM	0	12	2	14	0	1	0	1	1	30	5	36	5	4	0	9	60
07:45 AM	1	10	8	19	3	1	3	7	2	28	4	34	6	3	0	9	69
<b>Total</b>	<b>2</b>	<b>47</b>	<b>13</b>	<b>62</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>13</b>	<b>3</b>	<b>113</b>	<b>16</b>	<b>132</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>33</b>	<b>240</b>
08:00 AM	0	7	5	12	0	1	1	2	0	25	2	27	6	1	1	8	49
08:15 AM	0	10	1	11	0	0	1	1	0	20	4	24	4	2	0	6	42
08:30 AM	1	7	5	13	2	0	0	2	1	18	2	21	3	3	3	9	45
08:45 AM	0	8	4	12	5	0	1	6	0	14	7	21	3	3	1	7	46
<b>Total</b>	<b>1</b>	<b>32</b>	<b>15</b>	<b>48</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>1</b>	<b>77</b>	<b>15</b>	<b>93</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>30</b>	<b>182</b>
<b>Grand Total</b>	<b>3</b>	<b>79</b>	<b>28</b>	<b>110</b>	<b>11</b>	<b>5</b>	<b>8</b>	<b>24</b>	<b>4</b>	<b>190</b>	<b>31</b>	<b>225</b>	<b>39</b>	<b>19</b>	<b>5</b>	<b>63</b>	<b>422</b>
Apprch %	2.7	71.8	25.5		45.8	20.8	33.3		1.8	84.4	13.8		61.9	30.2	7.9		
Total %	0.7	18.7	6.6	26.1	2.6	1.2	1.9	5.7	0.9	45	7.3	53.3	9.2	4.5	1.2	14.9	
Passenger Vehicles	2	75	24	101	10	4	5	19	2	174	30	206	35	19	5	59	385
% Passenger Vehicles	66.7	94.9	85.7	91.8	90.9	80	62.5	79.2	50	91.6	96.8	91.6	89.7	100	100	93.7	91.2
Large 2 Axle Vehicles	1	2	3	6	1	1	2	4	2	10	1	13	3	0	0	3	26
% Large 2 Axle Vehicles	33.3	2.5	10.7	5.5	9.1	20	25	16.7	50	5.3	3.2	5.8	7.7	0	0	4.8	6.2
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% 3 Axle Vehicles	0	1.3	0	0.9	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0.5
4+ Axle Trucks	0	1	1	2	0	0	1	1	0	5	0	5	1	0	0	1	9
% 4+ Axle Trucks	0	1.3	3.6	1.8	0	0	12.5	4.2	0	2.6	0	2.2	2.6	0	0	1.6	2.1

Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	<b>20</b>	2	<b>22</b>	1	<b>1</b>	0	2	0	<b>38</b>	<b>5</b>	<b>43</b>	<b>6</b>	2	0	8	<b>75</b>
07:30 AM	0	12	2	14	0	1	0	1	1	30	5	36	5	4	0	9	60
07:45 AM	1	10	<b>8</b>	19	<b>3</b>	1	<b>3</b>	7	<b>2</b>	28	4	34	6	3	0	9	69
08:00 AM	0	7	5	12	0	1	1	2	0	25	2	27	6	1	<b>1</b>	8	49
Total Volume	1	49	17	67	4	4	4	12	3	121	16	140	23	10	1	34	253
% App. Total	1.5	73.1	25.4		33.3	33.3	33.3		2.1	86.4	11.4		67.6	29.4	2.9		
PHF	.250	.613	.531	.761	.333	1.00	.333	.429	.375	.796	.800	.814	.958	.625	.250	.944	.843



City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	0	<b>20</b>	2	<b>22</b>	0	<b>1</b>	2	3	0	<b>38</b>	<b>5</b>	<b>43</b>	<b>6</b>	2	0	8
+15 mins.	0	12	2	14	1	1	0	2	1	30	5	36	5	<b>4</b>	0	<b>9</b>
+30 mins.	<b>1</b>	10	<b>8</b>	19	0	1	0	1	<b>2</b>	28	4	34	6	3	0	9
+45 mins.	0	7	5	12	<b>3</b>	1	<b>3</b>	<b>7</b>	0	25	2	27	6	1	<b>1</b>	8
Total Volume	1	49	17	67	4	4	5	13	3	121	16	140	23	10	1	34
% App. Total	1.5	73.1	25.4		30.8	30.8	38.5		2.1	86.4	11.4		67.6	29.4	2.9	
PHF	.250	.613	.531	.761	.333	1.000	.417	.464	.375	.796	.800	.814	.958	.625	.250	.944

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

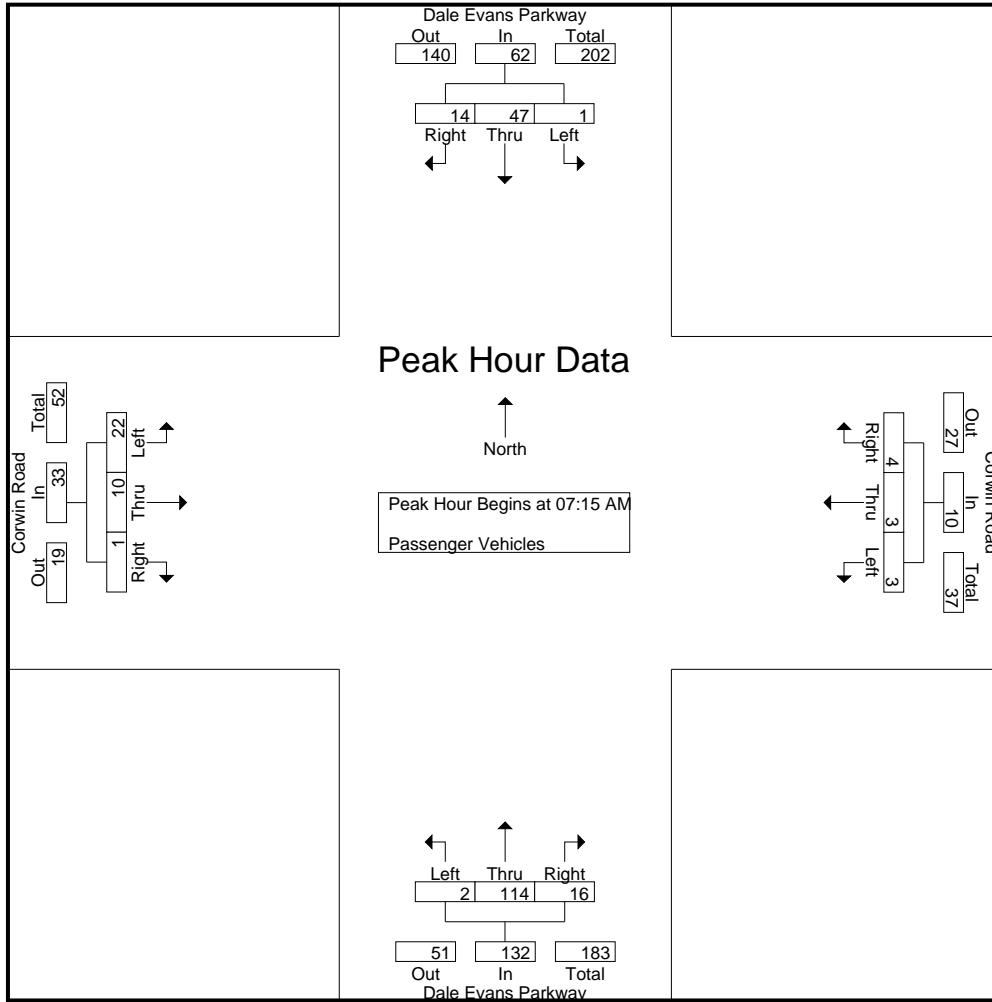
Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	5	1	7	0	1	1	2	0	13	2	15	5	1	0	6	30
07:15 AM	0	19	2	21	1	0	0	1	0	37	5	42	5	2	0	7	71
07:30 AM	0	12	2	14	0	1	0	1	1	29	5	35	5	4	0	9	59
07:45 AM	1	10	5	16	2	1	3	6	1	27	4	32	6	3	0	9	63
Total	2	46	10	58	3	3	4	10	2	106	16	124	21	10	0	31	223
08:00 AM	0	6	5	11	0	1	1	2	0	21	2	23	6	1	1	8	44
08:15 AM	0	10	1	11	0	0	0	0	0	19	3	22	3	2	0	5	38
08:30 AM	0	7	4	11	2	0	0	2	0	16	2	18	3	3	3	9	40
08:45 AM	0	6	4	10	5	0	0	5	0	12	7	19	2	3	1	6	40
Total	0	29	14	43	7	1	1	9	0	68	14	82	14	9	5	28	162
Grand Total	2	75	24	101	10	4	5	19	2	174	30	206	35	19	5	59	385
Apprch %	2	74.3	23.8		52.6	21.1	26.3		1	84.5	14.6		59.3	32.2	8.5		
Total %	0.5	19.5	6.2	26.2	2.6	1	1.3	4.9	0.5	45.2	7.8	53.5	9.1	4.9	1.3	15.3	

Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	19	2	21	1	0	0	1	0	37	5	42	5	2	0	7	71
07:30 AM	0	12	2	14	0	1	0	1	1	29	5	35	5	4	0	9	59
07:45 AM	1	10	5	16	2	1	3	6	1	27	4	32	6	3	0	9	63
08:00 AM	0	6	5	11	0	1	1	2	0	21	2	23	6	1	1	8	44
Total Volume	1	47	14	62	3	3	4	10	2	114	16	132	22	10	1	33	237
% App. Total	1.6	75.8	22.6		30	30	40		1.5	86.4	12.1		66.7	30.3	3		
PHF	.250	.618	.700	.738	.375	.750	.333	.417	.500	.770	.800	.786	.917	.625	.250	.917	.835

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	19	2	21	1	0	0	1	0	37	5	42	5	2	0	7
+15 mins.	0	12	2	14	0	1	0	1	1	29	5	35	5	4	0	9
+30 mins.	1	10	5	16	2	1	3	6	1	27	4	32	6	3	0	9
+45 mins.	0	6	5	11	0	1	1	2	0	21	2	23	6	1	1	8
Total Volume	1	47	14	62	3	3	4	10	2	114	16	132	22	10	1	33
% App. Total	1.6	75.8	22.6		30	30	40		1.5	86.4	12.1		66.7	30.3	3	
PHF	.250	.618	.700	.738	.375	.750	.333	.417	.500	.770	.800	.786	.917	.625	.250	.917

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

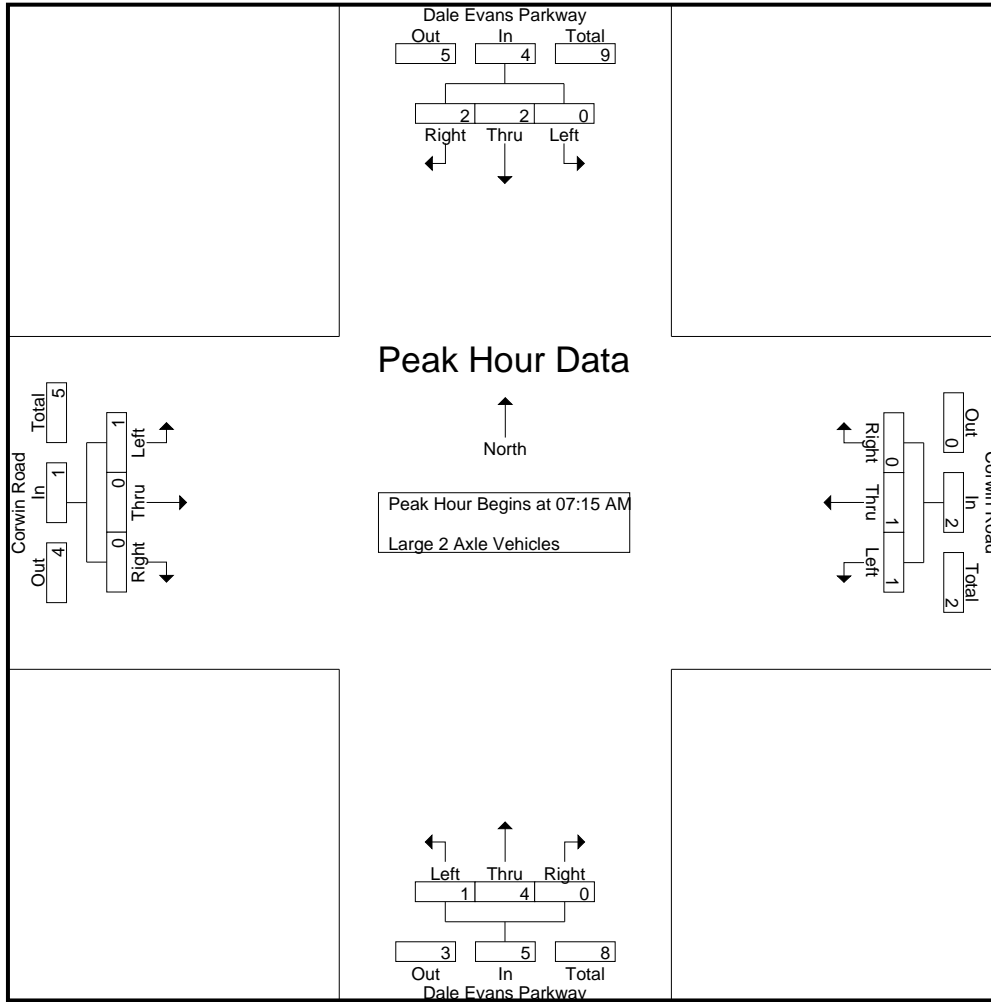
Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	1	5
07:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	2	2	1	0	0	1	1	0	0	1	0	0	0	0	4
Total	0	1	2	3	1	1	0	2	1	5	0	6	2	0	0	2	13
08:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	1	1	0	0	1	1	1	0	0	1	3
08:30 AM	1	0	1	2	0	0	0	0	1	1	0	2	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
Total	1	1	1	3	0	0	2	2	1	5	1	7	1	0	0	1	13
Grand Total	1	2	3	6	1	1	2	4	2	10	1	13	3	0	0	3	26
Apprch %	16.7	33.3	50		25	25	50		15.4	76.9	7.7		100	0	0		
Total %	3.8	7.7	11.5	23.1	3.8	3.8	7.7	15.4	7.7	38.5	3.8	50	11.5	0	0	11.5	

Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	2	2	1	0	0	1	1	0	0	1	0	0	0	0	4
08:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total Volume	0	2	2	4	1	1	0	2	1	4	0	5	1	0	0	1	12
% App. Total	0	50	50		50	50	0		20	80	0		100	0	0		
PHF	.000	.500	.250	.500	.250	.250	.000	.500	.250	.333	.000	.417	.250	.000	.000	.250	.750

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	2	2	1	0	0	1	1	0	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	2	2	4	1	1	0	2	1	4	0	5	1	0	0	1
% App. Total	0	50	50		50	50	0		20	80	0		100	0	0	
PHF	.000	.500	.250	.500	.250	.250	.000	.500	.250	.333	.000	.417	.250	.000	.000	.250

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

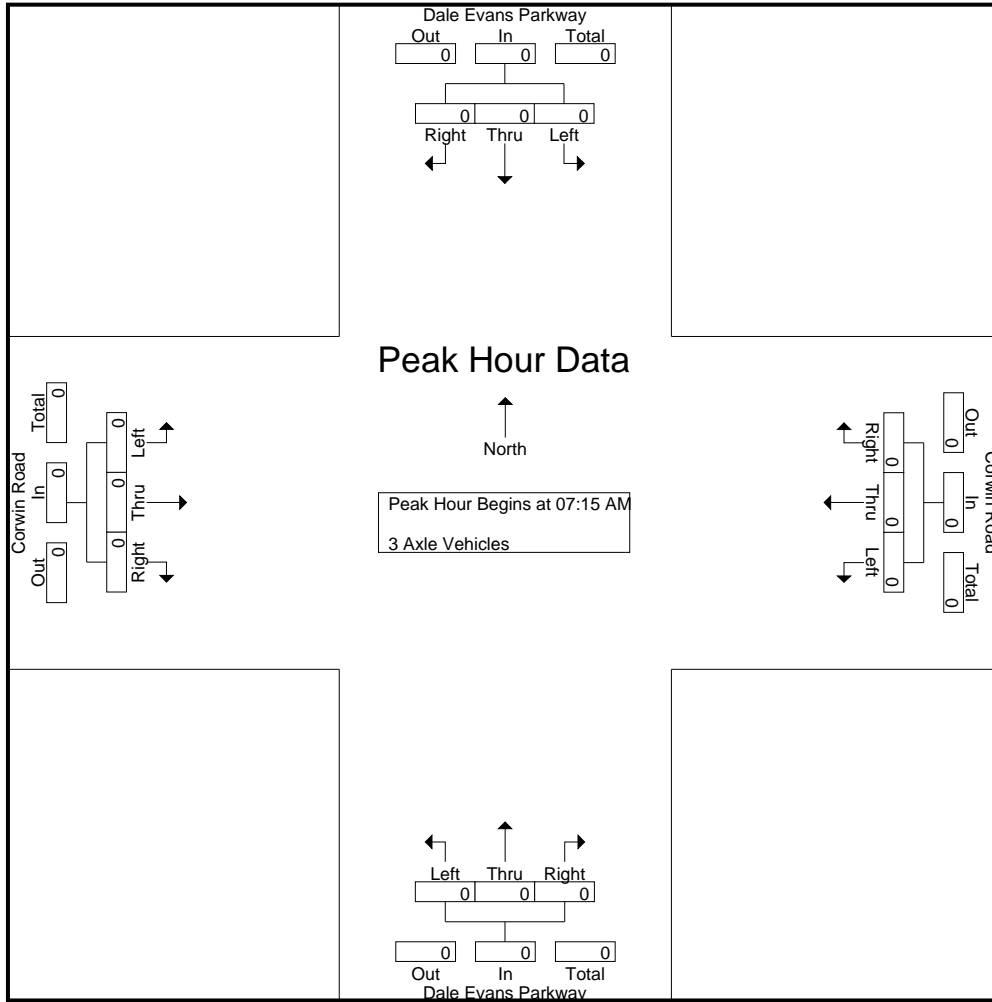
Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	50	0	50	0	0	0	0	0	50	0	50	0	0	0	0	

Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0
Total	0	0	1	1	0	0	1	1	0	2	0	2	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Total	0	1	0	1	0	0	0	0	0	3	0	3	1	0	0	1	5
Grand Total	0	1	1	2	0	0	1	1	0	5	0	5	1	0	0	1	9
Apprch %	0	50	50		0	0	100		0	100	0		100	0	0		
Total %	0	11.1	11.1	22.2	0	0	11.1	11.1	0	55.6	0	55.6	11.1	0	0	11.1	

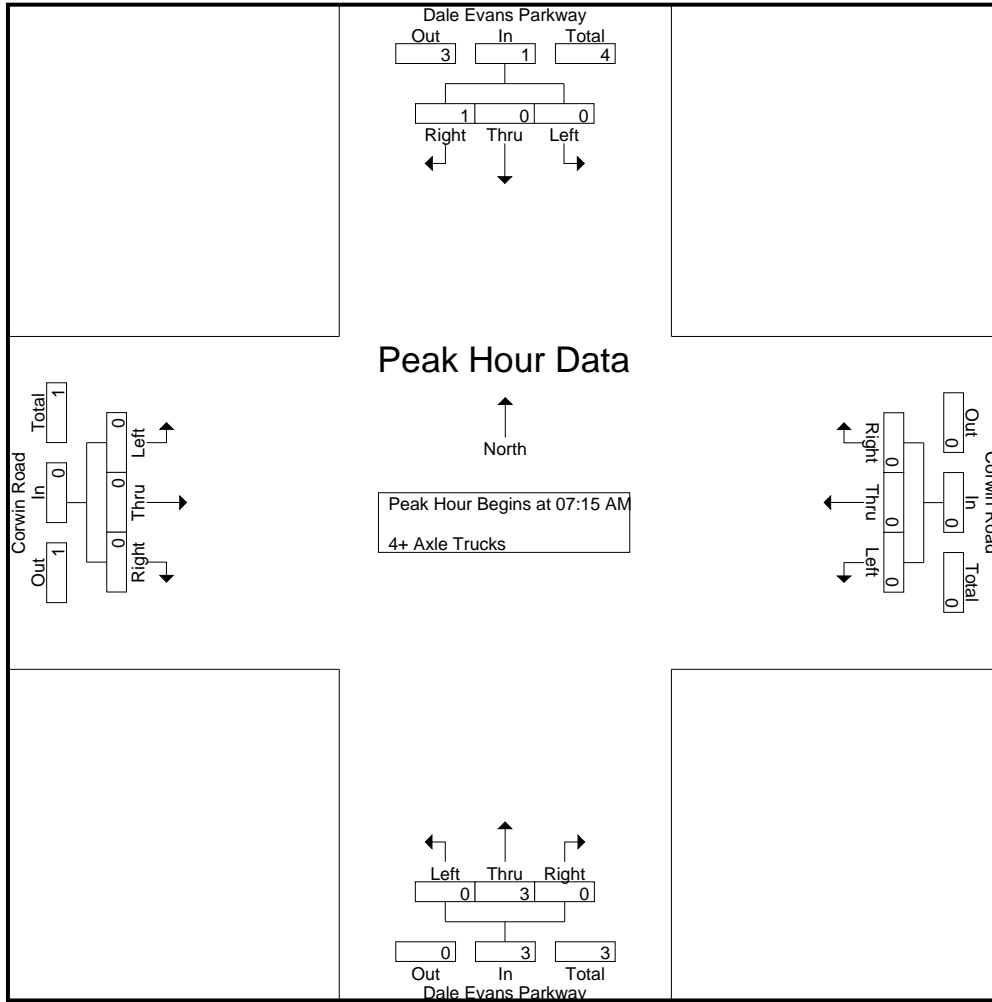
Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM



City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	0	100	100	0	0	0	0	0	100	0	100	0	0	0	0
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

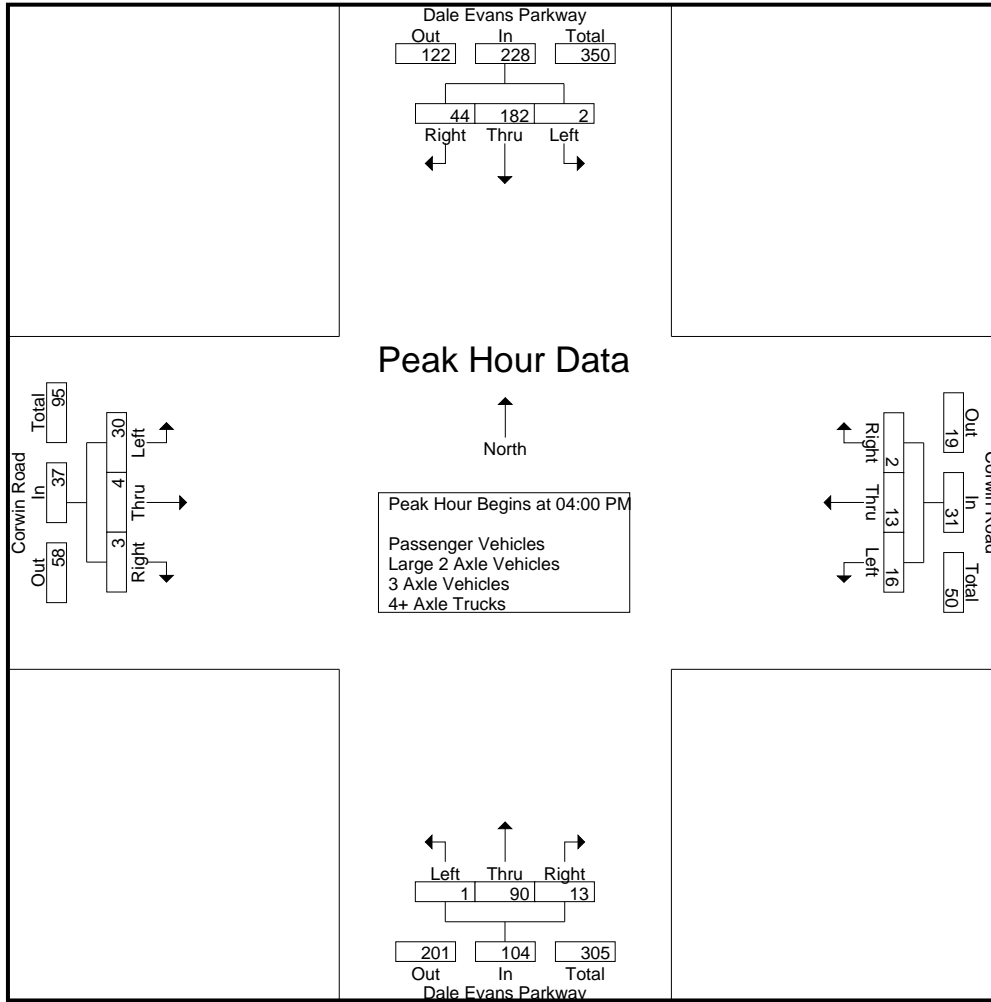
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	64	12	77	8	4	1	13	0	22	2	24	11	2	0	13	127
04:15 PM	1	33	11	45	1	3	1	5	0	38	7	45	7	1	2	10	105
04:30 PM	0	50	12	62	3	2	0	5	0	17	2	19	5	0	1	6	92
04:45 PM	0	35	9	44	4	4	0	8	1	13	2	16	7	1	0	8	76
<b>Total</b>	<b>2</b>	<b>182</b>	<b>44</b>	<b>228</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>31</b>	<b>1</b>	<b>90</b>	<b>13</b>	<b>104</b>	<b>30</b>	<b>4</b>	<b>3</b>	<b>37</b>	<b>400</b>
05:00 PM	0	58	11	69	2	0	0	2	1	11	0	12	7	1	1	9	92
05:15 PM	0	34	6	40	5	1	0	6	1	16	2	19	5	1	0	6	71
05:30 PM	0	45	8	53	6	6	1	13	0	9	1	10	0	1	0	1	77
05:45 PM	0	44	4	48	4	4	0	8	1	19	2	22	2	0	1	3	81
<b>Total</b>	<b>0</b>	<b>181</b>	<b>29</b>	<b>210</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>29</b>	<b>3</b>	<b>55</b>	<b>5</b>	<b>63</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>19</b>	<b>321</b>
<b>Grand Total</b>	<b>2</b>	<b>363</b>	<b>73</b>	<b>438</b>	<b>33</b>	<b>24</b>	<b>3</b>	<b>60</b>	<b>4</b>	<b>145</b>	<b>18</b>	<b>167</b>	<b>44</b>	<b>7</b>	<b>5</b>	<b>56</b>	<b>721</b>
Apprch %	0.5	82.9	16.7		55	40	5		2.4	86.8	10.8		78.6	12.5	8.9		
Total %	0.3	50.3	10.1	60.7	4.6	3.3	0.4	8.3	0.6	20.1	2.5	23.2	6.1	1	0.7	7.8	
Passenger Vehicles	1	351	71	423	32	24	3	59	1	140	18	159	42	7	5	54	695
% Passenger Vehicles	50	96.7	97.3	96.6	97	100	100	98.3	25	96.6	100	95.2	95.5	100	100	96.4	96.4
Large 2 Axle Vehicles	1	8	2	11	1	0	0	1	2	3	0	5	1	0	0	1	18
% Large 2 Axle Vehicles	50	2.2	2.7	2.5	3	0	0	1.7	50	2.1	0	3	2.3	0	0	1.8	2.5
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% 3 Axle Vehicles	0	0.3	0	0.2	0	0	0	0	0	0	0	0	2.3	0	0	1.8	0.3
4+ Axle Trucks	0	3	0	3	0	0	0	0	1	2	0	3	0	0	0	0	6
% 4+ Axle Trucks	0	0.8	0	0.7	0	0	0	0	25	1.4	0	1.8	0	0	0	0	0.8

Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	64	12	77	8	4	1	13	0	22	2	24	11	2	0	13	127
04:15 PM	1	33	11	45	1	3	1	5	0	38	7	45	7	1	2	10	105
04:30 PM	0	50	12	62	3	2	0	5	0	17	2	19	5	0	1	6	92
04:45 PM	0	35	9	44	4	4	0	8	1	13	2	16	7	1	0	8	76
Total Volume	2	182	44	228	16	13	2	31	1	90	13	104	30	4	3	37	400
% App. Total	0.9	79.8	19.3		51.6	41.9	6.5		1	86.5	12.5		81.1	10.8	8.1		
PHF	.500	.711	.917	.740	.500	.813	.500	.596	.250	.592	.464	.578	.682	.500	.375	.712	.787

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	64	12	77	8	4	1	13	0	22	2	24	11	2	0	13
+15 mins.	1	33	11	45	1	3	1	5	0	38	7	45	7	1	2	10
+30 mins.	0	50	12	62	3	2	0	5	0	17	2	19	5	0	1	6
+45 mins.	0	35	9	44	4	4	0	8	1	13	2	16	7	1	0	8
Total Volume	2	182	44	228	16	13	2	31	1	90	13	104	30	4	3	37
% App. Total	0.9	79.8	19.3		51.6	41.9	6.5		1	86.5	12.5		81.1	10.8	8.1	
PHF	.500	.711	.917	.740	.500	.813	.500	.596	.250	.592	.464	.578	.682	.500	.375	.712

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

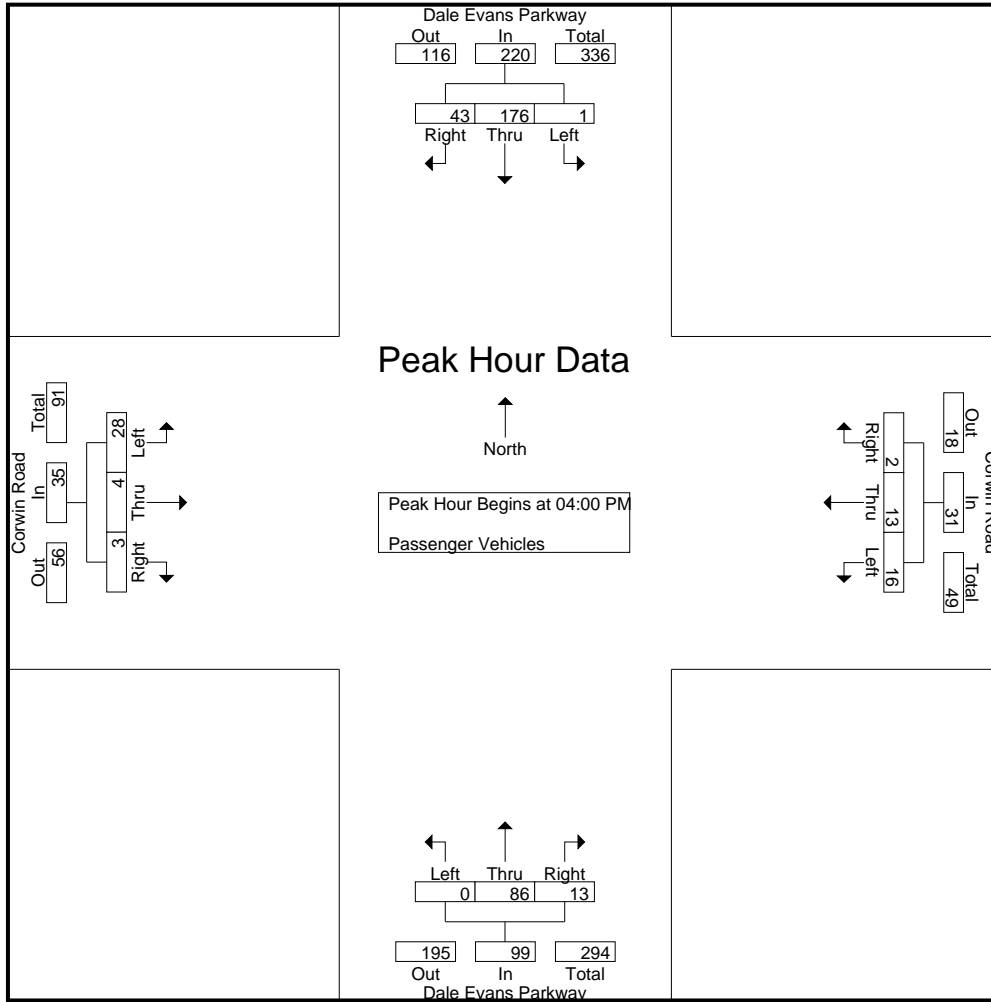
Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	61	12	73	8	4	1	13	0	19	2	21	11	2	0	13	120
04:15 PM	1	31	11	43	1	3	1	5	0	37	7	44	7	1	2	10	102
04:30 PM	0	49	11	60	3	2	0	5	0	17	2	19	4	0	1	5	89
04:45 PM	0	35	9	44	4	4	0	8	0	13	2	15	6	1	0	7	74
<b>Total</b>	<b>1</b>	<b>176</b>	<b>43</b>	<b>220</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>31</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>99</b>	<b>28</b>	<b>4</b>	<b>3</b>	<b>35</b>	<b>385</b>
05:00 PM	0	57	11	68	1	0	0	1	0	10	0	10	7	1	1	9	88
05:15 PM	0	34	6	40	5	1	0	6	1	16	2	19	5	1	0	6	71
05:30 PM	0	43	7	50	6	6	1	13	0	9	1	10	0	1	0	1	74
05:45 PM	0	41	4	45	4	4	0	8	0	19	2	21	2	0	1	3	77
<b>Total</b>	<b>0</b>	<b>175</b>	<b>28</b>	<b>203</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>28</b>	<b>1</b>	<b>54</b>	<b>5</b>	<b>60</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>19</b>	<b>310</b>
<b>Grand Total</b>	<b>1</b>	<b>351</b>	<b>71</b>	<b>423</b>	<b>32</b>	<b>24</b>	<b>3</b>	<b>59</b>	<b>1</b>	<b>140</b>	<b>18</b>	<b>159</b>	<b>42</b>	<b>7</b>	<b>5</b>	<b>54</b>	<b>695</b>
Apprch %	0.2	83	16.8		54.2	40.7	5.1		0.6	88.1	11.3		77.8	13	9.3		
Total %	0.1	50.5	10.2	60.9	4.6	3.5	0.4	8.5	0.1	20.1	2.6	22.9	6	1	0.7	7.8	

Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	<b>61</b>	<b>12</b>	<b>73</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>13</b>	0	19	2	21	<b>11</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>120</b>
04:15 PM	<b>1</b>	31	11	43	1	3	1	5	0	<b>37</b>	<b>7</b>	<b>44</b>	7	1	<b>2</b>	10	102
04:30 PM	0	49	11	60	3	2	0	5	0	17	2	19	4	0	1	5	89
04:45 PM	0	35	9	44	4	4	0	8	0	13	2	15	6	1	0	7	74
<b>Total Volume</b>	<b>1</b>	<b>176</b>	<b>43</b>	<b>220</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>31</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>99</b>	<b>28</b>	<b>4</b>	<b>3</b>	<b>35</b>	<b>385</b>
% App. Total	0.5	80	19.5		51.6	41.9	6.5		0	86.9	13.1		80	11.4	8.6		
PHF	.250	.721	.896	.753	.500	.813	.500	.596	.000	.581	.464	.563	.636	.500	.375	.673	.802

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	61	12	73	8	4	1	13	0	19	2	21	11	2	0	13
+15 mins.	1	31	11	43	1	3	1	5	0	37	7	44	7	1	2	10
+30 mins.	0	49	11	60	3	2	0	5	0	17	2	19	4	0	1	5
+45 mins.	0	35	9	44	4	4	0	8	0	13	2	15	6	1	0	7
Total Volume	1	176	43	220	16	13	2	31	0	86	13	99	28	4	3	35
% App. Total	0.5	80	19.5		51.6	41.9	6.5		0	86.9	13.1		80	11.4	8.6	
PHF	.250	.721	.896	.753	.500	.813	.500	.596	.000	.581	.464	.563	.636	.500	.375	.673

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

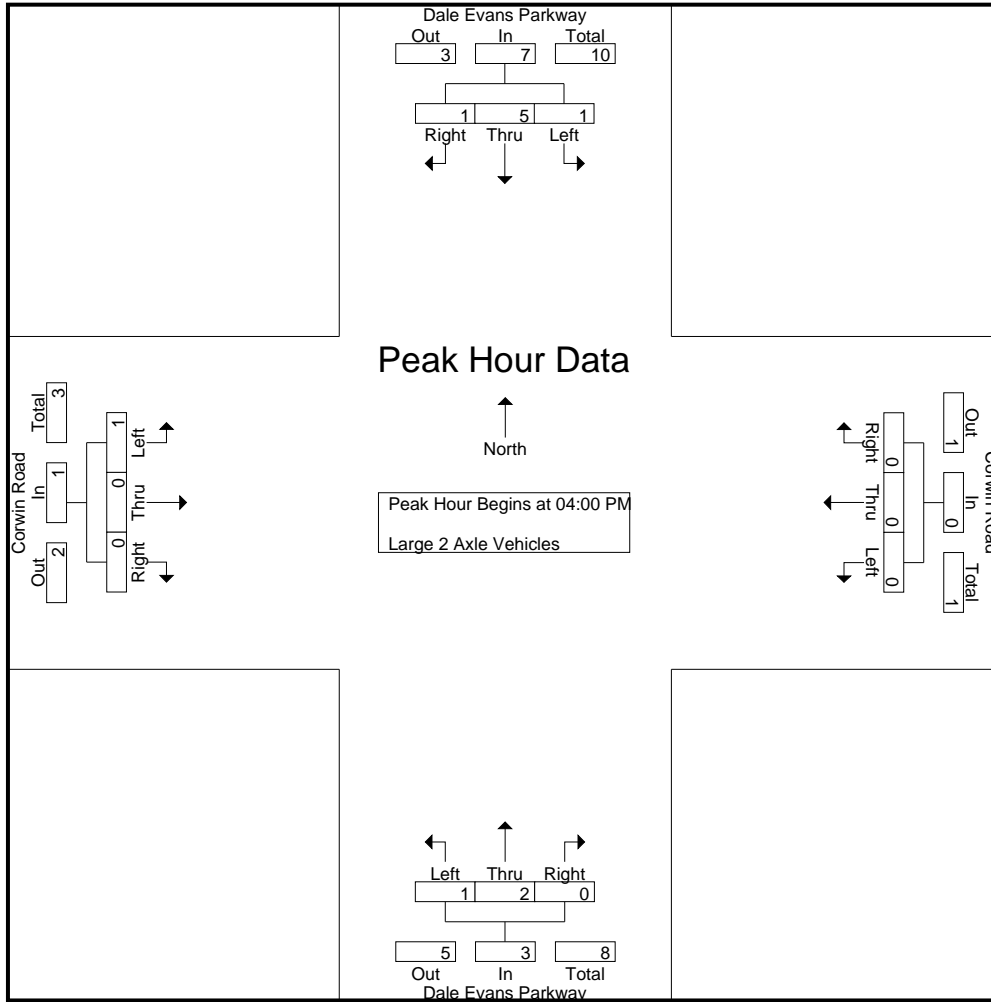
Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
<b>Total</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>
05:00 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Grand Total</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18</b>
Apprch %	9.1	72.7	18.2		100	0	0		40	60	0		100	0	0		
Total %	5.6	44.4	11.1	61.1	5.6	0	0	5.6	11.1	16.7	0	27.8	5.6	0	0	5.6	

Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
<b>Total Volume</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>
% App. Total	14.3	71.4	14.3		0	0	0		33.3	66.7	0		100	0	0		
PHF	.250	.625	.250	.583	.000	.000	.000	.000	.250	.250	.000	.375	.250	.000	.000	.250	.550

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
Total Volume	1	5	1	7	0	0	0	0	1	2	0	3	1	0	0	1
% App. Total	14.3	71.4	14.3		0	0	0		33.3	66.7	0		100	0	0	
PHF	.250	.625	.250	.583	.000	.000	.000	.000	.250	.250	.000	.375	.250	.000	.000	.250

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Apprch %	0	100	0		0	0	0		0	0	0		100	0	0		
Total %	0	50	0	50	0	0	0	0	0	0	0	0	50	0	0	50	

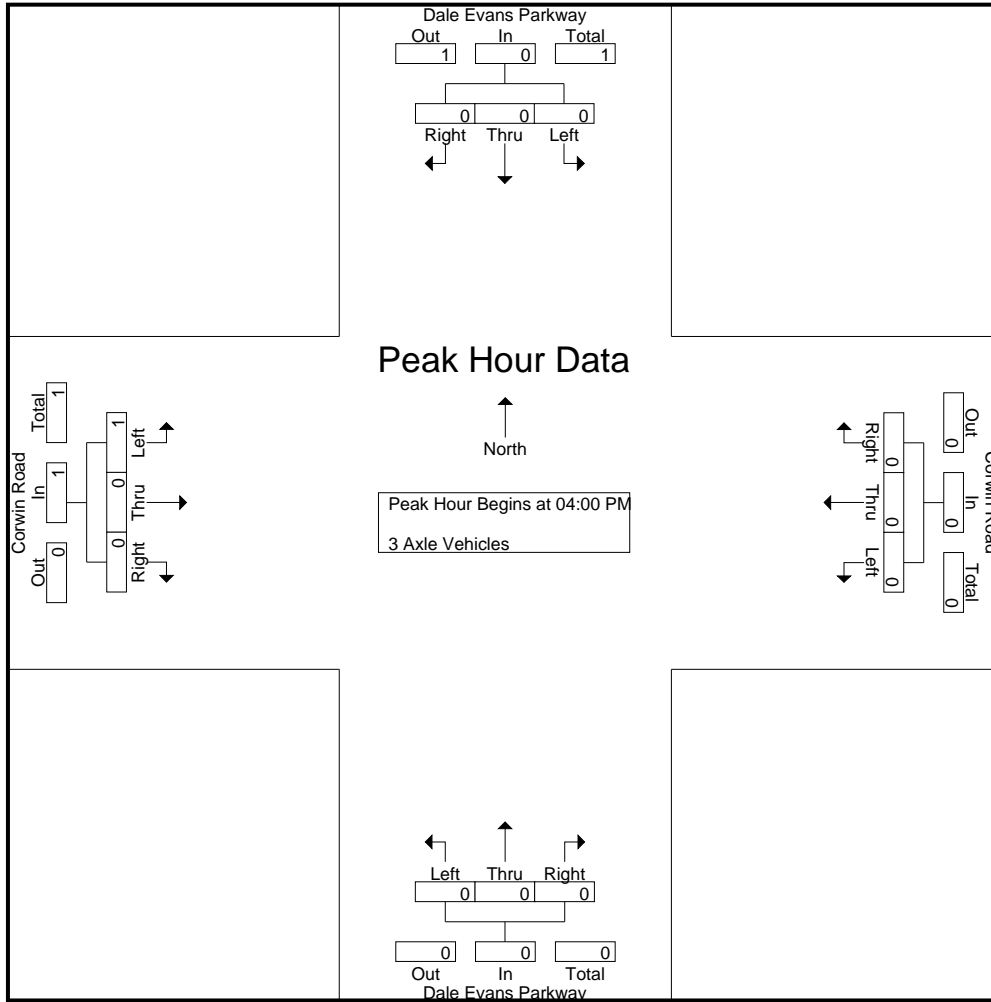
Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM



City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

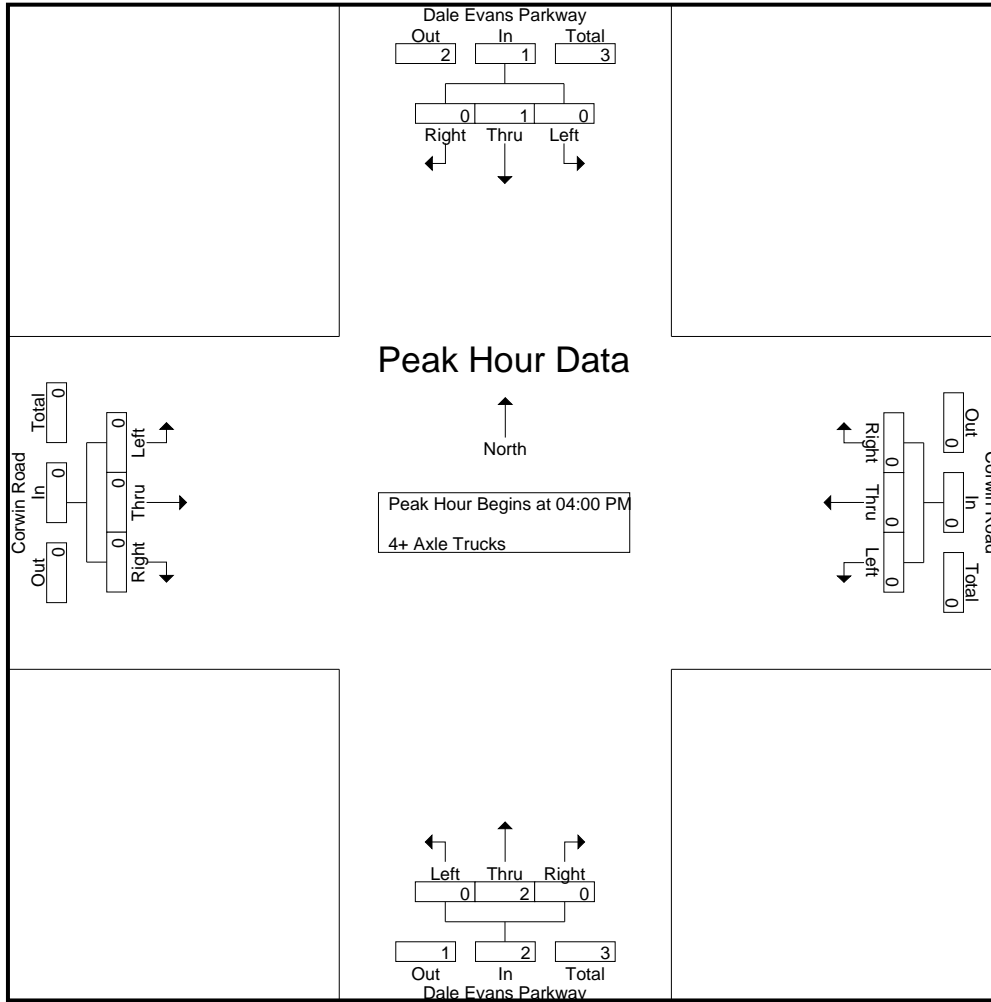
Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Grand Total	0	3	0	3	0	0	0	0	1	2	0	3	0	0	0	0	6
Apprch %	0	100	0		0	0	0		33.3	66.7	0		0	0	0		
Total %	0	50	0	50	0	0	0	0	16.7	33.3	0	50	0	0	0	0	

Start Time	Dale Evans Parkway Southbound				Corwin Road Westbound				Dale Evans Parkway Northbound				Corwin Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.375

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Dale Evans Parkway  
 E/W: Corwin Road  
 Weather: Clear

File Name : 03\_APV\_Dale\_Corwin PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

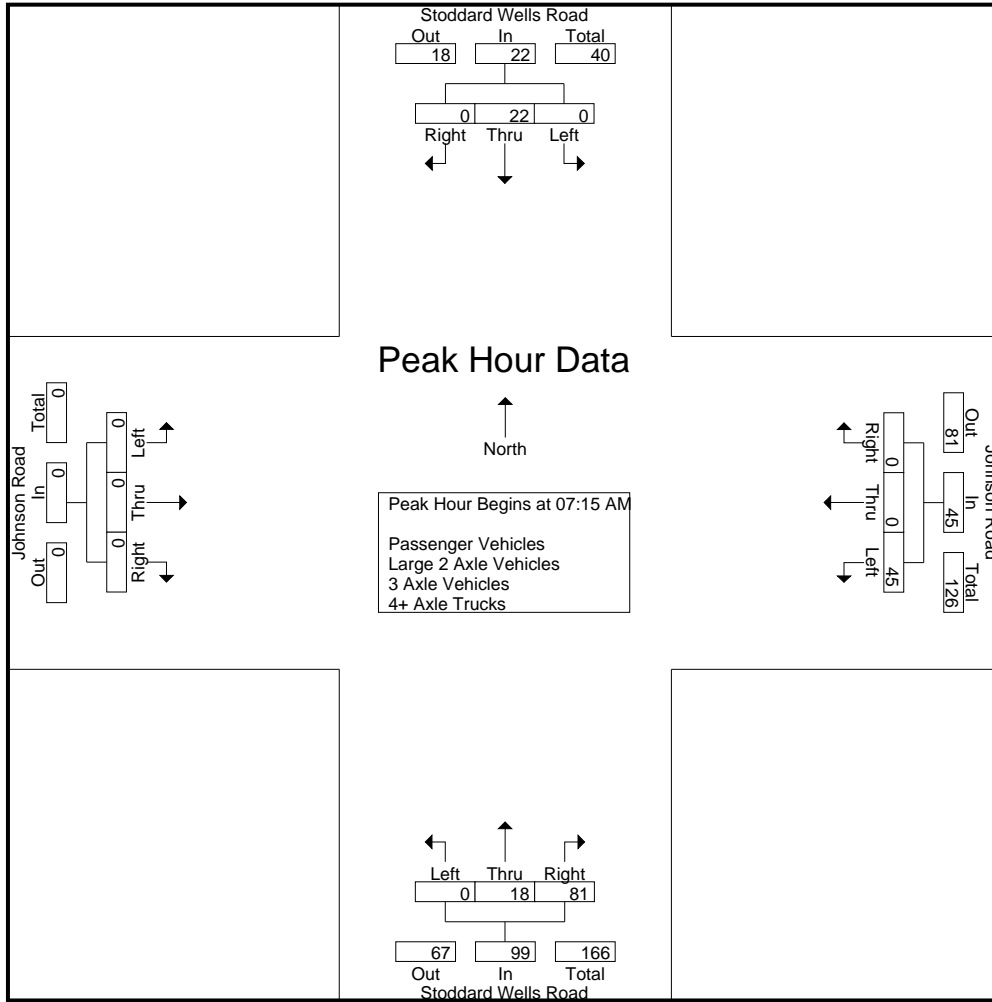
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	11	0	0	11	0	1	16	17	0	0	0	0	30
07:15 AM	0	7	0	7	13	0	0	13	0	4	19	23	0	0	0	0	43
07:30 AM	0	5	0	5	10	0	0	10	0	2	18	20	0	0	0	0	35
07:45 AM	0	5	0	5	7	0	0	7	0	6	29	35	0	0	0	0	47
<b>Total</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>19</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155</b>
08:00 AM	0	5	0	5	15	0	0	15	0	6	15	21	0	0	0	0	41
08:15 AM	0	4	0	4	14	0	0	14	0	1	11	12	0	0	0	0	30
08:30 AM	0	6	0	6	5	0	0	5	0	3	12	15	0	0	0	0	26
08:45 AM	0	3	0	3	9	0	0	9	0	4	18	22	0	0	0	0	34
<b>Total</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>131</b>
<b>Grand Total</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>37</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>27</b>	<b>138</b>	<b>165</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>286</b>
Apprch %	0	100	0		100	0	0		0	16.4	83.6		0	0	0		
Total %	0	12.9	0	12.9	29.4	0	0	29.4	0	9.4	48.3	57.7	0	0	0	0	
Passenger Vehicles	0	22	0	22	44	0	0	44	0	5	94	99	0	0	0	0	165
% Passenger Vehicles	0	59.5	0	59.5	52.4	0	0	52.4	0	18.5	68.1	60	0	0	0	0	57.7
Large 2 Axle Vehicles	0	0	0	0	9	0	0	9	0	6	5	11	0	0	0	0	20
% Large 2 Axle Vehicles	0	0	0	0	10.7	0	0	10.7	0	22.2	3.6	6.7	0	0	0	0	7
3 Axle Vehicles	0	0	0	0	2	0	0	2	0	0	13	13	0	0	0	0	15
% 3 Axle Vehicles	0	0	0	0	2.4	0	0	2.4	0	0	9.4	7.9	0	0	0	0	5.2
4+ Axle Trucks	0	15	0	15	29	0	0	29	0	16	26	42	0	0	0	0	86
% 4+ Axle Trucks	0	40.5	0	40.5	34.5	0	0	34.5	0	59.3	18.8	25.5	0	0	0	0	30.1

Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	7	0	7	13	0	0	13	0	4	19	23	0	0	0	0	43
07:30 AM	0	5	0	5	10	0	0	10	0	2	18	20	0	0	0	0	35
07:45 AM	0	5	0	5	7	0	0	7	0	6	29	35	0	0	0	0	47
08:00 AM	0	5	0	5	15	0	0	15	0	6	15	21	0	0	0	0	41
Total Volume	0	22	0	22	45	0	0	45	0	18	81	99	0	0	0	0	166
% App. Total	0	100	0		100	0	0		0	18.2	81.8		0	0	0		
PHF	.000	.786	.000	.786	.750	.000	.000	.750	.000	.750	.698	.707	.000	.000	.000	.000	.883

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:00 AM			
+0 mins.	0	7	0	7	10	0	0	10	0	4	19	23	0	0	0	0
+15 mins.	0	5	0	5	7	0	0	7	0	2	18	20	0	0	0	0
+30 mins.	0	5	0	5	15	0	0	15	0	6	29	35	0	0	0	0
+45 mins.	0	5	0	5	14	0	0	14	0	6	15	21	0	0	0	0
Total Volume	0	22	0	22	46	0	0	46	0	18	81	99	0	0	0	0
% App. Total	0	100	0	100	100	0	0	100	0	18.2	81.8	100	0	0	0	0
PHF	.000	.786	.000	.786	.767	.000	.000	.767	.000	.750	.698	.707	.000	.000	.000	.000

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

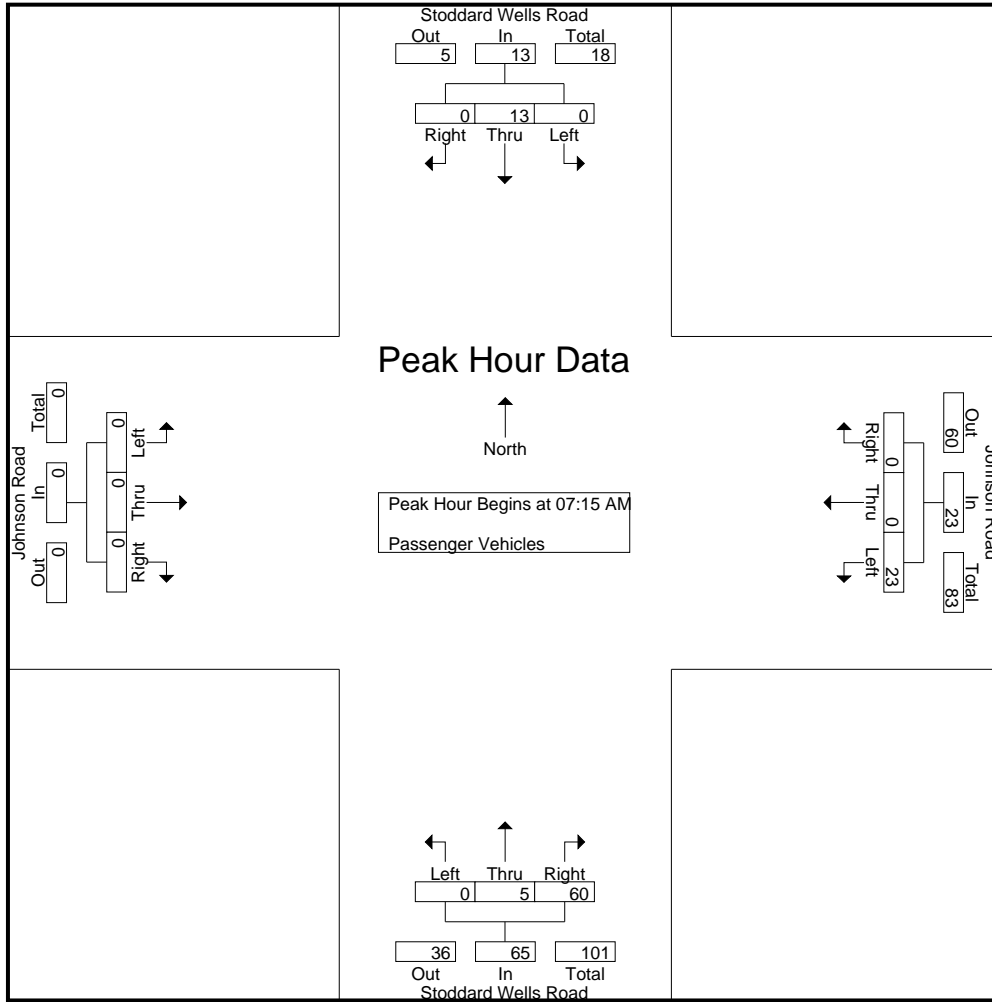
Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	8	0	0	8	0	0	12	12	0	0	0	0	22
07:15 AM	0	6	0	6	7	0	0	7	0	2	13	15	0	0	0	0	28
07:30 AM	0	2	0	2	5	0	0	5	0	0	14	14	0	0	0	0	21
07:45 AM	0	2	0	2	4	0	0	4	0	1	23	24	0	0	0	0	30
Total	0	12	0	12	24	0	0	24	0	3	62	65	0	0	0	0	101
08:00 AM	0	3	0	3	7	0	0	7	0	2	10	12	0	0	0	0	22
08:15 AM	0	3	0	3	4	0	0	4	0	0	7	7	0	0	0	0	14
08:30 AM	0	2	0	2	2	0	0	2	0	0	5	5	0	0	0	0	9
08:45 AM	0	2	0	2	7	0	0	7	0	0	10	10	0	0	0	0	19
Total	0	10	0	10	20	0	0	20	0	2	32	34	0	0	0	0	64
Grand Total	0	22	0	22	44	0	0	44	0	5	94	99	0	0	0	0	165
Apprch %	0	100	0		100	0	0		0	5.1	94.9		0	0	0		
Total %	0	13.3	0	13.3	26.7	0	0	26.7	0	3	57	60	0	0	0	0	

Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	<b>6</b>	0	<b>6</b>	<b>7</b>	0	0	<b>7</b>	0	<b>2</b>	13	15	0	0	0	0	28
07:30 AM	0	2	0	2	5	0	0	5	0	0	14	14	0	0	0	0	21
07:45 AM	0	2	0	2	4	0	0	4	0	1	<b>23</b>	<b>24</b>	0	0	0	0	<b>30</b>
08:00 AM	0	3	0	3	7	0	0	7	0	2	10	12	0	0	0	0	22
Total Volume	0	13	0	13	23	0	0	23	0	5	60	65	0	0	0	0	101
% App. Total	0	100	0		100	0	0		0	7.7	92.3		0	0	0		
PHF	.000	.542	.000	.542	.821	.000	.000	.821	.000	.625	.652	.677	.000	.000	.000	.000	.842

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	6	0	6	7	0	0	7	0	2	13	15	0	0	0	0
+15 mins.	0	2	0	2	5	0	0	5	0	0	14	14	0	0	0	0
+30 mins.	0	2	0	2	4	0	0	4	0	1	23	24	0	0	0	0
+45 mins.	0	3	0	3	7	0	0	7	0	2	10	12	0	0	0	0
Total Volume	0	13	0	13	23	0	0	23	0	5	60	65	0	0	0	0
% App. Total	0	100	0	100	100	0	0	100	0	7.7	92.3	92.3	0	0	0	0
PHF	.000	.542	.000	.542	.821	.000	.000	.821	.000	.625	.652	.677	.000	.000	.000	.000

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	2	0	0	2	0	2	0	2	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	4
Total	0	0	0	0	5	0	0	5	0	5	1	6	0	0	0	0	11
08:00 AM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
08:15 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
08:45 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
Total	0	0	0	0	4	0	0	4	0	1	4	5	0	0	0	0	9
Grand Total	0	0	0	0	9	0	0	9	0	6	5	11	0	0	0	0	20
Apprch %	0	0	0		100	0	0		0	54.5	45.5		0	0	0		
Total %	0	0	0	0	45	0	0	45	0	30	25	55	0	0	0	0	

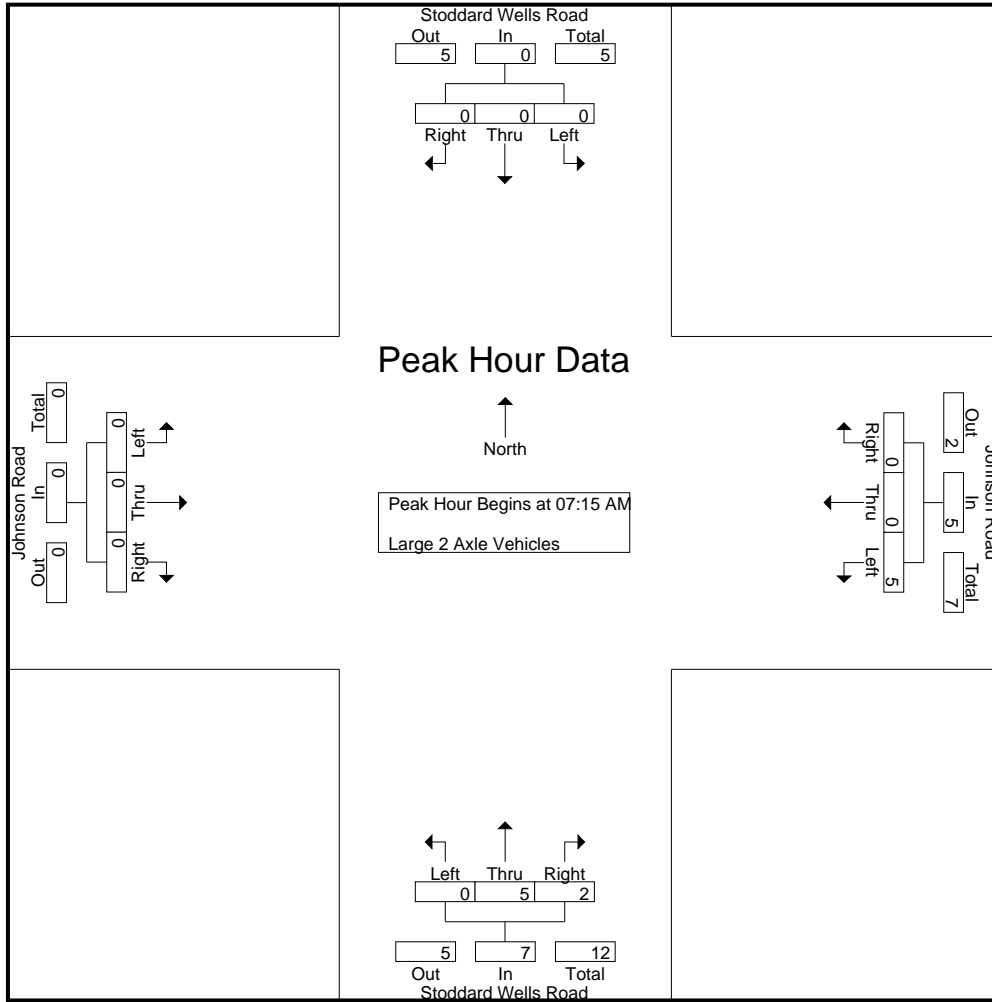
Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	2	0	0	2	0	2	0	2	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	4
08:00 AM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
Total Volume	0	0	0	0	5	0	0	5	0	5	2	7	0	0	0	0	12
% App. Total	0	0	0		100	0	0		0	71.4	28.6		0	0	0		
PHF	.000	.000	.000	.000	.625	.000	.000	.625	.000	.417	.500	.438	.000	.000	.000	.000	.750

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM



City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	2	0	0	2	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0
+45 mins.	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	5	0	0	5	0	5	2	7	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	71.4	28.6	0	0	0	0	0
PHF	.000	.000	.000	.000	.625	.000	.000	.625	.000	.417	.500	.438	.000	.000	.000	.000

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

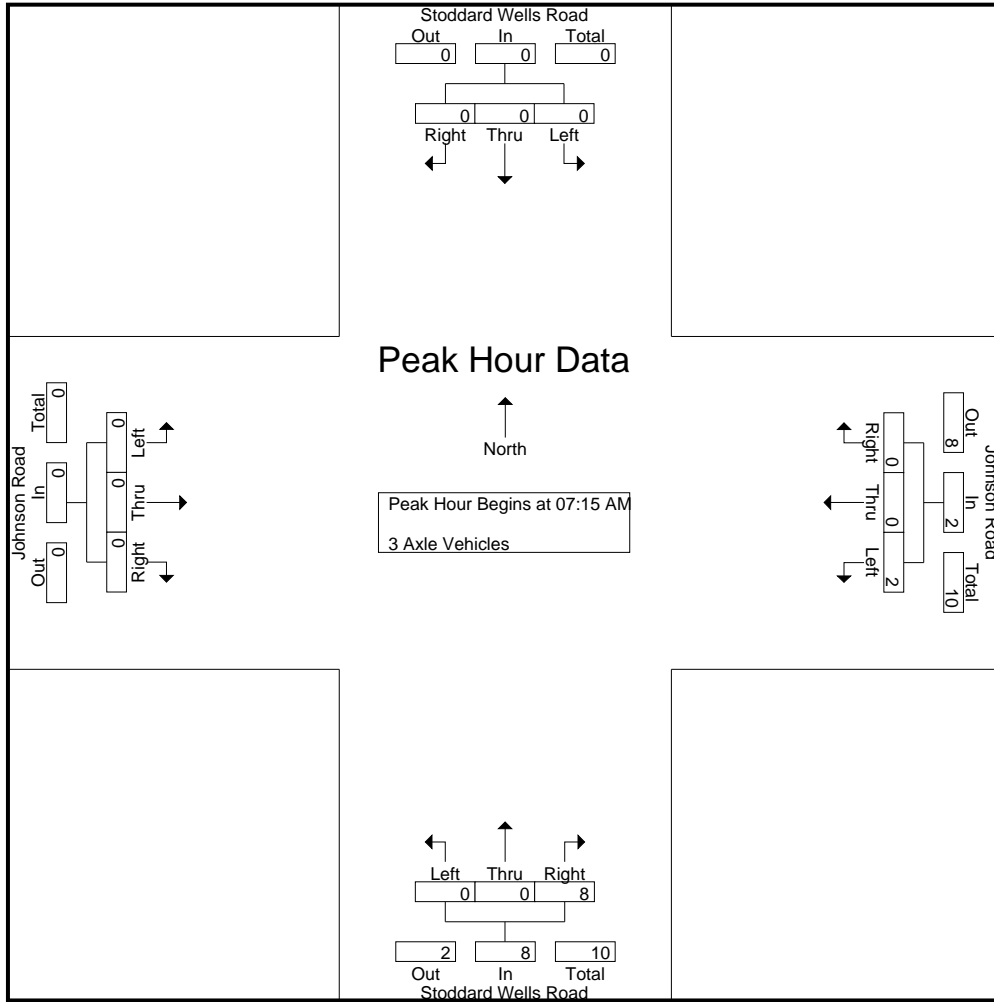
Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	0
Total	0	0	0	0	2	0	0	2	0	0	5	5	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0
Grand Total	0	0	0	0	2	0	0	2	0	0	13	13	0	0	0	0	0
Apprch %	0	0	0		100	0	0		0	0	100		0	0	0		
Total %	0	0	0	0	13.3	0	0	13.3	0	0	86.7	86.7	0	0	0	0	

Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	8	8	0	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.500	.500	.000	.000	.000	.000	.625

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	8	8	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.500	.500	.000	.000	.000	.000

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

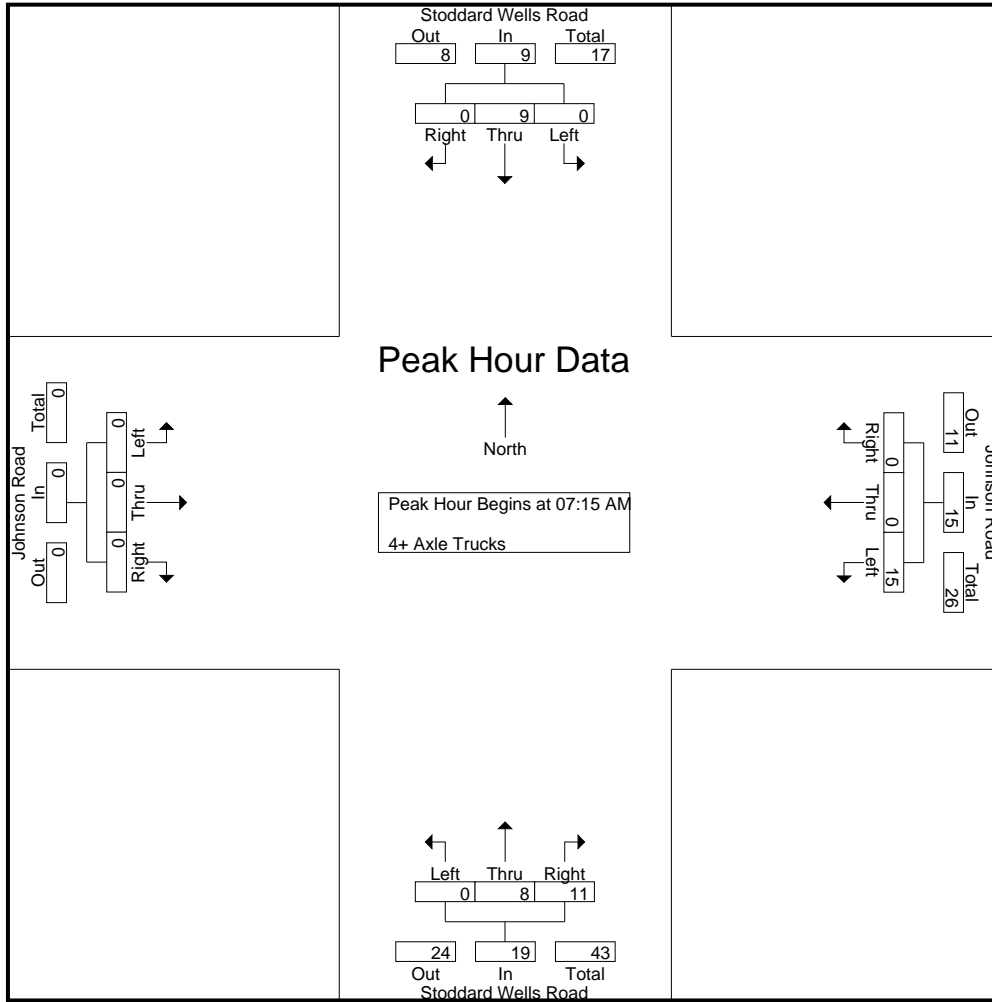
Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	1	3	4	0	0	0	0	5
07:15 AM	0	1	0	1	4	0	0	4	0	2	5	7	0	0	0	0	12
07:30 AM	0	3	0	3	3	0	0	3	0	0	2	2	0	0	0	0	8
07:45 AM	0	3	0	3	2	0	0	2	0	2	4	6	0	0	0	0	11
Total	0	7	0	7	10	0	0	10	0	5	14	19	0	0	0	0	36
08:00 AM	0	2	0	2	6	0	0	6	0	4	0	4	0	0	0	0	12
08:15 AM	0	1	0	1	9	0	0	9	0	1	1	2	0	0	0	0	12
08:30 AM	0	4	0	4	3	0	0	3	0	3	4	7	0	0	0	0	14
08:45 AM	0	1	0	1	1	0	0	1	0	3	7	10	0	0	0	0	12
Total	0	8	0	8	19	0	0	19	0	11	12	23	0	0	0	0	50
Grand Total	0	15	0	15	29	0	0	29	0	16	26	42	0	0	0	0	86
Apprch %	0	100	0		100	0	0		0	38.1	61.9		0	0	0		
Total %	0	17.4	0	17.4	33.7	0	0	33.7	0	18.6	30.2	48.8	0	0	0	0	

Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	1	0	1	4	0	0	4	0	2	5	7	0	0	0	0	12
07:30 AM	0	3	0	3	3	0	0	3	0	0	2	2	0	0	0	0	8
07:45 AM	0	3	0	3	2	0	0	2	0	2	4	6	0	0	0	0	11
08:00 AM	0	2	0	2	6	0	0	6	0	4	0	4	0	0	0	0	12
Total Volume	0	9	0	9	15	0	0	15	0	8	11	19	0	0	0	0	43
% App. Total	0	100	0		100	0	0		0	42.1	57.9		0	0	0		
PHF	.000	.750	.000	.750	.625	.000	.000	.625	.000	.500	.550	.679	.000	.000	.000	.000	.896

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	4	0	0	4	0	2	5	7	0	0	0	0
+15 mins.	0	3	0	3	3	0	0	3	0	0	2	2	0	0	0	0
+30 mins.	0	3	0	3	2	0	0	2	0	2	4	6	0	0	0	0
+45 mins.	0	2	0	2	6	0	0	6	0	4	0	4	0	0	0	0
Total Volume	0	9	0	9	15	0	0	15	0	8	11	19	0	0	0	0
% App. Total	0	100	0	100	100	0	0	100	0	42.1	57.9	100	0	0	0	0
PHF	.000	.750	.000	.750	.625	.000	.000	.625	.000	.500	.550	.679	.000	.000	.000	.000

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

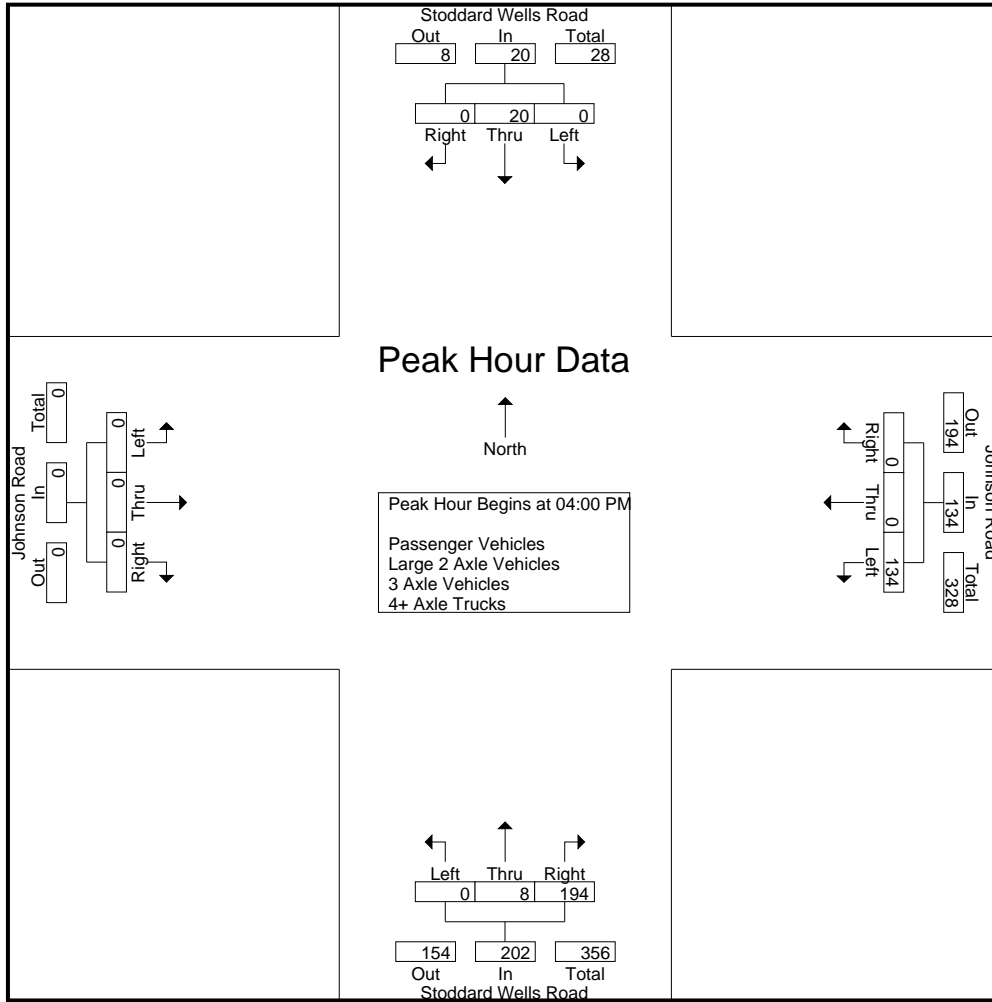
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	9	0	9	84	0	0	84	0	1	60	61	0	0	0	0	154
04:15 PM	0	3	0	3	11	0	0	11	0	5	84	89	0	0	0	0	103
04:30 PM	0	4	0	4	28	0	0	28	0	1	20	21	0	0	0	0	53
04:45 PM	0	4	0	4	11	0	0	11	0	1	30	31	0	0	0	0	46
<b>Total</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>134</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>0</b>	<b>8</b>	<b>194</b>	<b>202</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>356</b>
05:00 PM	0	1	0	1	16	0	0	16	0	2	25	27	0	0	0	0	44
05:15 PM	0	3	0	3	13	0	0	13	0	2	28	30	0	0	0	0	46
05:30 PM	0	4	0	4	10	0	0	10	0	1	27	28	0	0	0	0	42
05:45 PM	1	5	0	6	19	0	0	19	0	2	15	17	0	0	0	0	42
<b>Total</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>174</b>
<b>Grand Total</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>34</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>192</b>	<b>0</b>	<b>15</b>	<b>289</b>	<b>304</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>530</b>
Apprch %	2.9	97.1	0		100	0	0		0	4.9	95.1		0	0	0		
Total %	0.2	6.2	0	6.4	36.2	0	0	36.2	0	2.8	54.5	57.4	0	0	0	0	
Passenger Vehicles	1	25	0	26	165	0	0	165	0	12	260	272	0	0	0	0	463
% Passenger Vehicles	100	75.8	0	76.5	85.9	0	0	85.9	0	80	90	89.5	0	0	0	0	87.4
Large 2 Axle Vehicles	0	4	0	4	4	0	0	4	0	0	4	4	0	0	0	0	12
% Large 2 Axle Vehicles	0	12.1	0	11.8	2.1	0	0	2.1	0	0	1.4	1.3	0	0	0	0	2.3
3 Axle Vehicles	0	0	0	0	5	0	0	5	0	0	5	5	0	0	0	0	10
% 3 Axle Vehicles	0	0	0	0	2.6	0	0	2.6	0	0	1.7	1.6	0	0	0	0	1.9
4+ Axle Trucks	0	4	0	4	18	0	0	18	0	3	20	23	0	0	0	0	45
% 4+ Axle Trucks	0	12.1	0	11.8	9.4	0	0	9.4	0	20	6.9	7.6	0	0	0	0	8.5

Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	<b>9</b>	0	<b>9</b>	<b>84</b>	0	0	<b>84</b>	0	1	60	61	0	0	0	0	<b>154</b>
04:15 PM	0	3	0	3	11	0	0	11	0	<b>5</b>	<b>84</b>	<b>89</b>	0	0	0	0	103
04:30 PM	0	4	0	4	28	0	0	28	0	1	20	21	0	0	0	0	53
04:45 PM	0	4	0	4	11	0	0	11	0	1	30	31	0	0	0	0	46
Total Volume	0	20	0	20	134	0	0	134	0	8	194	202	0	0	0	0	356
% App. Total	0	100	0		100	0	0		0	4	96		0	0	0		
PHF	.000	.556	.000	.556	.399	.000	.000	.399	.000	.400	.577	.567	.000	.000	.000	.000	.578

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	<b>9</b>	0	<b>9</b>	<b>84</b>	0	0	<b>84</b>	0	1	60	61	0	0	0	0
+15 mins.	0	3	0	3	11	0	0	11	0	<b>5</b>	<b>84</b>	<b>89</b>	0	0	0	0
+30 mins.	0	4	0	4	28	0	0	28	0	1	20	21	0	0	0	0
+45 mins.	0	4	0	4	11	0	0	11	0	1	30	31	0	0	0	0
Total Volume	0	20	0	20	134	0	0	134	0	8	194	202	0	0	0	0
% App. Total	0	100	0	100	100	0	0	100	0	4	96	100	0	0	0	0
PHF	.000	.556	.000	.556	.399	.000	.000	.399	.000	.400	.577	.567	.000	.000	.000	.000

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	5	0	5	81	0	0	81	0	1	57	58	0	0	0	0	144
04:15 PM	0	3	0	3	10	0	0	10	0	4	76	80	0	0	0	0	93
04:30 PM	0	3	0	3	25	0	0	25	0	1	17	18	0	0	0	0	46
04:45 PM	0	3	0	3	7	0	0	7	0	1	28	29	0	0	0	0	39
Total	0	14	0	14	123	0	0	123	0	7	178	185	0	0	0	0	322
05:00 PM	0	1	0	1	12	0	0	12	0	2	23	25	0	0	0	0	38
05:15 PM	0	3	0	3	9	0	0	9	0	1	26	27	0	0	0	0	39
05:30 PM	0	4	0	4	4	0	0	4	0	0	22	22	0	0	0	0	30
05:45 PM	1	3	0	4	17	0	0	17	0	2	11	13	0	0	0	0	34
Total	1	11	0	12	42	0	0	42	0	5	82	87	0	0	0	0	141
Grand Total	1	25	0	26	165	0	0	165	0	12	260	272	0	0	0	0	463
Apprch %	3.8	96.2	0		100	0	0		0	4.4	95.6		0	0	0		
Total %	0.2	5.4	0	5.6	35.6	0	0	35.6	0	2.6	56.2	58.7	0	0	0	0	

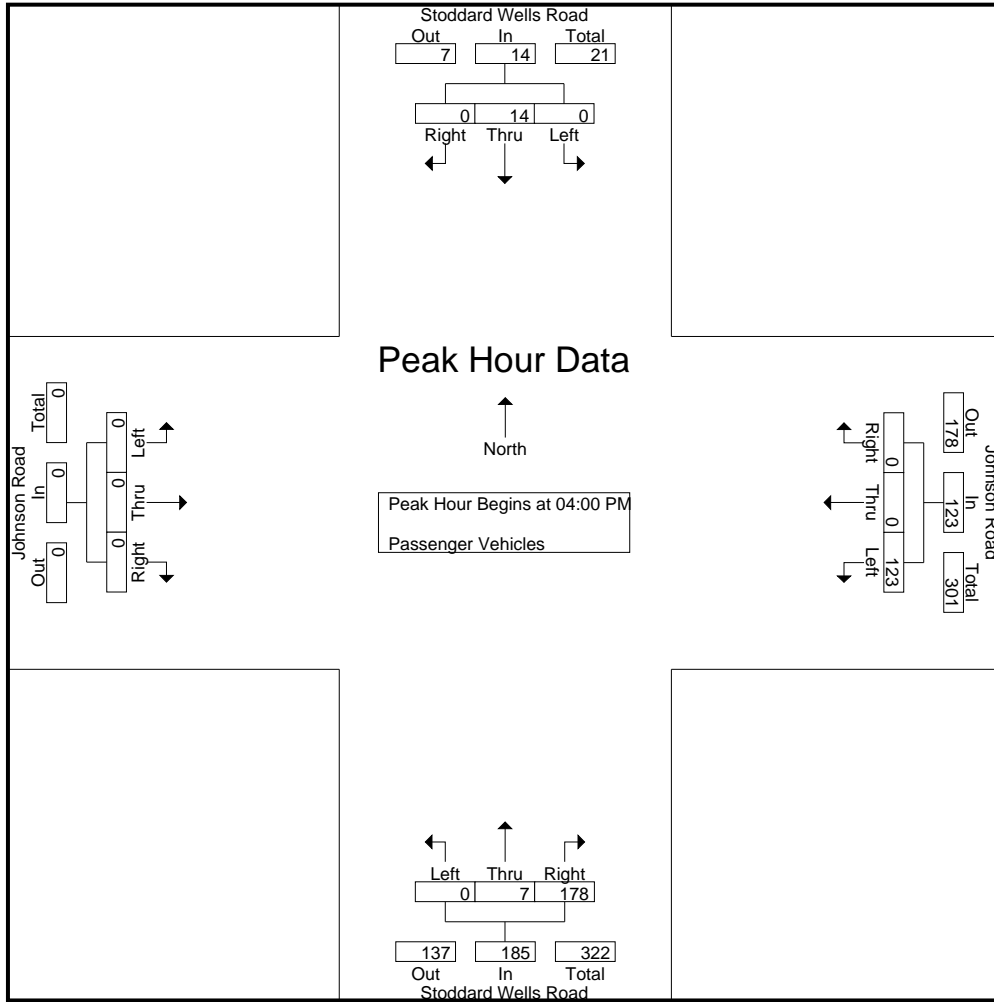
Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	<b>5</b>	0	<b>5</b>	<b>81</b>	0	0	<b>81</b>	0	1	57	58	0	0	0	0	<b>144</b>
04:15 PM	0	3	0	3	10	0	0	10	0	<b>4</b>	<b>76</b>	<b>80</b>	0	0	0	0	93
04:30 PM	0	3	0	3	25	0	0	25	0	1	17	18	0	0	0	0	46
04:45 PM	0	3	0	3	7	0	0	7	0	1	28	29	0	0	0	0	39
Total Volume	0	14	0	14	123	0	0	123	0	7	178	185	0	0	0	0	322
% App. Total	0	100	0		100	0	0		0	3.8	96.2		0	0	0		
PHF	.000	.700	.000	.700	.380	.000	.000	.380	.000	.438	.586	.578	.000	.000	.000	.000	.559

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM



City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	5	0	5	81	0	0	81	0	1	57	58	0	0	0	0
+15 mins.	0	3	0	3	10	0	0	10	0	4	76	80	0	0	0	0
+30 mins.	0	3	0	3	25	0	0	25	0	1	17	18	0	0	0	0
+45 mins.	0	3	0	3	7	0	0	7	0	1	28	29	0	0	0	0
Total Volume	0	14	0	14	123	0	0	123	0	7	178	185	0	0	0	0
% App. Total	0	100	0	100	100	0	0	100	0	3.8	96.2	100	0	0	0	0
PHF	.000	.700	.000	.700	.380	.000	.000	.380	.000	.438	.586	.578	.000	.000	.000	.000

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

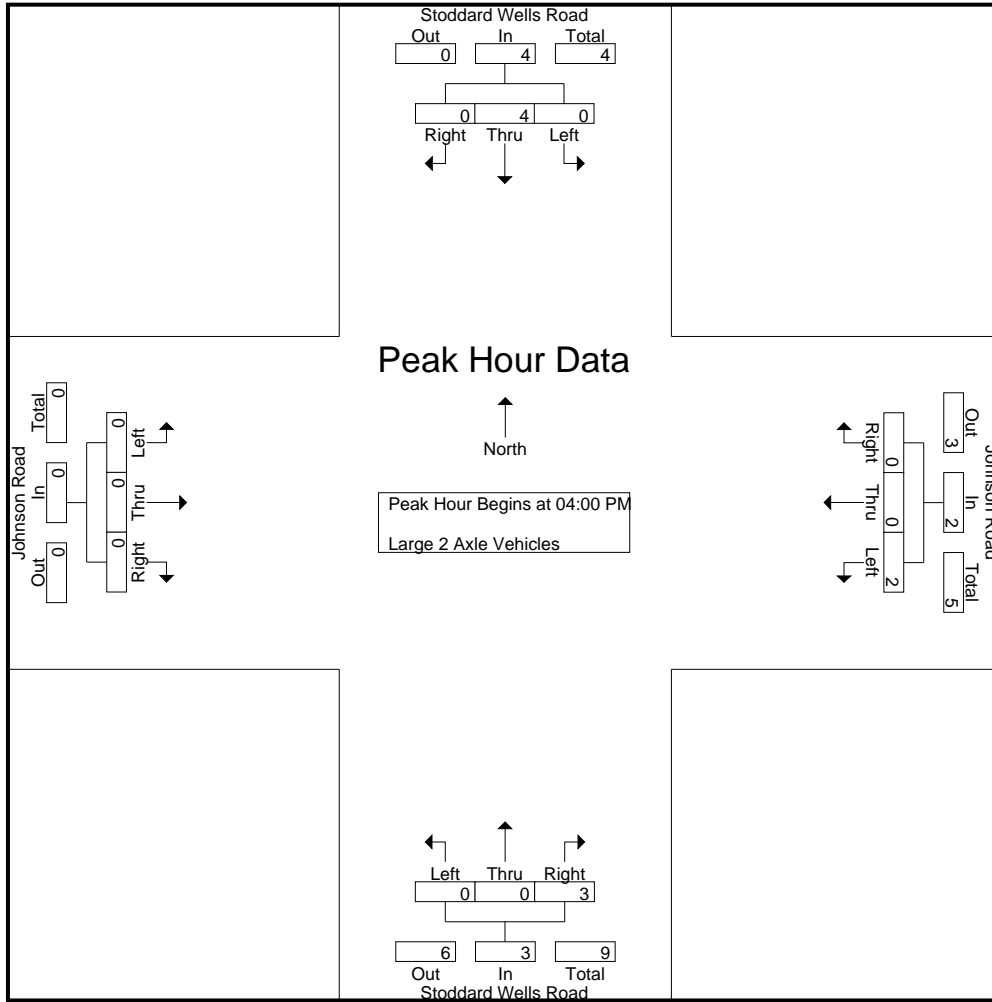
Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	2	0	2	2	0	0	2	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	2	0	0	2	0	0	3	3	0	0	0	0	0	9
05:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	0	3
Grand Total	0	4	0	4	4	0	0	4	0	0	4	4	0	0	0	0	0	12
Apprch %	0	100	0		100	0	0		0	0	100		0	0	0			
Total %	0	33.3	0	33.3	33.3	0	0	33.3	0	0	33.3	33.3	0	0	0	0		

Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	2	0	2	2	0	0	2	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	0	4	2	0	0	2	0	0	3	3	0	0	0	0	0	9
% App. Total	0	100	0		100	0	0		0	0	100		0	0	0			
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.000	.375	.375	.000	.000	.000	.000	.000	.563

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	2	0	2	2	0	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	2	0	0	2	0	0	3	3	0	0	0	0
% App. Total	0	100	0	100	100	0	0	100	0	0	100	100	0	0	0	0
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.000	.375	.375	.000	.000	.000	.000

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

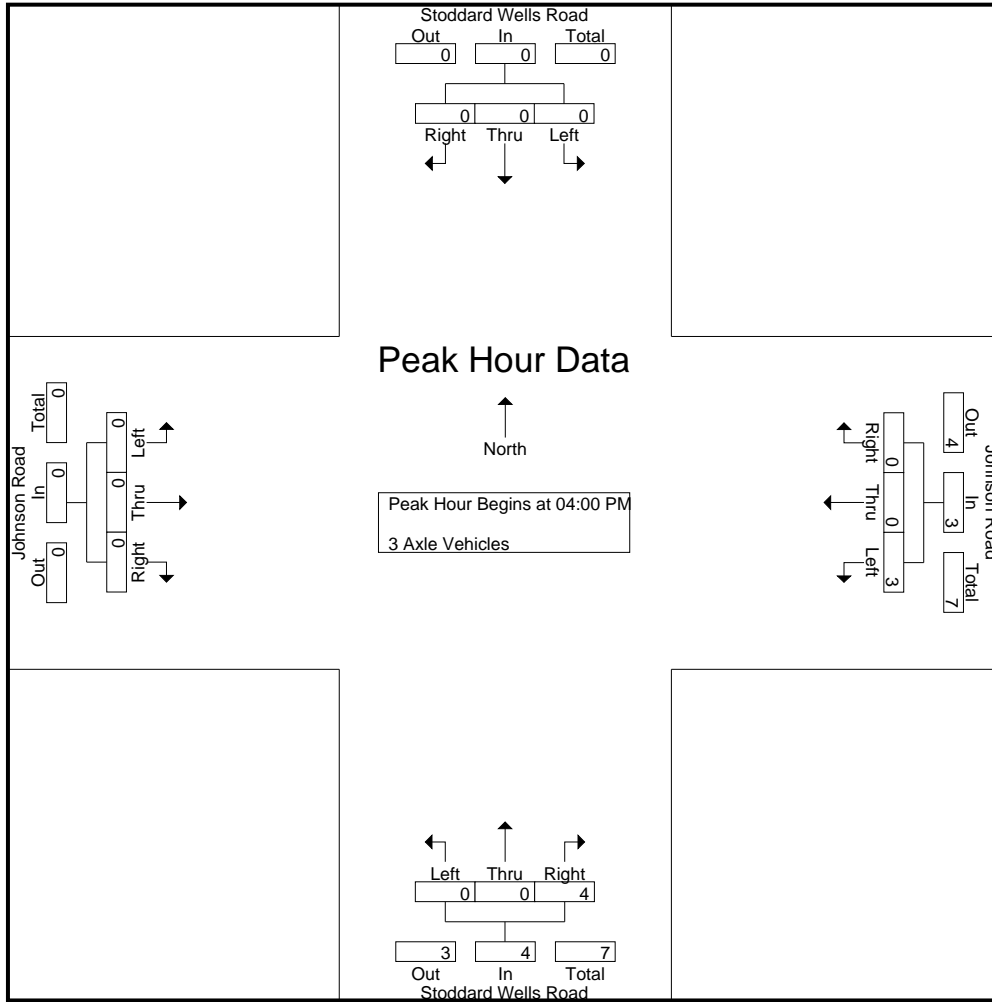
Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	0
04:30 PM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
Apprch %	0	0	0		100	0	0		0	0	100		0	0	0		
Total %	0	0	0	0	50	0	0	50	0	0	50	50	0	0	0	0	

Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	0
04:30 PM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.500	.500	.000	.000	.000	.000	.583

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0
+30 mins.	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	0	0	3	0	0	4	4	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	0	100	100	0	0	0	0
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.500	.500	.000	.000	.000	.000

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

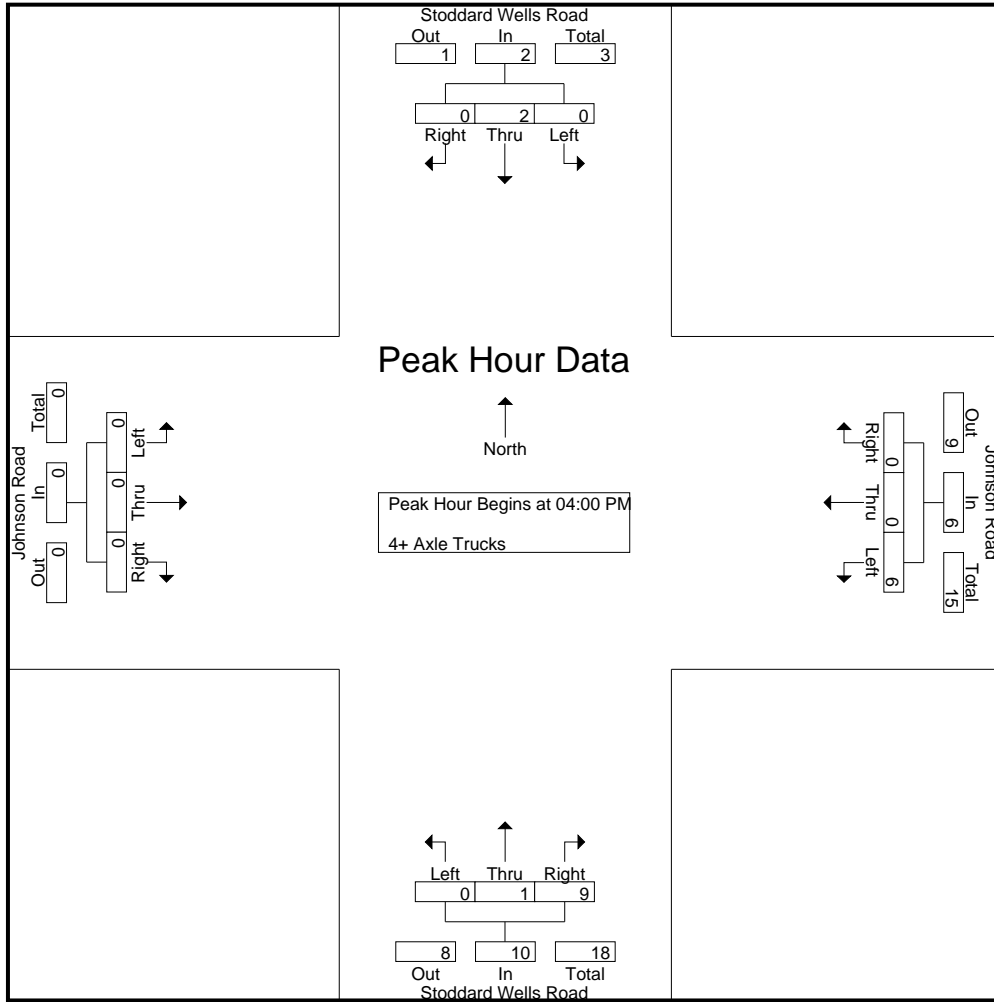
Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	1	0	0	1	0	0	2	2	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	5
04:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
04:45 PM	0	0	0	0	4	0	0	4	0	0	2	2	0	0	0	0	6
Total	0	2	0	2	6	0	0	6	0	1	9	10	0	0	0	0	18
05:00 PM	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	4
05:15 PM	0	0	0	0	4	0	0	4	0	1	2	3	0	0	0	0	7
05:30 PM	0	0	0	0	5	0	0	5	0	1	3	4	0	0	0	0	9
05:45 PM	0	2	0	2	1	0	0	1	0	0	4	4	0	0	0	0	7
Total	0	2	0	2	12	0	0	12	0	2	11	13	0	0	0	0	27
Grand Total	0	4	0	4	18	0	0	18	0	3	20	23	0	0	0	0	45
Apprch %	0	100	0		100	0	0		0	13	87		0	0	0		
Total %	0	8.9	0	8.9	40	0	0	40	0	6.7	44.4	51.1	0	0	0	0	

Start Time	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	1	0	0	1	0	0	2	2	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	5
04:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
04:45 PM	0	0	0	0	4	0	0	4	0	0	2	2	0	0	0	0	6
Total Volume	0	2	0	2	6	0	0	6	0	1	9	10	0	0	0	0	18
% App. Total	0	100	0		100	0	0		0	10	90		0	0	0		
PHF	.000	.250	.000	.250	.375	.000	.000	.375	.000	.250	.563	.500	.000	.000	.000	.000	.750

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Stoddard Wells Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 04\_APV\_Stod\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	2	0	2	1	0	0	1	0	0	2	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	4	0	0	4	0	0	2	2	0	0	0	0
Total Volume	0	2	0	2	6	0	0	6	0	1	9	10	0	0	0	0
% App. Total	0	100	0	0	100	0	0	0	0	10	90	0	0	0	0	0
PHF	.000	.250	.000	.250	.375	.000	.000	.375	.000	.250	.563	.500	.000	.000	.000	.000

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

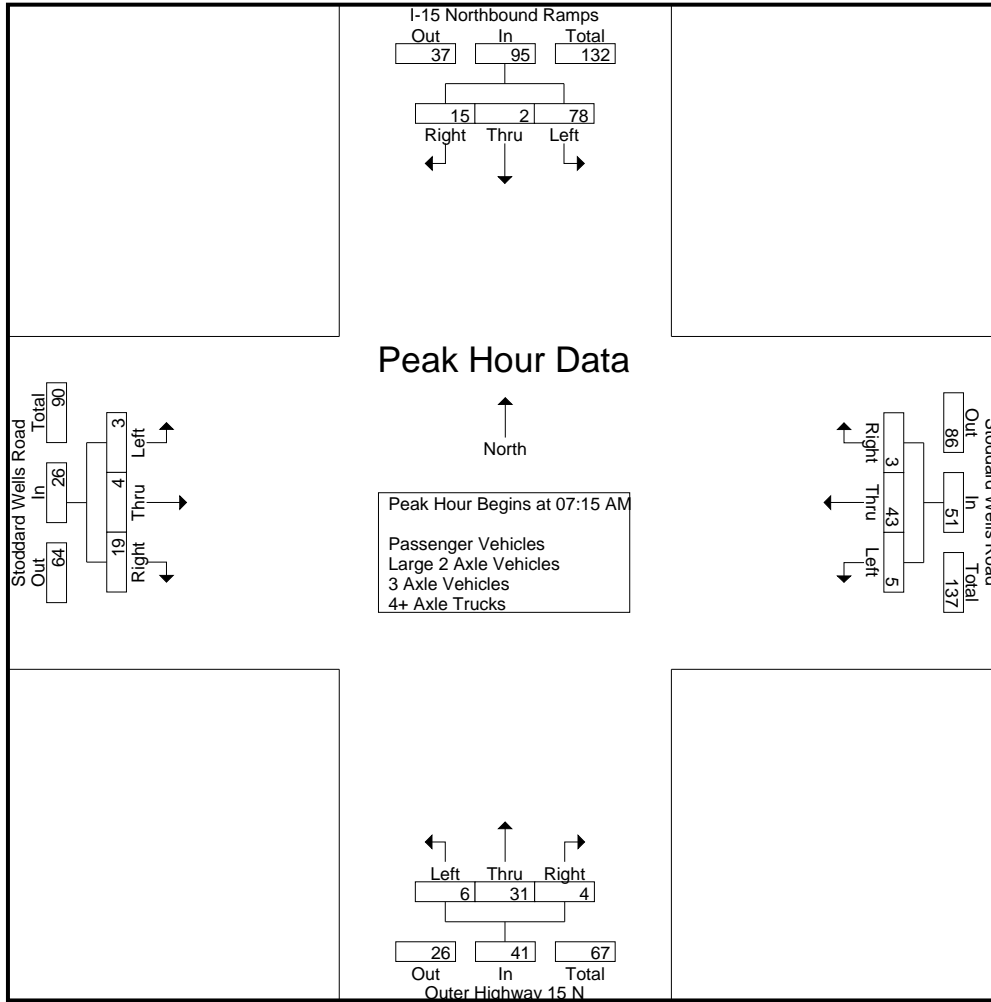
Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	1	1	15	1	11	1	13	0	7	2	9	2	0	4	6	43
07:15 AM	13	0	2	15	1	15	0	16	2	13	1	16	1	1	3	5	52
07:30 AM	21	0	7	28	1	13	0	14	1	6	0	7	1	2	6	9	58
07:45 AM	27	2	3	32	1	5	1	7	3	7	3	13	0	1	6	7	59
<b>Total</b>	<b>74</b>	<b>3</b>	<b>13</b>	<b>90</b>	<b>4</b>	<b>44</b>	<b>2</b>	<b>50</b>	<b>6</b>	<b>33</b>	<b>6</b>	<b>45</b>	<b>4</b>	<b>4</b>	<b>19</b>	<b>27</b>	<b>212</b>
08:00 AM	17	0	3	20	2	10	2	14	0	5	0	5	1	0	4	5	44
08:15 AM	8	1	2	11	0	12	0	12	2	5	0	7	0	4	7	11	41
08:30 AM	8	0	4	12	0	5	0	5	0	5	0	5	1	1	7	9	31
08:45 AM	15	2	2	19	1	9	2	12	3	5	0	8	0	1	4	5	44
<b>Total</b>	<b>48</b>	<b>3</b>	<b>11</b>	<b>62</b>	<b>3</b>	<b>36</b>	<b>4</b>	<b>43</b>	<b>5</b>	<b>20</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>6</b>	<b>22</b>	<b>30</b>	<b>160</b>
<b>Grand Total</b>	<b>122</b>	<b>6</b>	<b>24</b>	<b>152</b>	<b>7</b>	<b>80</b>	<b>6</b>	<b>93</b>	<b>11</b>	<b>53</b>	<b>6</b>	<b>70</b>	<b>6</b>	<b>10</b>	<b>41</b>	<b>57</b>	<b>372</b>
Apprch %	80.3	3.9	15.8		7.5	86	6.5		15.7	75.7	8.6		10.5	17.5	71.9		
Total %	32.8	1.6	6.5	40.9	1.9	21.5	1.6	25	3	14.2	1.6	18.8	1.6	2.7	11	15.3	
Passenger Vehicles	96	4	18	118	7	58	4	69	9	51	5	65	6	8	41	55	307
% Passenger Vehicles	78.7	66.7	75	77.6	100	72.5	66.7	74.2	81.8	96.2	83.3	92.9	100	80	100	96.5	82.5
Large 2 Axle Vehicles	8	1	3	12	0	10	1	11	1	1	0	2	0	0	0	0	25
% Large 2 Axle Vehicles	6.6	16.7	12.5	7.9	0	12.5	16.7	11.8	9.1	1.9	0	2.9	0	0	0	0	6.7
3 Axle Vehicles	10	0	0	10	0	2	0	2	0	0	1	1	0	2	0	2	15
% 3 Axle Vehicles	8.2	0	0	6.6	0	2.5	0	2.2	0	0	16.7	1.4	0	20	0	3.5	4
4+ Axle Trucks	8	1	3	12	0	10	1	11	1	1	0	2	0	0	0	0	25
% 4+ Axle Trucks	6.6	16.7	12.5	7.9	0	12.5	16.7	11.8	9.1	1.9	0	2.9	0	0	0	0	6.7

Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	13	0	2	15	1	<b>15</b>	0	<b>16</b>	2	<b>13</b>	1	<b>16</b>	1	1	3	5	52
07:30 AM	21	0	<b>7</b>	28	1	13	0	14	1	6	0	7	1	<b>2</b>	<b>6</b>	<b>9</b>	58
07:45 AM	<b>27</b>	<b>2</b>	3	<b>32</b>	1	5	1	7	<b>3</b>	7	<b>3</b>	13	0	1	6	7	<b>59</b>
08:00 AM	17	0	3	20	<b>2</b>	10	<b>2</b>	14	0	5	0	5	1	0	4	5	44
Total Volume	78	2	15	95	5	43	3	51	6	31	4	41	3	4	19	26	213
% App. Total	82.1	2.1	15.8		9.8	84.3	5.9		14.6	75.6	9.8		11.5	15.4	73.1		
PHF	.722	.250	.536	.742	.625	.717	.375	.797	.500	.596	.333	.641	.750	.500	.792	.722	.903



City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	13	0	2	15	1	15	0	16	0	7	2	9	1	2	6	9
+15 mins.	21	0	7	28	1	13	0	14	2	13	1	16	0	1	6	7
+30 mins.	27	2	3	32	1	5	1	7	1	6	0	7	1	0	4	5
+45 mins.	17	0	3	20	2	10	2	14	3	7	3	13	0	4	7	11
Total Volume	78	2	15	95	5	43	3	51	6	33	6	45	2	7	23	32
% App. Total	82.1	2.1	15.8		9.8	84.3	5.9		13.3	73.3	13.3		6.2	21.9	71.9	
PHF	.722	.250	.536	.742	.625	.717	.375	.797	.500	.635	.500	.703	.500	.438	.821	.727

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

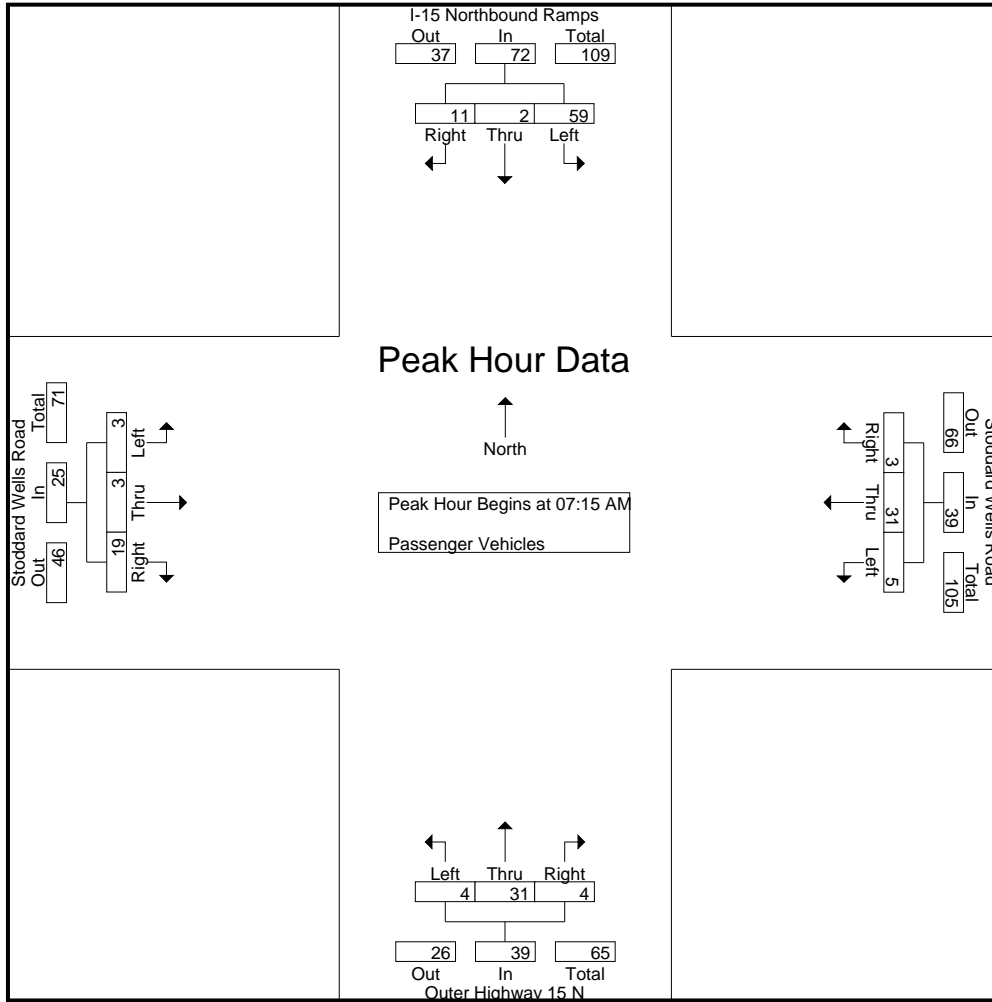
Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	1	1	15	1	7	1	9	0	7	1	8	2	0	4	6	38
07:15 AM	10	0	2	12	1	13	0	14	2	13	1	16	1	0	3	4	46
07:30 AM	14	0	5	19	1	6	0	7	1	6	0	7	1	2	6	9	42
07:45 AM	22	2	3	27	1	4	1	6	1	7	3	11	0	1	6	7	51
Total	59	3	11	73	4	30	2	36	4	33	5	42	4	3	19	26	177
08:00 AM	13	0	1	14	2	8	2	12	0	5	0	5	1	0	4	5	36
08:15 AM	7	1	2	10	0	8	0	8	2	5	0	7	0	3	7	10	35
08:30 AM	5	0	2	7	0	5	0	5	0	3	0	3	1	1	7	9	24
08:45 AM	12	0	2	14	1	7	0	8	3	5	0	8	0	1	4	5	35
Total	37	1	7	45	3	28	2	33	5	18	0	23	2	5	22	29	130
Grand Total	96	4	18	118	7	58	4	69	9	51	5	65	6	8	41	55	307
Apprch %	81.4	3.4	15.3		10.1	84.1	5.8		13.8	78.5	7.7		10.9	14.5	74.5		
Total %	31.3	1.3	5.9	38.4	2.3	18.9	1.3	22.5	2.9	16.6	1.6	21.2	2	2.6	13.4	17.9	

Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	10	0	2	12	1	13	0	14	2	13	1	16	1	0	3	4	46
07:30 AM	14	0	5	19	1	6	0	7	1	6	0	7	1	2	6	9	42
07:45 AM	22	2	3	27	1	4	1	6	1	7	3	11	0	1	6	7	51
08:00 AM	13	0	1	14	2	8	2	12	0	5	0	5	1	0	4	5	36
Total Volume	59	2	11	72	5	31	3	39	4	31	4	39	3	3	19	25	175
% App. Total	81.9	2.8	15.3		12.8	79.5	7.7		10.3	79.5	10.3		12	12	76		
PHF	.670	.250	.550	.667	.625	.596	.375	.696	.500	.596	.333	.609	.750	.375	.792	.694	.858

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	10	0	2	12	1	13	0	14	2	13	1	16	1	0	3	4
+15 mins.	14	0	5	19	1	6	0	7	1	6	0	7	1	2	6	9
+30 mins.	22	2	3	27	1	4	1	6	1	7	3	11	0	1	6	7
+45 mins.	13	0	1	14	2	8	2	12	0	5	0	5	1	0	4	5
Total Volume	59	2	11	72	5	31	3	39	4	31	4	39	3	3	19	25
% App. Total	81.9	2.8	15.3		12.8	79.5	7.7		10.3	79.5	10.3		12	12	76	
PHF	.670	.250	.550	.667	.625	.596	.375	.696	.500	.596	.333	.609	.750	.375	.792	.694

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

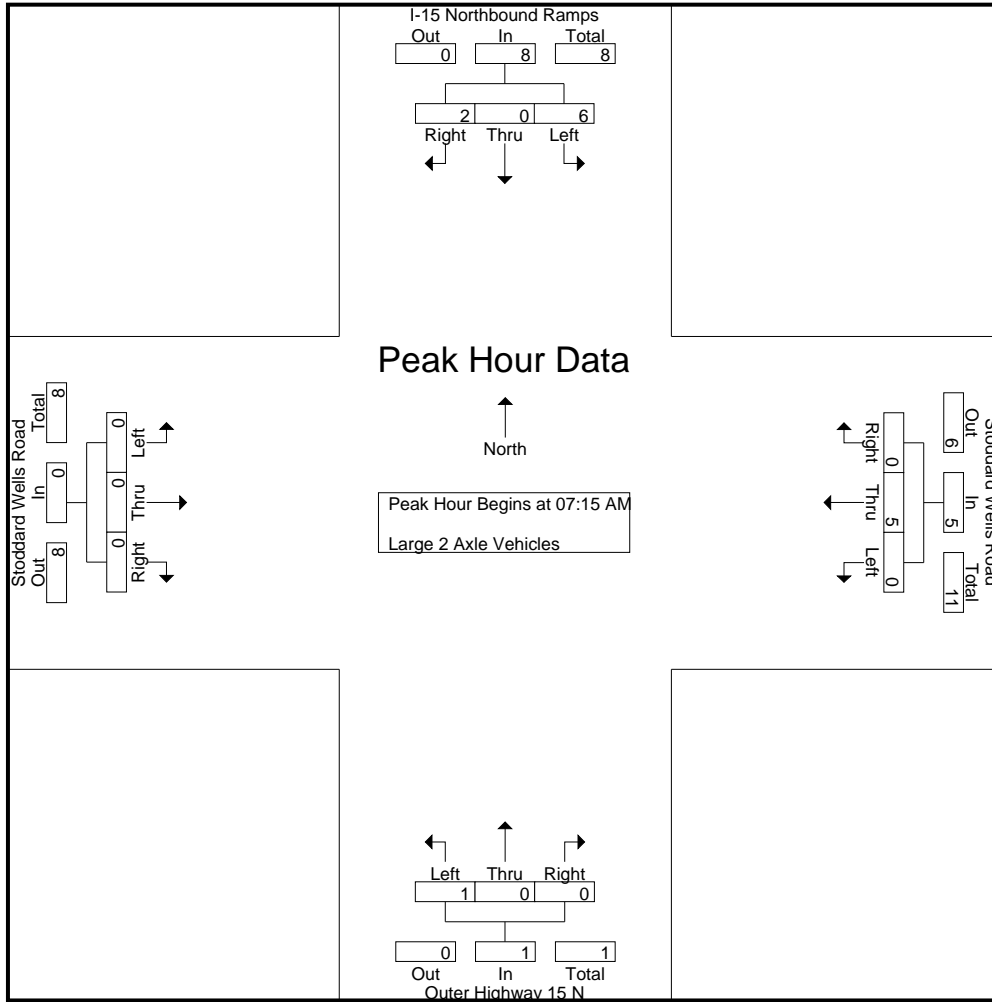
Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
07:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
07:30 AM	3	0	1	4	0	3	0	3	0	0	0	0	0	0	0	0	0	7
07:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	5	0	1	6	0	6	0	6	1	0	0	1	0	0	0	0	0	13
08:00 AM	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
08:30 AM	1	0	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	3
08:45 AM	1	1	0	2	0	1	1	2	0	0	0	0	0	0	0	0	0	4
Total	3	1	2	6	0	4	1	5	0	1	0	1	0	0	0	0	0	12
Grand Total	8	1	3	12	0	10	1	11	1	1	0	2	0	0	0	0	0	25
Apprch %	66.7	8.3	25		0	90.9	9.1		50	50	0		0	0	0			
Total %	32	4	12	48	0	40	4	44	4	4	0	8	0	0	0	0	0	

Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
07:30 AM	3	0	1	4	0	3	0	3	0	0	0	0	0	0	0	0	0	7
07:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:00 AM	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	0	3
Total Volume	6	0	2	8	0	5	0	5	1	0	0	1	0	0	0	0	0	14
% App. Total	75	0	25		0	100	0		100	0	0		0	0	0			
PHF	.500	.000	.500	.500	.000	.417	.000	.417	.250	.000	.000	.250	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	3	0	1	4	0	3	0	3	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	6	0	2	8	0	5	0	5	1	0	0	1	0	0	0	0
% App. Total	75	0	25		0	100	0		100	0	0		0	0	0	
PHF	.500	.000	.500	.500	.000	.417	.000	.417	.250	.000	.000	.250	.000	.000	.000	.000

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

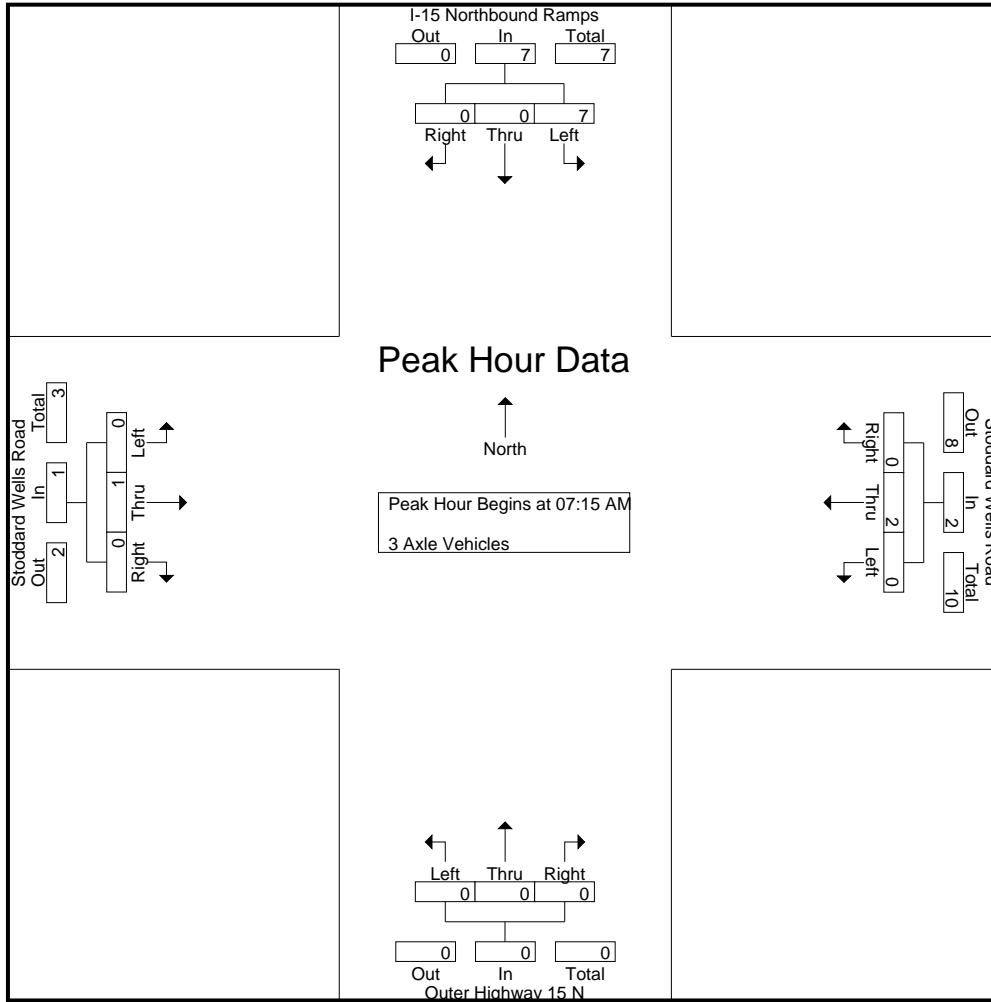
Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	3	0	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>9</b>
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>6</b>
<b>Grand Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>15</b>
Apprch %	100	0	0		0	100	0		0	0	100		0	100	0		
Total %	66.7	0	0	66.7	0	13.3	0	13.3	0	0	6.7	6.7	0	13.3	0	13.3	

Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	3	0	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	7	0	0	7	0	2	0	2	0	0	0	0	0	1	0	1	10
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.583	.000	.000	.583	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.625

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	3	0	0	3	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	7	0	0	7	0	2	0	2	0	0	0	0	0	1	0	1
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.583	.000	.000	.583	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
07:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
07:30 AM	3	0	1	4	0	3	0	3	0	0	0	0	0	0	0	0	0	7
07:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	5	0	1	6	0	6	0	6	1	0	0	1	0	0	0	0	0	13
08:00 AM	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
08:30 AM	1	0	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	3
08:45 AM	1	1	0	2	0	1	1	2	0	0	0	0	0	0	0	0	0	4
Total	3	1	2	6	0	4	1	5	0	1	0	1	0	0	0	0	0	12
Grand Total	8	1	3	12	0	10	1	11	1	1	0	2	0	0	0	0	0	25
Apprch %	66.7	8.3	25		0	90.9	9.1		50	50	0		0	0	0			
Total %	32	4	12	48	0	40	4	44	4	4	0	8	0	0	0	0	0	

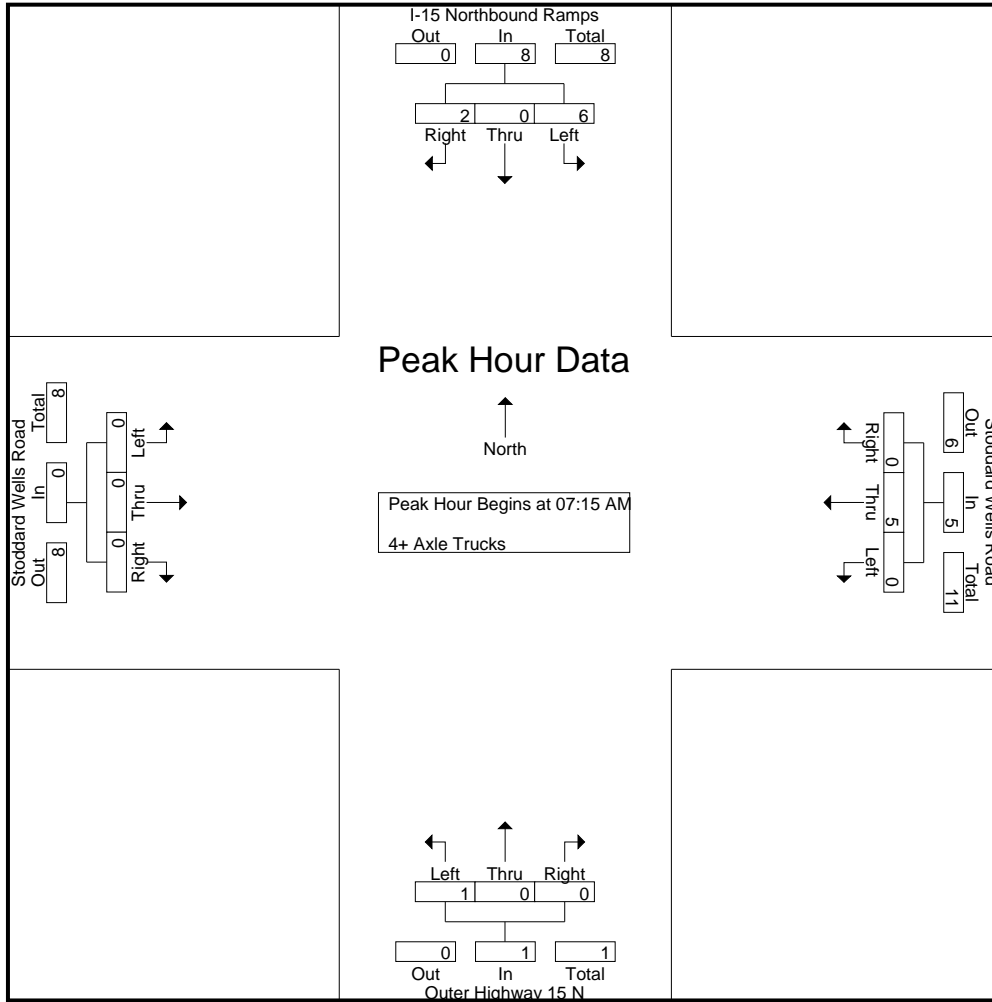
Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
07:30 AM	3	0	1	4	0	3	0	3	0	0	0	0	0	0	0	0	0	7
07:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:00 AM	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	0	3
Total Volume	6	0	2	8	0	5	0	5	1	0	0	1	0	0	0	0	0	14
% App. Total	75	0	25		0	100	0		100	0	0		0	0	0			
PHF	.500	.000	.500	.500	.000	.417	.000	.417	.250	.000	.000	.250	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM



City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	3	0	1	4	0	3	0	3	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	6	0	2	8	0	5	0	5	1	0	0	1	0	0	0	0
% App. Total	75	0	25		0	100	0		100	0	0		0	0	0	
PHF	.500	.000	.500	.500	.000	.417	.000	.417	.250	.000	.000	.250	.000	.000	.000	.000

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

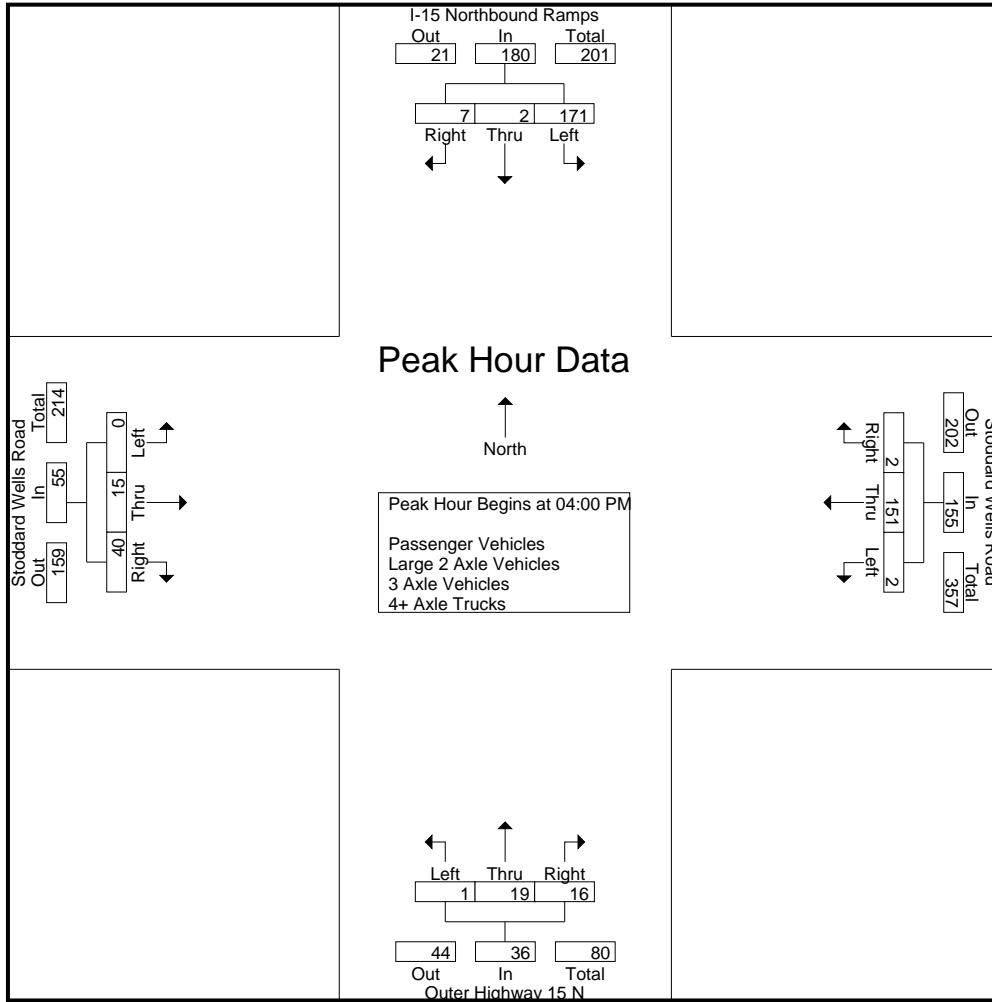
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	56	1	0	57	2	78	0	80	0	5	7	12	0	5	7	12	161
04:15 PM	70	0	2	72	0	25	1	26	1	5	5	11	0	4	14	18	127
04:30 PM	19	0	3	22	0	33	0	33	0	4	2	6	0	1	9	10	71
04:45 PM	26	1	2	29	0	15	1	16	0	5	2	7	0	5	10	15	67
<b>Total</b>	<b>171</b>	<b>2</b>	<b>7</b>	<b>180</b>	<b>2</b>	<b>151</b>	<b>2</b>	<b>155</b>	<b>1</b>	<b>19</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>15</b>	<b>40</b>	<b>55</b>	<b>426</b>
05:00 PM	21	1	0	22	1	17	0	18	2	4	0	6	0	2	7	9	55
05:15 PM	30	0	0	30	2	14	0	16	0	2	1	3	2	0	11	13	62
05:30 PM	24	2	0	26	0	14	0	14	0	3	2	5	0	0	17	17	62
05:45 PM	16	2	0	18	0	21	3	24	0	4	1	5	1	1	13	15	62
<b>Total</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>66</b>	<b>3</b>	<b>72</b>	<b>2</b>	<b>13</b>	<b>4</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>48</b>	<b>54</b>	<b>241</b>
<b>Grand Total</b>	<b>262</b>	<b>7</b>	<b>7</b>	<b>276</b>	<b>5</b>	<b>217</b>	<b>5</b>	<b>227</b>	<b>3</b>	<b>32</b>	<b>20</b>	<b>55</b>	<b>3</b>	<b>18</b>	<b>88</b>	<b>109</b>	<b>667</b>
Apprch %	94.9	2.5	2.5		2.2	95.6	2.2		5.5	58.2	36.4		2.8	16.5	80.7		
Total %	39.3	1	1	41.4	0.7	32.5	0.7	34	0.4	4.8	3	8.2	0.4	2.7	13.2	16.3	
Passenger Vehicles	231	5	5	241	5	186	2	193	3	31	20	54	3	18	87	108	596
% Passenger Vehicles	88.2	71.4	71.4	87.3	100	85.7	40	85	100	96.9	100	98.2	100	100	98.9	99.1	89.4
Large 2 Axle Vehicles	5	0	1	6	0	6	0	6	0	0	0	0	0	0	0	0	12
% Large 2 Axle Vehicles	1.9	0	14.3	2.2	0	2.8	0	2.6	0	0	0	0	0	0	0	0	1.8
3 Axle Vehicles	3	0	0	3	0	5	0	5	0	0	0	0	0	0	1	1	9
% 3 Axle Vehicles	1.1	0	0	1.1	0	2.3	0	2.2	0	0	0	0	0	0	1.1	0.9	1.3
4+ Axle Trucks	23	2	1	26	0	20	3	23	0	1	0	1	0	0	0	0	50
% 4+ Axle Trucks	8.8	28.6	14.3	9.4	0	9.2	60	10.1	0	3.1	0	1.8	0	0	0	0	7.5

Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	56	1	0	57	2	78	0	80	0	5	7	12	0	5	7	12	161
04:15 PM	70	0	2	72	0	25	1	26	1	5	5	11	0	4	14	18	127
04:30 PM	19	0	3	22	0	33	0	33	0	4	2	6	0	1	9	10	71
04:45 PM	26	1	2	29	0	15	1	16	0	5	2	7	0	5	10	15	67
Total Volume	171	2	7	180	2	151	2	155	1	19	16	36	0	15	40	55	426
% App. Total	95	1.1	3.9		1.3	97.4	1.3		2.8	52.8	44.4		0	27.3	72.7		
PHF	.611	.500	.583	.625	.250	.484	.500	.484	.250	.950	.571	.750	.000	.750	.714	.764	.661

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	56	1	0	57	2	78	0	80	0	5	7	12	0	5	7	12
+15 mins.	70	0	2	72	0	25	1	26	1	5	5	11	0	4	14	18
+30 mins.	19	0	3	22	0	33	0	33	0	4	2	6	0	1	9	10
+45 mins.	26	1	2	29	0	15	1	16	0	5	2	7	0	5	10	15
Total Volume	171	2	7	180	2	151	2	155	1	19	16	36	0	15	40	55
% App. Total	95	1.1	3.9		1.3	97.4	1.3		2.8	52.8	44.4		0	27.3	72.7	
PHF	.611	.500	.583	.625	.250	.484	.500	.484	.250	.950	.571	.750	.000	.750	.714	.764

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

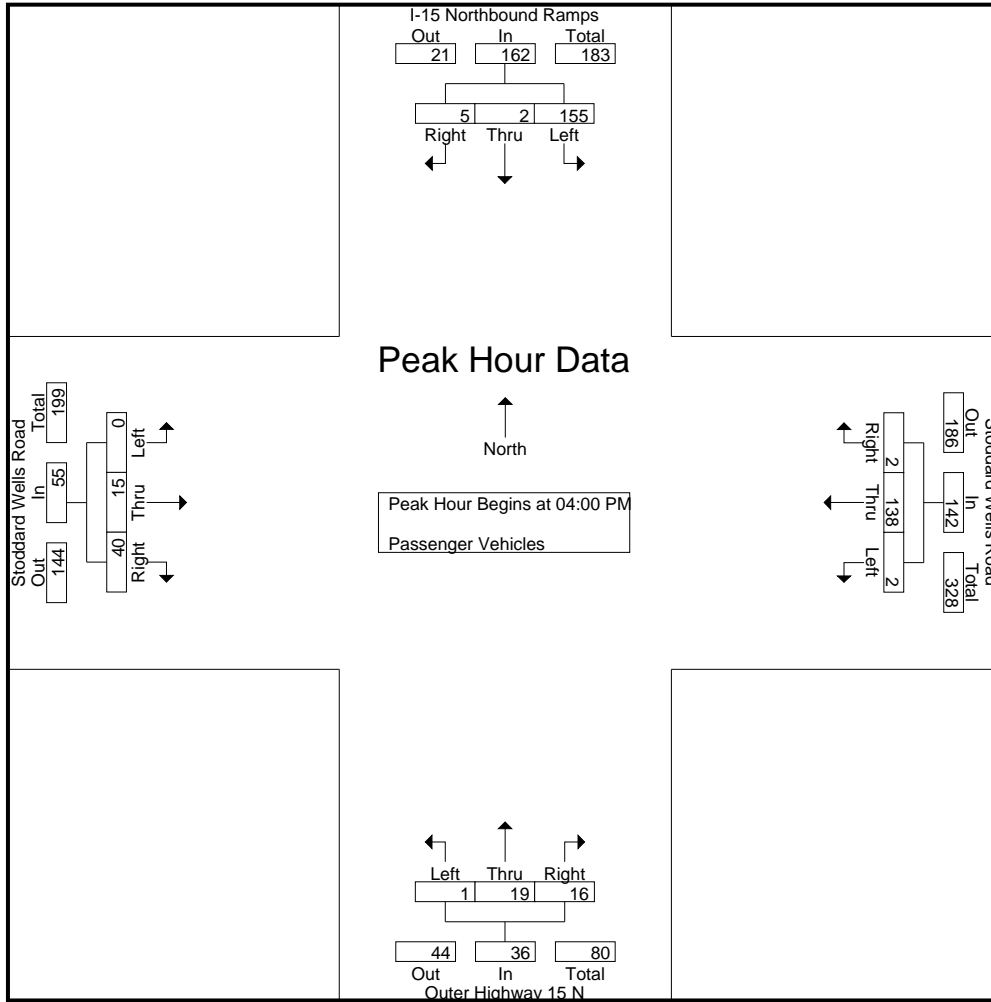
Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	49	1	0	50	2	72	0	74	0	5	7	12	0	5	7	12	148
04:15 PM	65	0	0	65	0	24	1	25	1	5	5	11	0	4	14	18	119
04:30 PM	17	0	3	20	0	30	0	30	0	4	2	6	0	1	9	10	66
04:45 PM	24	1	2	27	0	12	1	13	0	5	2	7	0	5	10	15	62
<b>Total</b>	<b>155</b>	<b>2</b>	<b>5</b>	<b>162</b>	<b>2</b>	<b>138</b>	<b>2</b>	<b>142</b>	<b>1</b>	<b>19</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>15</b>	<b>40</b>	<b>55</b>	<b>395</b>
05:00 PM	18	1	0	19	1	11	0	12	2	4	0	6	0	2	7	9	46
05:15 PM	26	0	0	26	2	11	0	13	0	2	1	3	2	0	10	12	54
05:30 PM	20	1	0	21	0	7	0	7	0	2	2	4	0	0	17	17	49
05:45 PM	12	1	0	13	0	19	0	19	0	4	1	5	1	1	13	15	52
<b>Total</b>	<b>76</b>	<b>3</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>48</b>	<b>0</b>	<b>51</b>	<b>2</b>	<b>12</b>	<b>4</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>47</b>	<b>53</b>	<b>201</b>
<b>Grand Total</b>	<b>231</b>	<b>5</b>	<b>5</b>	<b>241</b>	<b>5</b>	<b>186</b>	<b>2</b>	<b>193</b>	<b>3</b>	<b>31</b>	<b>20</b>	<b>54</b>	<b>3</b>	<b>18</b>	<b>87</b>	<b>108</b>	<b>596</b>
Apprch %	95.9	2.1	2.1		2.6	96.4	1		5.6	57.4	37		2.8	16.7	80.6		
Total %	38.8	0.8	0.8	40.4	0.8	31.2	0.3	32.4	0.5	5.2	3.4	9.1	0.5	3	14.6	18.1	

Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	49	1	0	50	2	72	0	74	0	5	7	12	0	5	7	12	148
04:15 PM	65	0	0	65	0	24	1	25	1	5	5	11	0	4	14	18	119
04:30 PM	17	0	3	20	0	30	0	30	0	4	2	6	0	1	9	10	66
04:45 PM	24	1	2	27	0	12	1	13	0	5	2	7	0	5	10	15	62
<b>Total Volume</b>	<b>155</b>	<b>2</b>	<b>5</b>	<b>162</b>	<b>2</b>	<b>138</b>	<b>2</b>	<b>142</b>	<b>1</b>	<b>19</b>	<b>16</b>	<b>36</b>	<b>0</b>	<b>15</b>	<b>40</b>	<b>55</b>	<b>395</b>
% App. Total	95.7	1.2	3.1		1.4	97.2	1.4		2.8	52.8	44.4		0	27.3	72.7		
PHF	.596	.500	.417	.623	.250	.479	.500	.480	.250	.950	.571	.750	.000	.750	.714	.764	.667

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	49	1	0	50	2	72	0	74	0	5	7	12	0	5	7	12
+15 mins.	65	0	0	65	0	24	1	25	1	5	5	11	0	4	14	18
+30 mins.	17	0	3	20	0	30	0	30	0	4	2	6	0	1	9	10
+45 mins.	24	1	2	27	0	12	1	13	0	5	2	7	0	5	10	15
Total Volume	155	2	5	162	2	138	2	142	1	19	16	36	0	15	40	55
% App. Total	95.7	1.2	3.1		1.4	97.2	1.4		2.8	52.8	44.4		0	27.3	72.7	
PHF	.596	.500	.417	.623	.250	.479	.500	.480	.250	.950	.571	.750	.000	.750	.714	.764

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

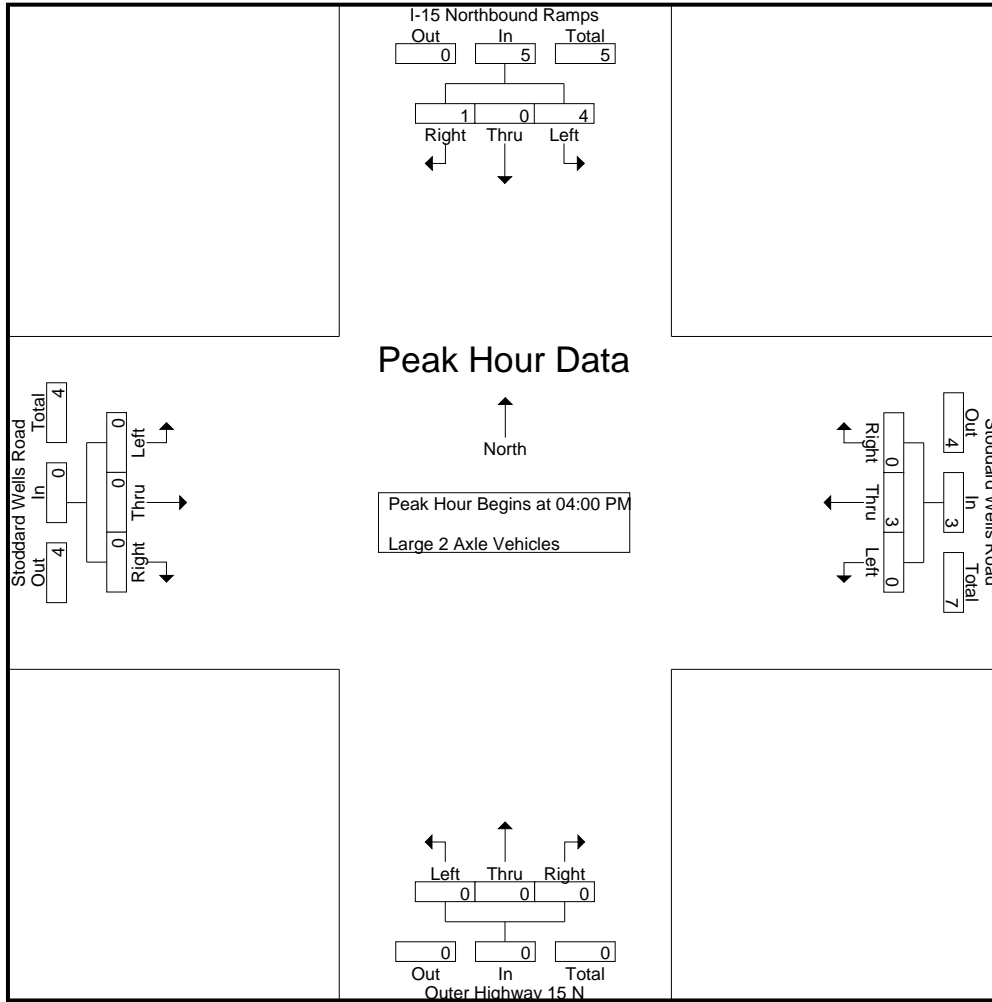
Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	1	0	0	1	0	3	0	3	0	0	0	0	0	0	0	0	0	4
04:15 PM	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Grand Total</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
Apprch %	83.3	0	16.7		0	100	0		0	0	0		0	0	0			
Total %	41.7	0	8.3	50	0	50	0	50	0	0	0	0	0	0	0	0		

Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	1	0	0	1	0	<b>3</b>	0	<b>3</b>	0	0	0	0	0	0	0	0	0	<b>4</b>
04:15 PM	<b>2</b>	0	<b>1</b>	<b>3</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	1	5	0	3	0	3	0	0	0	0	0	0	0	0	0	8
% App. Total	80	0	20		0	100	0		0	0	0		0	0	0			
PHF	.500	.000	.250	.417	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	0	3	0	3	0	0	0	0	0	0	0	0
+15 mins.	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	1	5	0	3	0	3	0	0	0	0	0	0	0	0
% App. Total	80	0	20		0	100	0		0	0	0		0	0	0	
PHF	.500	.000	.250	.417	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	3	0	3	0	0	0	0	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
05:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	2	0	2	0	0	0	0	0	0	1	1	1	4
Grand Total	3	0	0	3	0	5	0	5	0	0	0	0	0	0	1	1	1	9
Apprch %	100	0	0		0	100	0		0	0	0		0	0	100			
Total %	33.3	0	0	33.3	0	55.6	0	55.6	0	0	0	0	0	0	11.1	11.1		

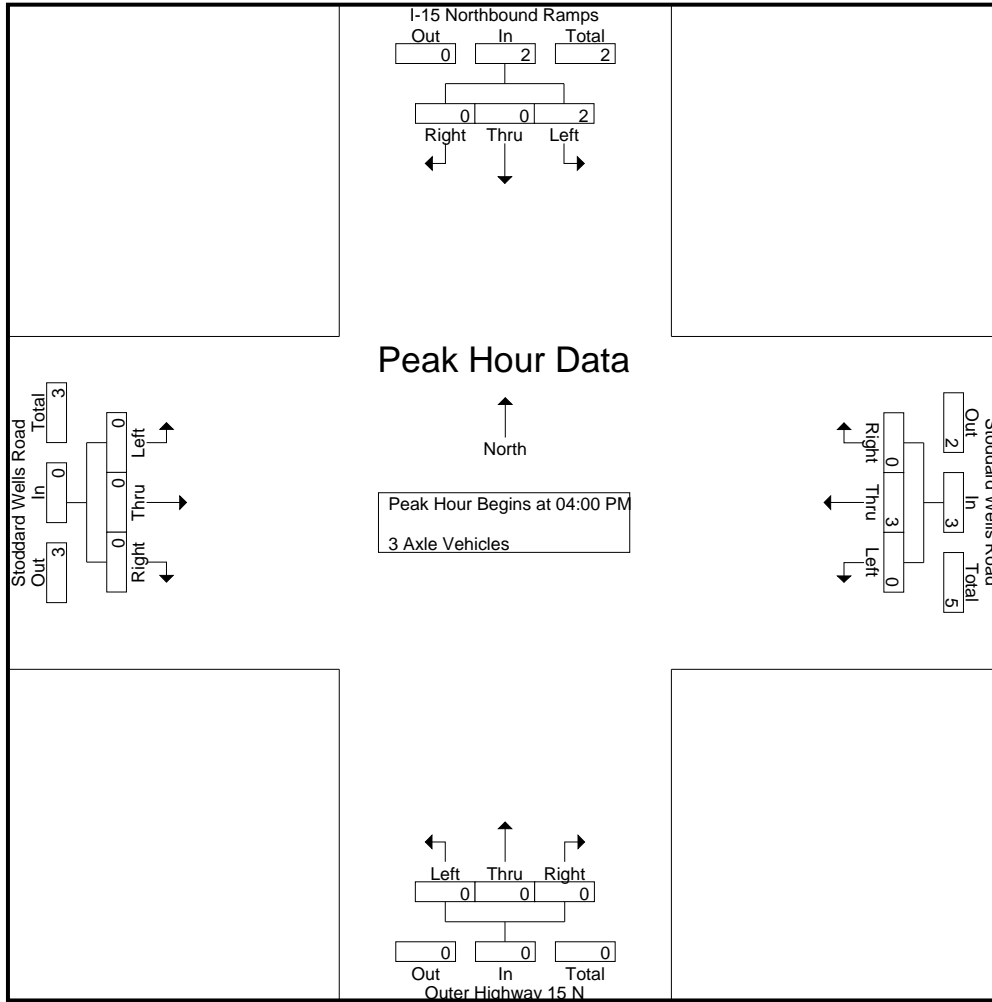
Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	3	0	3	0	0	0	0	0	0	0	0	0	5
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0			
PHF	.500	.000	.000	.500	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM



City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	3	0	3	0	0	0	0	0	0	0	0
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.500	.000	.000	.500	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

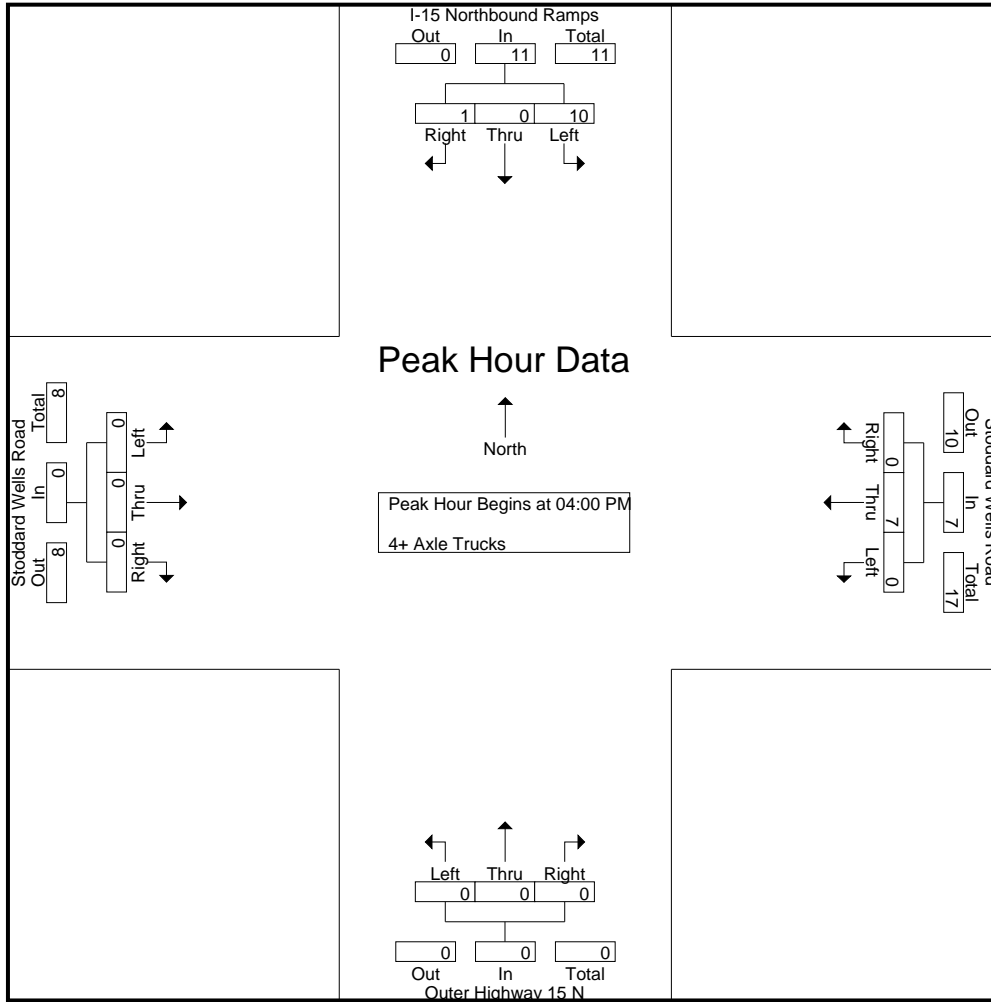
Groups Printed- 4+ Axle Trucks

Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	5	0	0	5	0	3	0	3	0	0	0	0	0	0	0	0	0	8
04:15 PM	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:45 PM	2	0	0	2	0	3	0	3	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
05:00 PM	3	0	0	3	0	3	0	3	0	0	0	0	0	0	0	0	0	6
05:15 PM	3	0	0	3	0	3	0	3	0	0	0	0	0	0	0	0	0	6
05:30 PM	3	1	0	4	0	6	0	6	0	1	0	1	0	0	0	0	0	11
05:45 PM	4	1	0	5	0	1	3	4	0	0	0	0	0	0	0	0	0	9
<b>Total</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
<b>Grand Total</b>	<b>23</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>
Apprch %	88.5	7.7	3.8		0	87	13		0	100	0		0	0	0			
Total %	46	4	2	52	0	40	6	46	0	2	0	2	0	0	0	0		

Start Time	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	5	0	0	5	0	3	0	3	0	0	0	0	0	0	0	0	0	8
04:15 PM	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:45 PM	2	0	0	2	0	3	0	3	0	0	0	0	0	0	0	0	0	5
Total Volume	10	0	1	11	0	7	0	7	0	0	0	0	0	0	0	0	0	18
% App. Total	90.9	0	9.1		0	100	0		0	0	0		0	0	0			
PHF	.500	.000	.250	.550	.000	.583	.000	.583	.000	.000	.000	.000	.000	.000	.000	.000	.000	.563

City of Apple Valley  
 N/S: I-15 NB Ramps/Outer Hwy 15 N  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 05\_APV\_15N\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	5	0	0	5	0	3	0	3	0	0	0	0	0	0	0	0
+15 mins.	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	3	0	3	0	0	0	0	0	0	0	0
Total Volume	10	0	1	11	0	7	0	7	0	0	0	0	0	0	0	0
% App. Total	90.9	0	9.1		0	100	0		0	0	0		0	0	0	
PHF	.500	.000	.250	.550	.000	.583	.000	.583	.000	.000	.000	.000	.000	.000	.000	.000

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

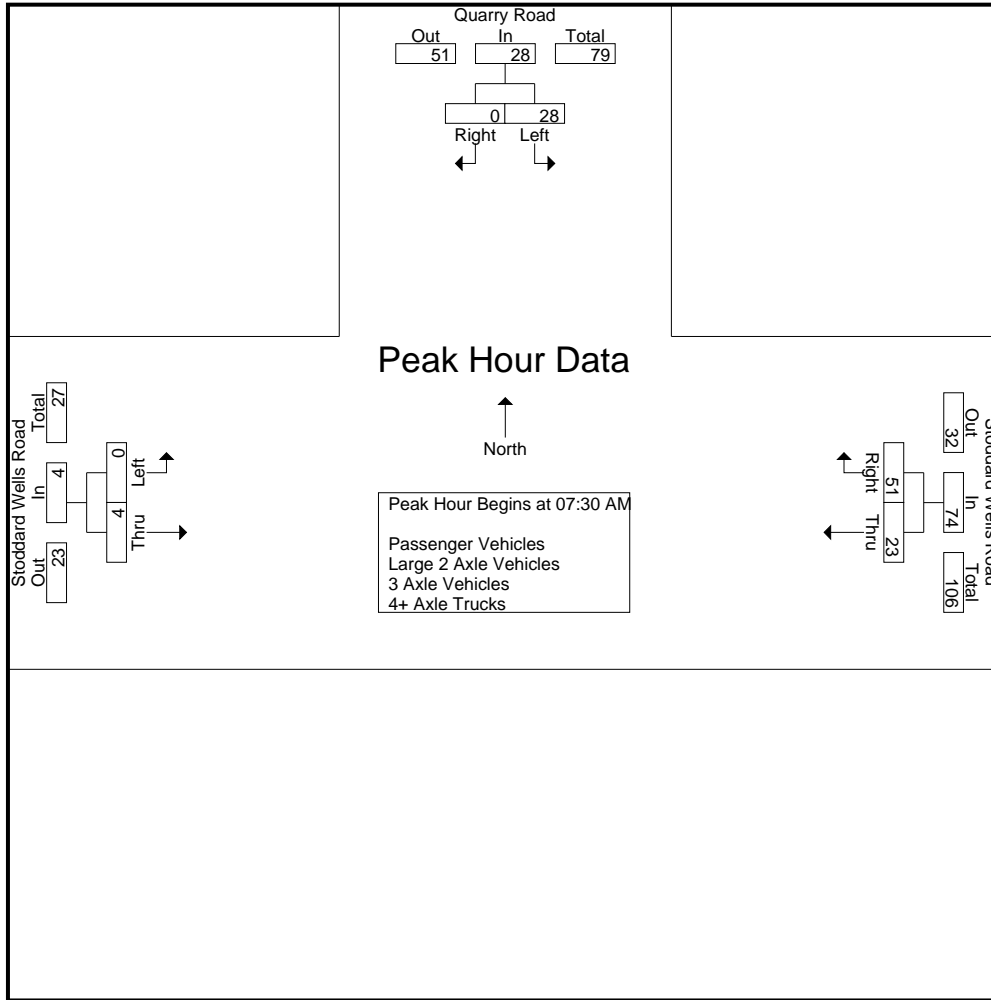
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	4	0	4	3	7	10	0	2	2	16
07:15 AM	3	0	3	3	19	22	0	4	4	29
07:30 AM	8	0	8	7	14	21	0	0	0	29
07:45 AM	7	0	7	6	7	13	0	0	0	20
Total	22	0	22	19	47	66	0	6	6	94
08:00 AM	4	0	4	6	14	20	0	1	1	25
08:15 AM	9	0	9	4	16	20	0	3	3	32
08:30 AM	5	0	5	5	11	16	0	2	2	23
08:45 AM	3	0	3	6	9	15	2	4	6	24
Total	21	0	21	21	50	71	2	10	12	104
Grand Total	43	0	43	40	97	137	2	16	18	198
Apprch %	100	0		29.2	70.8		11.1	88.9		
Total %	21.7	0	21.7	20.2	49	69.2	1	8.1	9.1	
Passenger Vehicles	43	0	43	28	45	73	1	10	11	127
% Passenger Vehicles	100	0	100	70	46.4	53.3	50	62.5	61.1	64.1
Large 2 Axle Vehicles	0	0	0	5	9	14	0	1	1	15
% Large 2 Axle Vehicles	0	0	0	12.5	9.3	10.2	0	6.2	5.6	7.6
3 Axle Vehicles	0	0	0	0	4	4	0	2	2	6
% 3 Axle Vehicles	0	0	0	0	4.1	2.9	0	12.5	11.1	3
4+ Axle Trucks	0	0	0	7	39	46	1	3	4	50
% 4+ Axle Trucks	0	0	0	17.5	40.2	33.6	50	18.8	22.2	25.3

Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	8	0	8	7	14	21	0	0	0	29
07:45 AM	7	0	7	6	7	13	0	0	0	20
08:00 AM	4	0	4	6	14	20	0	1	1	25
08:15 AM	9	0	9	4	16	20	0	3	3	32
Total Volume	28	0	28	23	51	74	0	4	4	106
% App. Total	100	0		31.1	68.9		0	100		
PHF	.778	.000	.778	.821	.797	.881	.000	.333	.333	.828

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			08:00 AM		
+0 mins.	8	0	8	3	19	22	0	1	1
+15 mins.	7	0	7	7	14	21	0	3	3
+30 mins.	4	0	4	6	7	13	0	2	2
+45 mins.	9	0	9	6	14	20	2	4	6
Total Volume	28	0	28	22	54	76	2	10	12
% App. Total	100	0		28.9	71.1		16.7	83.3	
PHF	.778	.000	.778	.786	.711	.864	.250	.625	.500

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

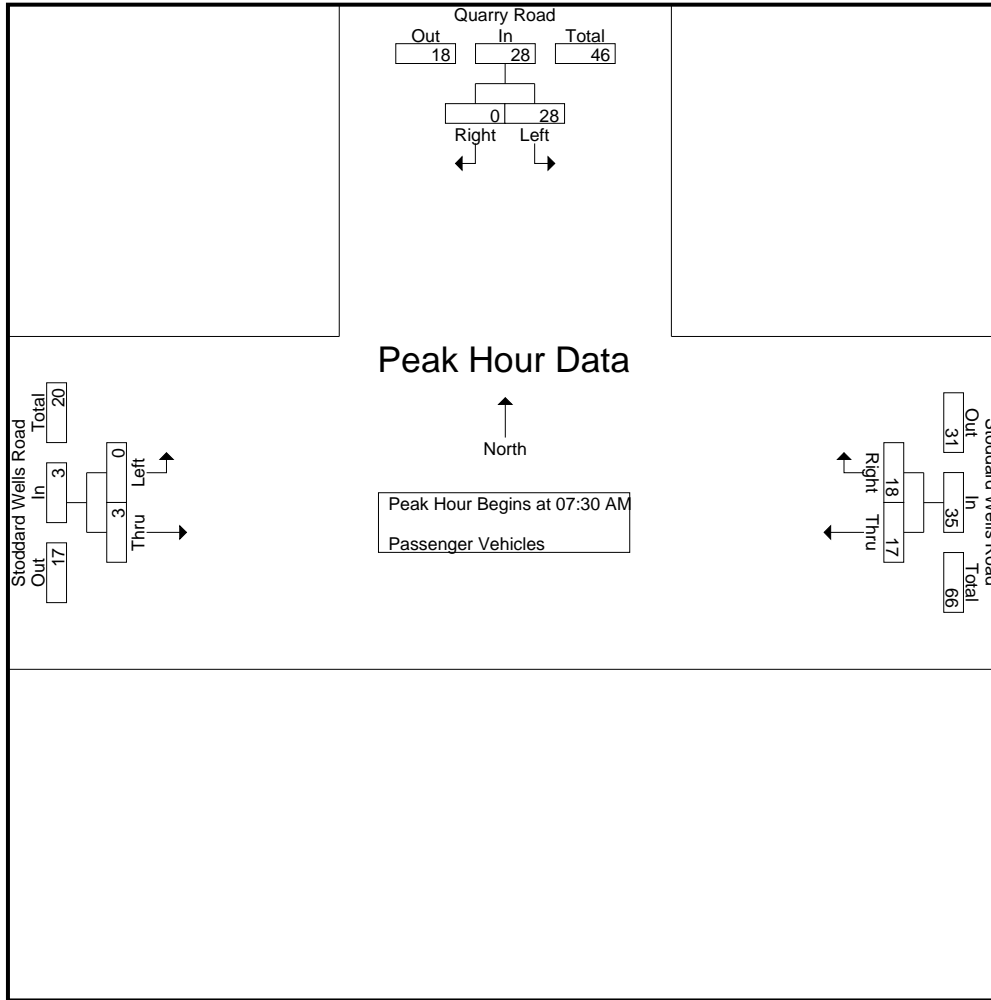
Groups Printed- Passenger Vehicles

Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	4	0	4	2	5	7	0	2	2	13
07:15 AM	3	0	3	2	13	15	0	3	3	21
07:30 AM	8	0	8	6	5	11	0	0	0	19
07:45 AM	7	0	7	4	2	6	0	0	0	13
Total	22	0	22	14	25	39	0	5	5	66
08:00 AM	4	0	4	4	5	9	0	1	1	14
08:15 AM	9	0	9	3	6	9	0	2	2	20
08:30 AM	5	0	5	3	3	6	0	0	0	11
08:45 AM	3	0	3	4	6	10	1	2	3	16
Total	21	0	21	14	20	34	1	5	6	61
Grand Total	43	0	43	28	45	73	1	10	11	127
Apprch %	100	0		38.4	61.6		9.1	90.9		
Total %	33.9	0	33.9	22	35.4	57.5	0.8	7.9	8.7	

Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	8	0	8	6	5	11	0	0	0	19
07:45 AM	7	0	7	4	2	6	0	0	0	13
08:00 AM	4	0	4	4	5	9	0	1	1	14
08:15 AM	9	0	9	3	6	9	0	2	2	20
Total Volume	28	0	28	17	18	35	0	3	3	66
% App. Total	100	0		48.6	51.4		0	100		
PHF	.778	.000	.778	.708	.750	.795	.000	.375	.375	.825

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	8	0	8	6	5	11	0	0	0
+15 mins.	7	0	7	4	2	6	0	0	0
+30 mins.	4	0	4	4	5	9	0	1	1
+45 mins.	9	0	9	3	6	9	0	2	2
Total Volume	28	0	28	17	18	35	0	3	3
% App. Total	100	0		48.6	51.4		0	100	
PHF	.778	.000	.778	.708	.750	.795	.000	.375	.375

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	1	1	2	0	0	0	2
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	0	0	0	1	2	3	0	0	0	3
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	3	4	7	0	0	0	7
08:00 AM	0	0	0	0	2	2	0	0	0	2
08:15 AM	0	0	0	0	1	1	0	0	0	1
08:30 AM	0	0	0	1	1	2	0	1	1	3
08:45 AM	0	0	0	1	1	2	0	0	0	2
Total	0	0	0	2	5	7	0	1	1	8
Grand Total	0	0	0	5	9	14	0	1	1	15
Apprch %	0	0		35.7	64.3		0	100		
Total %	0	0		33.3	60	93.3	0	6.7	6.7	

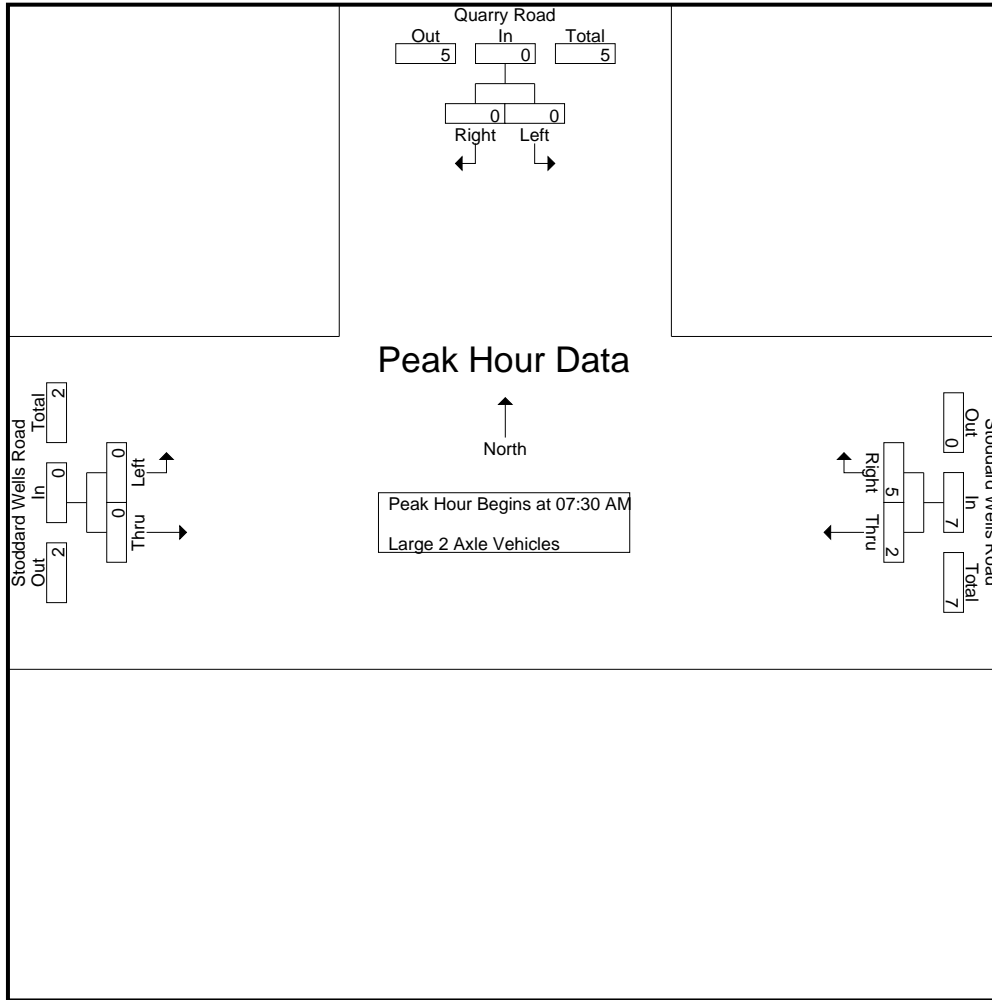
Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:30 AM	0	0	0	1	2	3	0	0	0	3
07:45 AM	0	0	0	1	0	1	0	0	0	1
08:00 AM	0	0	0	0	2	2	0	0	0	2
08:15 AM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	2	5	7	0	0	0	7
% App. Total	0	0		28.6	71.4		0	0		
PHF	.000	.000	.000	.500	.625	.583	.000	.000	.000	.583

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:30 AM



City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod AM  
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	1	2	3	0	0	0
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	0	2	2	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	0	0	0	2	5	7	0	0	0
% App. Total	0	0	0	28.6	71.4		0	0	
PHF	.000	.000	.000	.500	.625	.583	.000	.000	.000

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

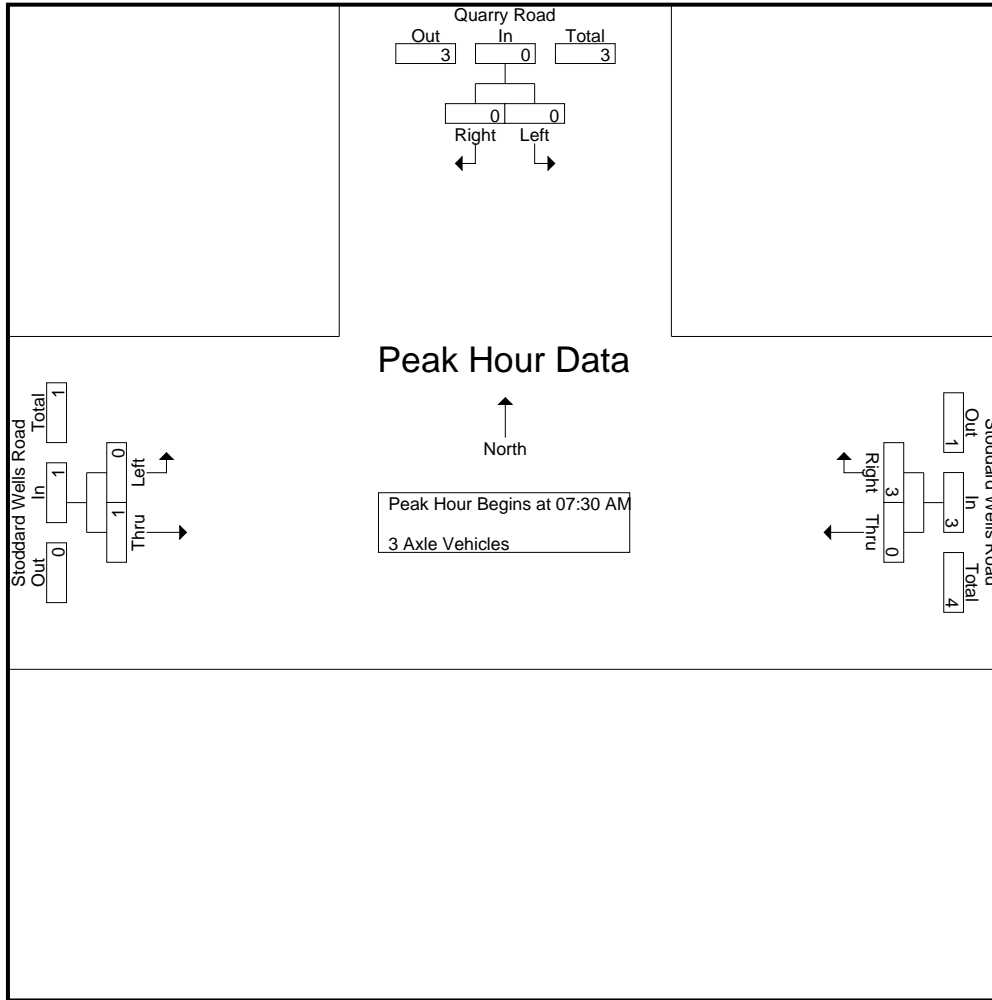
Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	3	3	0	1	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	0	1	1	2
Grand Total	0	0	0	0	4	4	0	2	2	6
Apprch %	0	0		0	100		0	100		
Total %	0	0		0	66.7	66.7	0	33.3	33.3	

Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	0	0	0	0	1	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	3	3	0	1	1	4
% App. Total	0	0		0	100		0	100		
PHF	.000	.000	.000	.000	.375	.375	.000	.250	.250	.500

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	<b>2</b>	<b>2</b>	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	<b>1</b>	<b>1</b>
Total Volume	0	0	0	0	3	3	0	1	1
% App. Total	0	0	0	0	100	100	0	100	100
PHF	.000	.000	.000	.000	.375	.375	.000	.250	.250

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
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Groups Printed- 4+ Axle Trucks

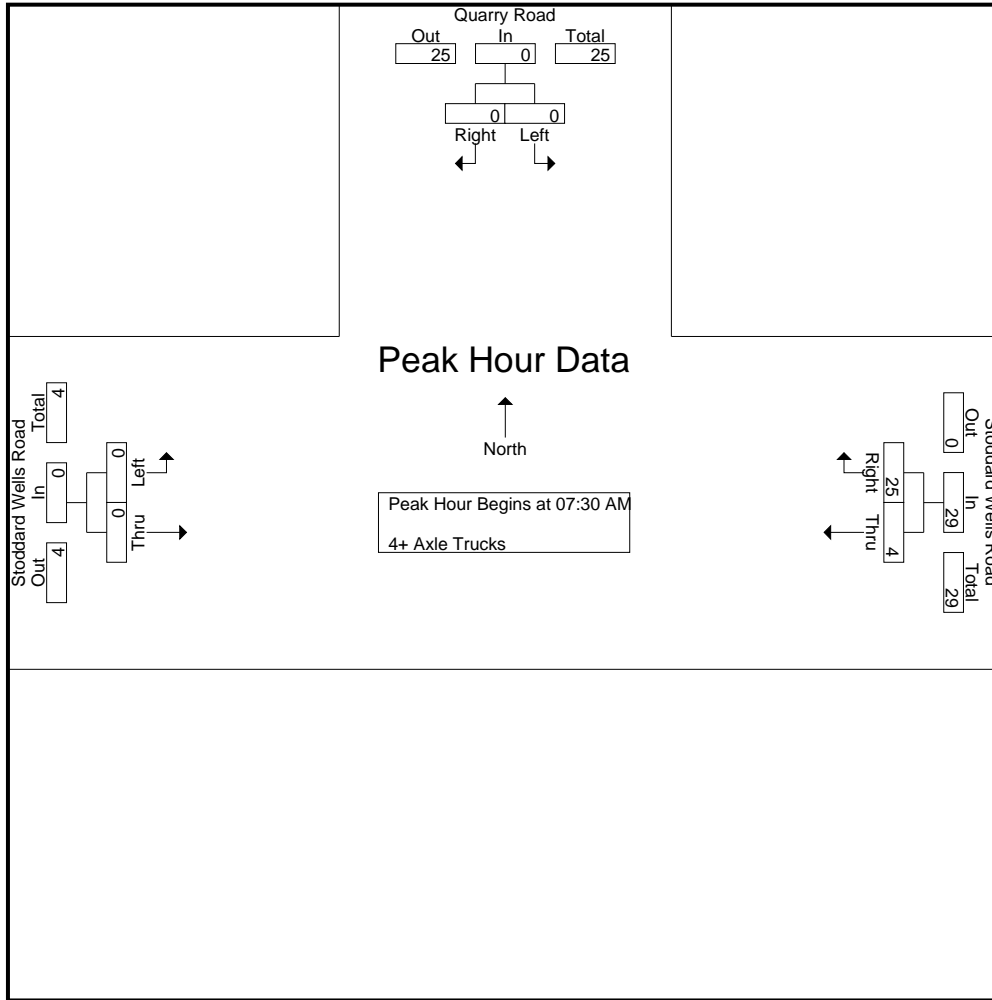
Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	1	1	0	0	0	1
07:15 AM	0	0	0	1	5	6	0	0	0	6
07:30 AM	0	0	0	0	5	5	0	0	0	5
07:45 AM	0	0	0	1	4	5	0	0	0	5
Total	0	0	0	2	15	17	0	0	0	17
08:00 AM	0	0	0	2	7	9	0	0	0	9
08:15 AM	0	0	0	1	9	10	0	0	0	10
08:30 AM	0	0	0	1	7	8	0	1	1	9
08:45 AM	0	0	0	1	1	2	1	2	3	5
Total	0	0	0	5	24	29	1	3	4	33
Grand Total	0	0	0	7	39	46	1	3	4	50
Apprch %	0	0	0	15.2	84.8		25	75		
Total %	0	0	0	14	78	92	2	6	8	

Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:30 AM	0	0	0	0	5	5	0	0	0	5
07:45 AM	0	0	0	1	4	5	0	0	0	5
08:00 AM	0	0	0	2	7	9	0	0	0	9
08:15 AM	0	0	0	1	9	10	0	0	0	10
Total Volume	0	0	0	4	25	29	0	0	0	29
% App. Total	0	0	0	13.8	86.2		0	0		
PHF	.000	.000	.000	.500	.694	.725	.000	.000	.000	.725

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	5	5	0	0	0
+15 mins.	0	0	0	1	4	5	0	0	0
+30 mins.	0	0	0	2	7	9	0	0	0
+45 mins.	0	0	0	1	9	10	0	0	0
Total Volume	0	0	0	4	25	29	0	0	0
% App. Total	0	0	0	13.8	86.2		0	0	
PHF	.000	.000	.000	.500	.694	.725	.000	.000	.000

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

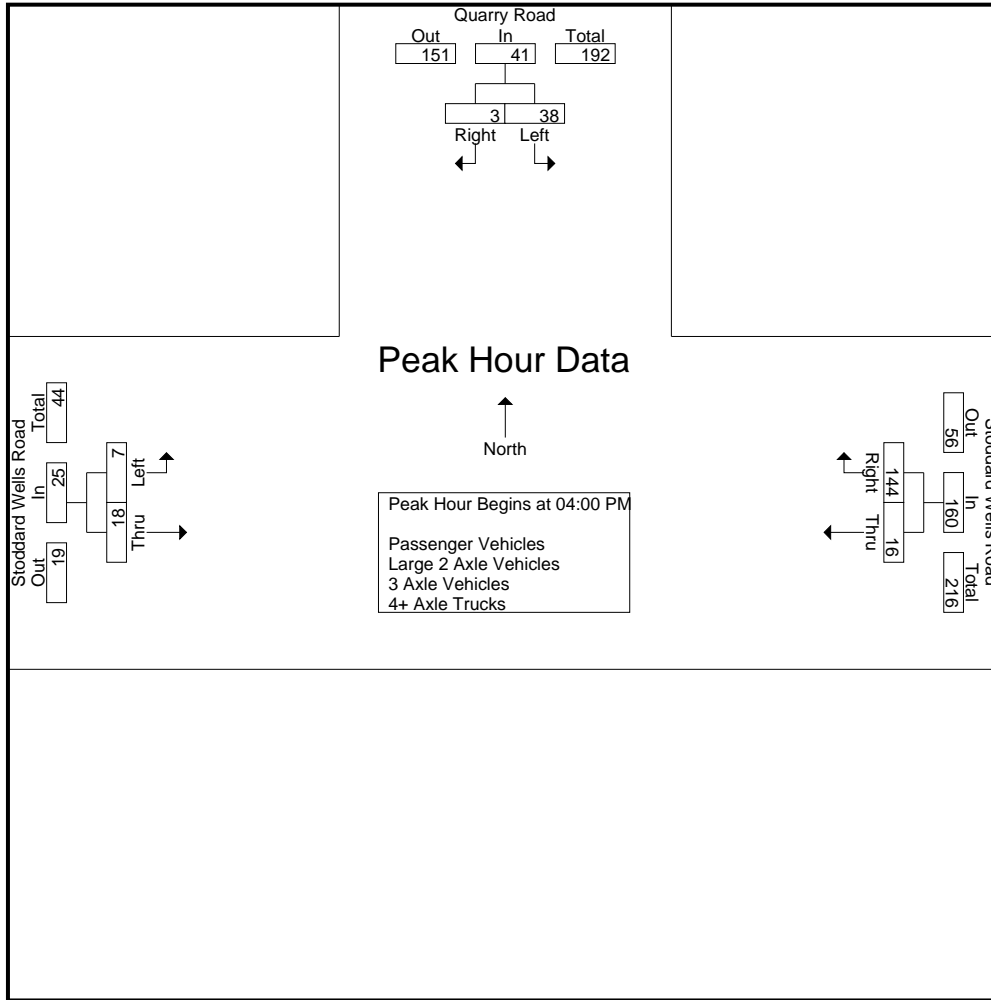
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	6	0	6	7	73	80	0	5	5	91
04:15 PM	11	2	13	3	24	27	0	7	7	47
04:30 PM	11	0	11	3	31	34	2	1	3	48
04:45 PM	10	1	11	3	16	19	5	5	10	40
<b>Total</b>	<b>38</b>	<b>3</b>	<b>41</b>	<b>16</b>	<b>144</b>	<b>160</b>	<b>7</b>	<b>18</b>	<b>25</b>	<b>226</b>
05:00 PM	7	1	8	1	17	18	1	3	4	30
05:15 PM	12	1	13	2	12	14	1	3	4	31
05:30 PM	18	0	18	1	12	13	0	0	0	31
05:45 PM	14	2	16	1	20	21	0	1	1	38
<b>Total</b>	<b>51</b>	<b>4</b>	<b>55</b>	<b>5</b>	<b>61</b>	<b>66</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>130</b>
<b>Grand Total</b>	<b>89</b>	<b>7</b>	<b>96</b>	<b>21</b>	<b>205</b>	<b>226</b>	<b>9</b>	<b>25</b>	<b>34</b>	<b>356</b>
Apprch %	92.7	7.3		9.3	90.7		26.5	73.5		
Total %	25	2	27	5.9	57.6	63.5	2.5	7	9.6	
Passenger Vehicles	87	7	94	15	175	190	6	22	28	312
% Passenger Vehicles	97.8	100	97.9	71.4	85.4	84.1	66.7	88	82.4	87.6
Large 2 Axle Vehicles	2	0	2	2	7	9	2	2	4	15
% Large 2 Axle Vehicles	2.2	0	2.1	9.5	3.4	4	22.2	8	11.8	4.2
3 Axle Vehicles	0	0	0	1	5	6	0	1	1	7
% 3 Axle Vehicles	0	0	0	4.8	2.4	2.7	0	4	2.9	2
4+ Axle Trucks	0	0	0	3	18	21	1	0	1	22
% 4+ Axle Trucks	0	0	0	14.3	8.8	9.3	11.1	0	2.9	6.2

Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	6	0	6	7	73	80	0	5	5	91
04:15 PM	11	2	13	3	24	27	0	7	7	47
04:30 PM	11	0	11	3	31	34	2	1	3	48
04:45 PM	10	1	11	3	16	19	5	5	10	40
Total Volume	38	3	41	16	144	160	7	18	25	226
% App. Total	92.7	7.3		10	90		28	72		
PHF	.864	.375	.788	.571	.493	.500	.350	.643	.625	.621

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod PM  
 Site Code : 05122911  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:00 PM		
+0 mins.	7	1	8	<b>7</b>	<b>73</b>	<b>80</b>	0	5	5
+15 mins.	12	1	13	3	24	27	0	7	7
+30 mins.	<b>18</b>	0	<b>18</b>	3	31	34	2	1	3
+45 mins.	14	<b>2</b>	16	3	16	19	<b>5</b>	5	<b>10</b>
Total Volume	51	4	55	16	144	160	7	18	25
% App. Total	92.7	7.3		10	90		28	72	
PHF	.708	.500	.764	.571	.493	.500	.350	.643	.625

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	6	0	6	5	68	73	0	5	5	84
04:15 PM	11	2	13	0	23	23	0	6	6	42
04:30 PM	11	0	11	2	28	30	1	1	2	43
04:45 PM	10	1	11	3	13	16	3	4	7	34
Total	38	3	41	10	132	142	4	16	20	203
05:00 PM	7	1	8	1	11	12	1	3	4	24
05:15 PM	12	1	13	2	9	11	1	2	3	27
05:30 PM	18	0	18	1	5	6	0	0	0	24
05:45 PM	12	2	14	1	18	19	0	1	1	34
Total	49	4	53	5	43	48	2	6	8	109
Grand Total	87	7	94	15	175	190	6	22	28	312
Apprch %	92.6	7.4		7.9	92.1		21.4	78.6		
Total %	27.9	2.2	30.1	4.8	56.1	60.9	1.9	7.1	9	

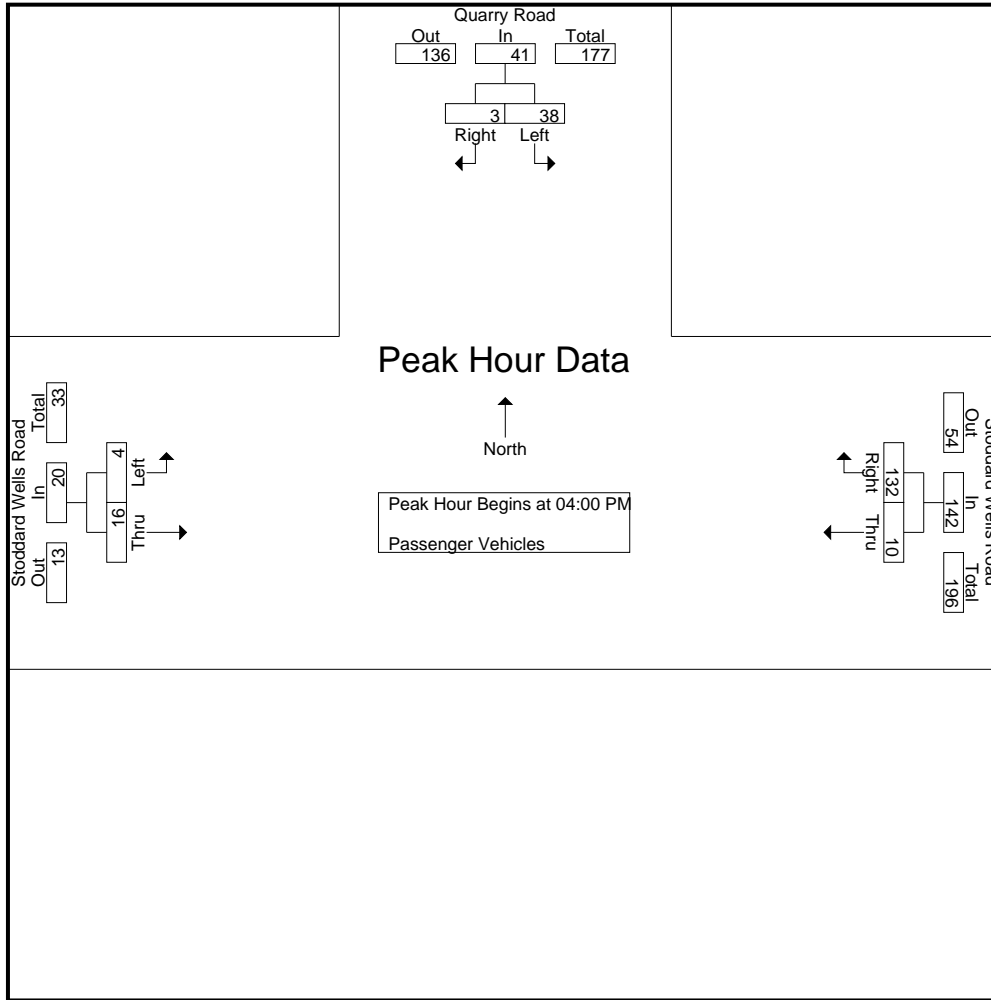
Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	6	0	6	5	68	73	0	5	5	84
04:15 PM	11	2	13	0	23	23	0	6	6	42
04:30 PM	11	0	11	2	28	30	1	1	2	43
04:45 PM	10	1	11	3	13	16	3	4	7	34
Total Volume	38	3	41	10	132	142	4	16	20	203
% App. Total	92.7	7.3		7	93		20	80		
PHF	.864	.375	.788	.500	.485	.486	.333	.667	.714	.604

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM



City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod PM  
 Site Code : 05122911  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	6	0	6	5	68	73	0	5	5
+15 mins.	11	2	13	0	23	23	0	6	6
+30 mins.	11	0	11	2	28	30	1	1	2
+45 mins.	10	1	11	3	13	16	3	4	7
Total Volume	38	3	41	10	132	142	4	16	20
% App. Total	92.7	7.3		7	93		20	80	
PHF	.864	.375	.788	.500	.485	.486	.333	.667	.714

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

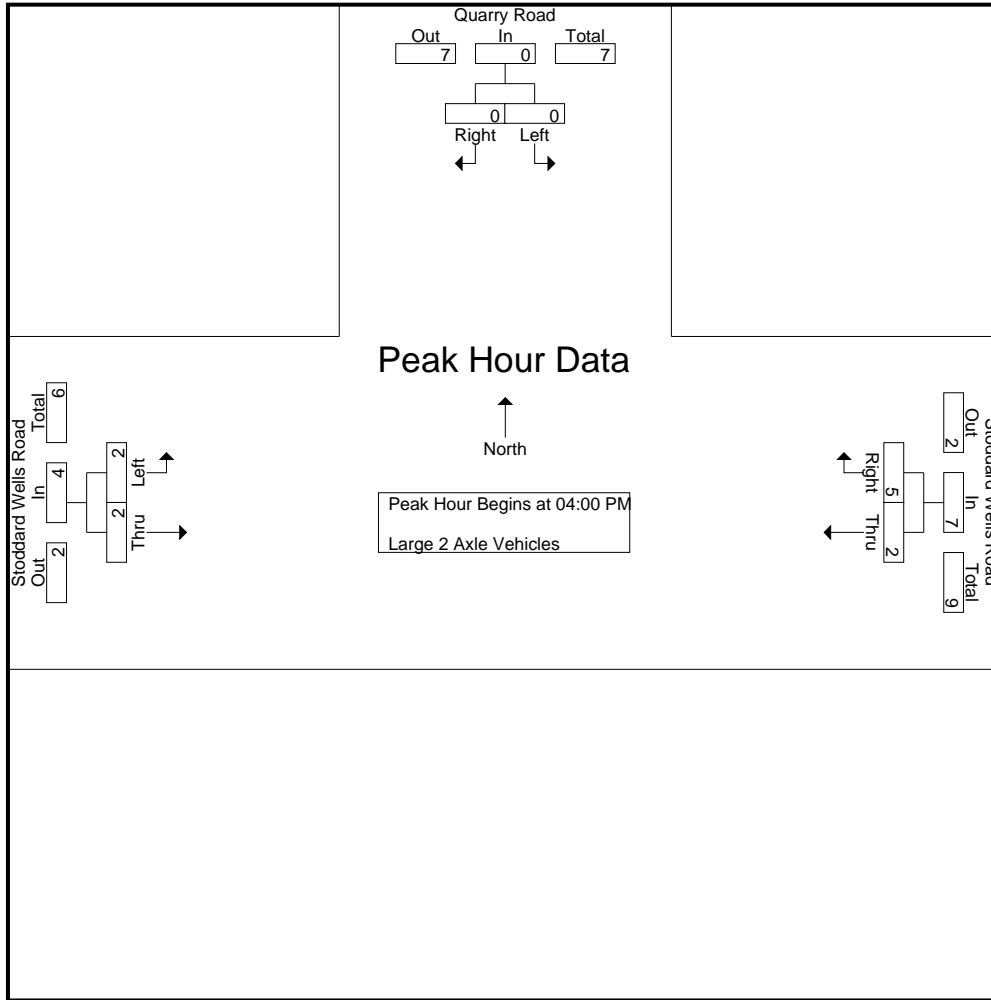
Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	4	4	0	0	0	4
04:15 PM	0	0	0	2	0	2	0	1	1	3
04:30 PM	0	0	0	0	1	1	1	0	1	2
04:45 PM	0	0	0	0	0	0	1	1	2	2
Total	0	0	0	2	5	7	2	2	4	11
05:00 PM	0	0	0	0	2	2	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	2	0	2	0	0	0	0	0	0	2
Total	2	0	2	0	2	2	0	0	0	4
Grand Total	2	0	2	2	7	9	2	2	4	15
Apprch %	100	0		22.2	77.8		50	50		
Total %	13.3	0	13.3	13.3	46.7	60	13.3	13.3	26.7	

Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	4	4	0	0	0	4
04:15 PM	0	0	0	2	0	2	0	1	1	3
04:30 PM	0	0	0	0	1	1	1	0	1	2
04:45 PM	0	0	0	0	0	0	1	1	2	2
Total Volume	0	0	0	2	5	7	2	2	4	11
% App. Total	0	0		28.6	71.4		50	50		
PHF	.000	.000	.000	.250	.313	.438	.500	.500	.500	.688

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	4	4	0	0	0
+15 mins.	0	0	0	2	0	2	0	1	1
+30 mins.	0	0	0	0	1	1	1	0	1
+45 mins.	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	2	5	7	2	2	4
% App. Total	0	0	0	28.6	71.4		50	50	
PHF	.000	.000	.000	.250	.313	.438	.500	.500	.500

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

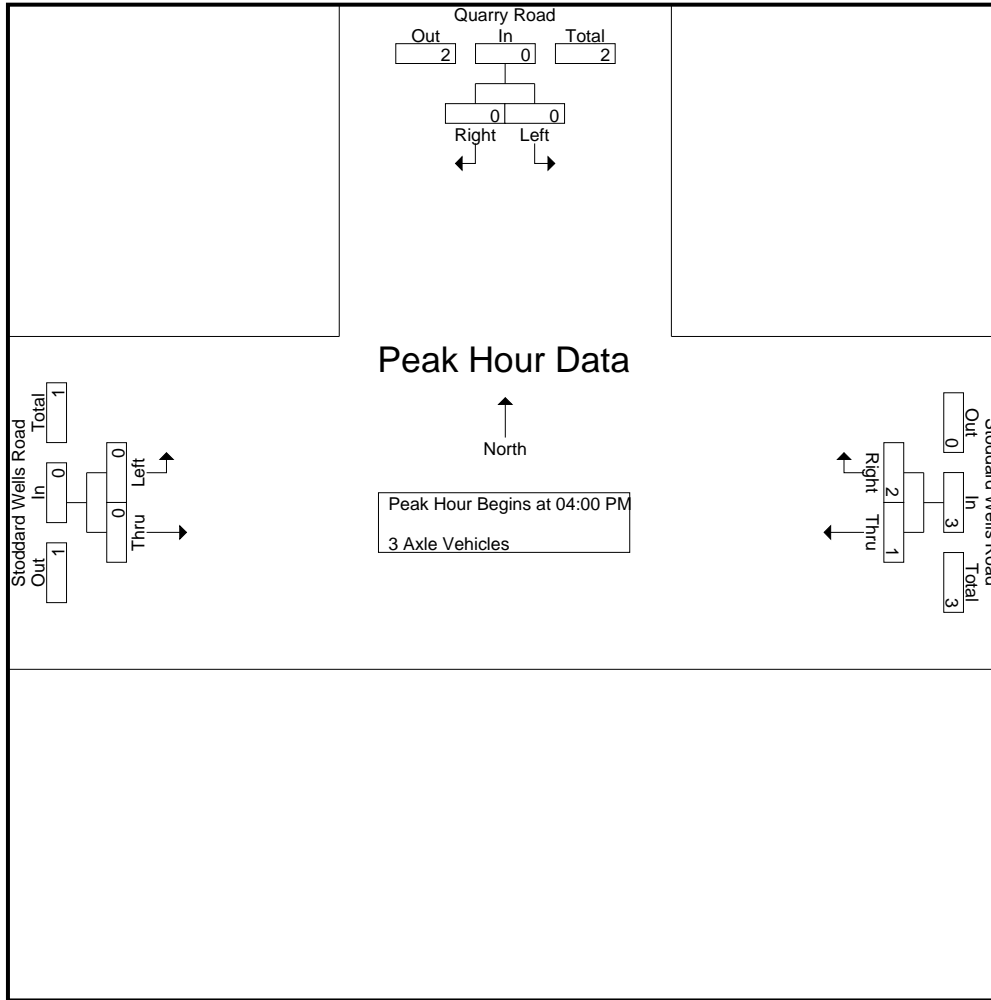
Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	1	1	2	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	2	3	0	0	0	3
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	3	3	0	1	1	4
Grand Total	0	0	0	1	5	6	0	1	1	7
Apprch %	0	0		16.7	83.3		0	100		
Total %	0	0		14.3	71.4	85.7	0	14.3	14.3	

Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	1	1	2	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	2	3	0	0	0	3
% App. Total	0	0		33.3	66.7		0	0		
PHF	.000	.000	.000	.250	.500	.375	.000	.000	.000	.375

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	1	1	2	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	2	3	0	0	0
% App. Total	0	0	0	33.3	66.7		0	0	
PHF	.000	.000	.000	.250	.500	.375	.000	.000	.000

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

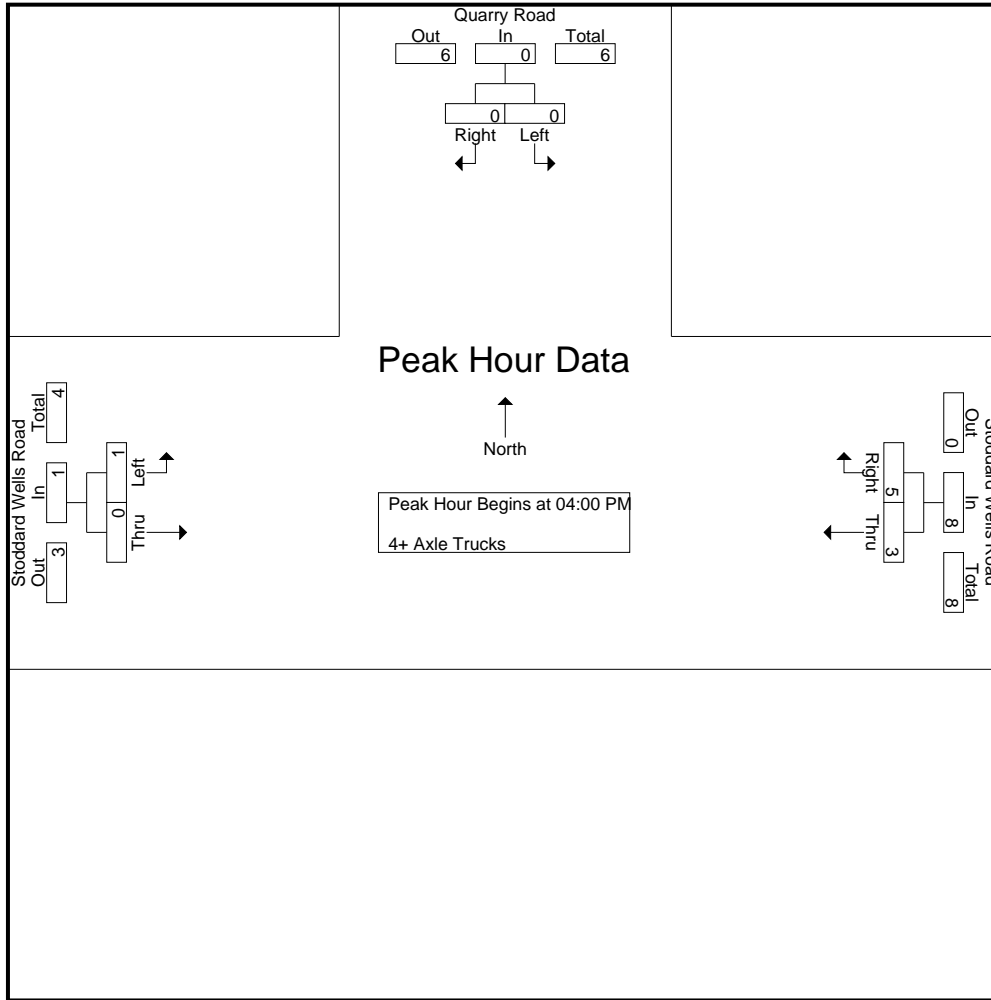
Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	2	1	3	0	0	0	3
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	3	3	1	0	1	4
Total	0	0	0	3	5	8	1	0	1	9
05:00 PM	0	0	0	0	3	3	0	0	0	3
05:15 PM	0	0	0	0	3	3	0	0	0	3
05:30 PM	0	0	0	0	6	6	0	0	0	6
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	13	13	0	0	0	13
Grand Total	0	0	0	3	18	21	1	0	1	22
Apprch %	0	0	0	14.3	85.7		100	0		
Total %	0	0	0	13.6	81.8	95.5	4.5	0	4.5	

Start Time	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	2	1	3	0	0	0	3
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	3	3	1	0	1	4
Total Volume	0	0	0	3	5	8	1	0	1	9
% App. Total	0	0	0	37.5	62.5		100	0		
PHF	.000	.000	.000	.375	.417	.667	.250	.000	.250	.563

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Quarry Road  
 E/W: Stoddard Wells Road  
 Weather: Clear

File Name : 06\_APV\_Quarry\_Stod PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	2	1	3	0	0	0
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	0	0	0	0	3	3	1	0	1
Total Volume	0	0	0	3	5	8	1	0	1
% App. Total	0	0	0	37.5	62.5		100	0	
PHF	.000	.000	.000	.375	.417	.667	.250	.000	.250

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

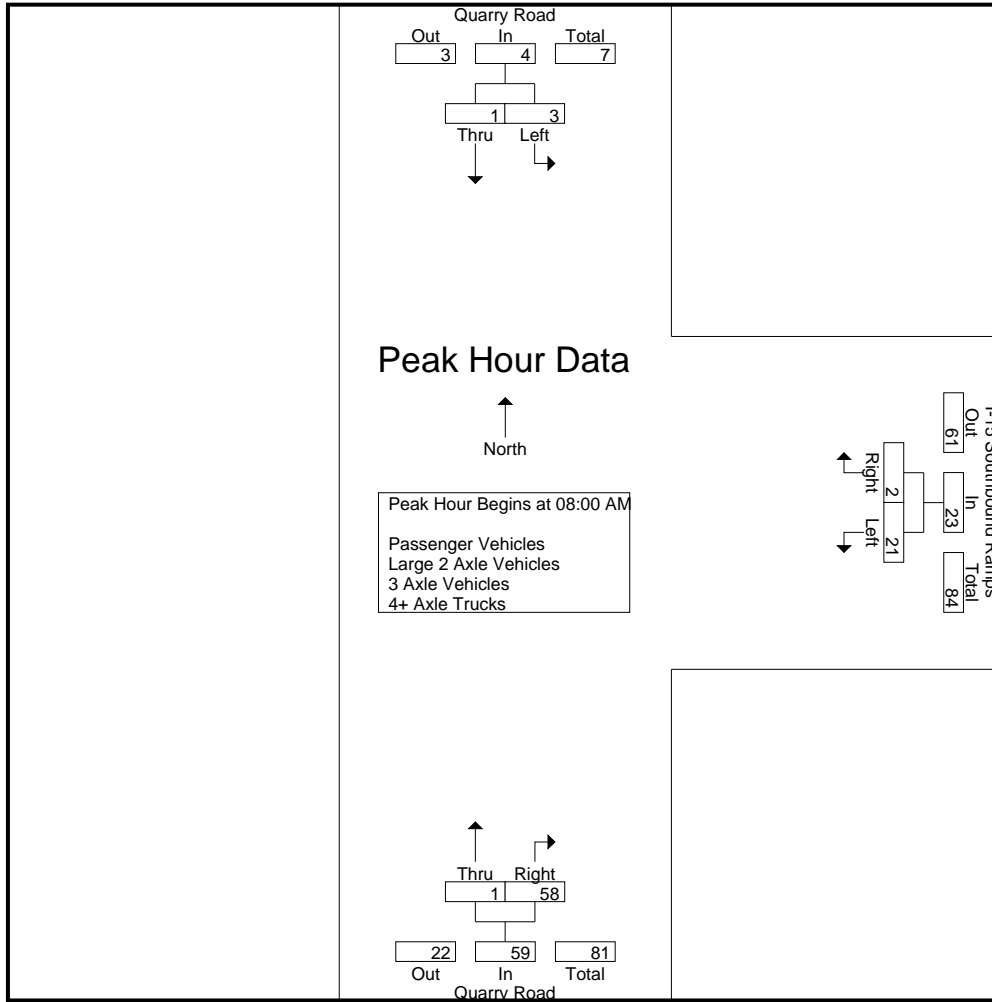
Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	4	0	4	0	9	9	13
07:15 AM	0	0	0	4	1	5	2	18	20	25
07:30 AM	1	0	1	6	0	6	0	13	13	20
07:45 AM	0	1	1	6	0	6	0	6	6	13
<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>20</b>	<b>1</b>	<b>21</b>	<b>2</b>	<b>46</b>	<b>48</b>	<b>71</b>
08:00 AM	0	0	0	4	1	5	0	16	16	21
08:15 AM	2	1	3	8	1	9	0	18	18	30
08:30 AM	0	0	0	5	0	5	1	12	13	18
08:45 AM	1	0	1	4	0	4	0	12	12	17
<b>Total</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>21</b>	<b>2</b>	<b>23</b>	<b>1</b>	<b>58</b>	<b>59</b>	<b>86</b>
<b>Grand Total</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>41</b>	<b>3</b>	<b>44</b>	<b>3</b>	<b>104</b>	<b>107</b>	<b>157</b>
Apprch %	66.7	33.3		93.2	6.8		2.8	97.2		
Total %	2.5	1.3	3.8	26.1	1.9	28	1.9	66.2	68.2	
Passenger Vehicles	3	2	5	41	1	42	3	51	54	101
% Passenger Vehicles	75	100	83.3	100	33.3	95.5	100	49	50.5	64.3
Large 2 Axle Vehicles	0	0	0	0	0	0	0	10	10	10
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	9.6	9.3	6.4
3 Axle Vehicles	0	0	0	0	0	0	0	2	2	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	1.9	1.9	1.3
4+ Axle Trucks	1	0	1	0	2	2	0	41	41	44
% 4+ Axle Trucks	25	0	16.7	0	66.7	4.5	0	39.4	38.3	28

Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	4	1	5	0	16	16	21
08:15 AM	2	1	3	8	1	9	0	18	18	30
08:30 AM	0	0	0	5	0	5	1	12	13	18
08:45 AM	1	0	1	4	0	4	0	12	12	17
Total Volume	3	1	4	21	2	23	1	58	59	86
% App. Total	75	25		91.3	8.7		1.7	98.3		
PHF	.375	.250	.333	.656	.500	.639	.250	.806	.819	.717



City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			08:00 AM		
+0 mins.	1	0	1	6	0	6	0	16	16
+15 mins.	0	1	1	6	0	6	0	18	18
+30 mins.	0	0	0	4	1	5	1	12	13
+45 mins.	2	1	3	8	1	9	0	12	12
Total Volume	3	2	5	24	2	26	1	58	59
% App. Total	60	40		92.3	7.7		1.7	98.3	
PHF	.375	.500	.417	.750	.500	.722	.250	.806	.819

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

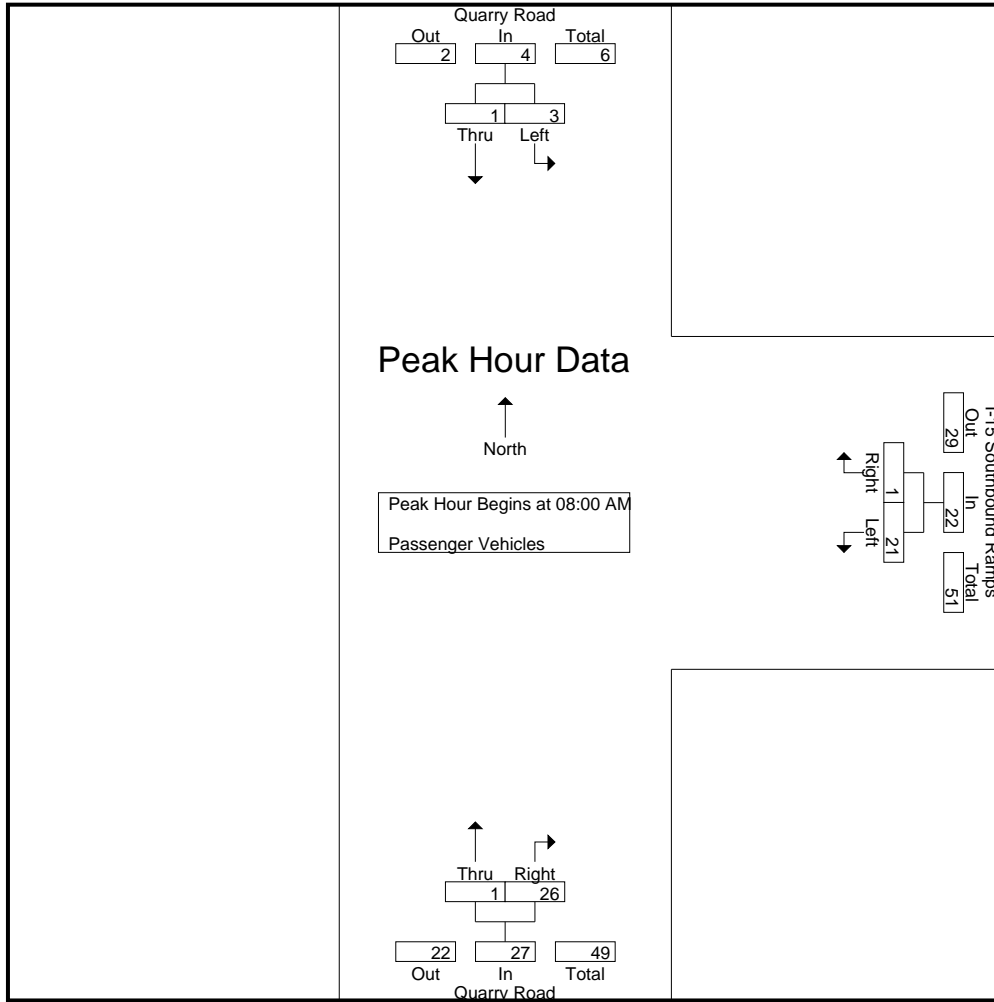
Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	4	0	4	0	7	7	11
07:15 AM	0	0	0	4	0	4	2	12	14	18
07:30 AM	0	0	0	6	0	6	0	4	4	10
07:45 AM	0	1	1	6	0	6	0	2	2	9
Total	0	1	1	20	0	20	2	25	27	48
08:00 AM	0	0	0	4	1	5	0	6	6	11
08:15 AM	2	1	3	8	0	8	0	8	8	19
08:30 AM	0	0	0	5	0	5	1	4	5	10
08:45 AM	1	0	1	4	0	4	0	8	8	13
Total	3	1	4	21	1	22	1	26	27	53
Grand Total	3	2	5	41	1	42	3	51	54	101
Apprch %	60	40		97.6	2.4		5.6	94.4		
Total %	3	2	5	40.6	1	41.6	3	50.5	53.5	

Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
08:00 AM	0	0	0	4	1	5	0	6	6	11
08:15 AM	2	1	3	8	0	8	0	8	8	19
08:30 AM	0	0	0	5	0	5	1	4	5	10
08:45 AM	1	0	1	4	0	4	0	8	8	13
Total Volume	3	1	4	21	1	22	1	26	27	53
% App. Total	75	25		95.5	4.5		3.7	96.3		
PHF	.375	.250	.333	.656	.250	.688	.250	.813	.844	.697

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	4	1	5	0	6	6
+15 mins.	2	1	3	8	0	8	0	8	8
+30 mins.	0	0	0	5	0	5	1	4	5
+45 mins.	1	0	1	4	0	4	0	8	8
Total Volume	3	1	4	21	1	22	1	26	27
% App. Total	75	25		95.5	4.5		3.7	96.3	
PHF	.375	.250	.333	.656	.250	.688	.250	.813	.844

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

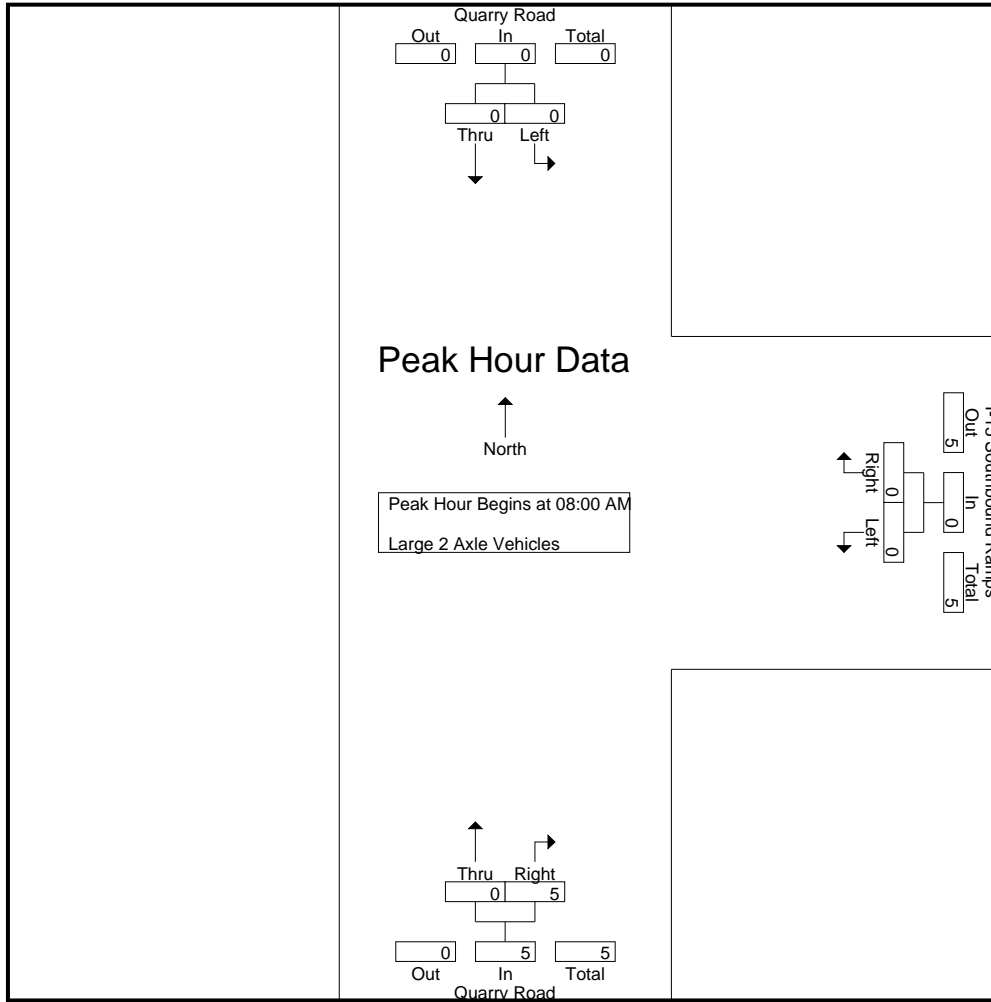
Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	3	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	5	5	5
08:00 AM	0	0	0	0	0	0	0	2	2	2
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	5	5	5
Grand Total	0	0	0	0	0	0	0	10	10	10
Apprch %	0	0	0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	100	100	

Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
08:00 AM	0	0	0	0	0	0	0	2	2	2
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	5	5	5
% App. Total	0	0	0	0	0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.625	.625	.625

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	2	2
+15 mins.	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	5	5
% App. Total	0	0	0	0	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.625	.625

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

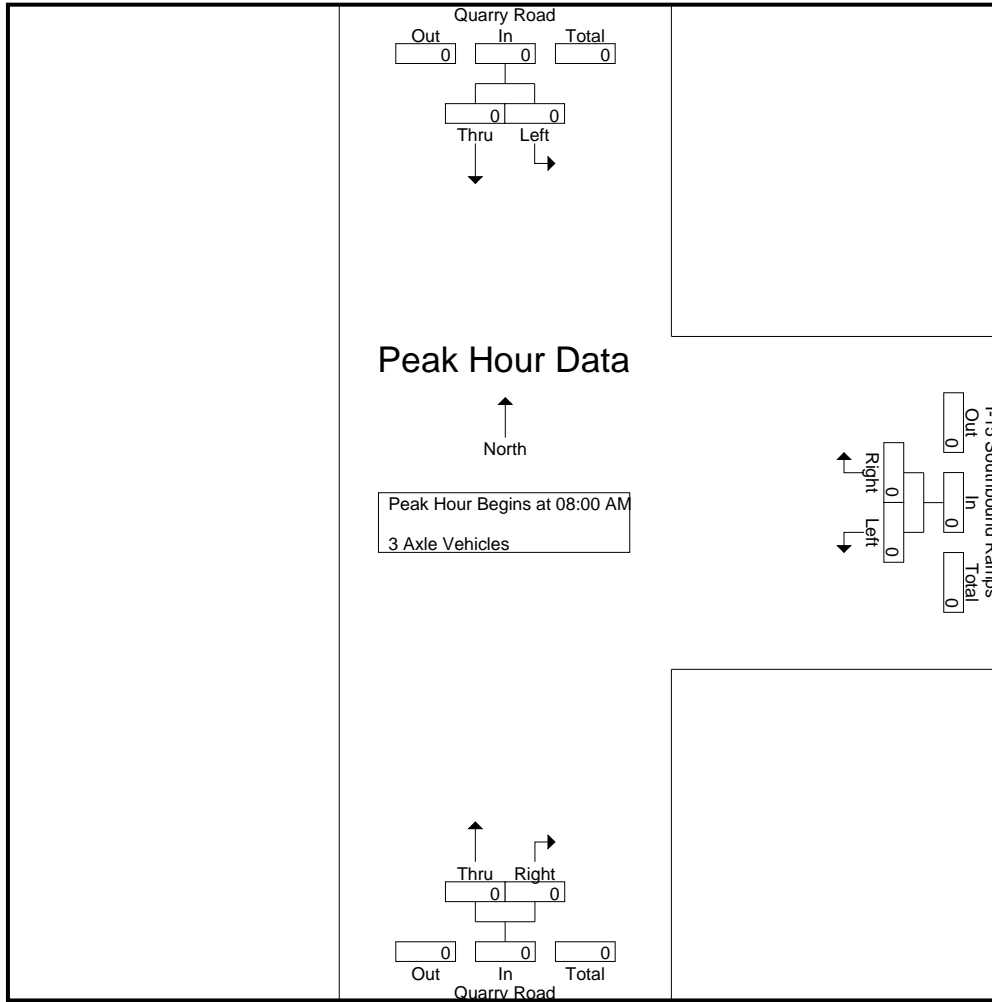
Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	2	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	2	2	2
Apprch %	0	0	0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	100	100	

Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	1	1	0	5	5	6
07:30 AM	1	0	1	0	0	0	0	5	5	6
07:45 AM	0	0	0	0	0	0	0	3	3	3
Total	1	0	1	0	1	1	0	14	14	16
08:00 AM	0	0	0	0	0	0	0	8	8	8
08:15 AM	0	0	0	0	1	1	0	9	9	10
08:30 AM	0	0	0	0	0	0	0	7	7	7
08:45 AM	0	0	0	0	0	0	0	3	3	3
Total	0	0	0	0	1	1	0	27	27	28
Grand Total	1	0	1	0	2	2	0	41	41	44
Apprch %	100	0		0	100		0	100		
Total %	2.3	0	2.3	0	4.5	4.5	0	93.2	93.2	

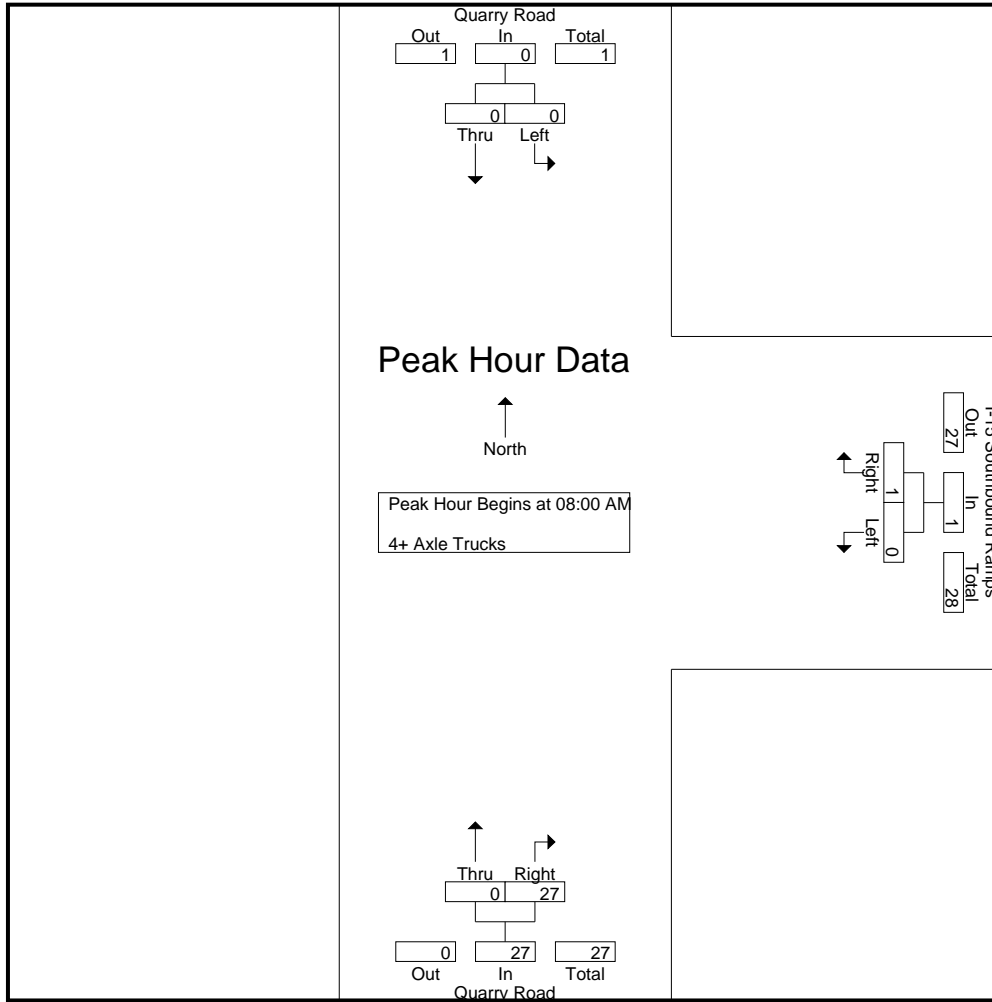
Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
08:00 AM	0	0	0	0	0	0	0	8	8	8
08:15 AM	0	0	0	0	1	1	0	9	9	10
08:30 AM	0	0	0	0	0	0	0	7	7	7
08:45 AM	0	0	0	0	0	0	0	3	3	3
Total Volume	0	0	0	0	1	1	0	27	27	28
% App. Total	0	0		0	100		0	100		
PHF	.000	.000	.000	.000	.250	.250	.000	.750	.750	.700

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 08:00 AM



City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	8	8
+15 mins.	0	0	0	0	1	1	0	9	9
+30 mins.	0	0	0	0	0	0	0	7	7
+45 mins.	0	0	0	0	0	0	0	3	3
Total Volume	0	0	0	0	1	1	0	27	27
% App. Total	0	0	0	0	100	100	0	100	100
PHF	.000	.000	.000	.000	.250	.250	.000	.750	.750

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

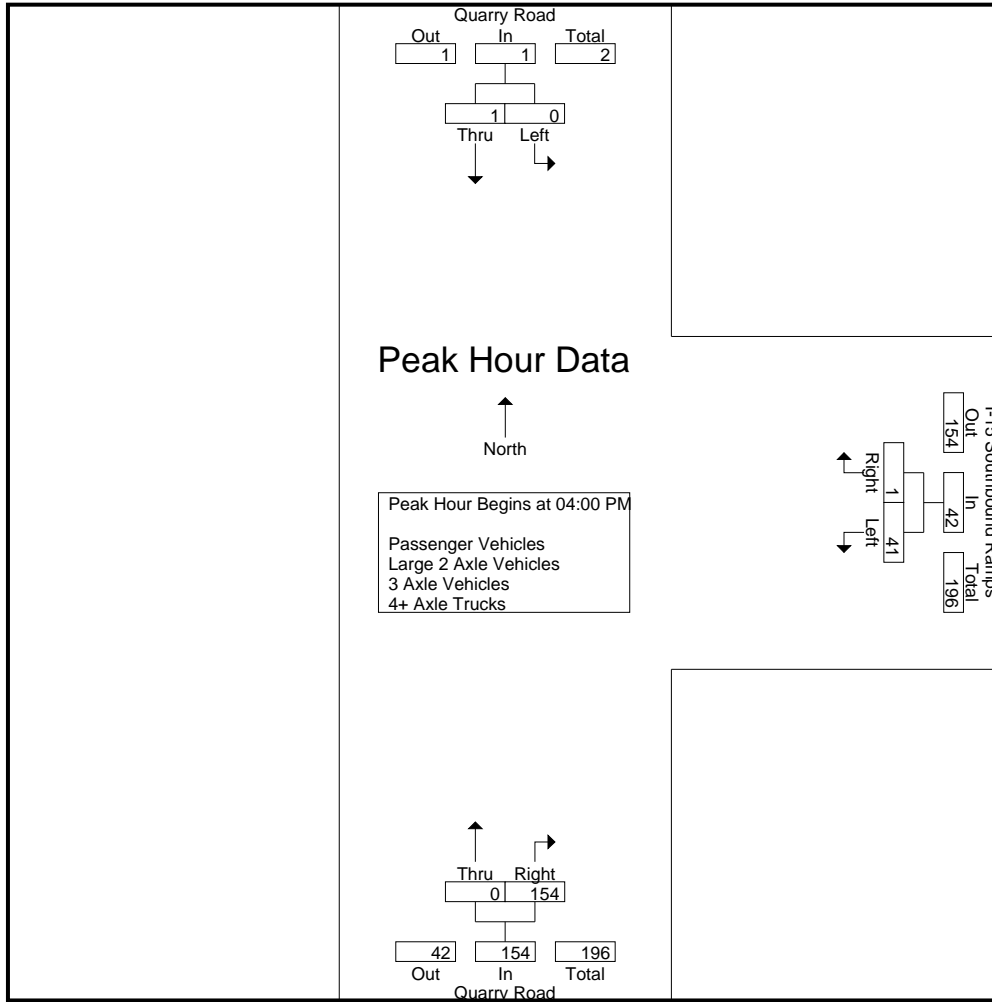
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	6	0	6	0	77	77	83
04:15 PM	0	0	0	12	0	12	0	24	24	36
04:30 PM	0	0	0	11	1	12	0	33	33	45
04:45 PM	0	1	1	12	0	12	0	20	20	33
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>41</b>	<b>1</b>	<b>42</b>	<b>0</b>	<b>154</b>	<b>154</b>	<b>197</b>
05:00 PM	0	0	0	6	0	6	0	19	19	25
05:15 PM	0	0	0	13	0	13	1	11	12	25
05:30 PM	0	0	0	17	0	17	0	13	13	30
05:45 PM	0	1	1	16	0	16	1	20	21	38
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>52</b>	<b>0</b>	<b>52</b>	<b>2</b>	<b>63</b>	<b>65</b>	<b>118</b>
<b>Grand Total</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>93</b>	<b>1</b>	<b>94</b>	<b>2</b>	<b>217</b>	<b>219</b>	<b>315</b>
Apprch %	0	100		98.9	1.1		0.9	99.1		
Total %	0	0.6	0.6	29.5	0.3	29.8	0.6	68.9	69.5	
Passenger Vehicles	0	2	2	93	1	94	2	185	187	283
% Passenger Vehicles	0	100	100	100	100	100	100	85.3	85.4	89.8
Large 2 Axle Vehicles	0	0	0	0	0	0	0	8	8	8
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	3.7	3.7	2.5
3 Axle Vehicles	0	0	0	0	0	0	0	5	5	5
% 3 Axle Vehicles	0	0	0	0	0	0	0	2.3	2.3	1.6
4+ Axle Trucks	0	0	0	0	0	0	0	19	19	19
% 4+ Axle Trucks	0	0	0	0	0	0	0	8.8	8.7	6

Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	6	0	6	0	<b>77</b>	<b>77</b>	<b>83</b>
04:15 PM	0	0	0	<b>12</b>	0	<b>12</b>	0	24	24	36
04:30 PM	0	0	0	11	<b>1</b>	12	0	33	33	45
04:45 PM	0	<b>1</b>	<b>1</b>	12	0	12	0	20	20	33
Total Volume	0	1	1	41	1	42	0	154	154	197
% App. Total	0	100		97.6	2.4		0	100		
PHF	.000	.250	.250	.854	.250	.875	.000	.500	.500	.593

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			04:00 PM		
+0 mins.	0	0	0	6	0	6	0	<b>77</b>	<b>77</b>
+15 mins.	0	0	0	13	0	13	0	24	24
+30 mins.	0	0	0	17	0	17	0	33	33
+45 mins.	0	1	1	16	0	16	0	20	20
Total Volume	0	1	1	52	0	52	0	154	154
% App. Total	0	100		100	0		0	100	
PHF	.000	.250	.250	.765	.000	.765	.000	.500	.500

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

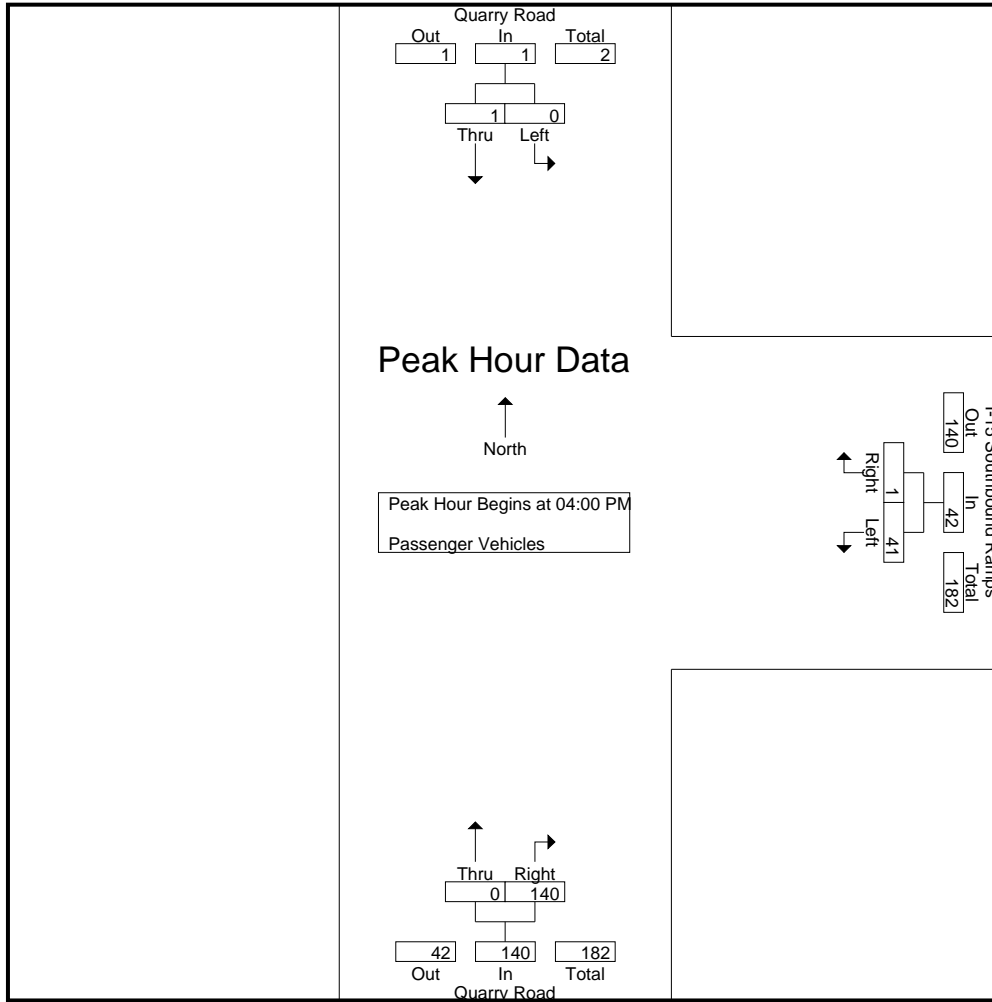
Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	6	0	6	0	72	72	78
04:15 PM	0	0	0	12	0	12	0	23	23	35
04:30 PM	0	0	0	11	1	12	0	29	29	41
04:45 PM	0	1	1	12	0	12	0	16	16	29
Total	0	1	1	41	1	42	0	140	140	183
05:00 PM	0	0	0	6	0	6	0	13	13	19
05:15 PM	0	0	0	13	0	13	1	8	9	22
05:30 PM	0	0	0	17	0	17	0	7	7	24
05:45 PM	0	1	1	16	0	16	1	17	18	35
Total	0	1	1	52	0	52	2	45	47	100
Grand Total	0	2	2	93	1	94	2	185	187	283
Apprch %	0	100		98.9	1.1		1.1	98.9		
Total %	0	0.7	0.7	32.9	0.4	33.2	0.7	65.4	66.1	

Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	6	0	6	0	72	72	78
04:15 PM	0	0	0	12	0	12	0	23	23	35
04:30 PM	0	0	0	11	1	12	0	29	29	41
04:45 PM	0	1	1	12	0	12	0	16	16	29
Total Volume	0	1	1	41	1	42	0	140	140	183
% App. Total	0	100		97.6	2.4		0	100		
PHF	.000	.250	.250	.854	.250	.875	.000	.486	.486	.587

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	6	0	6	0	<b>72</b>	<b>72</b>
+15 mins.	0	0	0	<b>12</b>	0	<b>12</b>	0	23	23
+30 mins.	0	0	0	11	<b>1</b>	12	0	29	29
+45 mins.	0	<b>1</b>	<b>1</b>	12	0	12	0	16	16
Total Volume	0	1	1	41	1	42	0	140	140
% App. Total	0	100		97.6	2.4		0	100	
PHF	.000	.250	.250	.854	.250	.875	.000	.486	.486

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

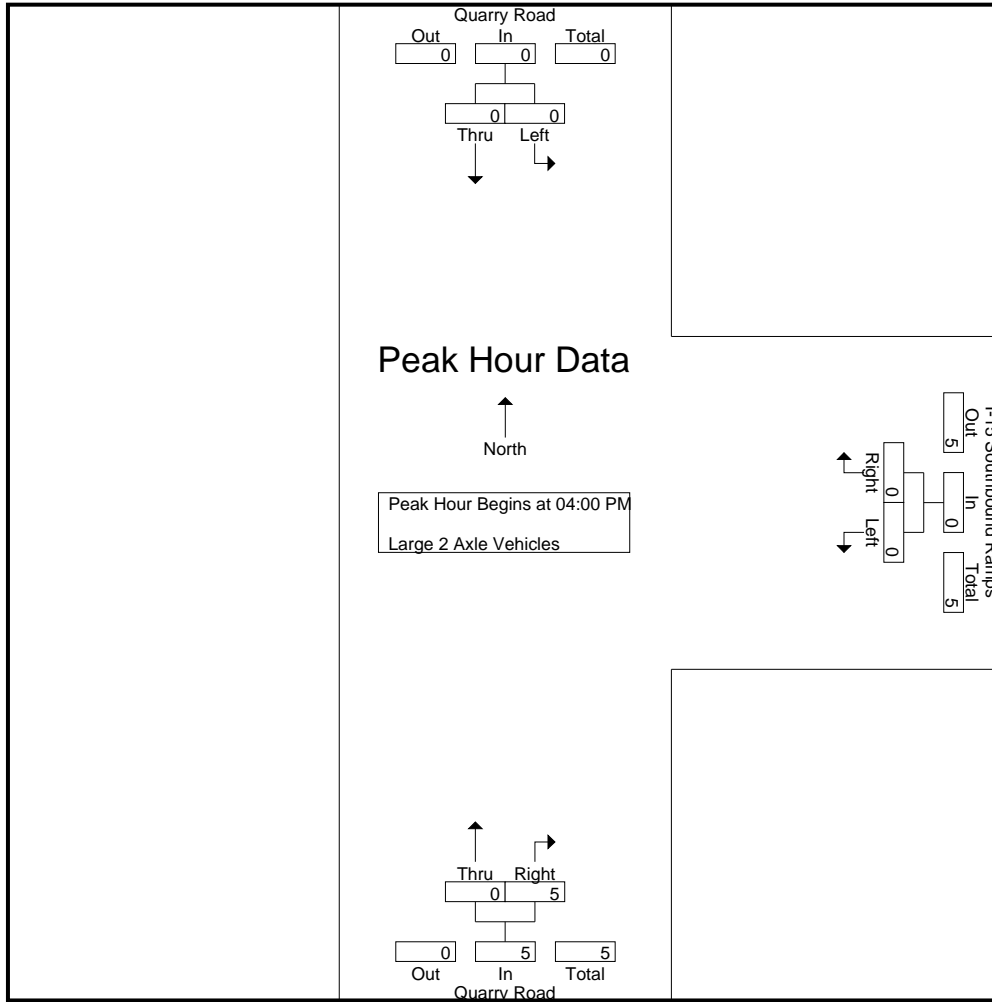
Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	3	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	2	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	5	5	5
05:00 PM	0	0	0	0	0	0	0	3	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	3	3	3
Grand Total	0	0	0	0	0	0	0	8	8	8
Apprch %	0	0	0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	100	100	

Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	3	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	2	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	5	5	5
% App. Total	0	0	0	0	0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.417	.417	.417

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	3	3
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	2	2
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	5	5
% App. Total	0	0	0	0	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.417	.417

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	3	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	2	2	2
Grand Total	0	0	0	0	0	0	0	5	5	5
Apprch %	0	0	0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	100	100	

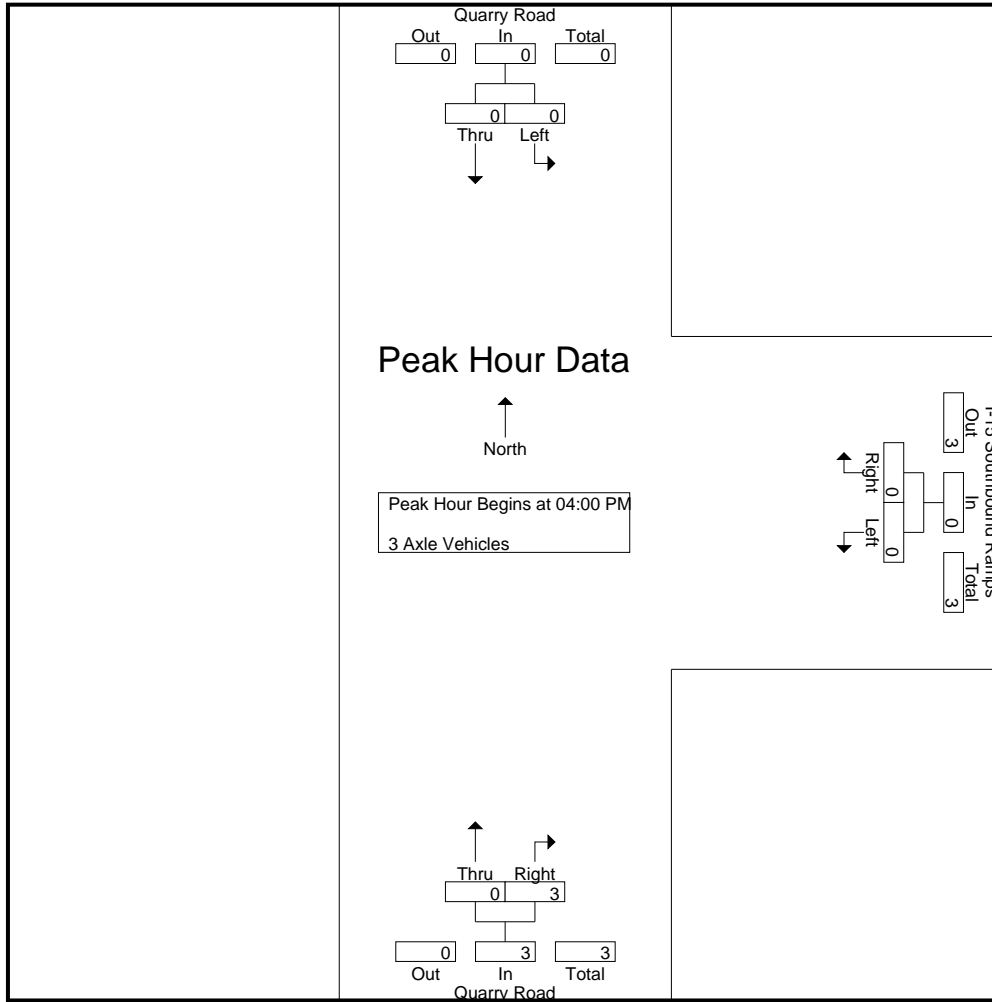
Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	3	3	3
% App. Total	0	0	0	0	0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.750	.750	.750

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM



City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	3	3
% App. Total	0	0	0	0	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.750	.750

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

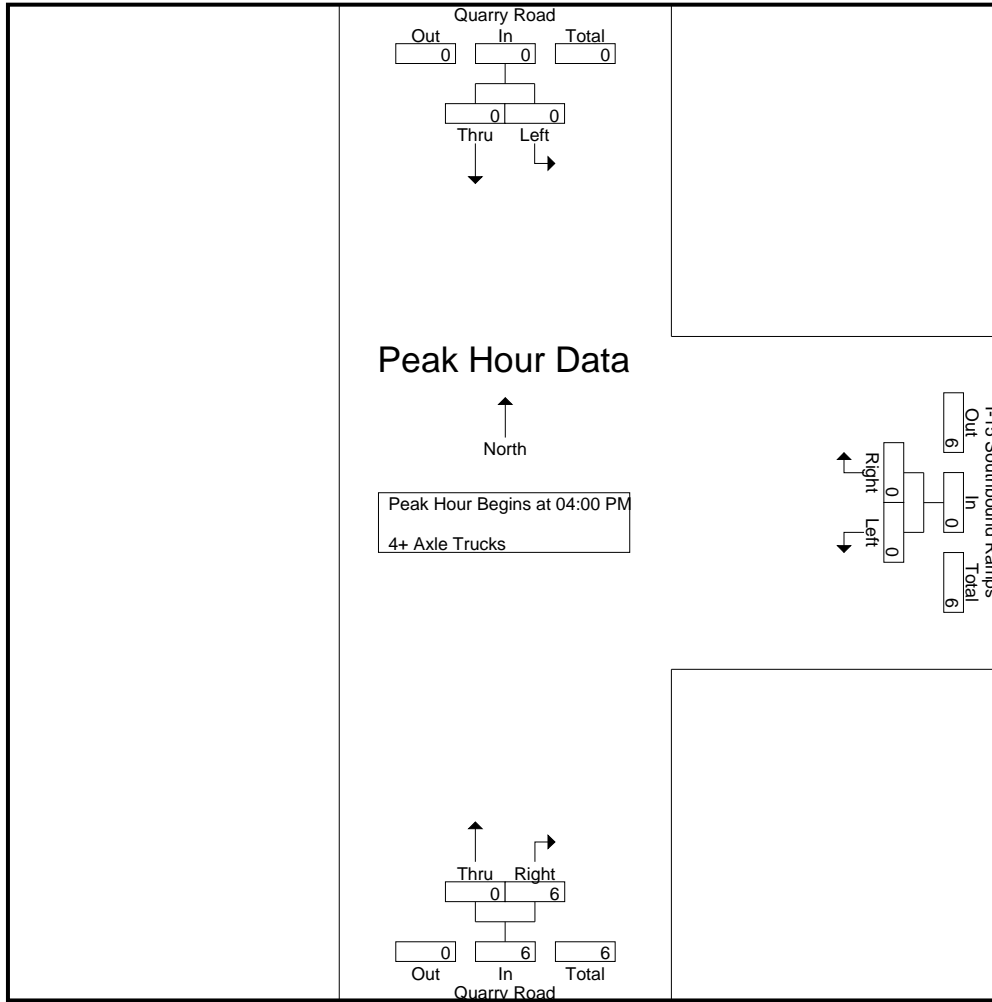
Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	4	4	4
Total	0	0	0	0	0	0	0	6	6	6
05:00 PM	0	0	0	0	0	0	0	3	3	3
05:15 PM	0	0	0	0	0	0	0	3	3	3
05:30 PM	0	0	0	0	0	0	0	5	5	5
05:45 PM	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	13	13	13
Grand Total	0	0	0	0	0	0	0	19	19	19
Apprch %	0	0	0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	100	100	

Start Time	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	4	4	4
Total Volume	0	0	0	0	0	0	0	6	6	6
% App. Total	0	0	0	0	0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.375	.375	.375

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Quarry Road  
 E/W: I-15 Southbound Ramps  
 Weather: Clear

File Name : 07\_APV\_Quarry\_15S PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	4	4
Total Volume	0	0	0	0	0	0	0	6	6
% App. Total	0	0	0	0	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.375	.375

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

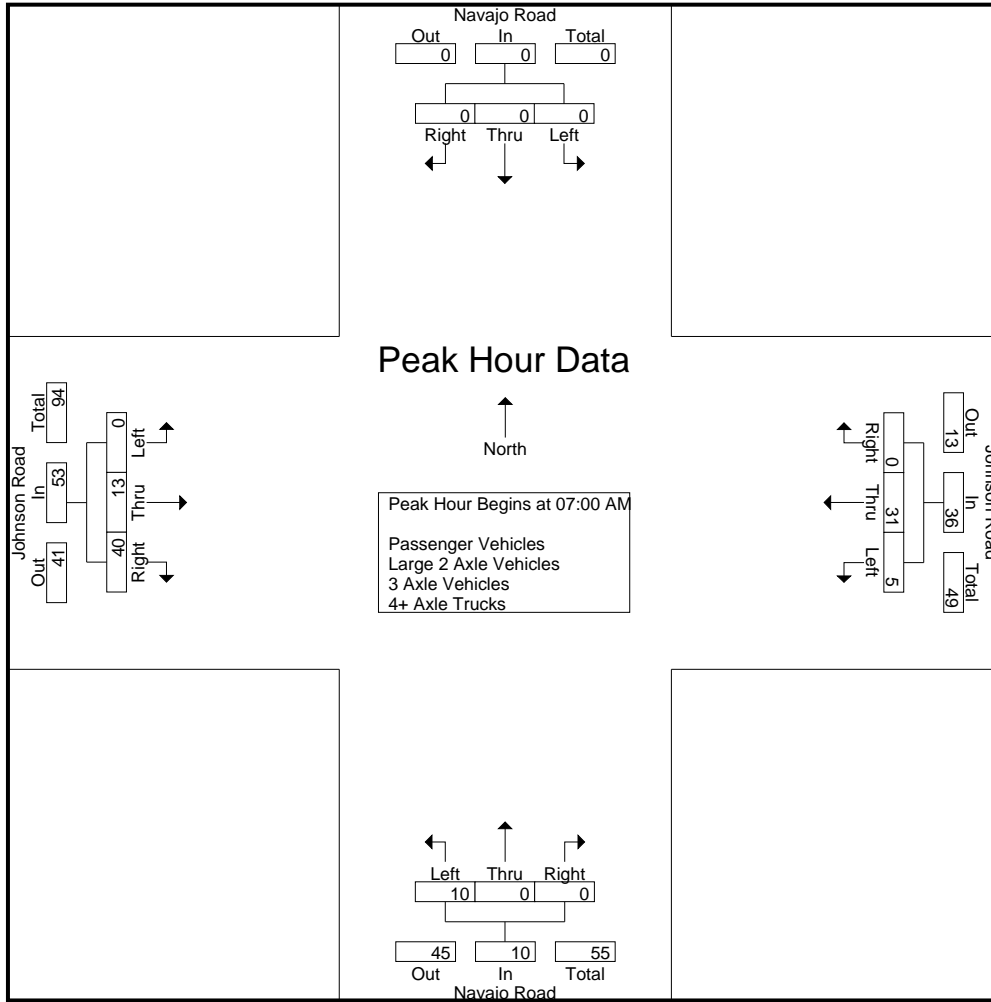
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	9	0	9	3	0	0	3	0	1	12	13	25
07:15 AM	0	0	0	0	0	9	0	9	2	0	0	2	0	3	6	9	20
07:30 AM	0	0	0	0	1	9	0	10	4	0	0	4	0	3	9	12	26
07:45 AM	0	0	0	0	4	4	0	8	1	0	0	1	0	6	13	19	28
<b>Total</b>	0	0	0	0	5	31	0	36	10	0	0	10	0	13	40	53	99
08:00 AM	0	0	0	0	1	4	0	5	3	0	1	4	0	5	6	11	20
08:15 AM	0	0	0	0	2	3	0	5	1	0	1	2	0	1	3	4	11
08:30 AM	0	0	0	0	1	3	0	4	3	0	0	3	0	4	6	10	17
08:45 AM	0	0	0	0	1	1	0	2	2	0	1	3	0	4	4	8	13
<b>Total</b>	0	0	0	0	5	11	0	16	9	0	3	12	0	14	19	33	61
<b>Grand Total</b>	0	0	0	0	10	42	0	52	19	0	3	22	0	27	59	86	160
Apprch %	0	0	0		19.2	80.8	0		86.4	0	13.6		0	31.4	68.6		
Total %	0	0	0	0	6.2	26.2	0	32.5	11.9	0	1.9	13.8	0	16.9	36.9	53.8	
Passenger Vehicles	0	0	0	0	10	37	0	47	6	0	1	7	0	24	42	66	120
% Passenger Vehicles	0	0	0	0	100	88.1	0	90.4	31.6	0	33.3	31.8	0	88.9	71.2	76.7	75
Large 2 Axle Vehicles	0	0	0	0	0	3	0	3	3	0	1	4	0	0	3	3	10
% Large 2 Axle Vehicles	0	0	0	0	0	7.1	0	5.8	15.8	0	33.3	18.2	0	0	5.1	3.5	6.2
3 Axle Vehicles	0	0	0	0	0	1	0	1	2	0	1	3	0	1	4	5	9
% 3 Axle Vehicles	0	0	0	0	0	2.4	0	1.9	10.5	0	33.3	13.6	0	3.7	6.8	5.8	5.6
4+ Axle Trucks	0	0	0	0	0	1	0	1	8	0	0	8	0	2	10	12	21
% 4+ Axle Trucks	0	0	0	0	0	2.4	0	1.9	42.1	0	0	36.4	0	7.4	16.9	14	13.1

Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	<b>9</b>	0	9	3	0	0	3	0	1	12	13	25
07:15 AM	0	0	0	0	0	9	0	9	2	0	0	2	0	3	6	9	20
07:30 AM	0	0	0	0	1	9	0	<b>10</b>	<b>4</b>	0	0	<b>4</b>	0	3	9	12	26
07:45 AM	0	0	0	0	<b>4</b>	4	0	8	1	0	0	1	0	<b>6</b>	<b>13</b>	<b>19</b>	<b>28</b>
Total Volume	0	0	0	0	5	31	0	36	10	0	0	10	0	13	40	53	99
% App. Total	0	0	0		13.9	86.1	0		100	0	0		0	24.5	75.5		
PHF	.000	.000	.000	.000	.313	.861	.000	.900	.625	.000	.000	.625	.000	.542	.769	.697	.884

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	<b>9</b>	0	9	<b>3</b>	0	<b>1</b>	<b>4</b>	0	1	12	13
+15 mins.	0	0	0	0	0	9	0	9	1	0	1	2	0	3	6	9
+30 mins.	0	0	0	0	1	9	0	<b>10</b>	3	0	0	3	0	3	9	12
+45 mins.	0	0	0	0	<b>4</b>	4	0	8	2	0	1	3	0	<b>6</b>	<b>13</b>	<b>19</b>
Total Volume	0	0	0	0	5	31	0	36	9	0	3	12	0	13	40	53
% App. Total	0	0	0	0	13.9	86.1	0	0	75	0	25	0	0	24.5	75.5	0
PHF	.000	.000	.000	.000	.313	.861	.000	.900	.750	.000	.750	.750	.000	.542	.769	.697

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

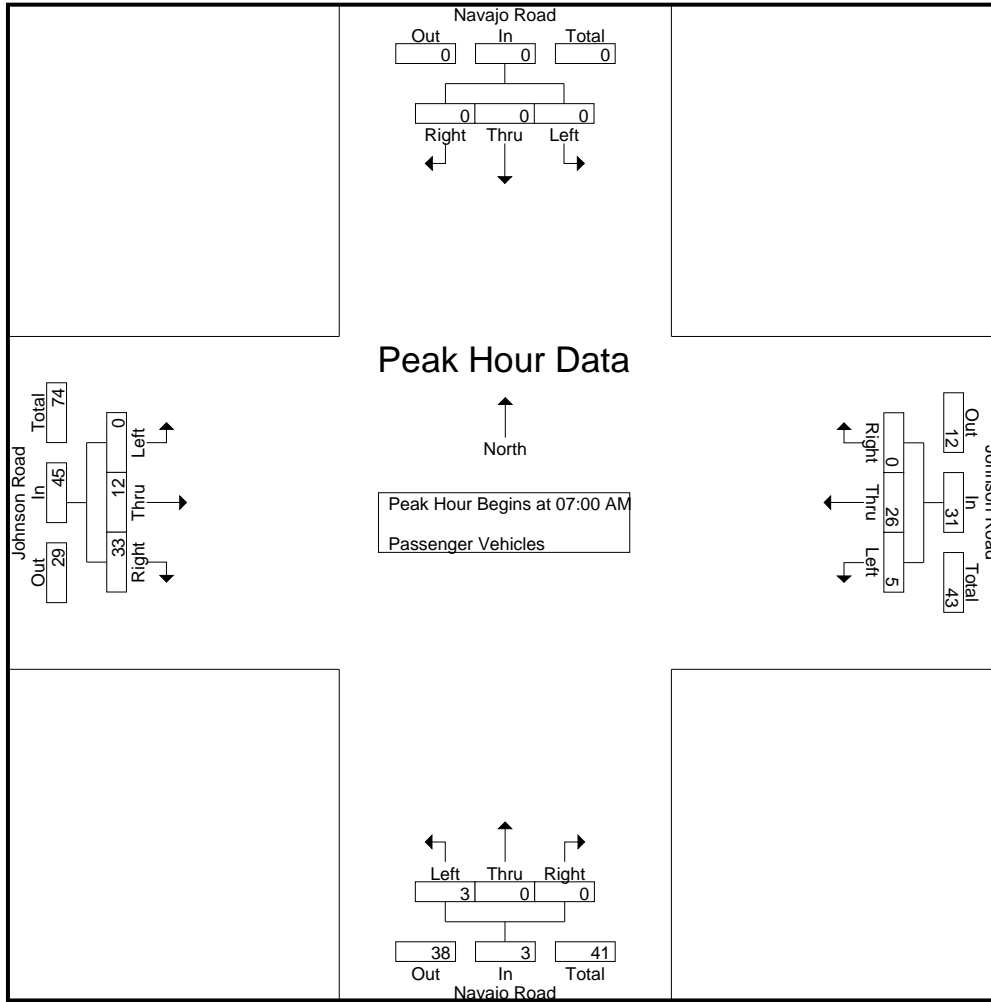
Groups Printed- Passenger Vehicles

Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	9	0	9	2	0	0	2	0	1	10	11	22
07:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	4	6	13
07:30 AM	0	0	0	0	1	6	0	7	0	0	0	0	0	3	7	10	17
07:45 AM	0	0	0	0	4	4	0	8	1	0	0	1	0	6	12	18	27
<b>Total</b>	0	0	0	0	5	26	0	31	3	0	0	3	0	12	33	45	79
08:00 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	5	3	8	14
08:15 AM	0	0	0	0	2	3	0	5	0	0	1	1	0	0	1	1	7
08:30 AM	0	0	0	0	1	3	0	4	1	0	0	1	0	3	2	5	10
08:45 AM	0	0	0	0	1	1	0	2	1	0	0	1	0	4	3	7	10
<b>Total</b>	0	0	0	0	5	11	0	16	3	0	1	4	0	12	9	21	41
<b>Grand Total</b>	0	0	0	0	10	37	0	47	6	0	1	7	0	24	42	66	120
Apprch %	0	0	0		21.3	78.7	0		85.7	0	14.3		0	36.4	63.6		
Total %	0	0	0		8.3	30.8	0	39.2	5	0	0.8	5.8	0	20	35	55	

Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	9	0	9	2	0	0	2	0	1	10	11	22
07:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	4	6	13
07:30 AM	0	0	0	0	1	6	0	7	0	0	0	0	0	3	7	10	17
07:45 AM	0	0	0	0	4	4	0	8	1	0	0	1	0	6	12	18	27
Total Volume	0	0	0	0	5	26	0	31	3	0	0	3	0	12	33	45	79
% App. Total	0	0	0		16.1	83.9	0		100	0	0		0	26.7	73.3		
PHF	.000	.000	.000	.000	.313	.722	.000	.861	.375	.000	.000	.375	.000	.500	.688	.625	.731

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	<b>9</b>	0	<b>9</b>	<b>2</b>	0	0	<b>2</b>	0	1	10	11
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	2	4	6
+30 mins.	0	0	0	0	1	6	0	7	0	0	0	0	0	3	7	10
+45 mins.	0	0	0	0	<b>4</b>	4	0	<b>8</b>	1	0	0	1	0	<b>6</b>	<b>12</b>	<b>18</b>
Total Volume	0	0	0	0	5	26	0	31	3	0	0	3	0	12	33	45
% App. Total	0	0	0	0	16.1	83.9	0		100	0	0		0	26.7	73.3	
PHF	.000	.000	.000	.000	.313	.722	.000	.861	.375	.000	.000	.375	.000	.500	.688	.625

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>10</b>
Apprch %	0	0	0	0	0	100	0	30	75	0	25	40	0	0	100	30	
Total %	0	0	0	0	0	30	0	30	30	0	10	40	0	0	30	30	

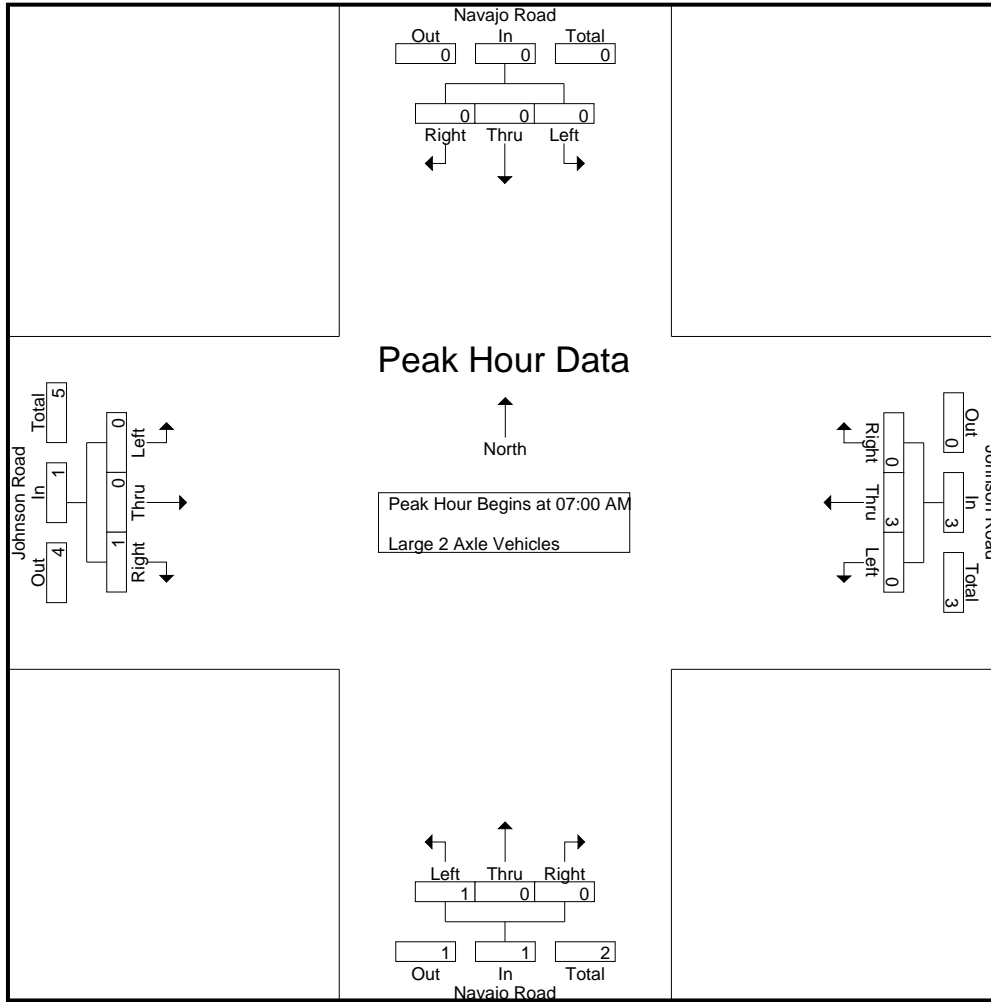
Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>
% App. Total	0	0	0	0	0	100	0	30	100	0	0	40	0	0	100	30	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.000	.000	.250	.250	.417

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:00 AM



City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	1	0	0	1	0	0	1	1
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.000	.000	.250	.250

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

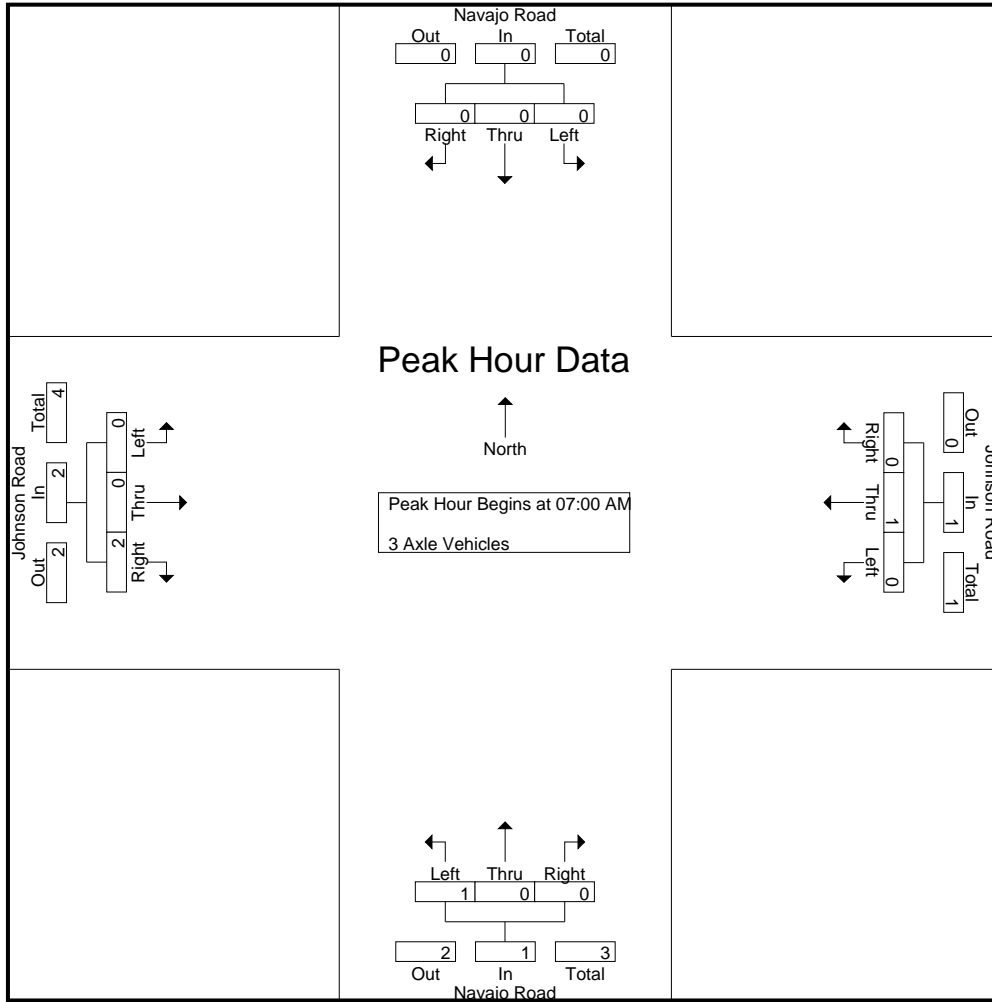
Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>5</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>9</b>
Apprch %	0	0	0		0	100	0		66.7	0	33.3		0	20	80		
Total %	0	0	0	0	0	11.1	0	11.1	22.2	0	11.1	33.3	0	11.1	44.4	55.6	

Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>
% App. Total	0	0	0		0	100	0		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.500	.500	.500

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	0	2	2
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.500	.500

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

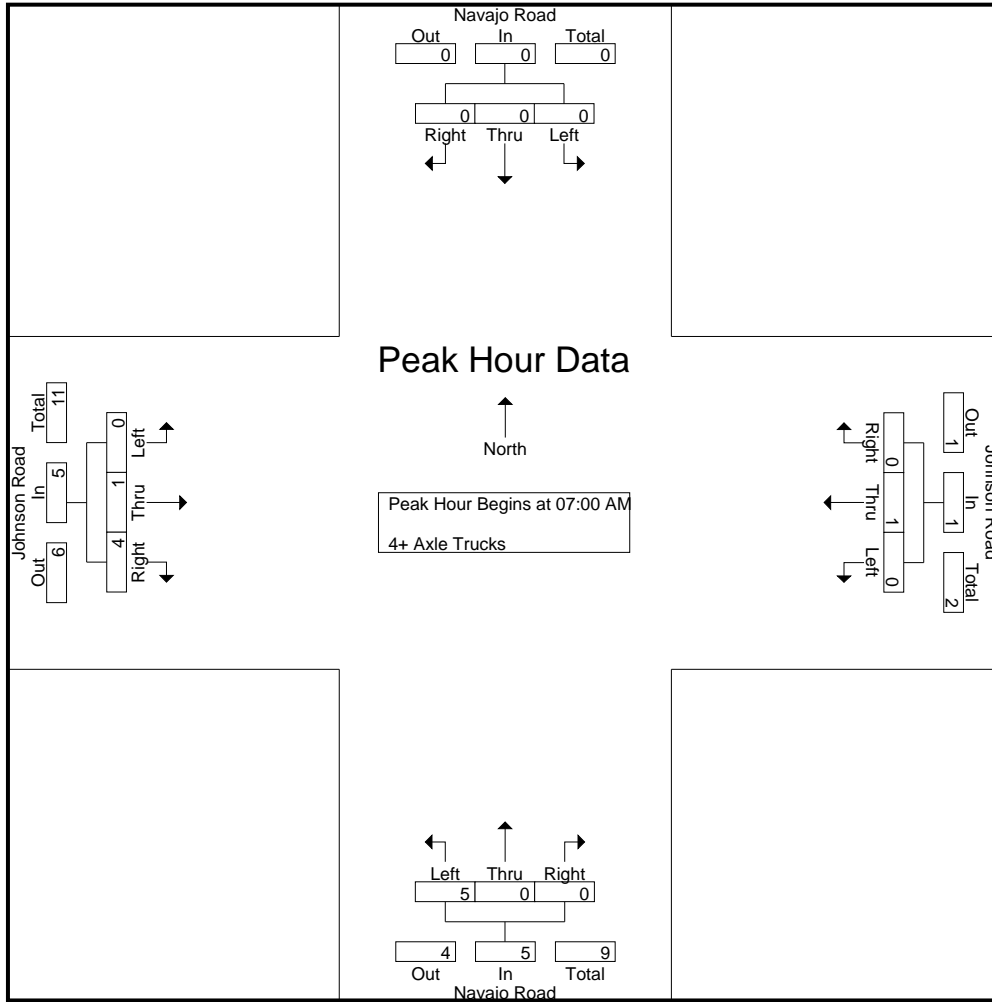
Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
07:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	1	2	4
07:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	1	0	1	5	0	0	5	0	1	4	5	11
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	3	4	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	1	6	7	10
Grand Total	0	0	0	0	0	1	0	1	8	0	0	8	0	2	10	12	21
Apprch %	0	0	0		0	100	0		100	0	0		0	16.7	83.3		
Total %	0	0	0		0	4.8	0	4.8	38.1	0	0	38.1	0	9.5	47.6	57.1	

Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
07:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	1	2	4
07:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	1	0	1	5	0	0	5	0	1	4	5	11
% App. Total	0	0	0		0	100	0		100	0	0		0	20	80		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.417	.000	.000	.417	.000	.250	1.00	.625	.688

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	1	0	1	1	0	0	0	1	0	1	2
+30 mins.	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	1	0	1	5	0	0	5	5	0	1	4
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	0	20	80	5
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.417	.000	.000	.417	.000	.250	1.000	.625

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

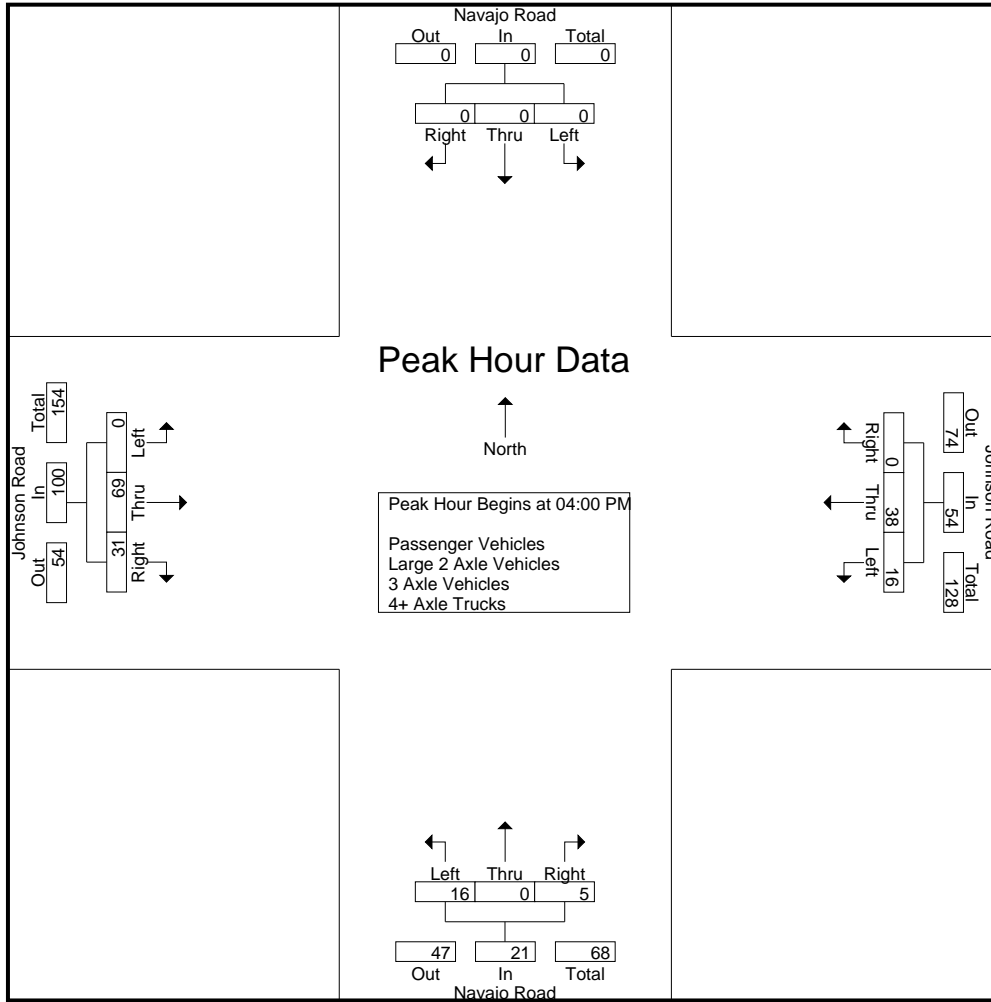
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	2	17	0	19	6	0	2	8	0	32	4	36	63
04:15 PM	0	0	0	0	8	17	0	25	7	0	2	9	0	12	11	23	57
04:30 PM	0	0	0	0	1	3	0	4	2	0	1	3	0	11	11	22	29
04:45 PM	0	0	0	0	5	1	0	6	1	0	0	1	0	14	5	19	26
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>38</b>	<b>0</b>	<b>54</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>21</b>	<b>0</b>	<b>69</b>	<b>31</b>	<b>100</b>	<b>175</b>
05:00 PM	0	0	0	0	1	4	0	5	1	0	1	2	0	11	6	17	24
05:15 PM	0	0	0	0	2	0	0	2	3	0	0	3	0	16	14	30	35
05:30 PM	0	0	0	0	1	1	0	2	7	0	0	7	0	13	12	25	34
05:45 PM	0	0	0	0	2	2	0	4	14	0	8	22	0	7	7	14	40
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>9</b>	<b>34</b>	<b>0</b>	<b>47</b>	<b>39</b>	<b>86</b>	<b>133</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>45</b>	<b>0</b>	<b>67</b>	<b>41</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>0</b>	<b>116</b>	<b>70</b>	<b>186</b>	<b>308</b>
Apprch %	0	0	0		32.8	67.2	0		74.5	0	25.5		0	62.4	37.6		
Total %	0	0	0	0	7.1	14.6	0	21.8	13.3	0	4.5	17.9	0	37.7	22.7	60.4	
Passenger Vehicles	0	0	0	0	21	41	0	62	31	0	13	44	0	112	56	168	274
% Passenger Vehicles	0	0	0	0	95.5	91.1	0	92.5	75.6	0	92.9	80	0	96.6	80	90.3	89
Large 2 Axle Vehicles	0	0	0	0	0	1	0	1	2	0	0	2	0	2	2	4	7
% Large 2 Axle Vehicles	0	0	0	0	0	2.2	0	1.5	4.9	0	0	3.6	0	1.7	2.9	2.2	2.3
3 Axle Vehicles	0	0	0	0	0	1	0	1	4	0	0	4	0	1	1	2	7
% 3 Axle Vehicles	0	0	0	0	0	2.2	0	1.5	9.8	0	0	7.3	0	0.9	1.4	1.1	2.3
4+ Axle Trucks	0	0	0	0	1	2	0	3	4	0	1	5	0	1	11	12	20
% 4+ Axle Trucks	0	0	0	0	4.5	4.4	0	4.5	9.8	0	7.1	9.1	0	0.9	15.7	6.5	6.5

Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	2	17	0	19	6	0	2	8	0	32	4	36	63
04:15 PM	0	0	0	0	8	17	0	25	7	0	2	9	0	12	11	23	57
04:30 PM	0	0	0	0	1	3	0	4	2	0	1	3	0	11	11	22	29
04:45 PM	0	0	0	0	5	1	0	6	1	0	0	1	0	14	5	19	26
Total Volume	0	0	0	0	16	38	0	54	16	0	5	21	0	69	31	100	175
% App. Total	0	0	0		29.6	70.4	0		76.2	0	23.8		0	69	31		
PHF	.000	.000	.000	.000	.500	.559	.000	.540	.571	.000	.625	.583	.000	.539	.705	.694	.694

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	0	0	0	2	17	0	19	1	0	1	2	0	32	4	36
+15 mins.	0	0	0	0	8	17	0	25	3	0	0	3	0	12	11	23
+30 mins.	0	0	0	0	1	3	0	4	7	0	0	7	0	11	11	22
+45 mins.	0	0	0	0	5	1	0	6	14	0	8	22	0	14	5	19
Total Volume	0	0	0	0	16	38	0	54	25	0	9	34	0	69	31	100
% App. Total	0	0	0	0	29.6	70.4	0		73.5	0	26.5		0	69	31	
PHF	.000	.000	.000	.000	.500	.559	.000	.540	.446	.000	.281	.386	.000	.539	.705	.694

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	2	16	0	18	6	0	2	8	0	32	3	35	61
04:15 PM	0	0	0	0	7	16	0	23	5	0	1	6	0	11	9	20	49
04:30 PM	0	0	0	0	1	3	0	4	0	0	1	1	0	10	9	19	24
04:45 PM	0	0	0	0	5	1	0	6	1	0	0	1	0	14	5	19	26
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>51</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>67</b>	<b>26</b>	<b>93</b>	<b>160</b>
05:00 PM	0	0	0	0	1	2	0	3	1	0	1	2	0	11	4	15	20
05:15 PM	0	0	0	0	2	0	0	2	2	0	0	2	0	16	11	27	31
05:30 PM	0	0	0	0	1	1	0	2	3	0	0	3	0	12	10	22	27
05:45 PM	0	0	0	0	2	2	0	4	13	0	8	21	0	6	5	11	36
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>19</b>	<b>0</b>	<b>9</b>	<b>28</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>75</b>	<b>114</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>41</b>	<b>0</b>	<b>62</b>	<b>31</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>0</b>	<b>112</b>	<b>56</b>	<b>168</b>	<b>274</b>
Apprch %	0	0	0		33.9	66.1	0		70.5	0	29.5		0	66.7	33.3		
Total %	0	0	0		7.7	15	0	22.6	11.3	0	4.7	16.1	0	40.9	20.4	61.3	

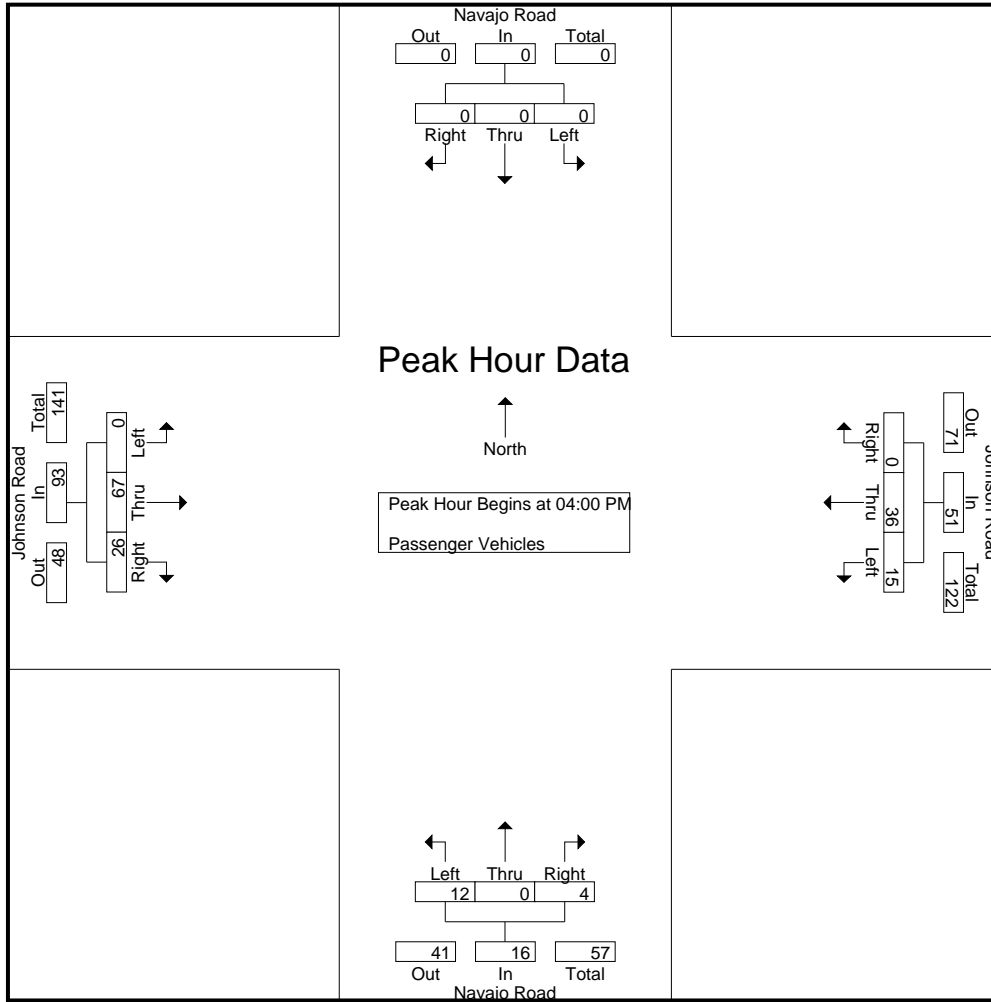
Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	2	<b>16</b>	0	18	<b>6</b>	0	<b>2</b>	<b>8</b>	0	<b>32</b>	3	<b>35</b>	<b>61</b>
04:15 PM	0	0	0	0	<b>7</b>	16	0	<b>23</b>	5	0	1	6	0	11	<b>9</b>	20	49
04:30 PM	0	0	0	0	1	3	0	4	0	0	1	1	0	10	9	19	24
04:45 PM	0	0	0	0	5	1	0	6	1	0	0	1	0	14	5	19	26
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>51</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>67</b>	<b>26</b>	<b>93</b>	<b>160</b>
% App. Total	0	0	0		29.4	70.6	0		75	0	25		0	72	28		
PHF	.000	.000	.000	.000	.536	.563	.000	.554	.500	.000	.500	.500	.000	.523	.722	.664	.656

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM



City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	2	16	0	18	6	0	2	8	0	32	3	35
+15 mins.	0	0	0	0	7	16	0	23	5	0	1	6	0	11	9	20
+30 mins.	0	0	0	0	1	3	0	4	0	0	1	1	0	10	9	19
+45 mins.	0	0	0	0	5	1	0	6	1	0	0	1	0	14	5	19
Total Volume	0	0	0	0	15	36	0	51	12	0	4	16	0	67	26	93
% App. Total	0	0	0	0	29.4	70.6	0		75	0	25		0	72	28	
PHF	.000	.000	.000	.000	.536	.563	.000	.554	.500	.000	.500	.500	.000	.523	.722	.664

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

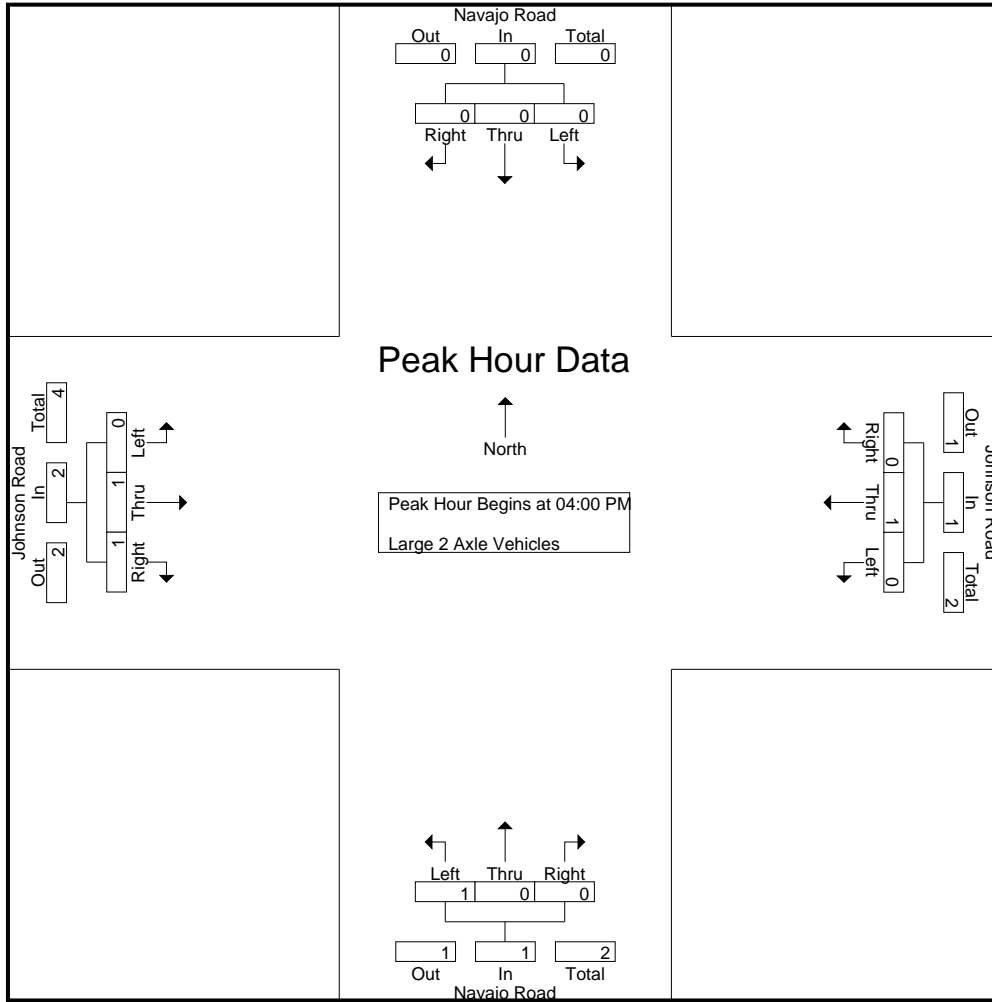
Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	1	0	1	1	0	0	1	0	1	1	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	2	3
<b>Grand Total</b>	0	0	0	0	0	1	0	1	2	0	0	2	0	2	2	4	7
Apprch %	0	0	0		0	100	0		100	0	0		0	50	50		
Total %	0	0	0	0	0	14.3	0	14.3	28.6	0	0	28.6	0	28.6	28.6	57.1	

Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	1	0	1	1	0	0	1	0	1	1	2	4
% App. Total	0	0	0		0	100	0		100	0	0		0	50	50		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.250	.500	.500

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	1	1	2	2
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	0	50	50	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.250	.500	

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

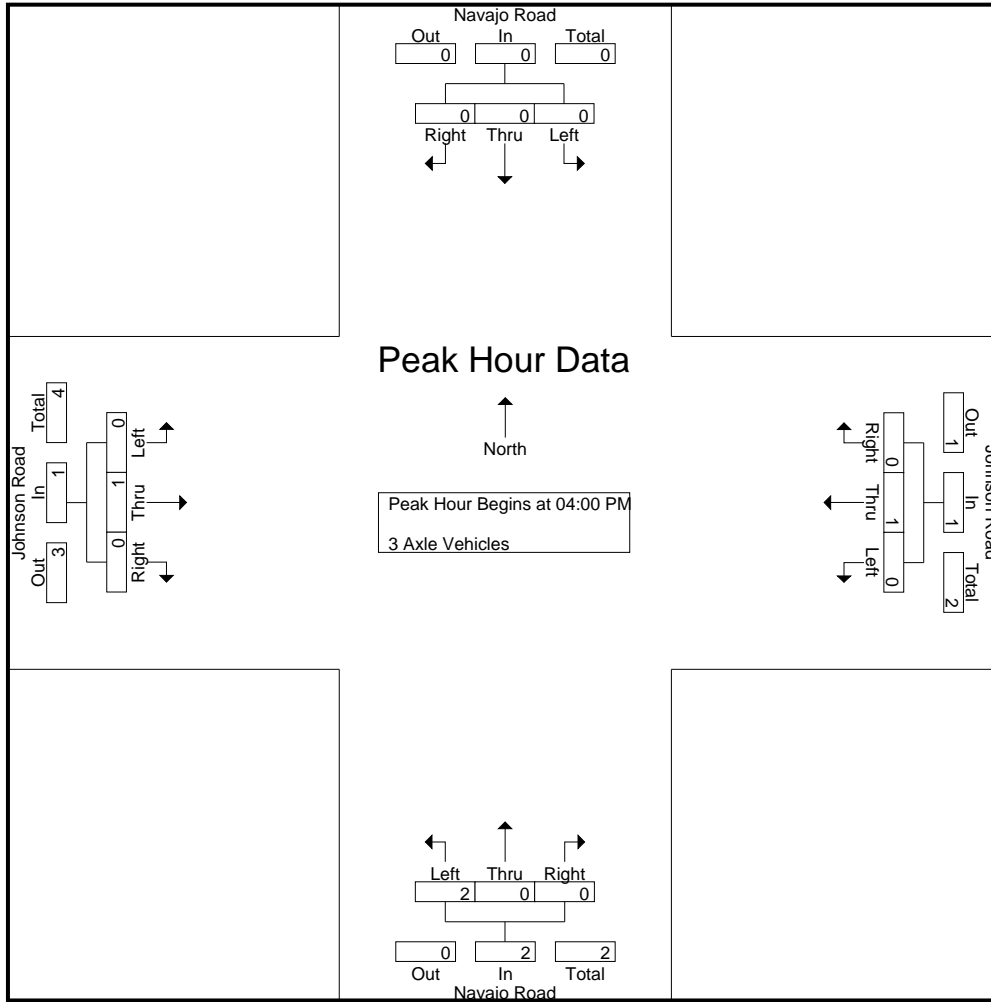
Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	2	0	0	2	0	1	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	2	0	0	2	0	1	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	3
Grand Total	0	0	0	0	0	1	0	1	4	0	0	4	0	1	1	2	7
Apprch %	0	0	0		0	100	0		100	0	0		0	50	50		
Total %	0	0	0		0	14.3	0	14.3	57.1	0	0	57.1	0	14.3	14.3	28.6	

Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	2	0	0	2	0	1	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	2	0	0	2	0	1	0	1	4
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.000	.250	.250

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	2	0	0	2	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	2	0	0	2	0	1	0	1
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.000	.250

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

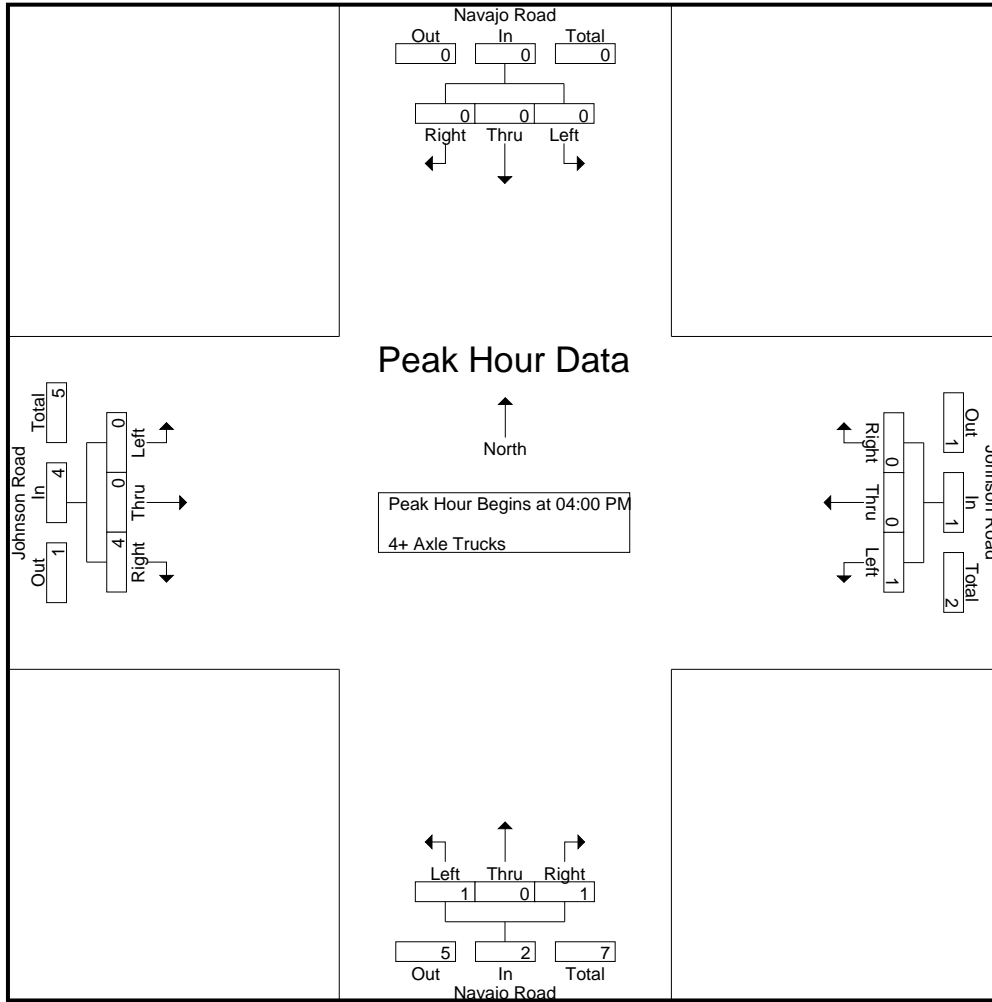
Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	2	2	2
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>7</b>
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2	4
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	2	3	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>13</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>12</b>	<b>20</b>
Apprch %	0	0	0		33.3	66.7	0		80	0	20		0	8.3	91.7		
Total %	0	0	0	0	5	10	0	15	20	0	5	25	0	5	55	60	

Start Time	Navajo Road Southbound				Johnson Road Westbound				Navajo Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	2	2	4
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>7</b>
% App. Total	0	0	0		100	0	0		50	0	50		0	0	100		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.250	.500	.000	.000	.500	.500	.438

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 08\_APV\_Nav\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	2	2
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	1	0	1	2	0	0	4	4
% App. Total	0	0	0	0	100	0	0	0	50	0	50	0	0	0	100	0
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.250	.500	.000	.000	.500	.500

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

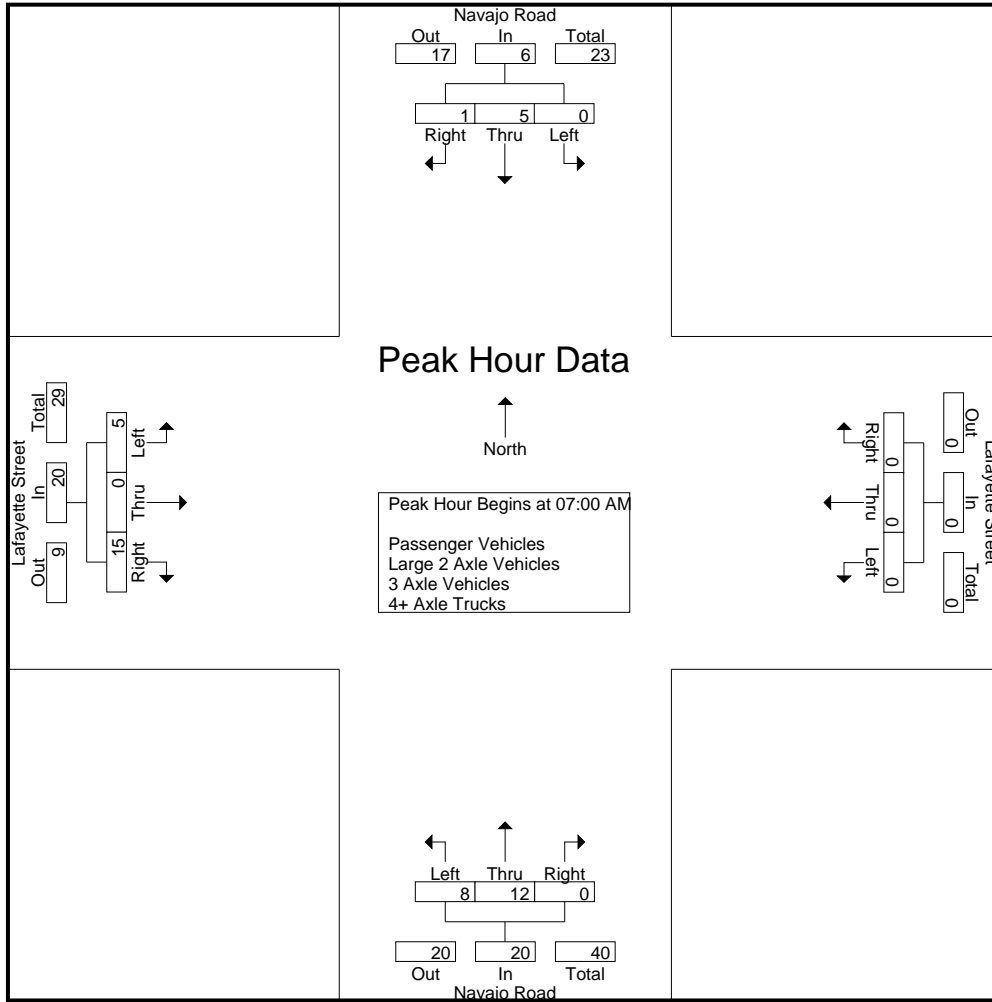
Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	1	2	0	0	0	0	1	3	0	4	0	0	6	6	12
07:15 AM	0	1	0	1	0	0	0	0	1	1	0	2	2	0	1	3	6
07:30 AM	0	1	0	1	0	0	0	0	5	4	0	9	1	0	1	2	12
07:45 AM	0	2	0	2	0	0	0	0	1	4	0	5	2	0	7	9	16
<b>Total</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>20</b>	<b>46</b>
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	2	0	0	2	6
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
08:30 AM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
08:45 AM	0	2	0	2	0	0	0	0	2	2	0	4	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>21</b>
<b>Grand Total</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>22</b>	<b>0</b>	<b>32</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>23</b>	<b>67</b>
Apprch %	0	91.7	8.3		0	0	0		31.2	68.8	0		30.4	0	69.6		
Total %	0	16.4	1.5	17.9	0	0	0	0	14.9	32.8	0	47.8	10.4	0	23.9	34.3	
Passenger Vehicles	0	5	1	6	0	0	0	0	9	16	0	25	7	0	14	21	52
% Passenger Vehicles	0	45.5	100	50	0	0	0	0	90	72.7	0	78.1	100	0	87.5	91.3	77.6
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	4.5	0	3.1	0	0	0	0	1.5
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% 3 Axle Vehicles	0	18.2	0	16.7	0	0	0	0	0	13.6	0	9.4	0	0	0	0	7.5
4+ Axle Trucks	0	4	0	4	0	0	0	0	1	2	0	3	0	0	2	2	9
% 4+ Axle Trucks	0	36.4	0	33.3	0	0	0	0	10	9.1	0	9.4	0	0	12.5	8.7	13.4

Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	1	2	0	0	0	0	1	3	0	4	0	0	6	6	12
07:15 AM	0	1	0	1	0	0	0	0	1	1	0	2	2	0	1	3	6
07:30 AM	0	1	0	1	0	0	0	0	5	4	0	9	1	0	1	2	12
07:45 AM	0	2	0	2	0	0	0	0	1	4	0	5	2	0	7	9	16
Total Volume	0	5	1	6	0	0	0	0	8	12	0	20	5	0	15	20	46
% App. Total	0	83.3	16.7		0	0	0		40	60	0		25	0	75		
PHF	.000	.625	.250	.750	.000	.000	.000	.000	.400	.750	.000	.556	.625	.000	.536	.556	.719



City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	1	2	0	0	0	0	1	3	0	4	0	0	6	6
+15 mins.	0	1	0	1	0	0	0	0	1	1	0	2	2	0	1	3
+30 mins.	0	1	0	1	0	0	0	0	5	4	0	9	1	0	1	2
+45 mins.	0	2	0	2	0	0	0	0	1	4	0	5	2	0	7	9
Total Volume	0	5	1	6	0	0	0	0	8	12	0	20	5	0	15	20
% App. Total	0	83.3	16.7		0	0	0		40	60	0		25	0	75	
PHF	.000	.625	.250	.750	.000	.000	.000	.000	.400	.750	.000	.556	.625	.000	.536	.556

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

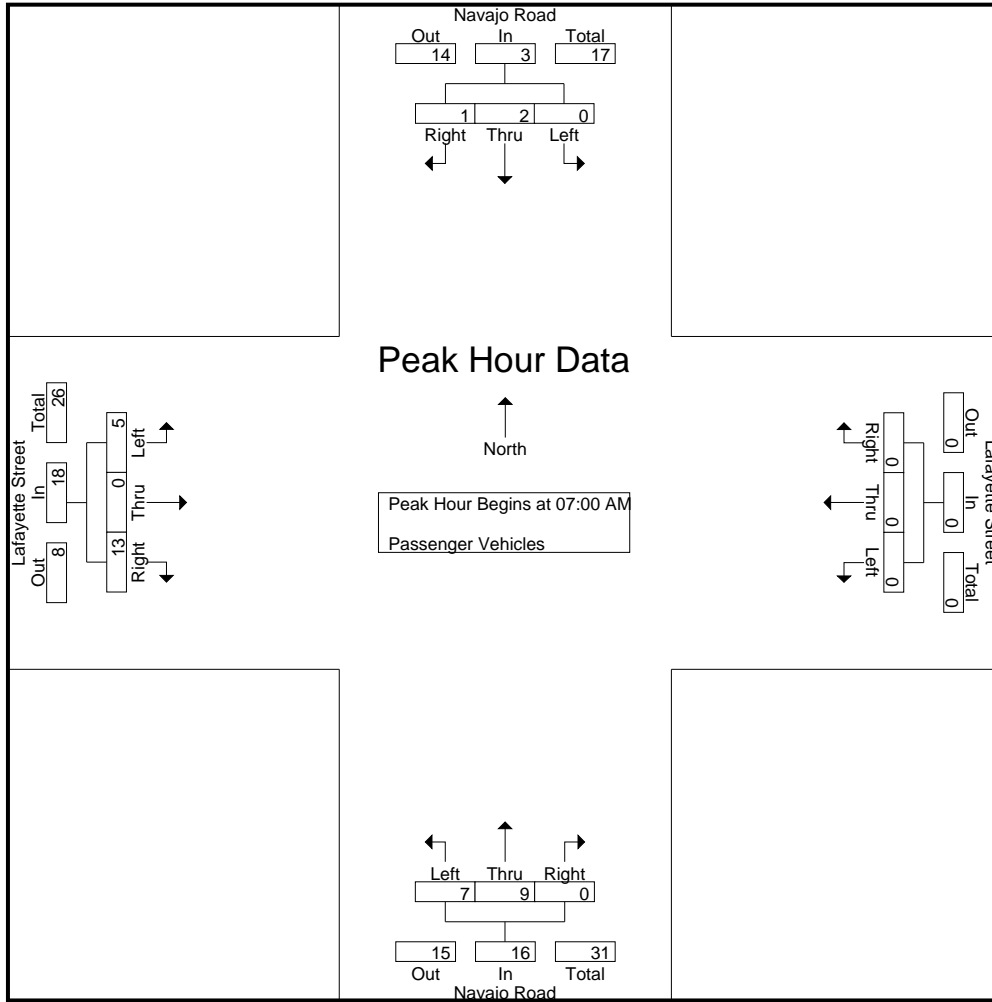
Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	1	2	0	0	0	0	1	2	0	3	0	0	5	5	10
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	1	3	4
07:30 AM	0	0	0	0	0	0	0	0	4	3	0	7	1	0	0	1	8
07:45 AM	0	1	0	1	0	0	0	0	1	4	0	5	2	0	7	9	15
Total	0	2	1	3	0	0	0	0	7	9	0	16	5	0	13	18	37
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
08:45 AM	0	2	0	2	0	0	0	0	2	1	0	3	0	0	0	0	5
Total	0	3	0	3	0	0	0	0	2	7	0	9	2	0	1	3	15
Grand Total	0	5	1	6	0	0	0	0	9	16	0	25	7	0	14	21	52
Apprch %	0	83.3	16.7		0	0	0		36	64	0		33.3	0	66.7		
Total %	0	9.6	1.9	11.5	0	0	0	0	17.3	30.8	0	48.1	13.5	0	26.9	40.4	

Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	1	2	0	0	0	0	1	2	0	3	0	0	5	5	10
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	1	3	4
07:30 AM	0	0	0	0	0	0	0	0	4	3	0	7	1	0	0	1	8
07:45 AM	0	1	0	1	0	0	0	0	1	4	0	5	2	0	7	9	15
Total Volume	0	2	1	3	0	0	0	0	7	9	0	16	5	0	13	18	37
% App. Total	0	66.7	33.3		0	0	0		43.8	56.2	0		27.8	0	72.2		
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.438	.563	.000	.571	.625	.000	.464	.500	.617

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	1	2	0	0	0	0	1	2	0	3	0	0	5	5
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	2	0	1	3
+30 mins.	0	0	0	0	0	0	0	0	4	3	0	7	1	0	0	1
+45 mins.	0	1	0	1	0	0	0	0	1	4	0	5	2	0	7	9
Total Volume	0	2	1	3	0	0	0	0	7	9	0	16	5	0	13	18
% App. Total	0	66.7	33.3		0	0	0		43.8	56.2	0		27.8	0	72.2	
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.438	.563	.000	.571	.625	.000	.464	.500

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

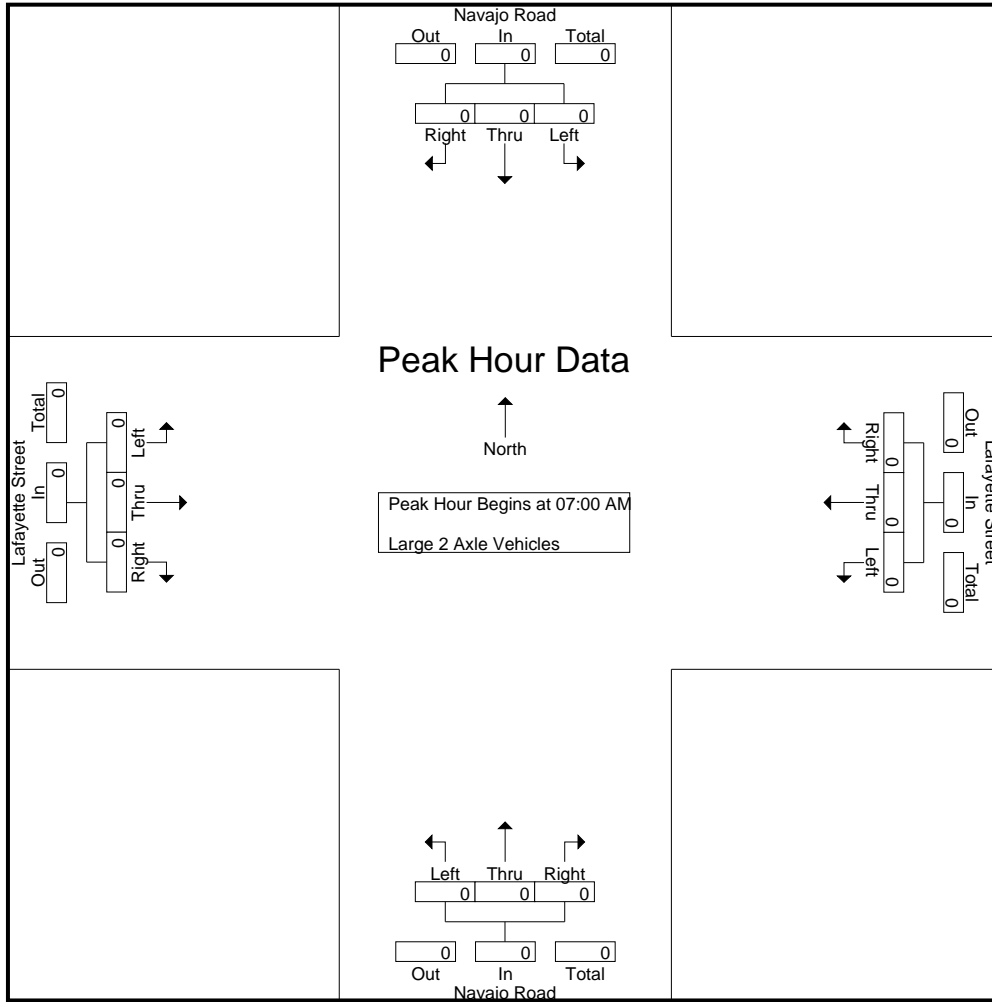
Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0		0	0	0		0	100	0	100	0	0	0		

Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

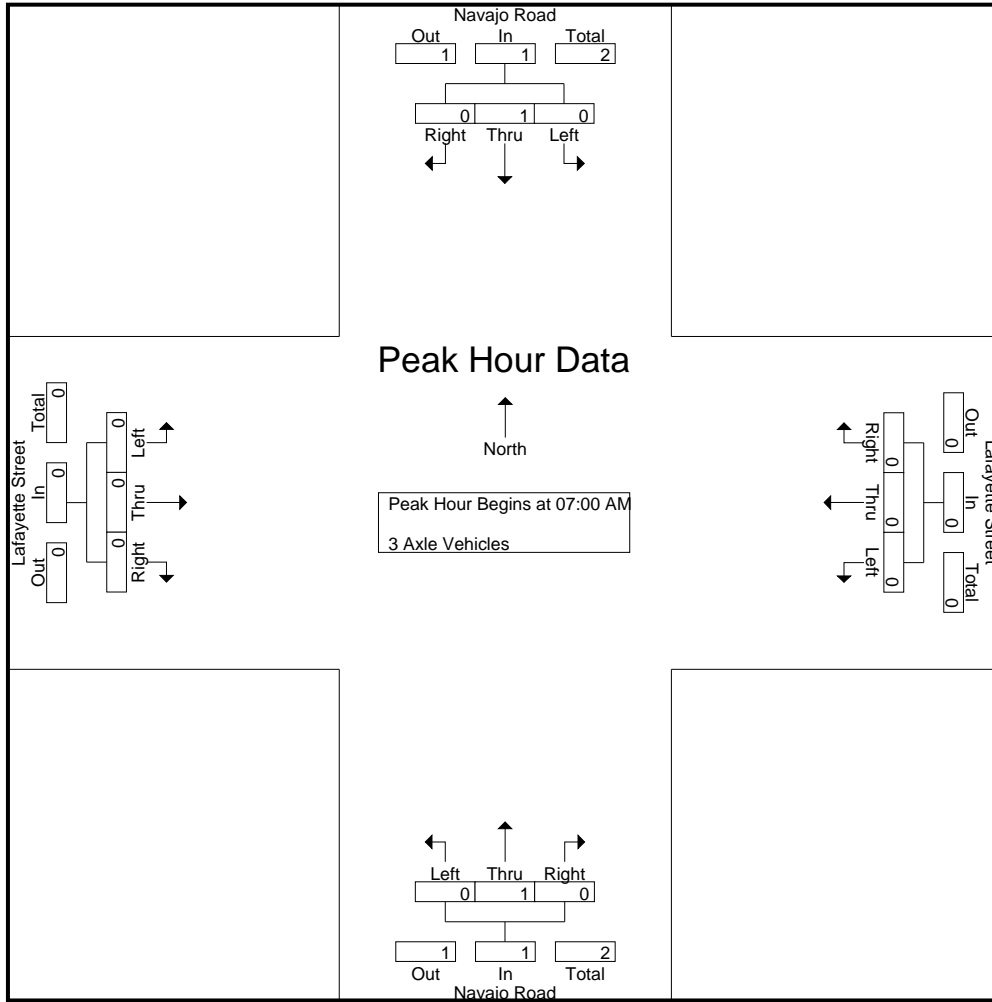
Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Grand Total	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	40	0	40	0	0	0	0	0	60	0	60	0	0	0	0	

Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	1	1	0	2	0	0	1	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	1	2	0	3	0	0	2	2	7
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	4	0	4	0	0	0	0	0	1	2	0	3	0	0	2	2	9
Apprch %	0	100	0		0	0	0			33.3	66.7	0		0	0	100		
Total %	0	44.4	0	44.4	0	0	0	0	0	11.1	22.2	0	33.3	0	0	22.2	22.2	

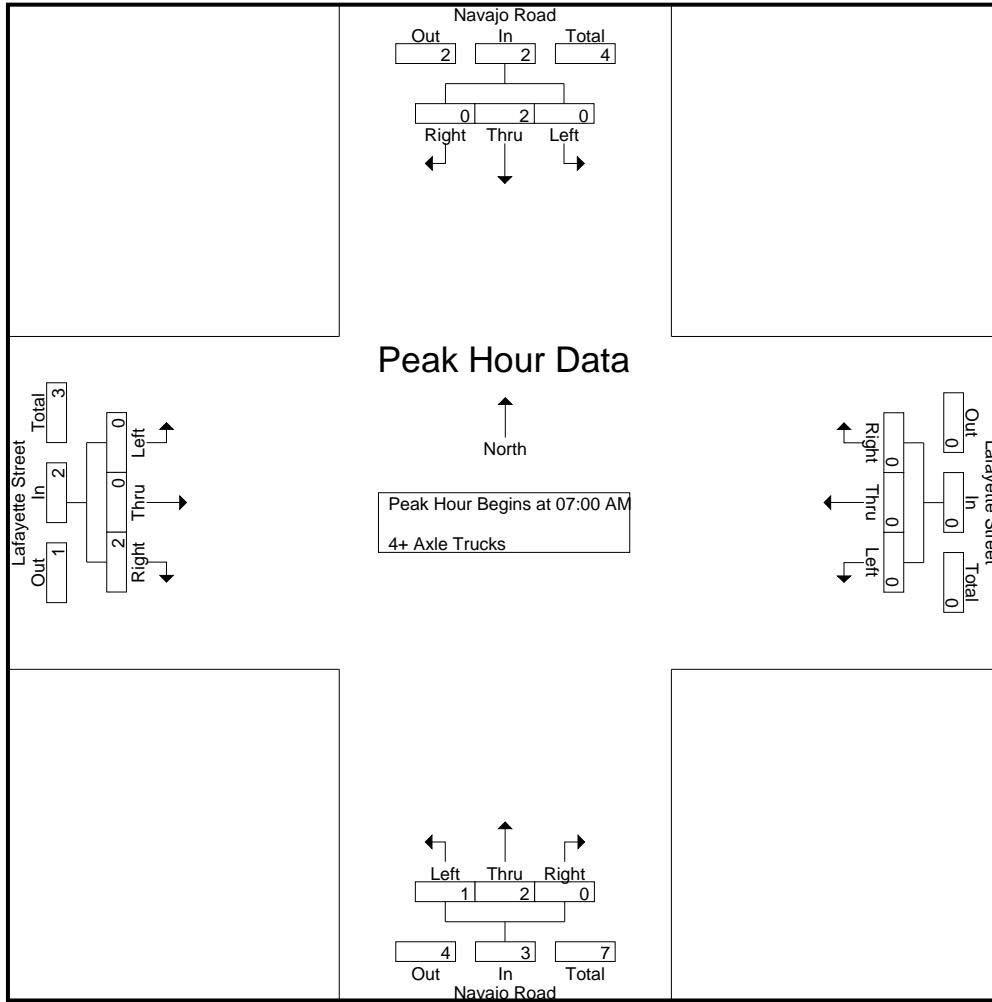
Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	1	1	0	2	0	0	1	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	2	0	3	0	0	2	2	7
% App. Total	0	100	0		0	0	0			33.3	66.7	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.500	.500	.438

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:00 AM



City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	1	1	0	2	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	1	2	0	3	0	0	2	2
% App. Total	0	100	0	0	0	0	0	0	33.3	66.7	0	0	0	0	100	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.500	.500

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

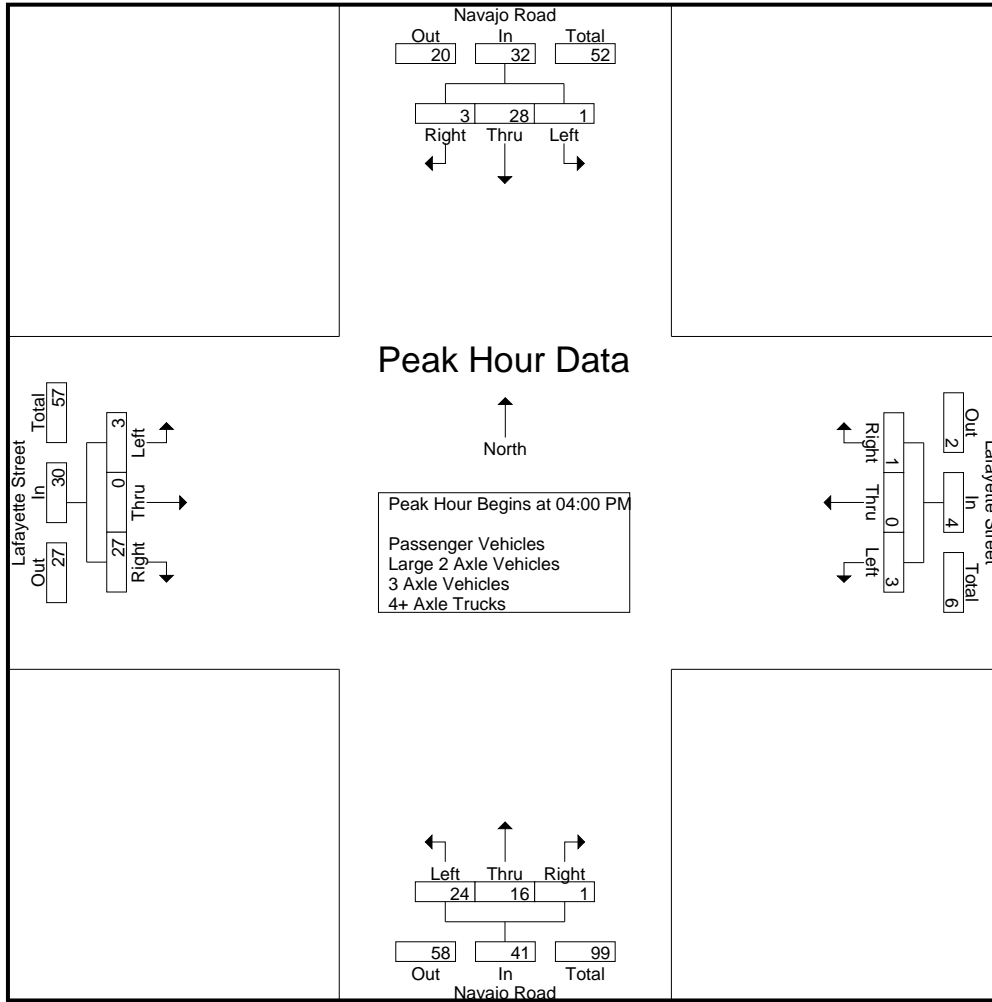
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	3	0	3	1	0	0	1	16	7	1	24	2	0	6	8	36
04:15 PM	0	18	2	20	2	0	0	2	3	5	0	8	0	0	15	15	45
04:30 PM	0	6	1	7	0	0	0	0	3	1	0	4	1	0	4	5	16
04:45 PM	1	1	0	2	0	0	1	1	2	3	0	5	0	0	2	2	10
<b>Total</b>	<b>1</b>	<b>28</b>	<b>3</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>24</b>	<b>16</b>	<b>1</b>	<b>41</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>30</b>	<b>107</b>
05:00 PM	0	2	0	2	0	0	0	0	1	1	0	2	3	0	0	3	7
05:15 PM	0	4	0	4	0	0	0	0	2	4	0	6	0	0	1	1	11
05:30 PM	2	6	0	8	0	0	1	1	1	2	2	5	0	0	1	1	15
05:45 PM	0	8	3	11	2	1	2	5	0	3	0	3	1	0	1	2	21
<b>Total</b>	<b>2</b>	<b>20</b>	<b>3</b>	<b>25</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>54</b>
<b>Grand Total</b>	<b>3</b>	<b>48</b>	<b>6</b>	<b>57</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>28</b>	<b>26</b>	<b>3</b>	<b>57</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>37</b>	<b>161</b>
Apprch %	5.3	84.2	10.5		50	10	40		49.1	45.6	5.3		18.9	0	81.1		
Total %	1.9	29.8	3.7	35.4	3.1	0.6	2.5	6.2	17.4	16.1	1.9	35.4	4.3	0	18.6	23	
Passenger Vehicles	3	38	6	47	5	1	4	10	25	20	3	48	7	0	28	35	140
% Passenger Vehicles	100	79.2	100	82.5	100	100	100	100	89.3	76.9	100	84.2	100	0	93.3	94.6	87
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% 3 Axle Vehicles	0	2.1	0	1.8	0	0	0	0	0	7.7	0	3.5	0	0	0	0	1.9
4+ Axle Trucks	0	9	0	9	0	0	0	0	3	4	0	7	0	0	2	2	18
% 4+ Axle Trucks	0	18.8	0	15.8	0	0	0	0	10.7	15.4	0	12.3	0	0	6.7	5.4	11.2

Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	3	0	3	1	0	0	1	16	7	1	24	2	0	6	8	36
04:15 PM	0	18	2	20	2	0	0	2	3	5	0	8	0	0	15	15	45
04:30 PM	0	6	1	7	0	0	0	0	3	1	0	4	1	0	4	5	16
04:45 PM	1	1	0	2	0	0	1	1	2	3	0	5	0	0	2	2	10
Total Volume	1	28	3	32	3	0	1	4	24	16	1	41	3	0	27	30	107
% App. Total	3.1	87.5	9.4		7.5	0	2.5		58.5	39	2.4		10	0	90		
PHF	.250	.389	.375	.400	.375	.000	.250	.500	.375	.571	.250	.427	.375	.000	.450	.500	.594

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	3	0	3	0	0	0	0	<b>16</b>	<b>7</b>	<b>1</b>	<b>24</b>	<b>2</b>	0	0	6	8
+15 mins.	0	<b>18</b>	<b>2</b>	<b>20</b>	0	0	0	0	3	5	0	8	0	0	0	<b>15</b>	<b>15</b>
+30 mins.	0	6	1	7	0	0	1	1	3	1	0	4	1	0	0	4	5
+45 mins.	<b>1</b>	1	0	2	<b>2</b>	<b>1</b>	<b>2</b>	<b>5</b>	2	3	0	5	0	0	0	2	2
Total Volume	1	28	3	32	2	1	3	6	24	16	1	41	3	0	0	27	30
% App. Total	3.1	87.5	9.4		33.3	16.7	50		58.5	39	2.4		10	0	0	90	
PHF	.250	.389	.375	.400	.250	.250	.375	.300	.375	.571	.250	.427	.375	.000	.450	.500	

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

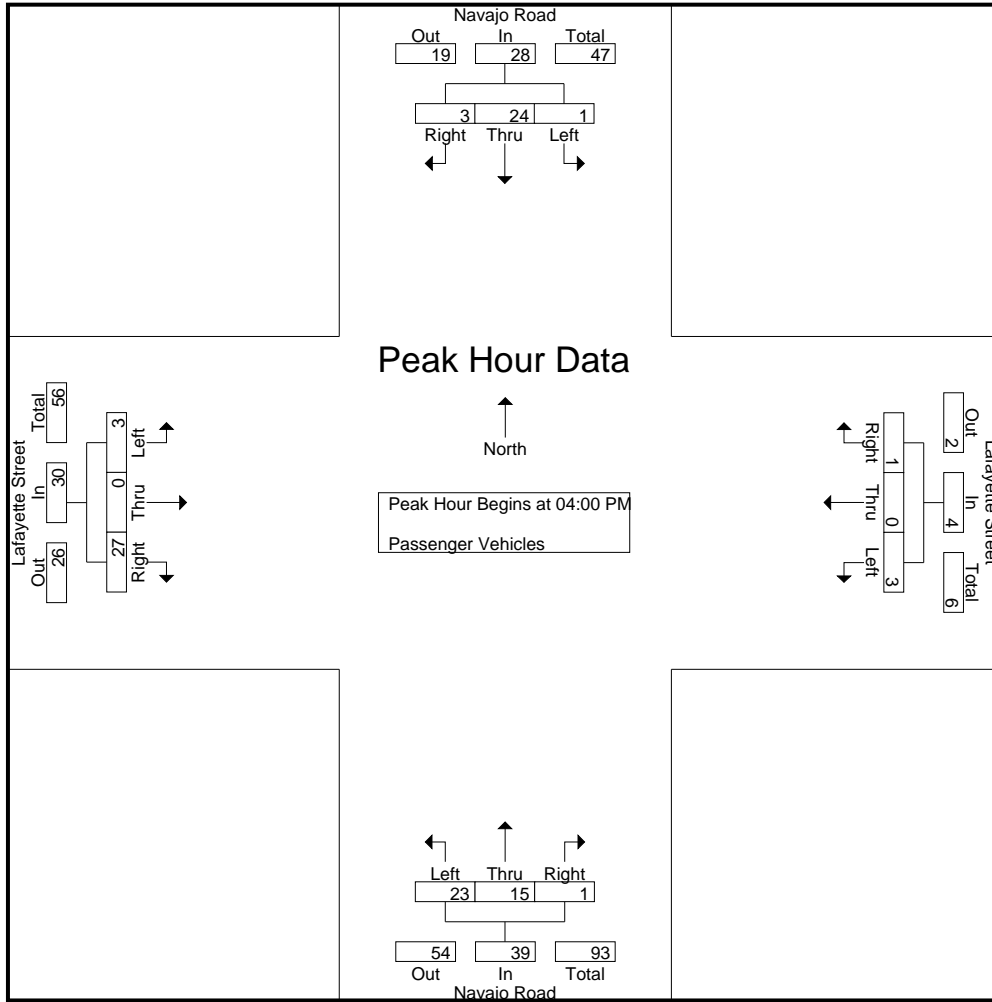
Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	3	0	3	1	0	0	1	16	7	1	24	2	0	6	8	36
04:15 PM	0	17	2	19	2	0	0	2	2	5	0	7	0	0	15	15	43
04:30 PM	0	3	1	4	0	0	0	0	3	0	0	3	1	0	4	5	12
04:45 PM	1	1	0	2	0	0	1	1	2	3	0	5	0	0	2	2	10
<b>Total</b>	<b>1</b>	<b>24</b>	<b>3</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>23</b>	<b>15</b>	<b>1</b>	<b>39</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>30</b>	<b>101</b>
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	3	4
05:15 PM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	1	1	5
05:30 PM	2	4	0	6	0	0	1	1	1	1	2	4	0	0	0	0	11
05:45 PM	0	8	3	11	2	1	2	5	0	2	0	2	1	0	0	1	19
<b>Total</b>	<b>2</b>	<b>14</b>	<b>3</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>39</b>
<b>Grand Total</b>	<b>3</b>	<b>38</b>	<b>6</b>	<b>47</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>25</b>	<b>20</b>	<b>3</b>	<b>48</b>	<b>7</b>	<b>0</b>	<b>28</b>	<b>35</b>	<b>140</b>
Apprch %	6.4	80.9	12.8		50	10	40		52.1	41.7	6.2		20	0	80		
Total %	2.1	27.1	4.3	33.6	3.6	0.7	2.9	7.1	17.9	14.3	2.1	34.3	5	0	20	25	

Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	3	0	3	1	0	0	1	16	7	1	24	2	0	6	8	36
04:15 PM	0	17	2	19	2	0	0	2	2	5	0	7	0	0	15	15	43
04:30 PM	0	3	1	4	0	0	0	0	3	0	0	3	1	0	4	5	12
04:45 PM	1	1	0	2	0	0	1	1	2	3	0	5	0	0	2	2	10
<b>Total Volume</b>	<b>1</b>	<b>24</b>	<b>3</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>23</b>	<b>15</b>	<b>1</b>	<b>39</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>30</b>	<b>101</b>
% App. Total	3.6	85.7	10.7		75	0	25		59	38.5	2.6		10	0	90		
PHF	.250	.353	.375	.368	.375	.000	.250	.500	.359	.536	.250	.406	.375	.000	.450	.500	.587

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	3	0	3	1	0	0	1	<b>16</b>	<b>7</b>	<b>1</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>
+15 mins.	0	<b>17</b>	<b>2</b>	<b>19</b>	<b>2</b>	0	0	2	2	5	0	7	0	0	<b>15</b>	<b>15</b>	
+30 mins.	0	3	1	4	0	0	0	0	3	0	0	3	1	0	4	5	
+45 mins.	<b>1</b>	1	0	2	0	0	<b>1</b>	1	2	3	0	5	0	0	2	2	
Total Volume	1	24	3	28	3	0	1	4	23	15	1	39	3	0	27	30	
% App. Total	3.6	85.7	10.7		75	0	25		59	38.5	2.6		10	0	90		
PHF	.250	.353	.375	.368	.375	.000	.250	.500	.359	.536	.250	.406	.375	.000	.450	.500	

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

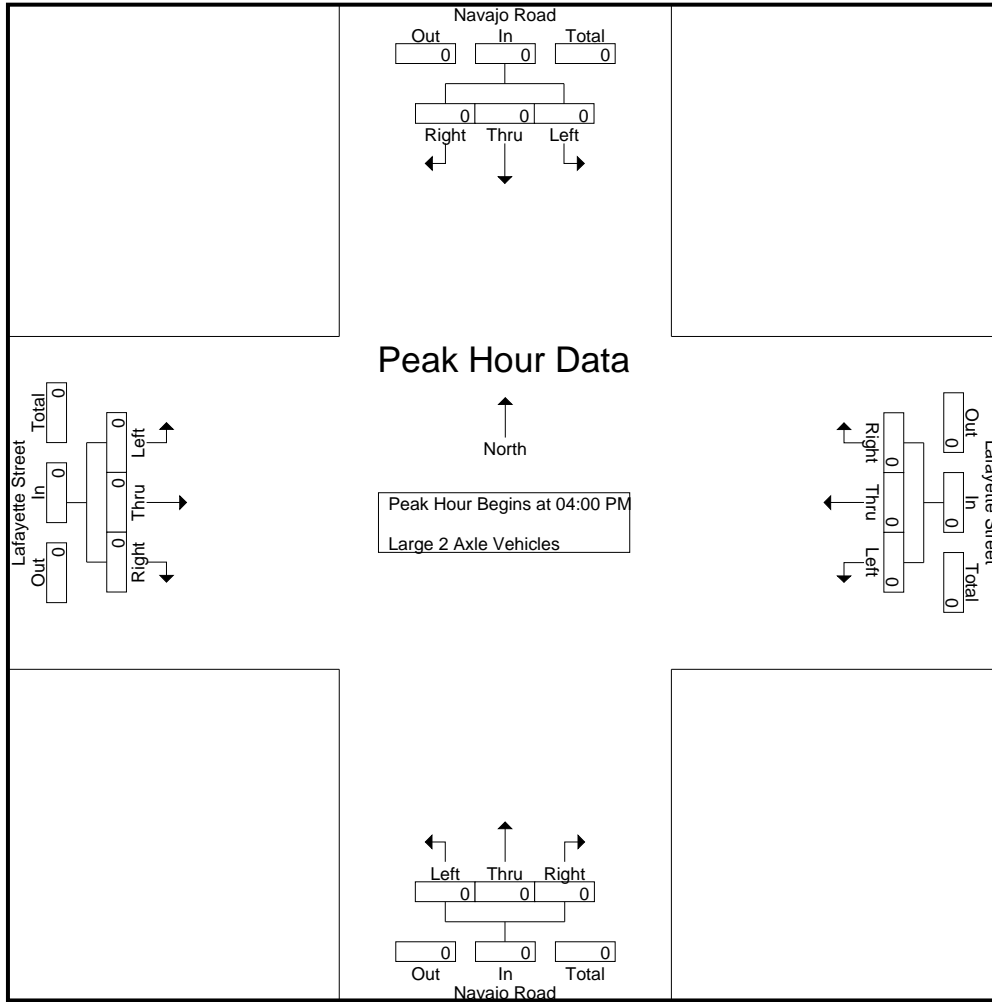
Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Grand Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	33.3	0	33.3	0	0	0	0	0	66.7	0	66.7	0	0	0	0	

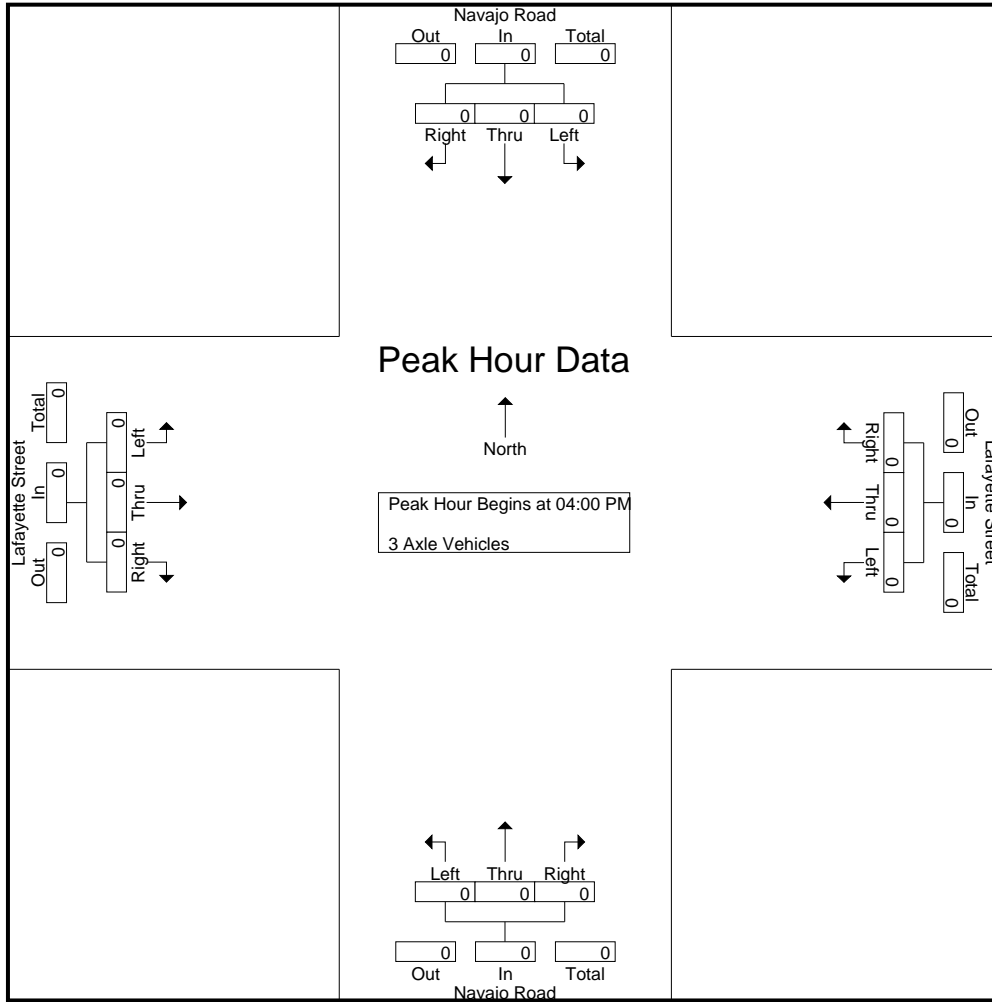
Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM



City of Apple Valley  
 N/S: Navajo Road  
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 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

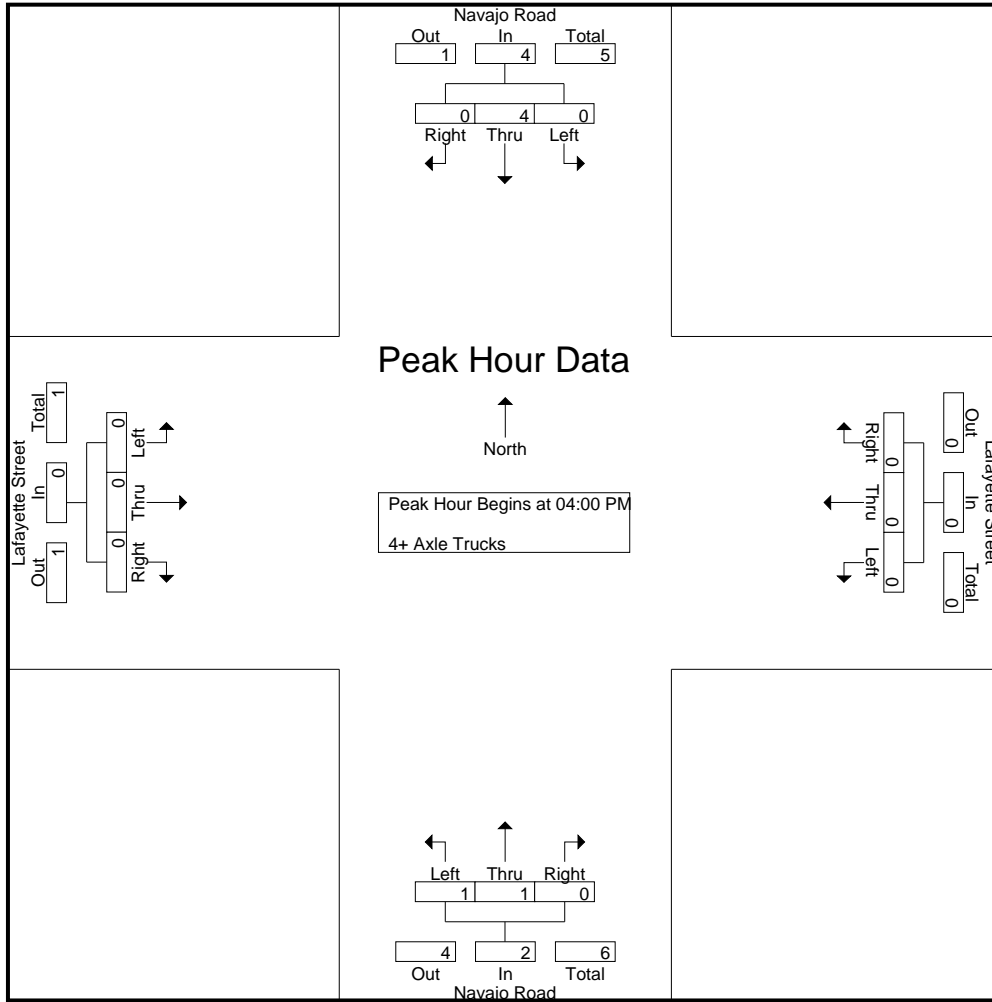
Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:30 PM	0	3	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	1	2	0	3	0	0	0	0	0	4
05:30 PM	0	2	0	2	0	0	0	0	0	0	1	0	1	0	0	1	1	1	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Total	0	5	0	5	0	0	0	0	0	2	3	0	5	0	0	2	2	2	12
Grand Total	0	9	0	9	0	0	0	0	0	3	4	0	7	0	0	2	2	2	18
Apprch %	0	100	0		0	0	0			42.9	57.1	0		0	0	100			
Total %	0	50	0	50	0	0	0	0	0	16.7	22.2	0	38.9	0	0	11.1	11.1		

Start Time	Navajo Road Southbound				Lafayette Street Westbound				Navajo Road Northbound				Lafayette Street Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:30 PM	0	3	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6
% App. Total	0	100	0		0	0	0			50	50	0		0	0	0			
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.375

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Navajo Road  
 E/W: Lafayette Street  
 Weather: Clear

File Name : 09\_APV\_Nav\_Lafa PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	1	1	0	2	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	50	50	0	0	0	0	0	0
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

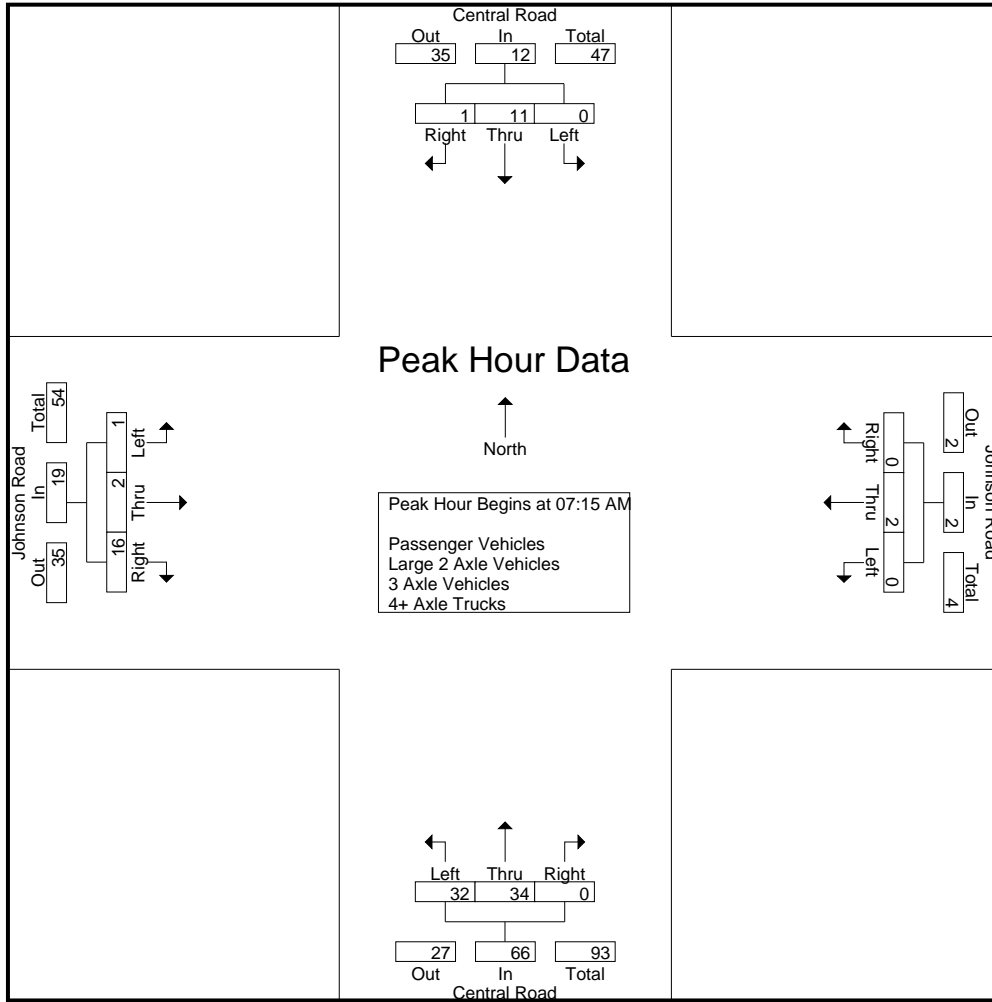
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	4	0	4	0	0	0	0	6	6	0	12	0	0	0	0	16
07:15 AM	0	3	1	4	0	1	0	1	7	8	0	15	0	0	4	4	24
07:30 AM	0	3	0	3	0	0	0	0	10	11	0	21	0	0	3	3	27
07:45 AM	0	2	0	2	0	0	0	0	9	7	0	16	1	2	3	6	24
<b>Total</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>32</b>	<b>0</b>	<b>64</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>13</b>	<b>91</b>
08:00 AM	0	3	0	3	0	1	0	1	6	8	0	14	0	0	6	6	24
08:15 AM	0	4	0	4	0	1	0	1	3	3	0	6	0	0	2	2	13
08:30 AM	0	3	0	3	0	0	0	0	4	6	0	10	0	0	4	4	17
08:45 AM	0	5	0	5	0	0	0	0	1	5	1	7	0	0	6	6	18
<b>Total</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>22</b>	<b>1</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>72</b>
<b>Grand Total</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>28</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>54</b>	<b>1</b>	<b>101</b>	<b>1</b>	<b>2</b>	<b>28</b>	<b>31</b>	<b>163</b>
Apprch %	0	96.4	3.6		0	100	0		45.5	53.5	1		3.2	6.5	90.3		
Total %	0	16.6	0.6	17.2	0	1.8	0	1.8	28.2	33.1	0.6	62	0.6	1.2	17.2	19	
Passenger Vehicles	0	22	1	23	0	2	0	2	41	45	1	87	1	2	22	25	137
% Passenger Vehicles	0	81.5	100	82.1	0	66.7	0	66.7	89.1	83.3	100	86.1	100	100	78.6	80.6	84
Large 2 Axle Vehicles	0	4	0	4	0	1	0	1	3	4	0	7	0	0	2	2	14
% Large 2 Axle Vehicles	0	14.8	0	14.3	0	33.3	0	33.3	6.5	7.4	0	6.9	0	0	7.1	6.5	8.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	3	0	4	0	0	2	2	6
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	2.2	5.6	0	4	0	0	7.1	6.5	3.7
4+ Axle Trucks	0	1	0	1	0	0	0	0	1	2	0	3	0	0	2	2	6
% 4+ Axle Trucks	0	3.7	0	3.6	0	0	0	0	2.2	3.7	0	3	0	0	7.1	6.5	3.7

Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	1	4	0	1	0	1	7	8	0	15	0	0	4	4	24
07:30 AM	0	3	0	3	0	0	0	0	10	11	0	21	0	0	3	3	27
07:45 AM	0	2	0	2	0	0	0	0	9	7	0	16	1	2	3	6	24
08:00 AM	0	3	0	3	0	1	0	1	6	8	0	14	0	0	6	6	24
Total Volume	0	11	1	12	0	2	0	2	32	34	0	66	1	2	16	19	99
% App. Total	0	91.7	8.3		0	100	0		48.5	51.5	0		5.3	10.5	84.2		
PHF	.000	.917	.250	.750	.000	.500	.000	.500	.800	.773	.000	.786	.250	.250	.667	.792	.917

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	0	3	0	1	0	1	7	8	0	15	0	0	4	4
+15 mins.	0	4	0	4	0	0	0	0	10	11	0	21	0	0	3	3
+30 mins.	0	3	0	3	0	0	0	0	9	7	0	16	1	2	3	6
+45 mins.	0	5	0	5	0	1	0	1	6	8	0	14	0	0	6	6
Total Volume	0	15	0	15	0	2	0	2	32	34	0	66	1	2	16	19
% App. Total	0	100	0	0	0	100	0	0	48.5	51.5	0	0	5.3	10.5	84.2	0
PHF	.000	.750	.000	.750	.000	.500	.000	.500	.800	.773	.000	.786	.250	.250	.667	.792

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

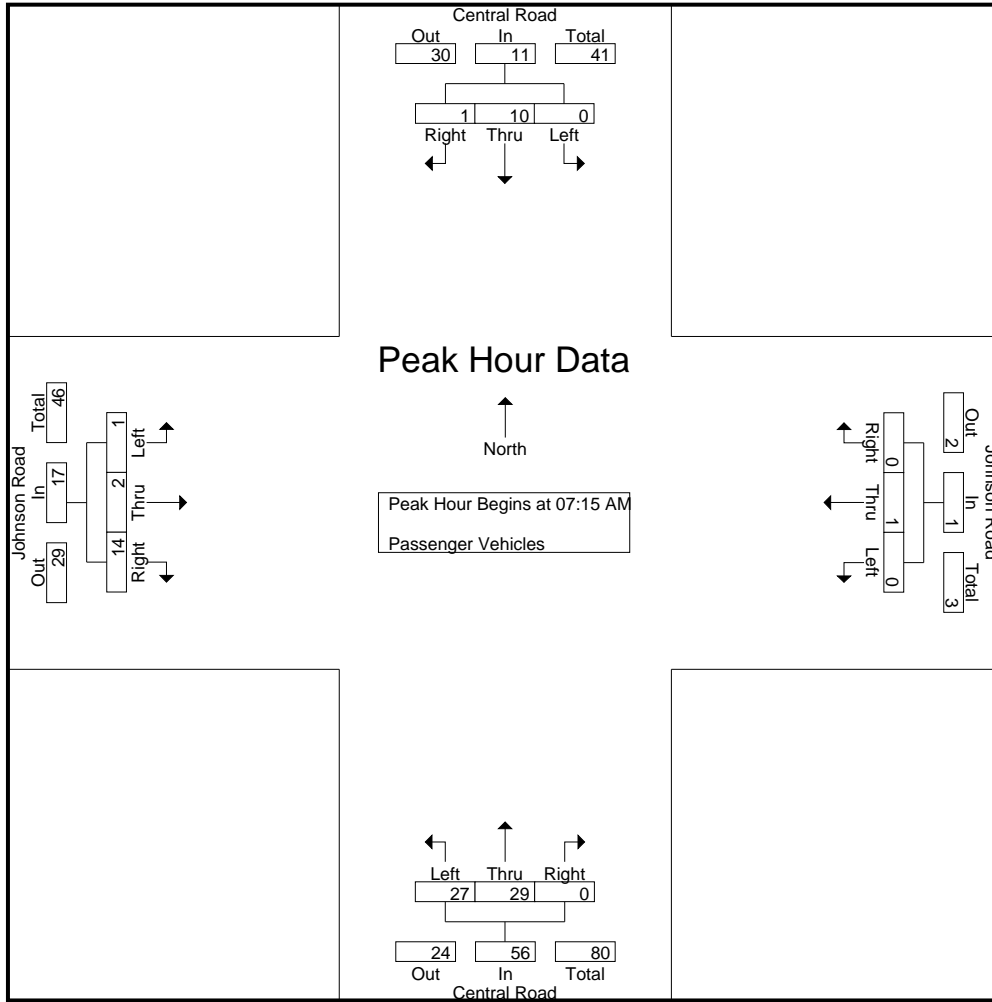
Groups Printed- Passenger Vehicles

Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	4	0	4	0	0	0	0	6	6	0	12	0	0	0	0	16
07:15 AM	0	3	1	4	0	1	0	1	5	7	0	12	0	0	3	3	20
07:30 AM	0	3	0	3	0	0	0	0	7	10	0	17	0	0	3	3	23
07:45 AM	0	1	0	1	0	0	0	0	9	6	0	15	1	2	3	6	22
Total	0	11	1	12	0	1	0	1	27	29	0	56	1	2	9	12	81
08:00 AM	0	3	0	3	0	0	0	0	6	6	0	12	0	0	5	5	20
08:15 AM	0	2	0	2	0	1	0	1	3	3	0	6	0	0	0	0	9
08:30 AM	0	1	0	1	0	0	0	0	4	4	0	8	0	0	3	3	12
08:45 AM	0	5	0	5	0	0	0	0	1	3	1	5	0	0	5	5	15
Total	0	11	0	11	0	1	0	1	14	16	1	31	0	0	13	13	56
Grand Total	0	22	1	23	0	2	0	2	41	45	1	87	1	2	22	25	137
Apprch %	0	95.7	4.3		0	100	0		47.1	51.7	1.1		4	8	88		
Total %	0	16.1	0.7	16.8	0	1.5	0	1.5	29.9	32.8	0.7	63.5	0.7	1.5	16.1	18.2	

Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	1	4	0	1	0	1	5	7	0	12	0	0	3	3	20
07:30 AM	0	3	0	3	0	0	0	0	7	10	0	17	0	0	3	3	23
07:45 AM	0	1	0	1	0	0	0	0	9	6	0	15	1	2	3	6	22
08:00 AM	0	3	0	3	0	0	0	0	6	6	0	12	0	0	5	5	20
Total Volume	0	10	1	11	0	1	0	1	27	29	0	56	1	2	14	17	85
% App. Total	0	90.9	9.1		0	100	0		48.2	51.8	0		5.9	11.8	82.4		
PHF	.000	.833	.250	.688	.000	.250	.000	.250	.750	.725	.000	.824	.250	.250	.700	.708	.924

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	<b>3</b>	<b>1</b>	<b>4</b>	0	<b>1</b>	0	<b>1</b>	5	7	0	12	0	0	3	3
+15 mins.	0	3	0	3	0	0	0	0	7	<b>10</b>	0	<b>17</b>	0	0	3	3
+30 mins.	0	1	0	1	0	0	0	0	<b>9</b>	6	0	15	<b>1</b>	<b>2</b>	3	<b>6</b>
+45 mins.	0	3	0	3	0	0	0	0	6	6	0	12	0	0	<b>5</b>	5
Total Volume	0	10	1	11	0	1	0	1	27	29	0	56	1	2	14	17
% App. Total	0	90.9	9.1		0	100	0		48.2	51.8	0		5.9	11.8	82.4	
PHF	.000	.833	.250	.688	.000	.250	.000	.250	.750	.725	.000	.824	.250	.250	.700	.708

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	3	2	0	5	0	0	0	0	5
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	4	0	4	0	1	0	1	0	2	0	2	0	0	2	2	9
Grand Total	0	4	0	4	0	1	0	1	3	4	0	7	0	0	2	2	14
Apprch %	0	100	0		0	100	0		42.9	57.1	0		0	0	100		
Total %	0	28.6	0	28.6	0	7.1	0	7.1	21.4	28.6	0	50	0	0	14.3	14.3	

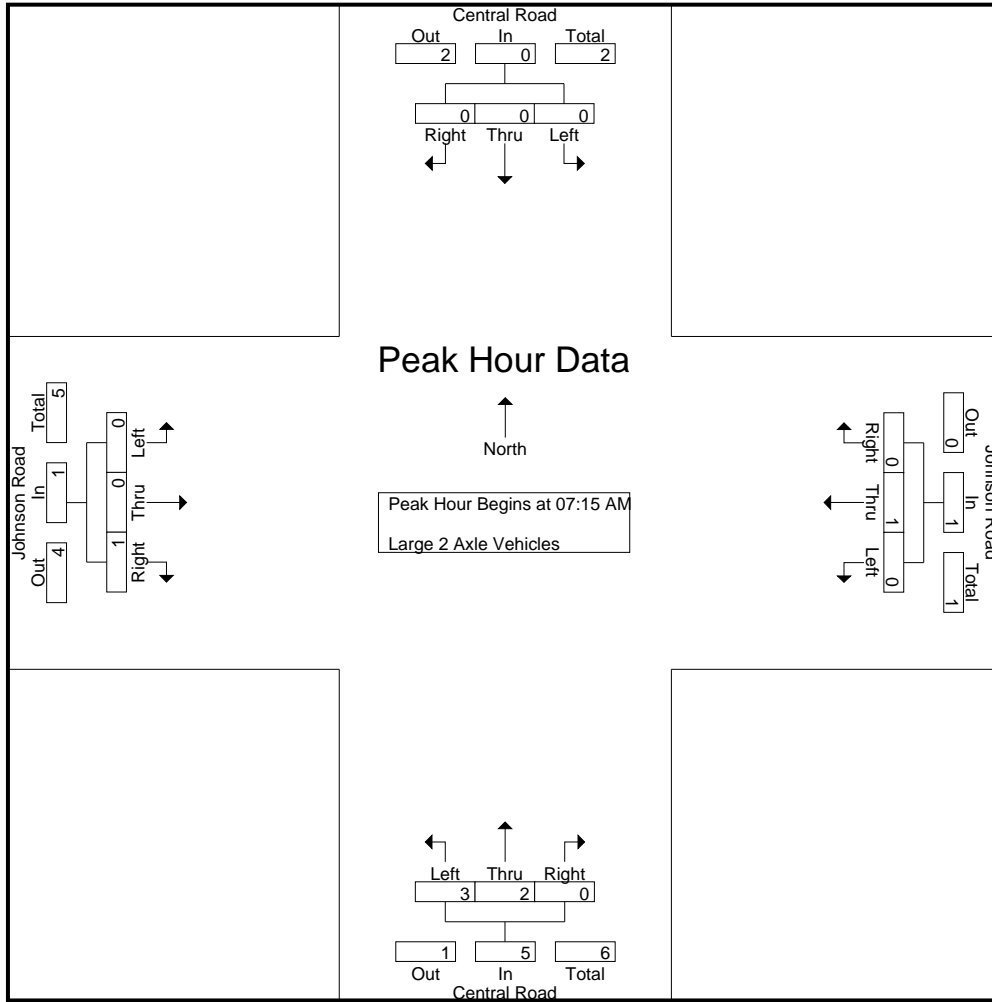
Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	0	1	0	1	3	2	0	5	0	0	1	1	7
% App. Total	0	0	0		0	100	0		60	40	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.375	.500	.000	.417	.000	.000	.250	.250	.583

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM



City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	1	0	1	3	2	0	5	0	0	1	1
% App. Total	0	0	0	0	0	100	0	0	60	40	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.375	.500	.000	.417	.000	.000	.250	.250

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

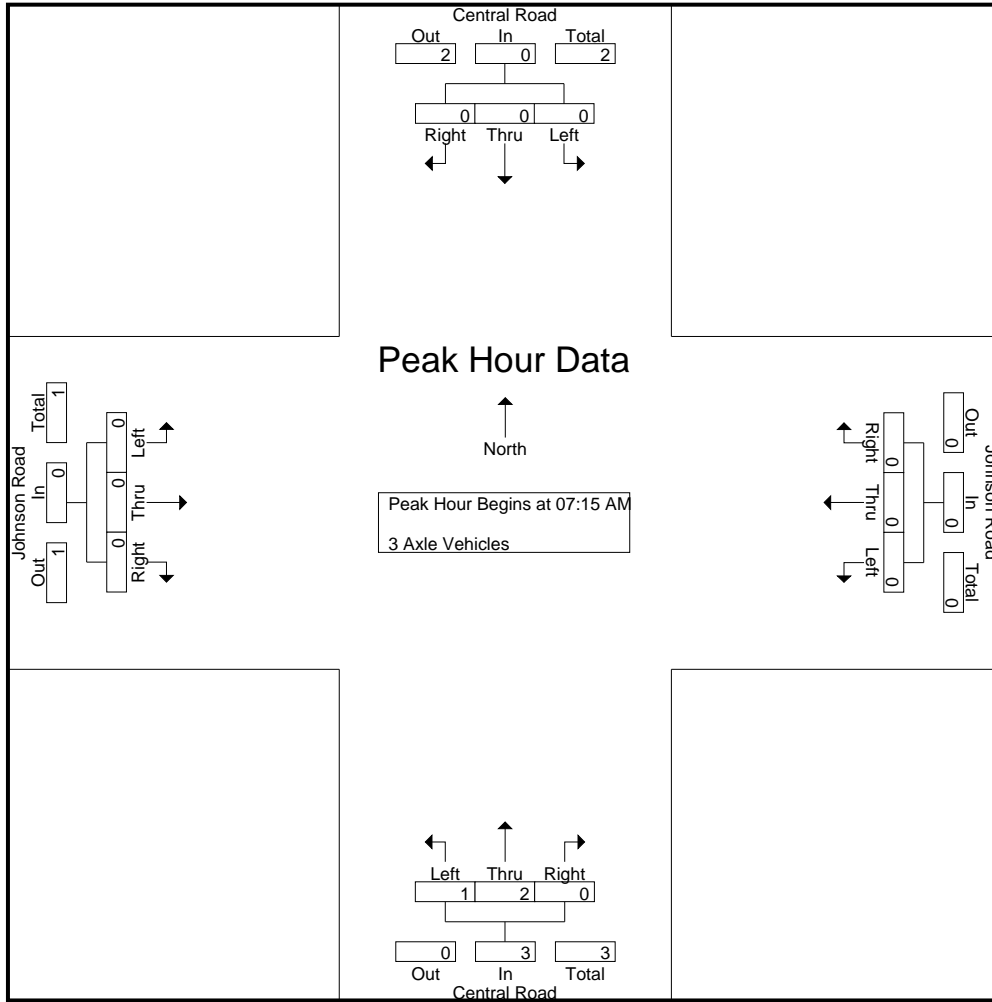
Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	2	4
Grand Total	0	0	0	0	0	0	0	0	1	3	0	4	0	0	2	2	6
Apprch %	0	0	0		0	0	0		25	75	0		0	0	100		
Total %	0	0	0		0	0	0		16.7	50	0	66.7	0	0	33.3	33.3	

Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		33.3	66.7	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.000	.000	.750

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	33.3	66.7	0		0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.000	.000

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

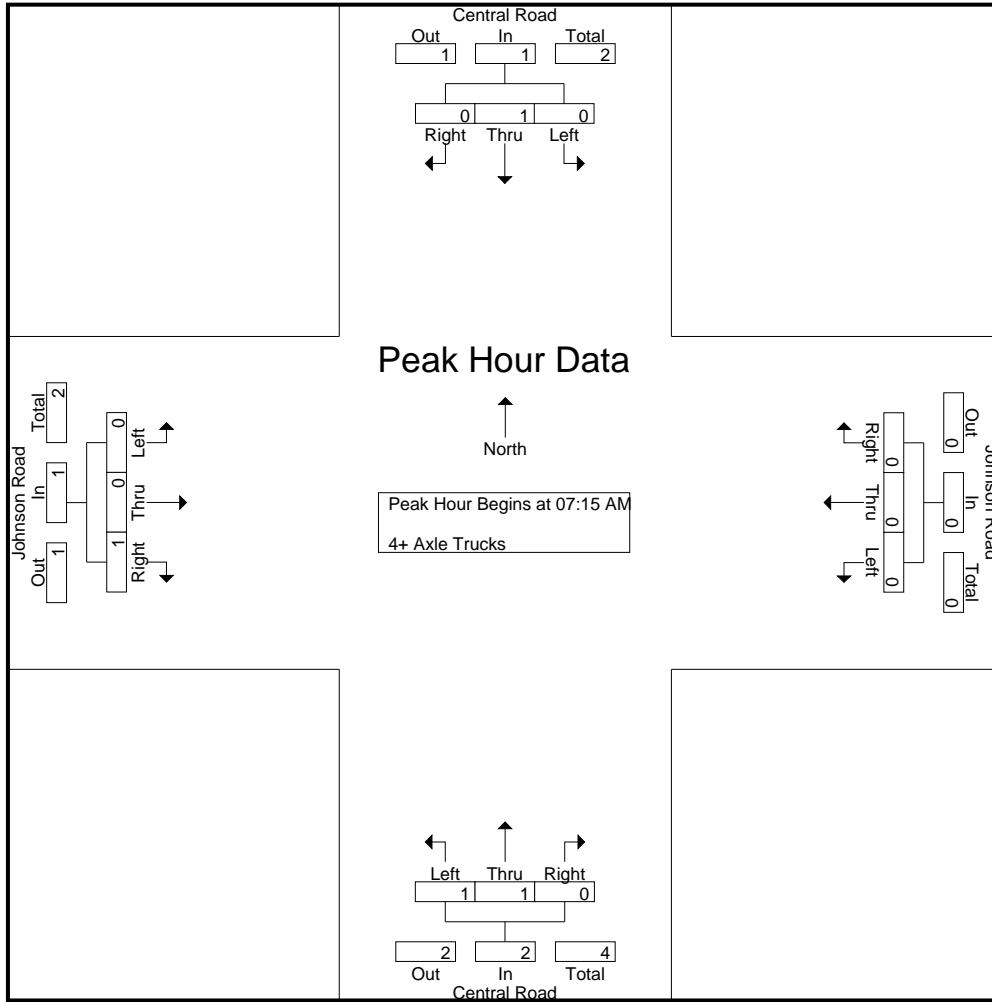
Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	0	1	0	0	1	1	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	1	3
Grand Total	0	1	0	1	0	0	0	0	0	1	2	0	3	0	0	2	2	2	6
Apprch %	0	100	0		0	0	0			33.3	66.7	0		0	0	100			
Total %	0	16.7	0	16.7	0	0	0	0	0	16.7	33.3	0	50	0	0	33.3	33.3		

Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	1	0	2	0	0	1	1	1	4
% App. Total	0	100	0		0	0	0			50	50	0		0	0	100			
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.250	.250	.500	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John AM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	1	1	0	2	0	0	1	1
% App. Total	0	100	0	0	0	0	0	0	50	50	0	0	0	0	100	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.250	.250

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

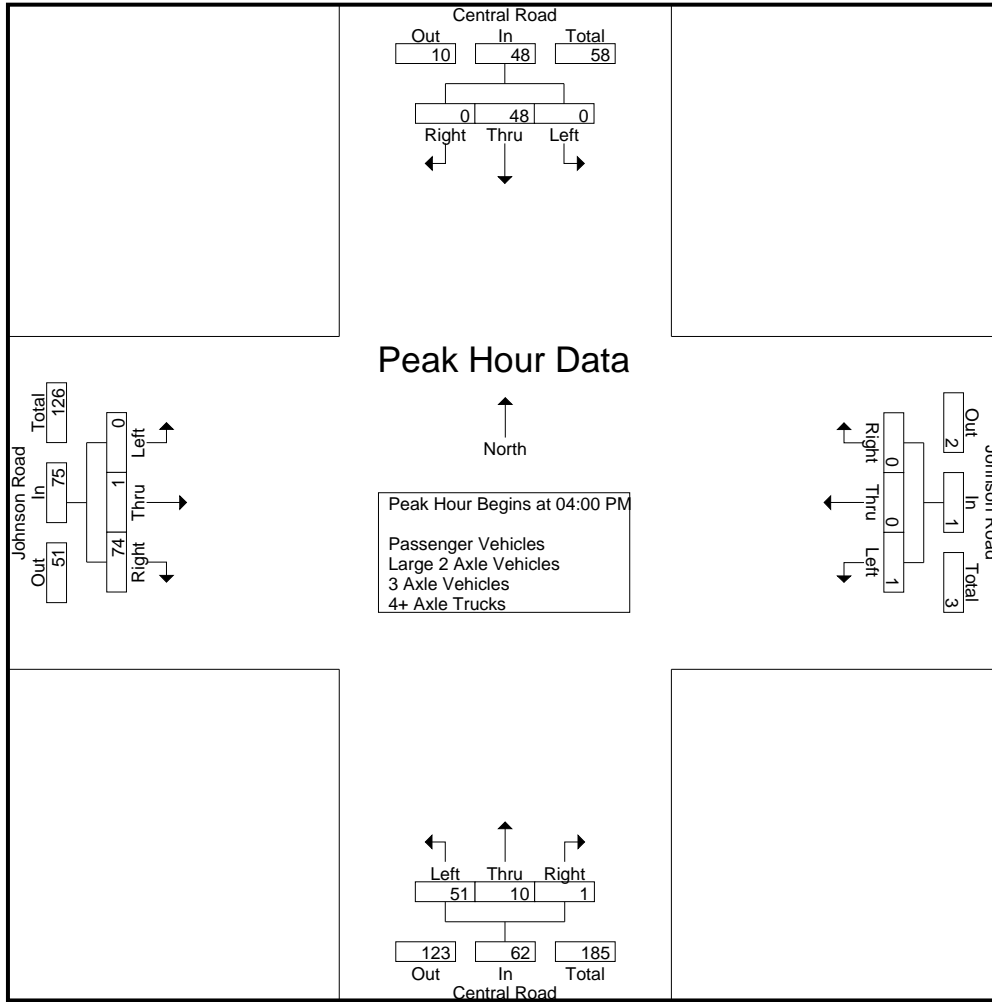
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	12	0	12	0	0	0	0	25	3	0	28	0	1	40	41	81
04:15 PM	0	8	0	8	0	0	0	0	16	1	1	18	0	0	8	8	34
04:30 PM	0	12	0	12	1	0	0	1	6	3	0	9	0	0	9	9	31
04:45 PM	0	16	0	16	0	0	0	0	4	3	0	7	0	0	17	17	40
<b>Total</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>48</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>10</b>	<b>1</b>	<b>62</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>75</b>	<b>186</b>
05:00 PM	0	22	1	23	0	0	0	0	4	4	0	8	1	0	12	13	44
05:15 PM	0	9	0	9	0	1	0	1	1	1	0	2	0	0	15	15	27
05:30 PM	0	11	1	12	0	0	0	0	1	4	0	5	0	1	13	14	31
05:45 PM	0	4	0	4	0	0	0	0	4	10	0	14	0	1	14	15	33
<b>Total</b>	<b>0</b>	<b>46</b>	<b>2</b>	<b>48</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>19</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>2</b>	<b>54</b>	<b>57</b>	<b>135</b>
<b>Grand Total</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>96</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>29</b>	<b>1</b>	<b>91</b>	<b>1</b>	<b>3</b>	<b>128</b>	<b>132</b>	<b>321</b>
Apprch %	0	97.9	2.1		50	50	0		67	31.9	1.1		0.8	2.3	97		
Total %	0	29.3	0.6	29.9	0.3	0.3	0	0.6	19	9	0.3	28.3	0.3	0.9	39.9	41.1	
Passenger Vehicles	0	91	2	93	1	1	0	2	57	28	1	86	1	3	122	126	307
% Passenger Vehicles	0	96.8	100	96.9	100	100	0	100	93.4	96.6	100	94.5	100	100	95.3	95.5	95.6
Large 2 Axle Vehicles	0	3	0	3	0	0	0	0	0	1	0	1	0	0	4	4	8
% Large 2 Axle Vehicles	0	3.2	0	3.1	0	0	0	0	0	3.4	0	1.1	0	0	3.1	3	2.5
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	1.6	0	0	1.1	0	0	0	0	0.3
4+ Axle Trucks	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	2	5
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	4.9	0	0	3.3	0	0	1.6	1.5	1.6

Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	12	0	12	0	0	0	0	25	3	0	28	0	1	40	41	81
04:15 PM	0	8	0	8	0	0	0	0	16	1	1	18	0	0	8	8	34
04:30 PM	0	12	0	12	1	0	0	1	6	3	0	9	0	0	9	9	31
04:45 PM	0	16	0	16	0	0	0	0	4	3	0	7	0	0	17	17	40
Total Volume	0	48	0	48	1	0	0	1	51	10	1	62	0	1	74	75	186
% App. Total	0	100	0		100	0	0		82.3	16.1	1.6		0	1.3	98.7		
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.510	.833	.250	.554	.000	.250	.463	.457	.574

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	0	12	0	12	1	0	0	1	25	3	0	28	0	1	40	41
+15 mins.	0	16	0	16	0	0	0	0	16	1	1	18	0	0	8	8
+30 mins.	0	22	1	23	0	0	0	0	6	3	0	9	0	0	9	9
+45 mins.	0	9	0	9	0	1	0	1	4	3	0	7	0	0	17	17
Total Volume	0	59	1	60	1	1	0	2	51	10	1	62	0	1	74	75
% App. Total	0	98.3	1.7		50	50	0		82.3	16.1	1.6		0	1.3	98.7	
PHF	.000	.670	.250	.652	.250	.250	.000	.500	.510	.833	.250	.554	.000	.250	.463	.457

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

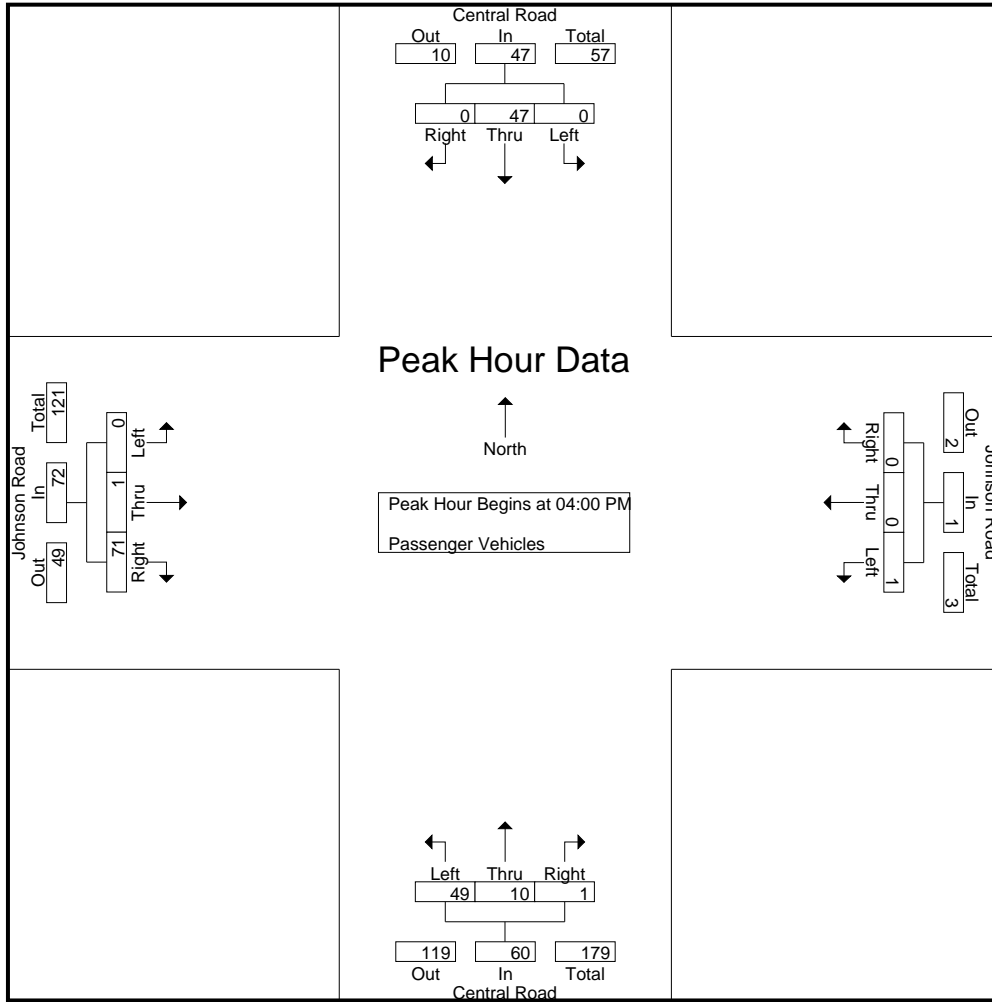
Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	12	0	12	0	0	0	0	25	3	0	28	0	1	39	40	80
04:15 PM	0	8	0	8	0	0	0	0	14	1	1	16	0	0	7	7	31
04:30 PM	0	11	0	11	1	0	0	1	6	3	0	9	0	0	8	8	29
04:45 PM	0	16	0	16	0	0	0	0	4	3	0	7	0	0	17	17	40
<b>Total</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>47</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>10</b>	<b>1</b>	<b>60</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>72</b>	<b>180</b>
05:00 PM	0	22	1	23	0	0	0	0	2	3	0	5	1	0	12	13	41
05:15 PM	0	8	0	8	0	1	0	1	1	1	0	2	0	0	15	15	26
05:30 PM	0	10	1	11	0	0	0	0	1	4	0	5	0	1	11	12	28
05:45 PM	0	4	0	4	0	0	0	0	4	10	0	14	0	1	13	14	32
<b>Total</b>	<b>0</b>	<b>44</b>	<b>2</b>	<b>46</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>18</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>2</b>	<b>51</b>	<b>54</b>	<b>127</b>
<b>Grand Total</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>93</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>28</b>	<b>1</b>	<b>86</b>	<b>1</b>	<b>3</b>	<b>122</b>	<b>126</b>	<b>307</b>
Apprch %	0	97.8	2.2		50	50	0		66.3	32.6	1.2		0.8	2.4	96.8		
Total %	0	29.6	0.7	30.3	0.3	0.3	0	0.7	18.6	9.1	0.3	28	0.3	1	39.7	41	

Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	12	0	12	0	0	0	0	<b>25</b>	<b>3</b>	<b>0</b>	<b>28</b>	0	<b>1</b>	<b>39</b>	<b>40</b>	<b>80</b>
04:15 PM	0	8	0	8	0	0	0	0	14	1	1	16	0	0	7	7	31
04:30 PM	0	11	0	11	1	0	0	1	6	3	0	9	0	0	8	8	29
04:45 PM	0	<b>16</b>	0	<b>16</b>	0	0	0	0	4	3	0	7	0	0	17	17	40
Total Volume	0	47	0	47	1	0	0	1	49	10	1	60	0	1	71	72	180
% App. Total	0	100	0		100	0	0		81.7	16.7	1.7		0	1.4	98.6		
PHF	.000	.734	.000	.734	.250	.000	.000	.250	.490	.833	.250	.536	.000	.250	.455	.450	.563



City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	12	0	12	0	0	0	0	<b>25</b>	<b>3</b>	0	<b>28</b>	0	<b>1</b>	<b>39</b>	<b>40</b>
+15 mins.	0	8	0	8	0	0	0	0	14	1	<b>1</b>	16	0	0	0	7
+30 mins.	0	11	0	11	<b>1</b>	0	0	<b>1</b>	6	3	0	9	0	0	8	8
+45 mins.	0	<b>16</b>	0	<b>16</b>	0	0	0	0	4	3	0	7	0	0	17	17
Total Volume	0	47	0	47	1	0	0	1	49	10	1	60	0	1	71	72
% App. Total	0	100	0		100	0	0		81.7	16.7	1.7		0	1.4	98.6	
PHF	.000	.734	.000	.734	.250	.000	.000	.250	.490	.833	.250	.536	.000	.250	.455	.450

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

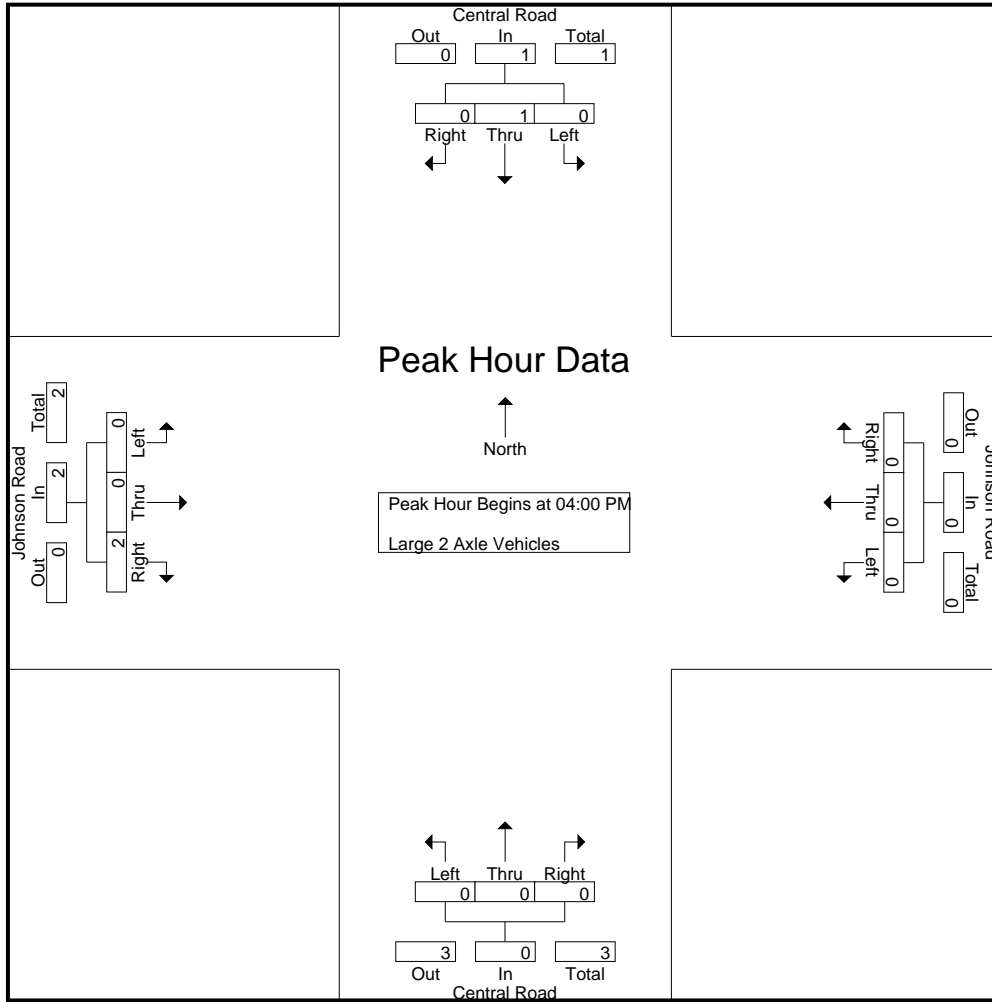
Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	2	2	5
Grand Total	0	3	0	3	0	0	0	0	0	1	0	1	0	0	4	4	8
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	37.5	0	37.5	0	0	0	0	0	12.5	0	12.5	0	0	50	50	

Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.375

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	0	100	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

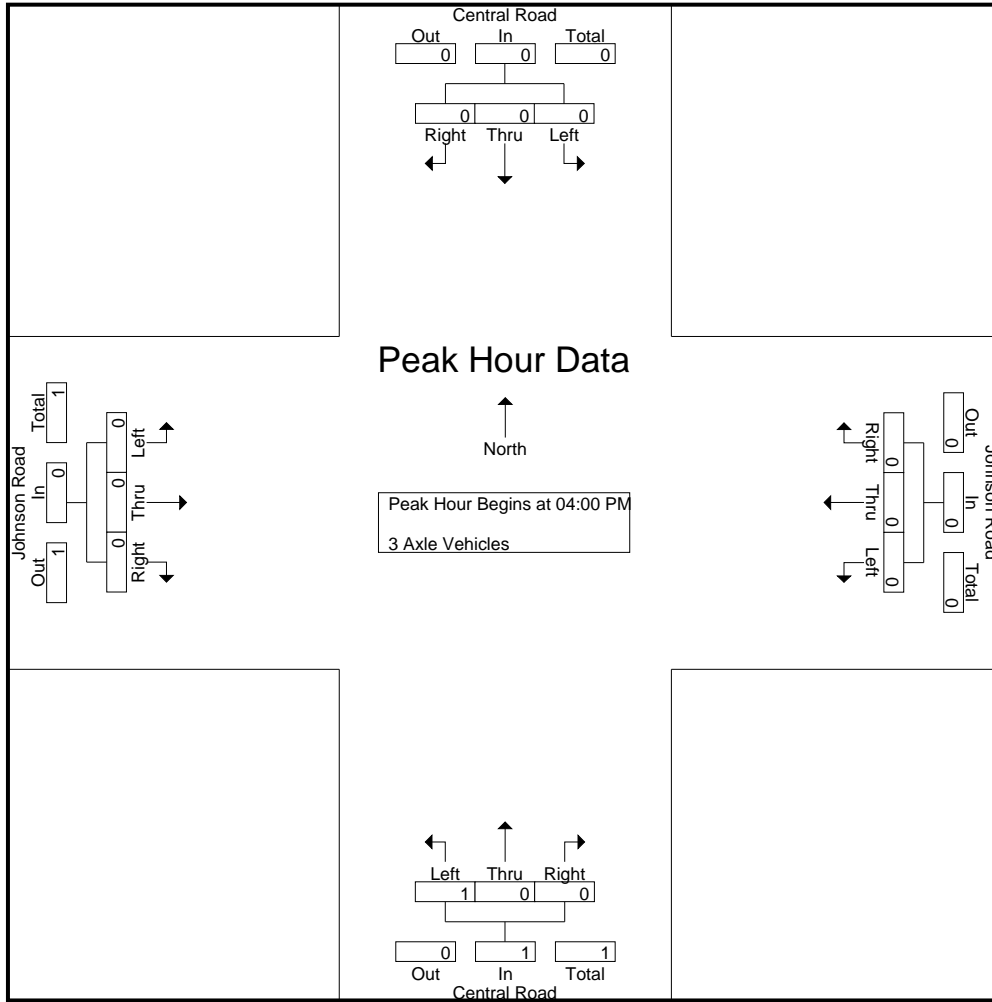
Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	

Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

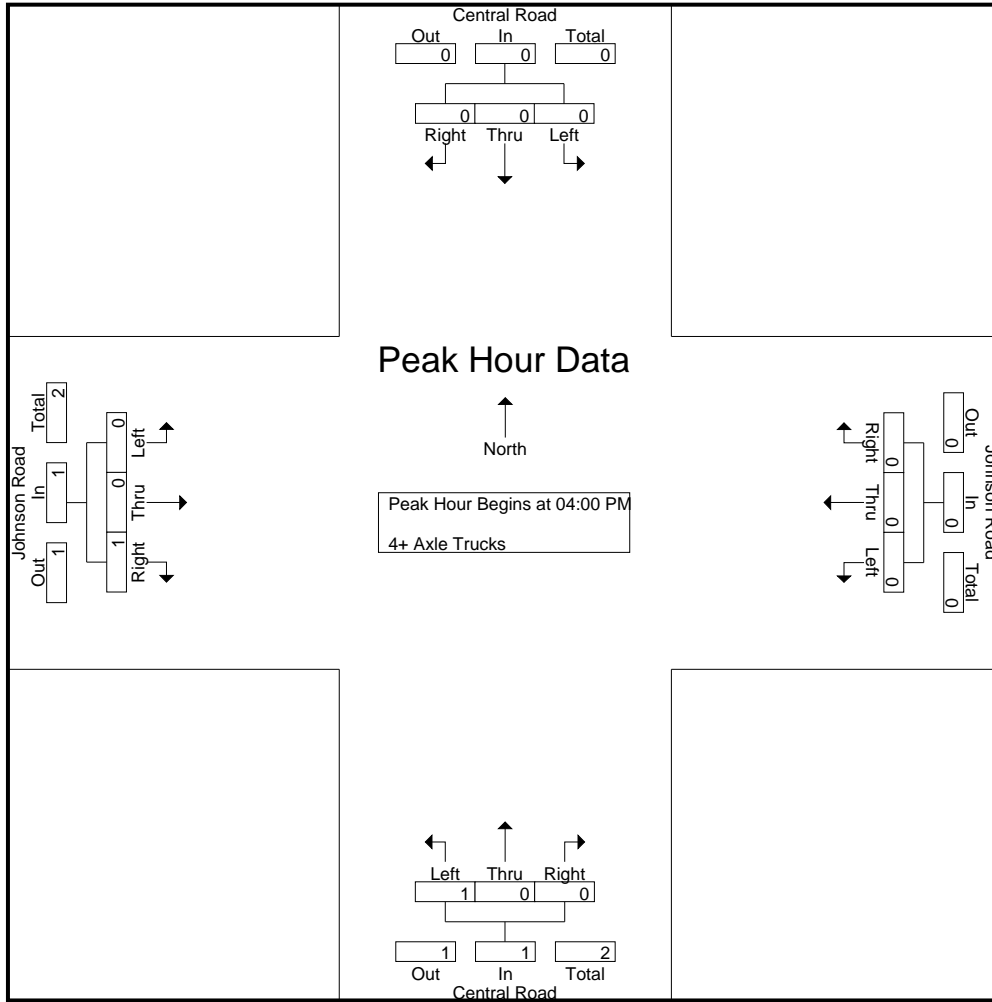
Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>
Apprch %	0	0	0	0	0	0	0	0	100	0	0	100	0	0	100	0	
Total %	0	0	0	0	0	0	0	0	60	0	0	60	0	0	40	40	

Start Time	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	0	0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.250

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Apple Valley  
 N/S: Central Road  
 E/W: Johnson Road  
 Weather: Clear

File Name : 10\_APV\_Cen\_John PM  
 Site Code : 05122911  
 Start Date : 10/12/2022  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250

**ADT Count PCE Conversion**

Segment	Intsec NumID	Intersection	LEG	ADT Count (PCE)	Non PCE					PCE				
					Auto	2-Axle	3-Axle	4-Axle	Total	Auto 1	2-Axle 1.5	3-Axle 2	4-Axle 3	Total
Dale Evans	1	Dale Evans Pkwy. / Johnson Rd.	south	4,083	2,787	631	26	99	3,543	2,787	947	52	297	4,083
Johnson Rd.	1	Dale Evans Pkwy. / Johnson Rd.	west	3,868	1,718	435	105	429	2,687	1,718	653	210	1,287	3,868
Lafayette St.	2	Dale Evans Pkwy. / Lafayette St.	east	732	515	48	8	43	614	515	72	16	129	732
Stoddard Wells Rd	4	Stoddard Wells Rd. / Johnson Rd.	south	5,095	1,929	479	85	759	3,252	1,929	719	170	2,277	5,095
<b>TOTAL</b>				<b>13,778</b>					<b>10,096</b>					<b>13,778</b>



### Counts Unlimited, Inc.

Town of Apple Valley  
 Dale Evans Parkway  
 S/ Johnson Road  
 24 Hour Directional Classification Count

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

APV001  
 Site Code: 051-22911

**Northbound**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	1	10	1	0	0	1	0	0	1	0	0	0	0	14
01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	22	1	0	0	0	0	0	2	0	0	0	0	25
03:00	0	50	0	0	1	0	0	0	1	0	0	0	0	52
04:00	0	74	5	0	0	0	0	1	1	0	0	0	0	81
05:00	1	<b>145</b>	18	0	6	<b>3</b>	0	0	1	0	0	0	0	<b>174</b>
06:00	1	112	9	1	0	3	0	1	<b>3</b>	0	0	0	0	130
07:00	0	95	<b>23</b>	1	<b>9</b>	3	0	0	3	0	0	0	0	134
08:00	0	73	21	1	3	0	0	<b>3</b>	2	0	0	0	0	103
09:00	0	41	15	1	3	0	0	0	2	0	0	0	0	62
10:00	0	56	17	1	3	1	0	1	1	0	0	0	0	80
11:00	1	53	13	<b>2</b>	3	1	0	0	2	0	0	0	0	75
12 PM	0	50	18	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	0	<b>4</b>	0	0	0	0	79
13:00	<b>1</b>	56	19	1	0	0	0	0	3	0	0	0	0	80
14:00	0	81	12	1	0	1	0	0	1	0	0	0	0	96
15:00	1	80	15	1	0	1	1	0	2	0	0	0	0	101
16:00	0	<b>100</b>	<b>20</b>	1	3	1	0	0	3	0	0	0	0	<b>128</b>
17:00	0	61	10	1	0	0	0	0	2	0	0	0	0	74
18:00	1	44	7	1	0	1	0	0	1	0	0	0	0	55
19:00	1	26	6	1	0	0	0	0	1	0	0	0	0	35
20:00	0	36	1	1	0	0	0	0	1	0	0	0	0	39
21:00	0	36	1	0	0	0	0	0	1	0	0	0	0	38
22:00	0	23	1	0	0	0	0	0	1	0	0	0	0	25
23:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
<b>Total</b>	<b>8</b>	<b>1348</b>	<b>234</b>	<b>17</b>	<b>34</b>	<b>17</b>	<b>2</b>	<b>6</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1705</b>
<b>Percent</b>	<b>0.5%</b>	<b>79.1%</b>	<b>13.7%</b>	<b>1.0%</b>	<b>2.0%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>0.4%</b>	<b>2.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>AM Peak</b>	00:00	05:00	07:00	11:00	07:00	05:00		08:00	06:00					05:00
<b>Vol.</b>	1	145	23	2	9	3		3	3					174
<b>PM Peak</b>	13:00	16:00	16:00	12:00	12:00	12:00	12:00		12:00					16:00
<b>Vol.</b>	1	100	20	2	3	1	1		4					128
<b>Grand Total</b>	<b>8</b>	<b>1348</b>	<b>234</b>	<b>17</b>	<b>34</b>	<b>17</b>	<b>2</b>	<b>6</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1705</b>
<b>Percent</b>	<b>0.5%</b>	<b>79.1%</b>	<b>13.7%</b>	<b>1.0%</b>	<b>2.0%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>0.4%</b>	<b>2.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Counts Unlimited, Inc.

Town of Apple Valley  
 Dale Evans Parkway  
 S/ Johnson Road  
 24 Hour Directional Classification Count  
 Southbound

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

APV001  
 Site Code: 051-22911

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	16	1	0	0	0	0	0	0	0	0	0	0	17
01:00	0	12	0	0	0	0	0	0	1	0	0	0	0	13
02:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
03:00	<b>2</b>	45	6	0	0	0	0	0	0	0	0	0	0	53
04:00	1	<b>59</b>	3	0	0	0	0	0	0	0	0	0	0	63
05:00	1	43	1	0	0	0	0	0	0	0	0	0	0	45
06:00	0	21	2	1	0	0	0	0	0	0	0	0	0	24
07:00	1	45	13	1	<b>2</b>	0	0	<b>1</b>	2	0	0	0	0	65
08:00	0	37	7	1	2	1	0	0	1	0	0	0	0	49
09:00	0	44	18	1	1	<b>2</b>	<b>1</b>	0	0	0	0	0	0	67
10:00	0	50	13	<b>2</b>	1	0	1	0	2	0	0	0	0	69
11:00	0	53	<b>24</b>	1	1	0	0	1	<b>7</b>	0	0	0	0	<b>87</b>
12 PM	0	58	12	<b>1</b>	4	0	0	0	2	0	0	0	0	77
13:00	0	79	17	1	2	2	0	0	4	0	0	0	0	105
14:00	<b>3</b>	85	28	1	<b>9</b>	1	0	<b>2</b>	<b>8</b>	0	0	0	0	137
15:00	2	167	35	1	5	<b>3</b>	0	0	4	0	0	0	0	217
16:00	0	<b>183</b>	<b>46</b>	1	6	0	0	0	1	0	0	0	0	<b>237</b>
17:00	0	160	37	1	2	0	<b>1</b>	0	4	0	0	0	0	205
18:00	1	87	14	1	3	0	0	0	2	0	0	0	0	108
19:00	1	34	2	1	2	0	1	0	3	0	0	0	0	44
20:00	0	36	1	1	1	0	0	0	0	0	0	0	0	39
21:00	0	48	6	0	0	0	0	0	0	0	0	0	0	54
22:00	0	16	0	0	1	0	1	0	2	0	0	0	0	20
23:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27
Total	12	1419	288	16	42	9	5	4	43	0	0	0	0	1838
Percent	0.7%	77.2%	15.7%	0.9%	2.3%	0.5%	0.3%	0.2%	2.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	04:00	11:00	10:00	07:00	09:00	09:00	07:00	11:00					11:00
Vol.	2	59	24	2	2	2	1	1	7					87
PM Peak	14:00	16:00	16:00	12:00	14:00	15:00	17:00	14:00	14:00					16:00
Vol.	3	183	46	1	9	3	1	2	8					237
Grand Total	12	1419	288	16	42	9	5	4	43	0	0	0	0	1838
Percent	0.7%	77.2%	15.7%	0.9%	2.3%	0.5%	0.3%	0.2%	2.3%	0.0%	0.0%	0.0%	0.0%	

### Counts Unlimited, Inc.

Town of Apple Valley  
 Dale Evans Parkway  
 S/ Johnson Road  
 24 Hour Directional Classification Count  
 Northbound, Southbound

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

APV001  
 Site Code: 051-22911

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	1	26	2	0	0	1	0	0	1	0	0	0	0	31
01:00	0	21	0	0	0	0	0	0	1	0	0	0	0	22
02:00	0	38	1	0	0	0	0	0	2	0	0	0	0	41
03:00	<b>2</b>	95	6	0	1	0	0	0	1	0	0	0	0	105
04:00	1	133	8	0	0	0	0	1	1	0	0	0	0	144
05:00	2	<b>188</b>	19	0	6	<b>3</b>	0	0	1	0	0	0	0	<b>219</b>
06:00	1	133	11	2	0	3	0	1	3	0	0	0	0	154
07:00	1	140	36	2	<b>11</b>	3	0	1	5	0	0	0	0	199
08:00	0	110	28	2	5	1	0	<b>3</b>	3	0	0	0	0	152
09:00	0	85	33	2	4	2	<b>1</b>	0	2	0	0	0	0	129
10:00	0	106	30	<b>3</b>	4	1	1	1	3	0	0	0	0	149
11:00	1	106	<b>37</b>	3	4	1	0	1	<b>9</b>	0	0	0	0	162
12 PM	0	108	30	<b>3</b>	7	1	<b>1</b>	0	6	0	0	0	0	156
13:00	1	135	36	2	2	2	0	0	7	0	0	0	0	185
14:00	<b>3</b>	166	40	2	<b>9</b>	2	0	<b>2</b>	<b>9</b>	0	0	0	0	233
15:00	3	247	50	2	5	<b>4</b>	1	0	6	0	0	0	0	318
16:00	0	<b>283</b>	<b>66</b>	2	9	1	0	0	4	0	0	0	0	<b>365</b>
17:00	0	221	47	2	2	0	1	0	6	0	0	0	0	279
18:00	2	131	21	2	3	1	0	0	3	0	0	0	0	163
19:00	2	60	8	2	2	0	1	0	4	0	0	0	0	79
20:00	0	72	2	2	1	0	0	0	1	0	0	0	0	78
21:00	0	84	7	0	0	0	0	0	1	0	0	0	0	92
22:00	0	39	1	0	1	0	1	0	3	0	0	0	0	45
23:00	0	40	3	0	0	0	0	0	0	0	0	0	0	43
<b>Total</b>	<b>20</b>	<b>2767</b>	<b>522</b>	<b>33</b>	<b>76</b>	<b>26</b>	<b>7</b>	<b>10</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3543</b>
<b>Percent</b>	<b>0.6%</b>	<b>78.1%</b>	<b>14.7%</b>	<b>0.9%</b>	<b>2.1%</b>	<b>0.7%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>2.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>AM Peak</b>	03:00	05:00	11:00	10:00	07:00	05:00	09:00	08:00	11:00					05:00
<b>Vol.</b>	2	188	37	3	11	3	1	3	9					219
<b>PM Peak</b>	14:00	16:00	16:00	12:00	14:00	15:00	12:00	14:00	14:00					16:00
<b>Vol.</b>	3	283	66	3	9	4	1	2	9					365
<b>Grand Total</b>	<b>20</b>	<b>2767</b>	<b>522</b>	<b>33</b>	<b>76</b>	<b>26</b>	<b>7</b>	<b>10</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3543</b>
<b>Percent</b>	<b>0.6%</b>	<b>78.1%</b>	<b>14.7%</b>	<b>0.9%</b>	<b>2.1%</b>	<b>0.7%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>2.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Counts Unlimited, Inc.

Town of Apple Valley  
 Lafayette Street  
 E/ Dale Evans Parkway  
 24 Hour Directional Classification Count  
 Eastbound

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

APV002  
 Site Code: 051-22911

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	17	0	0	0	1	0	0	0	0	0	0	0	18
04:00	0	<b>61</b>	<b>4</b>	0	0	0	0	0	0	0	0	0	0	<b>65</b>
05:00	0	37	0	0	0	0	0	0	0	0	0	0	0	37
06:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	11	2	0	1	0	0	0	2	0	0	0	0	16
08:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
09:00	0	6	2	0	0	1	1	0	0	0	0	0	0	10
10:00	0	6	0	0	1	0	1	0	1	0	0	0	0	9
11:00	0	2	1	0	1	0	0	0	<b>3</b>	0	0	0	0	7
12 PM	0	4	<b>2</b>	0	0	0	0	0	2	0	0	0	0	8
13:00	0	9	1	0	0	0	0	0	2	0	0	0	0	12
14:00	0	5	1	0	0	0	0	0	<b>3</b>	0	0	0	0	9
15:00	0	<b>34</b>	1	0	1	0	0	0	2	0	0	0	0	<b>38</b>
16:00	0	30	0	0	0	0	0	0	0	0	0	0	0	30
17:00	0	5	0	0	0	0	0	0	2	0	0	0	0	7
18:00	0	6	0	0	0	1	0	1	0	0	0	0	0	8
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
21:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	4	0	0	0	1	0	0	1	0	0	0	0	6
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	272	15	0	5	4	2	1	19	0	0	0	0	318
Percent	0.0%	85.5%	4.7%	0.0%	1.6%	1.3%	0.6%	0.3%	6.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		04:00	04:00		07:00	03:00	09:00		11:00					04:00
Vol.		61	4		1	1	1		3					65
PM Peak		15:00	12:00		15:00	18:00		18:00	14:00					15:00
Vol.		34	2		1	1		1	3					38
Grand Total	0	272	15	0	5	4	2	1	19	0	0	0	0	318
Percent	0.0%	85.5%	4.7%	0.0%	1.6%	1.3%	0.6%	0.3%	6.0%	0.0%	0.0%	0.0%	0.0%	

### Counts Unlimited, Inc.

Town of Apple Valley  
 Lafayette Street  
 E/ Dale Evans Parkway  
 24 Hour Directional Classification Count  
 Westbound

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

APV002  
 Site Code: 051-22911

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	1	2	0	0	0	0	0	0	1	0	0	0	0	4
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
03:00	2	30	1	0	0	0	0	0	0	0	0	0	0	33
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	6	0	0	0	0	0	0	1	0	0	0	0	7
07:00	0	0	0	0	1	0	0	0	1	0	0	0	0	2
08:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
09:00	0	8	1	0	0	0	0	0	1	0	0	0	0	10
10:00	0	2	0	1	0	1	0	1	1	0	0	0	0	6
11:00	0	6	2	0	0	0	0	0	1	0	0	0	0	9
12 PM	0	4	2	0	0	1	1	0	2	0	0	0	0	10
13:00	0	18	1	0	0	0	0	0	1	0	0	0	0	20
14:00	0	33	1	0	0	0	0	0	1	0	0	0	0	35
15:00	0	36	2	0	1	1	0	0	3	0	0	0	0	43
16:00	0	25	2	0	0	0	0	0	1	0	0	0	0	28
17:00	0	3	3	0	0	0	0	0	2	0	0	0	0	8
18:00	0	9	0	0	0	1	0	0	0	0	0	0	0	10
19:00	0	2	0	0	0	0	0	0	0	0	1	0	0	3
20:00	0	5	1	0	0	0	0	0	1	0	0	0	0	7
21:00	0	4	3	0	0	0	0	0	1	0	0	0	0	8
22:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>3</b>	<b>240</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>296</b>
<b>Percent</b>	<b>1.0%</b>	<b>81.1%</b>	<b>8.1%</b>	<b>0.3%</b>	<b>1.0%</b>	<b>1.4%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>6.1%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>AM Peak</b>	<b>03:00</b>	<b>03:00</b>	<b>02:00</b>	<b>10:00</b>	<b>07:00</b>	<b>10:00</b>		<b>10:00</b>	<b>00:00</b>					<b>03:00</b>
<b>Vol.</b>	<b>2</b>	<b>30</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>		<b>1</b>	<b>1</b>					<b>33</b>
<b>PM Peak</b>		<b>15:00</b>	<b>17:00</b>		<b>15:00</b>	<b>12:00</b>	<b>12:00</b>		<b>15:00</b>		<b>19:00</b>			<b>15:00</b>
<b>Vol.</b>		<b>36</b>	<b>3</b>		<b>1</b>	<b>1</b>	<b>1</b>		<b>3</b>		<b>1</b>			<b>43</b>
<b>Grand Total</b>	<b>3</b>	<b>240</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>296</b>
<b>Percent</b>	<b>1.0%</b>	<b>81.1%</b>	<b>8.1%</b>	<b>0.3%</b>	<b>1.0%</b>	<b>1.4%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>6.1%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	

### Counts Unlimited, Inc.

Town of Apple Valley  
 Lafayette Street  
 E/ Dale Evans Parkway  
 24 Hour Directional Classification Count  
 Eastbound, Westbound

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

APV002  
 Site Code: 051-22911

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	1	2	0	0	0	0	0	0	1	0	0	0	0	4
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29
03:00	<b>2</b>	47	1	0	0	<b>1</b>	0	0	0	0	0	0	0	51
04:00	0	<b>64</b>	<b>4</b>	0	0	0	0	0	0	0	0	0	0	<b>68</b>
05:00	0	38	0	0	0	0	0	0	0	0	0	0	0	38
06:00	0	15	0	0	0	0	0	0	1	0	0	0	0	16
07:00	0	11	2	0	<b>2</b>	0	0	0	3	0	0	0	0	18
08:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7
09:00	0	14	3	0	0	1	<b>1</b>	0	1	0	0	0	0	20
10:00	0	8	0	<b>1</b>	1	1	1	<b>1</b>	2	0	0	0	0	15
11:00	0	8	3	0	1	0	0	0	<b>4</b>	0	0	0	0	16
12 PM	0	8	<b>4</b>	0	0	1	<b>1</b>	0	4	0	0	0	0	18
13:00	0	27	2	0	0	0	0	0	3	0	0	0	0	32
14:00	0	38	2	0	0	0	0	0	4	0	0	0	0	44
15:00	0	<b>70</b>	3	0	<b>2</b>	1	0	0	<b>5</b>	0	0	0	0	<b>81</b>
16:00	0	55	2	0	0	0	0	0	1	0	0	0	0	58
17:00	0	8	3	0	0	0	0	0	4	0	0	0	0	15
18:00	0	15	0	0	0	<b>2</b>	0	<b>1</b>	0	0	0	0	0	18
19:00	0	5	0	0	0	0	0	0	0	0	<b>1</b>	0	0	6
20:00	0	9	1	0	0	0	0	0	2	0	0	0	0	12
21:00	0	14	3	0	0	0	0	0	1	0	0	0	0	18
22:00	0	19	1	0	0	1	0	0	1	0	0	0	0	22
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>3</b>	<b>512</b>	<b>39</b>	<b>1</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>37</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>614</b>
<b>Percent</b>	<b>0.5%</b>	<b>83.4%</b>	<b>6.4%</b>	<b>0.2%</b>	<b>1.3%</b>	<b>1.3%</b>	<b>0.5%</b>	<b>0.3%</b>	<b>6.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>AM Peak</b>	03:00	04:00	04:00	10:00	07:00	03:00	09:00	10:00	11:00					04:00
<b>Vol.</b>	2	64	4	1	2	1	1	1	4					68
<b>PM Peak</b>		15:00	12:00		15:00	18:00	12:00	18:00	15:00		19:00			15:00
<b>Vol.</b>		70	4		2	2	1	1	5		1			81
<b>Grand Total</b>	<b>3</b>	<b>512</b>	<b>39</b>	<b>1</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>37</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>614</b>
<b>Percent</b>	<b>0.5%</b>	<b>83.4%</b>	<b>6.4%</b>	<b>0.2%</b>	<b>1.3%</b>	<b>1.3%</b>	<b>0.5%</b>	<b>0.3%</b>	<b>6.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	

### Counts Unlimited, Inc.

Town of Apple Valley  
 Johnson Road  
 W/ Dale Evans Parkway  
 24 Hour Directional Classification Count  
**Eastbound**

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

APV003  
 Site Code: 051-22911

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	4	0	0	0	0	0	0	1	0	0	0	0	5
01:00	0	2	0	0	2	0	0	0	3	0	0	0	0	7
02:00	0	7	0	0	2	0	0	0	3	0	0	0	0	12
03:00	0	29	4	0	2	0	0	0	1	0	0	0	0	36
04:00	0	<b>144</b>	6	0	1	1	0	0	1	0	0	0	0	<b>153</b>
05:00	0	116	5	0	1	1	0	0	5	0	0	0	0	128
06:00	0	42	4	0	<b>6</b>	6	0	0	7	0	0	0	0	65
07:00	0	50	<b>17</b>	0	0	5	0	0	14	0	0	0	0	86
08:00	0	15	17	0	3	<b>8</b>	0	<b>1</b>	11	0	0	0	0	55
09:00	0	20	13	0	0	6	0	1	11	0	0	0	0	51
10:00	0	18	6	<b>1</b>	2	5	<b>1</b>	0	<b>18</b>	0	0	0	0	51
11:00	<b>1</b>	15	8	0	1	7	0	1	16	0	0	0	0	49
12 PM	0	23	6	0	4	<b>4</b>	0	<b>2</b>	<b>15</b>	0	<b>1</b>	0	0	55
13:00	0	26	14	0	1	4	0	1	14	0	0	0	0	60
14:00	<b>1</b>	34	8	0	3	1	0	0	12	0	0	0	0	59
15:00	0	105	22	0	<b>7</b>	1	0	0	10	0	0	0	0	145
16:00	1	<b>147</b>	<b>30</b>	0	5	2	0	0	8	0	0	0	0	<b>193</b>
17:00	0	67	23	0	0	0	<b>1</b>	0	11	0	0	0	0	102
18:00	0	25	3	0	1	0	0	0	8	0	0	0	0	37
19:00	1	14	1	0	0	1	0	0	6	0	0	0	0	23
20:00	0	10	1	0	3	0	0	0	4	0	0	0	0	18
21:00	0	14	3	0	1	0	0	0	2	0	0	0	0	20
22:00	0	4	0	0	2	1	0	0	6	0	0	0	0	13
23:00	0	4	1	0	1	1	0	0	4	0	0	0	0	11
<b>Total</b>	<b>4</b>	<b>935</b>	<b>192</b>	<b>1</b>	<b>48</b>	<b>54</b>	<b>2</b>	<b>6</b>	<b>191</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1434</b>
<b>Percent</b>	<b>0.3%</b>	<b>65.2%</b>	<b>13.4%</b>	<b>0.1%</b>	<b>3.3%</b>	<b>3.8%</b>	<b>0.1%</b>	<b>0.4%</b>	<b>13.3%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>AM Peak</b>	11:00	04:00	07:00	10:00	06:00	08:00	10:00	08:00	10:00					04:00
<b>Vol.</b>	1	144	17	1	6	8	1	1	18					153
<b>PM Peak</b>	14:00	16:00	16:00		15:00	12:00	17:00	12:00	12:00		12:00			16:00
<b>Vol.</b>	1	147	30		7	4	1	2	15		1			193
<b>Grand Total</b>	<b>4</b>	<b>935</b>	<b>192</b>	<b>1</b>	<b>48</b>	<b>54</b>	<b>2</b>	<b>6</b>	<b>191</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1434</b>
<b>Percent</b>	<b>0.3%</b>	<b>65.2%</b>	<b>13.4%</b>	<b>0.1%</b>	<b>3.3%</b>	<b>3.8%</b>	<b>0.1%</b>	<b>0.4%</b>	<b>13.3%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	

### Counts Unlimited, Inc.

Town of Apple Valley  
 Johnson Road  
 W/ Dale Evans Parkway  
 24 Hour Directional Classification Count  
 Westbound

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

APV003  
 Site Code: 051-22911

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	1	6	0	0	1	0	0	0	4	0	0	0	0	12
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	41	1	0	1	0	0	1	3	0	0	0	0	47
03:00	0	<b>119</b>	5	0	1	0	0	0	6	0	0	0	0	<b>131</b>
04:00	0	9	2	0	1	0	0	0	4	0	0	0	0	16
05:00	1	16	0	0	0	0	0	1	4	0	0	0	0	22
06:00	0	27	3	0	1	2	0	1	8	0	0	0	0	42
07:00	0	16	8	0	<b>5</b>	2	0	1	10	0	0	0	0	42
08:00	0	14	10	0	4	0	0	0	18	0	0	0	0	46
09:00	0	10	6	0	0	2	0	0	16	0	0	0	0	34
10:00	0	22	<b>11</b>	0	2	<b>8</b>	0	<b>3</b>	22	0	0	0	0	68
11:00	1	12	11	0	5	4	0	0	<b>27</b>	0	0	0	0	60
12 PM	0	34	11	0	<b>5</b>	<b>7</b>	0	0	<b>17</b>	0	0	0	0	74
13:00	0	42	11	0	2	6	<b>1</b>	<b>1</b>	8	0	0	0	0	71
14:00	0	64	8	0	1	5	0	0	6	0	<b>1</b>	0	0	85
15:00	0	<b>117</b>	<b>27</b>	0	2	5	0	1	9	0	0	0	0	<b>161</b>
16:00	0	98	21	0	0	2	1	0	5	0	0	0	0	127
17:00	<b>1</b>	34	9	0	2	2	0	0	12	0	0	0	0	60
18:00	0	18	8	0	0	2	0	0	11	0	0	0	0	39
19:00	0	9	2	0	2	1	0	0	2	0	0	0	0	16
20:00	0	20	2	0	0	1	0	0	10	0	0	0	0	33
21:00	0	12	0	0	0	0	0	0	7	0	0	0	0	19
22:00	0	25	2	0	0	2	0	0	3	0	0	0	0	32
23:00	0	3	1	0	0	0	0	0	5	0	0	0	0	9
<b>Total</b>	<b>4</b>	<b>775</b>	<b>159</b>	<b>0</b>	<b>35</b>	<b>51</b>	<b>2</b>	<b>9</b>	<b>217</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1253</b>
<b>Percent</b>	<b>0.3%</b>	<b>61.9%</b>	<b>12.7%</b>	<b>0.0%</b>	<b>2.8%</b>	<b>4.1%</b>	<b>0.2%</b>	<b>0.7%</b>	<b>17.3%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>AM Peak</b>	00:00	03:00	10:00		07:00	10:00		10:00	11:00					03:00
<b>Vol.</b>	1	119	11		5	8		3	27					131
<b>PM Peak</b>	17:00	15:00	15:00		12:00	12:00	13:00	13:00	12:00		14:00			15:00
<b>Vol.</b>	1	117	27		5	7	1	1	17		1			161
<b>Grand Total</b>	<b>4</b>	<b>775</b>	<b>159</b>	<b>0</b>	<b>35</b>	<b>51</b>	<b>2</b>	<b>9</b>	<b>217</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1253</b>
<b>Percent</b>	<b>0.3%</b>	<b>61.9%</b>	<b>12.7%</b>	<b>0.0%</b>	<b>2.8%</b>	<b>4.1%</b>	<b>0.2%</b>	<b>0.7%</b>	<b>17.3%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	



Counts Unlimited, Inc.

Town of Apple Valley  
 Johnson Road  
 W/ Dale Evans Parkway  
 24 Hour Directional Classification Count  
 Eastbound, Westbound

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

APV003  
 Site Code: 051-22911

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	1	10	0	0	1	0	0	0	5	0	0	0	0	17
01:00	0	9	0	0	2	0	0	0	3	0	0	0	0	14
02:00	0	48	1	0	3	0	0	1	6	0	0	0	0	59
03:00	0	148	9	0	3	0	0	0	7	0	0	0	0	167
04:00	0	<b>153</b>	8	0	2	1	0	0	5	0	0	0	0	<b>169</b>
05:00	1	132	5	0	1	1	0	1	9	0	0	0	0	150
06:00	0	69	7	0	<b>7</b>	8	0	1	15	0	0	0	0	107
07:00	0	66	25	0	5	7	0	1	24	0	0	0	0	128
08:00	0	29	<b>27</b>	0	7	8	0	1	29	0	0	0	0	101
09:00	0	30	19	0	0	8	0	1	27	0	0	0	0	85
10:00	0	40	17	<b>1</b>	4	<b>13</b>	<b>1</b>	<b>3</b>	40	0	0	0	0	119
11:00	<b>2</b>	27	19	0	6	11	0	1	<b>43</b>	0	0	0	0	109
12 PM	0	57	17	0	<b>9</b>	<b>11</b>	0	<b>2</b>	<b>32</b>	0	<b>1</b>	0	0	129
13:00	0	68	25	0	3	10	<b>1</b>	2	22	0	0	0	0	131
14:00	<b>1</b>	98	16	0	4	6	0	0	18	0	1	0	0	144
15:00	0	222	49	0	9	6	0	1	19	0	0	0	0	306
16:00	1	<b>245</b>	<b>51</b>	0	5	4	1	0	13	0	0	0	0	<b>320</b>
17:00	1	101	32	0	2	2	1	0	23	0	0	0	0	162
18:00	0	43	11	0	1	2	0	0	19	0	0	0	0	76
19:00	1	23	3	0	2	2	0	0	8	0	0	0	0	39
20:00	0	30	3	0	3	1	0	0	14	0	0	0	0	51
21:00	0	26	3	0	1	0	0	0	9	0	0	0	0	39
22:00	0	29	2	0	2	3	0	0	9	0	0	0	0	45
23:00	0	7	2	0	1	1	0	0	9	0	0	0	0	20
Total	8	1710	351	1	83	105	4	15	408	0	2	0	0	2687
Percent	0.3%	63.6%	13.1%	0.0%	3.1%	3.9%	0.1%	0.6%	15.2%	0.0%	0.1%	0.0%	0.0%	
AM Peak	11:00	04:00	08:00	10:00	06:00	10:00	10:00	10:00	11:00					04:00
Vol.	2	153	27	1	7	13	1	3	43					169
PM Peak	14:00	16:00	16:00		12:00	12:00	13:00	12:00	12:00		12:00			16:00
Vol.	1	245	51		9	11	1	2	32		1			320
Grand Total	8	1710	351	1	83	105	4	15	408	0	2	0	0	2687
Percent	0.3%	63.6%	13.1%	0.0%	3.1%	3.9%	0.1%	0.6%	15.2%	0.0%	0.1%	0.0%	0.0%	

### Counts Unlimited, Inc.

Town of Apple Valley  
 Stoddard Wells Road  
 S/ Johnson Road  
 24 Hour Directional Classification Count

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

APV004  
 Site Code: 051-22911

**Northbound**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	5	0	0	0	0	0	0	2	0	0	0	0	7
01:00	0	5	0	0	0	1	0	0	2	0	0	0	0	8
02:00	0	9	2	0	0	2	0	0	3	0	0	0	0	16
03:00	0	33	6	0	0	3	0	0	2	0	0	0	0	44
04:00	0	<b>149</b>	11	0	0	2	0	0	4	0	1	0	0	<b>167</b>
05:00	0	115	14	0	0	3	0	0	7	0	1	0	0	140
06:00	0	53	<b>24</b>	0	<b>9</b>	7	0	<b>1</b>	11	0	3	0	0	108
07:00	0	50	17	0	6	5	0	0	14	0	5	0	0	97
08:00	0	19	16	0	4	<b>8</b>	0	0	12	0	10	0	0	69
09:00	0	30	12	0	2	5	0	1	13	0	7	0	0	70
10:00	0	21	9	0	4	5	<b>1</b>	0	17	0	<b>11</b>	0	0	68
11:00	<b>1</b>	34	8	0	6	7	0	0	<b>19</b>	0	10	0	0	85
12 PM	0	27	9	<b>1</b>	1	<b>8</b>	0	<b>1</b>	<b>18</b>	0	<b>12</b>	0	0	77
13:00	0	31	19	0	3	4	0	1	14	0	8	0	0	80
14:00	<b>1</b>	39	17	0	3	2	0	0	9	0	3	0	0	74
15:00	0	110	31	0	<b>5</b>	1	0	0	12	0	0	0	0	159
16:00	1	<b>154</b>	<b>32</b>	0	3	2	0	0	10	0	0	0	0	<b>202</b>
17:00	0	75	15	0	1	0	<b>1</b>	0	11	0	1	0	0	104
18:00	0	38	3	0	1	0	0	0	8	0	0	0	0	50
19:00	1	20	1	0	0	2	0	0	7	0	0	0	0	31
20:00	0	12	1	0	0	2	0	0	4	0	0	0	0	19
21:00	0	16	4	0	0	0	0	0	2	0	0	0	0	22
22:00	0	5	2	0	0	3	0	0	6	0	0	0	0	16
23:00	0	5	2	0	0	1	0	0	5	0	0	0	0	13
<b>Total</b>	<b>4</b>	<b>1055</b>	<b>255</b>	<b>1</b>	<b>48</b>	<b>73</b>	<b>2</b>	<b>4</b>	<b>212</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>1726</b>
<b>Percent</b>	<b>0.2%</b>	<b>61.1%</b>	<b>14.8%</b>	<b>0.1%</b>	<b>2.8%</b>	<b>4.2%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>12.3%</b>	<b>0.0%</b>	<b>4.2%</b>	<b>0.0%</b>	<b>0.0%</b>	
<b>AM Peak</b>	11:00	04:00	06:00		06:00	08:00	10:00	06:00	11:00		10:00			04:00
<b>Vol.</b>	1	149	24		9	8	1	1	19		11			167
<b>PM Peak</b>	14:00	16:00	16:00	12:00	15:00	12:00	17:00	12:00	12:00		12:00			16:00
<b>Vol.</b>	1	154	32	1	5	8	1	1	18		12			202
<b>Grand Total</b>	<b>4</b>	<b>1055</b>	<b>255</b>	<b>1</b>	<b>48</b>	<b>73</b>	<b>2</b>	<b>4</b>	<b>212</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>1726</b>
<b>Percent</b>	<b>0.2%</b>	<b>61.1%</b>	<b>14.8%</b>	<b>0.1%</b>	<b>2.8%</b>	<b>4.2%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>12.3%</b>	<b>0.0%</b>	<b>4.2%</b>	<b>0.0%</b>	<b>0.0%</b>	

### Counts Unlimited, Inc.

Town of Apple Valley  
 Stoddard Wells Road  
 S/ Johnson Road  
 24 Hour Directional Classification Count  
 Southbound

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

APV004  
 Site Code: 051-22911

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	1	5	0	0	0	0	0	1	4	0	0	0	0	11
01:00	0	10	0	0	0	1	0	0	0	0	0	0	0	11
02:00	0	35	7	0	0	0	0	0	4	0	0	0	0	46
03:00	0	<b>113</b>	<b>14</b>	0	0	1	0	0	7	0	0	0	0	<b>135</b>
04:00	0	11	2	0	1	0	0	0	4	0	0	0	0	18
05:00	1	19	1	0	0	1	0	0	6	0	1	0	0	29
06:00	0	30	7	0	2	2	0	0	12	0	1	0	0	54
07:00	0	29	8	0	2	2	0	0	13	0	4	0	0	58
08:00	0	18	13	0	<b>4</b>	0	0	0	19	0	7	0	0	61
09:00	0	16	13	0	1	1	0	0	25	0	7	0	0	63
10:00	0	34	12	0	3	<b>9</b>	0	<b>2</b>	28	0	7	0	0	95
11:00	1	23	10	0	4	4	0	0	<b>33</b>	0	<b>8</b>	0	<b>1</b>	84
12 PM	0	35	15	0	0	<b>11</b>	0	0	<b>18</b>	0	8	0	0	87
13:00	0	45	15	0	3	10	<b>1</b>	<b>1</b>	12	0	8	0	0	95
14:00	0	68	11	0	2	8	0	0	8	0	<b>11</b>	0	0	108
15:00	0	<b>126</b>	<b>27</b>	0	1	5	0	1	8	0	1	0	0	<b>169</b>
16:00	0	113	27	0	<b>6</b>	1	1	0	7	0	0	0	0	155
17:00	0	40	11	0	4	2	0	0	14	0	0	0	0	71
18:00	<b>1</b>	25	13	0	3	2	0	0	10	0	0	0	0	54
19:00	0	16	4	0	1	2	0	0	3	0	0	0	0	26
20:00	0	18	3	0	0	1	0	0	10	0	0	0	0	32
21:00	0	8	2	0	0	0	0	0	7	0	0	0	0	17
22:00	0	23	7	0	0	2	0	0	2	0	0	0	0	34
23:00	0	6	1	0	0	0	0	0	6	0	0	0	0	13
Total	4	866	223	0	37	65	2	5	260	0	63	0	1	1526
Percent	0.3%	56.7%	14.6%	0.0%	2.4%	4.3%	0.1%	0.3%	17.0%	0.0%	4.1%	0.0%	0.1%	
AM Peak	00:00	03:00	03:00		08:00	10:00		10:00	11:00		11:00		11:00	03:00
Vol.	1	113	14		4	9		2	33		8		1	135
PM Peak	18:00	15:00	15:00		16:00	12:00	13:00	13:00	12:00		14:00			15:00
Vol.	1	126	27		6	11	1	1	18		11			169
Grand Total	4	866	223	0	37	65	2	5	260	0	63	0	1	1526
Percent	0.3%	56.7%	14.6%	0.0%	2.4%	4.3%	0.1%	0.3%	17.0%	0.0%	4.1%	0.0%	0.1%	

Counts Unlimited, Inc.

Town of Apple Valley  
 Stoddard Wells Road  
 S/ Johnson Road  
 24 Hour Directional Classification Count  
 Northbound, Southbound

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 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

APV004  
 Site Code: 051-22911

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	1	10	0	0	0	0	0	1	6	0	0	0	0	18
01:00	0	15	0	0	0	2	0	0	2	0	0	0	0	19
02:00	0	44	9	0	0	2	0	0	7	0	0	0	0	62
03:00	0	146	20	0	0	4	0	0	9	0	0	0	0	179
04:00	0	<b>160</b>	13	0	1	2	0	0	8	0	1	0	0	<b>185</b>
05:00	1	134	15	0	0	4	0	0	13	0	2	0	0	169
06:00	0	83	<b>31</b>	0	<b>11</b>	9	0	1	23	0	4	0	0	162
07:00	0	79	25	0	8	7	0	0	27	0	9	0	0	155
08:00	0	37	29	0	8	8	0	0	31	0	17	0	0	130
09:00	0	46	25	0	3	6	0	1	38	0	14	0	0	133
10:00	0	55	21	0	7	<b>14</b>	<b>1</b>	<b>2</b>	45	0	<b>18</b>	0	0	163
11:00	<b>2</b>	57	18	0	10	11	0	0	<b>52</b>	0	18	0	<b>1</b>	169
12 PM	0	62	24	<b>1</b>	1	<b>19</b>	0	1	<b>36</b>	0	<b>20</b>	0	0	164
13:00	0	76	34	0	6	14	<b>1</b>	<b>2</b>	26	0	16	0	0	175
14:00	<b>1</b>	107	28	0	5	10	0	0	17	0	14	0	0	182
15:00	0	236	58	0	6	6	0	1	20	0	1	0	0	328
16:00	1	<b>267</b>	<b>59</b>	0	<b>9</b>	3	1	0	17	0	0	0	0	<b>357</b>
17:00	0	115	26	0	5	2	1	0	25	0	1	0	0	175
18:00	1	63	16	0	4	2	0	0	18	0	0	0	0	104
19:00	1	36	5	0	1	4	0	0	10	0	0	0	0	57
20:00	0	30	4	0	0	3	0	0	14	0	0	0	0	51
21:00	0	24	6	0	0	0	0	0	9	0	0	0	0	39
22:00	0	28	9	0	0	5	0	0	8	0	0	0	0	50
23:00	0	11	3	0	0	1	0	0	11	0	0	0	0	26
Total	8	1921	478	1	85	138	4	9	472	0	135	0	1	3252
Percent	0.2%	59.1%	14.7%	0.0%	2.6%	4.2%	0.1%	0.3%	14.5%	0.0%	4.2%	0.0%	0.0%	
AM Peak	11:00	04:00	06:00		06:00	10:00	10:00	10:00	11:00		10:00		11:00	04:00
Vol.	2	160	31		11	14	1	2	52		18		1	185
PM Peak	14:00	16:00	16:00	12:00	16:00	12:00	13:00	13:00	12:00		12:00			16:00
Vol.	1	267	59	1	9	19	1	2	36		20			357
Grand Total	8	1921	478	1	85	138	4	9	472	0	135	0	1	3252
Percent	0.2%	59.1%	14.7%	0.0%	2.6%	4.2%	0.1%	0.3%	14.5%	0.0%	4.2%	0.0%	0.0%	





















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**APPENDIX 3.2: EXISTING (2022) CONDITIONS INTERSECTION  
OPERATIONS ANALYSIS WORKSHEETS**

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Lanes, Volumes, Timings  
 1: Dale Evans Pkwy. & Johnson Rd.

Existing (2022) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	104	13	6	62	57	19	132	19	33	63	1
Future Volume (vph)	1	104	13	6	62	57	19	132	19	33	63	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		165	100		0	325		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			1074	
Travel Time (s)		115.4			80.5			32.5			13.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											



Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A












Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	1	104	13	6	62	57	19	132	19	33	63	1
Future Vol, veh/h	1	104	13	6	62	57	19	132	19	33	63	1
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	113	14	7	67	62	21	143	21	36	68	1
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay	9.8	8.7	9.6	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	9%	0%	100%	0%
Vol Thru, %	0%	100%	0%	88%	91%	0%	0%	98%
Vol Right, %	0%	0%	100%	11%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	132	19	118	68	57	33	64
LT Vol	19	0	0	1	6	0	33	0
Through Vol	0	132	0	104	62	0	0	63
RT Vol	0	0	19	13	0	57	0	1
Lane Flow Rate	21	143	21	128	74	62	36	70
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.035	0.221	0.028	0.199	0.117	0.085	0.062	0.11
Departure Headway (Hd)	6.05	5.547	4.842	5.578	5.701	4.954	6.214	5.698
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	588	641	732	637	624	716	571	623
Service Time	3.831	3.327	2.621	3.36	3.483	2.736	4.006	3.49
HCM Lane V/C Ratio	0.036	0.223	0.029	0.201	0.119	0.087	0.063	0.112
HCM Control Delay	9.1	9.9	7.8	9.8	9.2	8.2	9.4	9.2
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.8	0.1	0.7	0.4	0.3	0.2	0.4

Lanes, Volumes, Timings  
 2: Dale Evans Pkwy. & Lafayette St.

Existing (2022) AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	9	161	13	12	70
Future Volume (vph)	3	9	161	13	12	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400	415	
Storage Lanes	1	0		1	1	
Taper Length (ft)	90				90	
Link Speed (mph)	45		55			55
Link Distance (ft)	304		1385			2620
Travel Time (s)	4.6		17.2			32.5
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
2: Dale Evans Pkwy. & Lafayette St.

Existing (2022) AM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑	↗↘	↘↗	↑
Traffic Vol, veh/h	3	9	161	13	12	70
Future Vol, veh/h	3	9	161	13	12	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	415	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	11	196	16	15	85

















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	311	196	0	0	212	0
Stage 1	196	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	681	845	-	-	1358	-
Stage 1	837	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	674	845	-	-	1358	-
Mov Cap-2 Maneuver	674	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	900	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	795	1358
HCM Lane V/C Ratio	-	-	0.018	0.011
HCM Control Delay (s)	-	-	9.6	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings  
 3: Dale Evans Pkwy. & Corwin Rd.

Existing (2022) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	10	1	5	5	4	4	146	16	1	52	20
Future Volume (vph)	24	10	1	5	5	4	4	146	16	1	52	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

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	24	10	1	5	5	4	4	146	16	1	52	20
Future Vol, veh/h	24	10	1	5	5	4	4	146	16	1	52	20
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	12	1	6	6	5	5	174	19	1	62	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	7.6	8.3	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	69%	36%	1%
Vol Thru, %	88%	29%	36%	71%
Vol Right, %	10%	3%	29%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	166	35	14	73
LT Vol	4	24	5	1
Through Vol	146	10	5	52
RT Vol	16	1	4	20
Lane Flow Rate	198	42	17	87
Geometry Grp	1	1	1	1
Degree of Util (X)	0.222	0.054	0.021	0.097
Departure Headway (Hd)	4.048	4.685	4.497	4.024
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	879	769	801	877
Service Time	2.111	2.686	2.498	2.11
HCM Lane V/C Ratio	0.225	0.055	0.021	0.099
HCM Control Delay	8.3	8	7.6	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.2	0.1	0.3

Lanes, Volumes, Timings  
 4: Stoddard Wells Rd. & Johnson Rd.

Existing (2022) AM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	81	1	37	117	1	40
Future Volume (vph)	81	1	37	117	1	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

HCM 6th TWSC  
4: Stoddard Wells Rd. & Johnson Rd.

Existing (2022) AM Peak Hour

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	81	1	37	117	1	40
Future Vol, veh/h	81	1	37	117	1	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	1	42	133	1	45

















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	156	109	0	0	175	0
Stage 1	109	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	835	945	-	-	1401	-
Stage 1	916	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	834	945	-	-	1401	-
Mov Cap-2 Maneuver	834	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	835	1401
HCM Lane V/C Ratio	-	-	0.112	0.001
HCM Control Delay (s)	-	-	9.9	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Lanes, Volumes, Timings  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

Existing (2022) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	11	19	5	110	3	9	31	4	100	2	20
Future Volume (vph)	3	11	19	5	110	3	9	31	4	100	2	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
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
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											



HCM 6th TWSC  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

Existing (2022) AM Peak Hour

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	11	19	5	110	3	9	31	4	100	2	20
Future Vol, veh/h	3	11	19	5	110	3	9	31	4	100	2	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	12	21	6	122	3	10	34	4	111	2	22

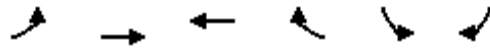
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	33	0	0	177	166	23	184	175	124
Stage 1	-	-	-	-	-	-	29	29	-	136	136	-
Stage 2	-	-	-	-	-	-	148	137	-	48	39	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1462	-	-	1579	-	-	785	727	1054	777	718	927
Stage 1	-	-	-	-	-	-	988	871	-	867	784	-
Stage 2	-	-	-	-	-	-	855	783	-	965	862	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1462	-	-	1579	-	-	761	723	1054	742	714	927
Mov Cap-2 Maneuver	-	-	-	-	-	-	761	723	-	742	714	-
Stage 1	-	-	-	-	-	-	986	869	-	865	781	-
Stage 2	-	-	-	-	-	-	829	780	-	921	860	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.3			10.1			10.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	752	1462	-	-	1579	-	-	767
HCM Lane V/C Ratio	0.065	0.002	-	-	0.004	-	-	0.177
HCM Control Delay (s)	10.1	7.5	0	-	7.3	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.6

Lanes, Volumes, Timings  
 6: Stoddard Wells Rd. & Quarry Rd.

Existing (2022) AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	5	32	107	28	1
Future Volume (vph)	9	5	32	107	28	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC  
6: Stoddard Wells Rd. & Quarry Rd.

Existing (2022) AM Peak Hour

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	9	5	32	107	28	1
Future Vol, veh/h	9	5	32	107	28	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	6	39	129	34	1










Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	39	0	-	0	132
Stage 1	-	-	-	-	104
Stage 2	-	-	-	-	28
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1571	-	-	-	862
Stage 1	-	-	-	-	920
Stage 2	-	-	-	-	995
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1571	-	-	-	856
Mov Cap-2 Maneuver	-	-	-	-	856
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	995

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	-	859
HCM Lane V/C Ratio	0.007	-	-	-	0.041
HCM Control Delay (s)	7.3	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings  
 7: Quarry Rd. & I-15 SB Ramps

Existing (2022) AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	28	4	1	115	3	1
Future Volume (vph)	28	4	1	115	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
7: Quarry Rd. & I-15 SB Ramps

Existing (2022) AM Peak Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↓
Traffic Vol, veh/h	28	4	1	115	3	1
Future Vol, veh/h	28	4	1	115	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	6	1	160	4	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	90	81	0	0	161
Stage 1	81	-	-	-	-
Stage 2	9	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	910	979	-	-	1418
Stage 1	942	-	-	-	-
Stage 2	1014	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	907	979	-	-	1418
Mov Cap-2 Maneuver	907	-	-	-	-
Stage 1	942	-	-	-	-
Stage 2	1011	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	5.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	915	1418
HCM Lane V/C Ratio	-	-	0.049	0.003
HCM Control Delay (s)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Lanes, Volumes, Timings  
 8: Navajo Rd. & Johnson Rd.

Existing (2022) AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	15	51	5	36	22	1
Future Volume (vph)	15	51	5	36	22	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	45	
Link Distance (ft)	5314			5302	2660	
Travel Time (s)	80.5			80.3	40.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	51	5	36	22	1
Future Vol, veh/h	15	51	5	36	22	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	58	6	41	25	1

















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	75	0	99
Stage 1	-	-	-	-	46
Stage 2	-	-	-	-	53
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1524	-	900
Stage 1	-	-	-	-	976
Stage 2	-	-	-	-	970
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1524	-	896
Mov Cap-2 Maneuver	-	-	-	-	896
Stage 1	-	-	-	-	976
Stage 2	-	-	-	-	966

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	901	-	-	1524	-
HCM Lane V/C Ratio	0.029	-	-	0.004	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings  
 9: Navajo Rd. & Lafayette St.

Existing (2022) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	19	1	1	1	10	17	1	1	10	1
Future Volume (vph)	5	1	19	1	1	1	10	17	1	1	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2596			1226			3048			2660	
Travel Time (s)		39.3			18.6			46.2			40.3	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											



HCM 6th TWSC  
 9: Navajo Rd. & Lafayette St.

Existing (2022) AM Peak Hour

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	19	1	1	1	10	17	1	1	10	1
Future Vol, veh/h	5	1	19	1	1	1	10	17	1	1	10	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	26	1	1	1	14	24	1	1	14	1

















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	71	70	15	83	70	25	15	0	0	25	0	0
Stage 1	17	17	-	53	53	-	-	-	-	-	-	-
Stage 2	54	53	-	30	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	920	821	1065	904	821	1051	1603	-	-	1589	-	-
Stage 1	1002	881	-	960	851	-	-	-	-	-	-	-
Stage 2	958	851	-	987	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	911	813	1065	874	813	1051	1603	-	-	1589	-	-
Mov Cap-2 Maneuver	911	813	-	874	813	-	-	-	-	-	-	-
Stage 1	993	880	-	951	843	-	-	-	-	-	-	-
Stage 2	947	843	-	960	880	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		9		2.6		0.6	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1603	-	-	1018	902	1589	-	-
HCM Lane V/C Ratio	0.009	-	-	0.034	0.005	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.7	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Lanes, Volumes, Timings  
10: Central Rd. & Johnson Rd.

Existing (2022) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	2	19	1	3	1	37	39	1	1	13	1
Future Volume (vph)	1	2	19	1	3	1	37	39	1	1	13	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			31.4			14.4	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	19	1	3	1	37	39	1	1	13	1
Future Vol, veh/h	1	2	19	1	3	1	37	39	1	1	13	1
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	21	1	3	1	40	42	1	1	14	1






















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	142	140	15	151	140	43	15	0	0	43	0	0
Stage 1	17	17	-	123	123	-	-	-	-	-	-	-
Stage 2	125	123	-	28	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	828	751	1065	816	751	1027	1603	-	-	1566	-	-
Stage 1	1002	881	-	881	794	-	-	-	-	-	-	-
Stage 2	879	794	-	989	881	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	807	731	1065	782	731	1027	1603	-	-	1566	-	-
Mov Cap-2 Maneuver	807	731	-	782	731	-	-	-	-	-	-	-
Stage 1	976	880	-	858	773	-	-	-	-	-	-	-
Stage 2	852	773	-	966	880	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.5		9.6		3.5		0.5	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1603	-	-	1048	787	1566	-
HCM Lane V/C Ratio	0.025	-	-	0.021	0.007	0.001	-
HCM Control Delay (s)	7.3	0	-	8.5	9.6	7.3	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-

Lanes, Volumes, Timings  
 1: Dale Evans Pkwy. & Johnson Rd.

Existing (2022) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	182	36	43	121	29	27	70	43	49	167	3
Future Volume (vph)	1	182	36	43	121	29	27	70	43	49	167	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		165	100		0	325		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			1074	
Travel Time (s)		115.4			80.5			32.5			13.3	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	18.3
Intersection LOS	C












Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	1	182	36	43	121	29	27	70	43	49	167	3
Future Vol, veh/h	1	182	36	43	121	29	27	70	43	49	167	3
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	268	53	63	178	43	40	103	63	72	246	4
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay	23.5	17.6	12.4	17.5
HCM LOS	C	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	26%	0%	100%	0%
Vol Thru, %	0%	100%	0%	83%	74%	0%	0%	98%
Vol Right, %	0%	0%	100%	16%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	70	43	219	164	29	49	170
LT Vol	27	0	0	1	43	0	49	0
Through Vol	0	70	0	182	121	0	0	167
RT Vol	0	0	43	36	0	29	0	3
Lane Flow Rate	40	103	63	322	241	43	72	250
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.094	0.23	0.129	0.661	0.522	0.082	0.164	0.533
Departure Headway (Hd)	8.567	8.051	7.329	7.389	7.797	6.948	8.202	7.673
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	417	444	487	486	461	513	436	467
Service Time	6.349	5.833	5.111	5.16	5.573	4.724	5.975	5.446
HCM Lane V/C Ratio	0.096	0.232	0.129	0.663	0.523	0.084	0.165	0.535
HCM Control Delay	12.2	13.2	11.2	23.5	18.9	10.4	12.6	18.9
HCM Lane LOS	B	B	B	C	C	B	B	C
HCM 95th-tile Q	0.3	0.9	0.4	4.7	3	0.3	0.6	3.1

Lanes, Volumes, Timings  
 2: Dale Evans Pkwy. & Lafayette St.

Existing (2022) PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	21	119	16	15	231
Future Volume (vph)	9	21	119	16	15	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400	415	
Storage Lanes	1	0		1	1	
Taper Length (ft)	90				90	
Link Speed (mph)	45		55			55
Link Distance (ft)	304		1385			2620
Travel Time (s)	4.6		17.2			32.5
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
2: Dale Evans Pkwy. & Lafayette St.

Existing (2022) PM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑	↗↘	↘↗	↑
Traffic Vol, veh/h	9	21	119	16	15	231
Future Vol, veh/h	9	21	119	16	15	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	415	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	27	153	21	19	296

















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	487	153	0	0	174
Stage 1	153	-	-	-	-
Stage 2	334	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	540	893	-	-	1403
Stage 1	875	-	-	-	-
Stage 2	725	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	532	893	-	-	1403
Mov Cap-2 Maneuver	532	-	-	-	-
Stage 1	875	-	-	-	-
Stage 2	715	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	742	1403
HCM Lane V/C Ratio	-	-	0.052	0.014
HCM Control Delay (s)	-	-	10.1	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Lanes, Volumes, Timings  
 3: Dale Evans Pkwy. & Corwin Rd.

Existing (2022) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	4	3	16	13	2	2	101	13	3	192	45
Future Volume (vph)	32	4	3	16	13	2	2	101	13	3	192	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											



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	32	4	3	16	13	2	2	101	13	3	192	45
Future Vol, veh/h	32	4	3	16	13	2	2	101	13	3	192	45
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	5	4	20	16	3	3	128	16	4	243	57
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.4	8.4	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	82%	52%	1%
Vol Thru, %	87%	10%	42%	80%
Vol Right, %	11%	8%	6%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	116	39	31	240
LT Vol	2	32	16	3
Through Vol	101	4	13	192
RT Vol	13	3	2	45
Lane Flow Rate	147	49	39	304
Geometry Grp	1	1	1	1
Degree of Util (X)	0.18	0.07	0.055	0.355
Departure Headway (Hd)	4.407	5.087	5.05	4.209
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	815	704	709	857
Service Time	2.429	3.12	3.083	2.226
HCM Lane V/C Ratio	0.18	0.07	0.055	0.355
HCM Control Delay	8.4	8.5	8.4	9.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.2	0.2	1.6

Lanes, Volumes, Timings  
 4: Stoddard Wells Rd. & Johnson Rd.

Existing (2022) PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	150	1	10	218	1	26
Future Volume (vph)	150	1	10	218	1	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

HCM 6th TWSC  
4: Stoddard Wells Rd. & Johnson Rd.

Existing (2022) PM Peak Hour

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	150	1	10	218	1	26
Future Vol, veh/h	150	1	10	218	1	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	259	2	17	376	2	45

















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	254	205	0	0	393
Stage 1	205	-	-	-	-
Stage 2	49	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	735	836	-	-	1166
Stage 1	829	-	-	-	-
Stage 2	973	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	734	836	-	-	1166
Mov Cap-2 Maneuver	734	-	-	-	-
Stage 1	829	-	-	-	-
Stage 2	971	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	735	1166
HCM Lane V/C Ratio	-	-	0.354	0.001
HCM Control Delay (s)	-	-	12.6	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.6	0

Lanes, Volumes, Timings  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

Existing (2022) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	17	40	2	172	2	1	19	16	195	2	10
Future Volume (vph)	1	17	40	2	172	2	1	19	16	195	2	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th TWSC  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

Existing (2022) PM Peak Hour

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	17	40	2	172	2	1	19	16	195	2	10
Future Vol, veh/h	1	17	40	2	172	2	1	19	16	195	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	26	61	3	261	3	2	29	24	295	3	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	264	0	0	87	0	0	339	331	57	356	360	263
Stage 1	-	-	-	-	-	-	61	61	-	269	269	-
Stage 2	-	-	-	-	-	-	278	270	-	87	91	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1300	-	-	1509	-	-	615	588	1009	599	567	776
Stage 1	-	-	-	-	-	-	950	844	-	737	687	-
Stage 2	-	-	-	-	-	-	728	686	-	921	820	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1300	-	-	1509	-	-	598	586	1009	561	565	776
Mov Cap-2 Maneuver	-	-	-	-	-	-	598	586	-	561	565	-
Stage 1	-	-	-	-	-	-	948	842	-	736	686	-
Stage 2	-	-	-	-	-	-	709	685	-	866	818	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			10.4			18.8		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	721	1300	-	-	1509	-	-	569
HCM Lane V/C Ratio	0.076	0.001	-	-	0.002	-	-	0.551
HCM Control Delay (s)	10.4	7.8	0	-	7.4	0	-	18.8
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	3.3

Lanes, Volumes, Timings  
 6: Stoddard Wells Rd. & Quarry Rd.

Existing (2022) PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	19	24	159	38	4
Future Volume (vph)	14	19	24	159	38	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC  
6: Stoddard Wells Rd. & Quarry Rd.

Existing (2022) PM Peak Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	14	19	24	159	38	4
Future Vol, veh/h	14	19	24	159	38	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	31	39	256	61	6










Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	39	0	-	0	244 167
Stage 1	-	-	-	-	167 -
Stage 2	-	-	-	-	77 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1571	-	-	-	744 877
Stage 1	-	-	-	-	863 -
Stage 2	-	-	-	-	946 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1571	-	-	-	733 877
Mov Cap-2 Maneuver	-	-	-	-	733 -
Stage 1	-	-	-	-	850 -
Stage 2	-	-	-	-	946 -

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	-	745
HCM Lane V/C Ratio	0.014	-	-	-	0.091
HCM Control Delay (s)	7.3	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings  
7: Quarry Rd. & I-15 SB Ramps

Existing (2022) PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	1	1	172	1	1
Future Volume (vph)	41	1	1	172	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					



HCM 6th TWSC  
7: Quarry Rd. & I-15 SB Ramps

Existing (2022) PM Peak Hour

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↔
Traffic Vol, veh/h	41	1	1	172	1	1
Future Vol, veh/h	41	1	1	172	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	2	2	287	2	2

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	152	146	0	0	289
Stage 1	146	-	-	-	-
Stage 2	6	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	840	901	-	-	1273
Stage 1	881	-	-	-	-
Stage 2	1017	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	838	901	-	-	1273
Mov Cap-2 Maneuver	838	-	-	-	-
Stage 1	881	-	-	-	-
Stage 2	1015	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	3.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	839	1273
HCM Lane V/C Ratio	-	-	0.083	0.001
HCM Control Delay (s)	-	-	9.7	7.8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Lanes, Volumes, Timings  
 8: Navajo Rd. & Johnson Rd.

Existing (2022) PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	71	40	18	40	21	7
Future Volume (vph)	71	40	18	40	21	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	45	
Link Distance (ft)	5314			5302	2660	
Travel Time (s)	80.5			80.3	40.3	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	40	18	40	21	7
Future Vol, veh/h	71	40	18	40	21	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	58	26	58	30	10

















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	161	0	242
Stage 1	-	-	-	-	132
Stage 2	-	-	-	-	110
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1418	-	746
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	915
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1418	-	732
Mov Cap-2 Maneuver	-	-	-	-	732
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	898

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	771	-	-	1418	-
HCM Lane V/C Ratio	0.053	-	-	0.018	-
HCM Control Delay (s)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lanes, Volumes, Timings  
 9: Navajo Rd. & Lafayette St.

Existing (2022) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	27	3	1	1	26	18	1	1	36	3
Future Volume (vph)	3	1	27	3	1	1	26	18	1	1	36	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2596			1226			3048			2660	
Travel Time (s)		39.3			18.6			46.2			40.3	
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th TWSC  
 9: Navajo Rd. & Lafayette St.

Existing (2022) PM Peak Hour

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	27	3	1	1	26	18	1	1	36	3
Future Vol, veh/h	3	1	27	3	1	1	26	18	1	1	36	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	2	45	5	2	2	43	30	2	2	60	5

















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	186	185	63	207	186	31	65	0	0	32	0	0
Stage 1	67	67	-	117	117	-	-	-	-	-	-	-
Stage 2	119	118	-	90	69	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	775	709	1002	751	708	1043	1537	-	-	1580	-	-
Stage 1	943	839	-	888	799	-	-	-	-	-	-	-
Stage 2	885	798	-	917	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	756	688	1002	700	687	1043	1537	-	-	1580	-	-
Mov Cap-2 Maneuver	756	688	-	700	687	-	-	-	-	-	-	-
Stage 1	917	838	-	863	777	-	-	-	-	-	-	-
Stage 2	857	776	-	873	836	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		9.9		4.3		0.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1537	-	-	958	746	1580	-
HCM Lane V/C Ratio	0.028	-	-	0.054	0.011	0.001	-
HCM Control Delay (s)	7.4	0	-	9	9.9	7.3	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-

Lanes, Volumes, Timings  
10: Central Rd. & Johnson Rd.

Existing (2022) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	77	1	1	1	54	10	1	1	49	1
Future Volume (vph)	1	1	77	1	1	1	54	10	1	1	49	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			47.1			21.5	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	77	1	1	1	54	10	1	1	49	1
Future Vol, veh/h	1	1	77	1	1	1	54	10	1	1	49	1
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	84	1	1	1	59	11	1	1	53	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	187	186	54	228	186	12	54	0	0	12	0	0
Stage 1	56	56	-	130	130	-	-	-	-	-	-	-
Stage 2	131	130	-	98	56	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	774	708	1013	727	708	1069	1551	-	-	1607	-	-
Stage 1	956	848	-	874	789	-	-	-	-	-	-	-
Stage 2	873	789	-	908	848	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	749	680	1013	646	680	1069	1551	-	-	1607	-	-
Mov Cap-2 Maneuver	749	680	-	646	680	-	-	-	-	-	-	-
Stage 1	920	847	-	841	759	-	-	-	-	-	-	-
Stage 2	838	759	-	831	847	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.9		9.8		6.2		0.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	1008	759	1607	-	-
HCM Lane V/C Ratio	0.038	-	-	0.084	0.004	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.9	9.8	7.2	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-

**APPENDIX 3.3: EXISTING (2022) CONDITIONS TRAFFIC SIGNAL  
WARRANT ANALYSIS WORKSHEETS**



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**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) AM PEAK HOUR WARRANTS**

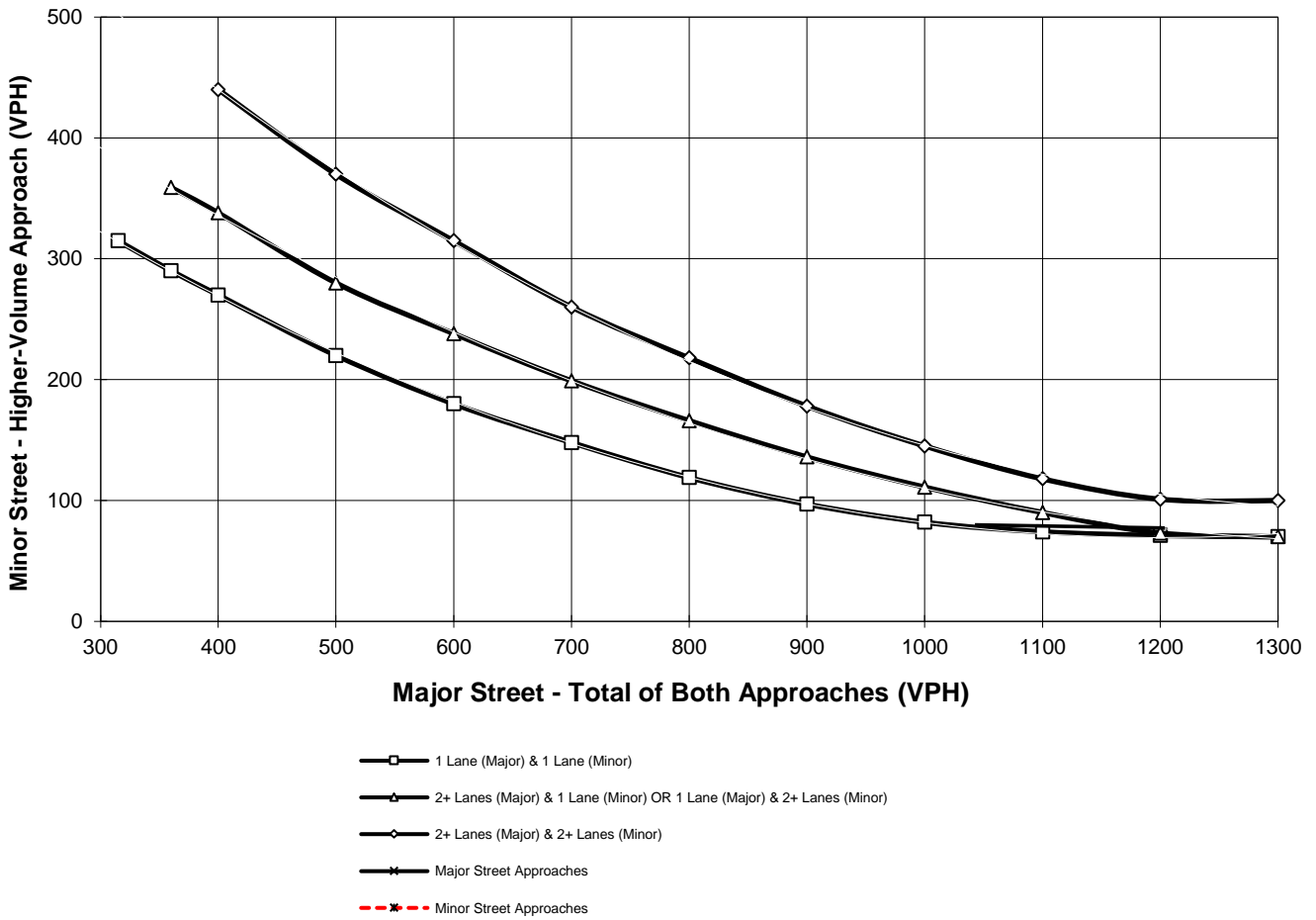
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **267**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **125**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #1

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) PM PEAK HOUR WARRANTS**

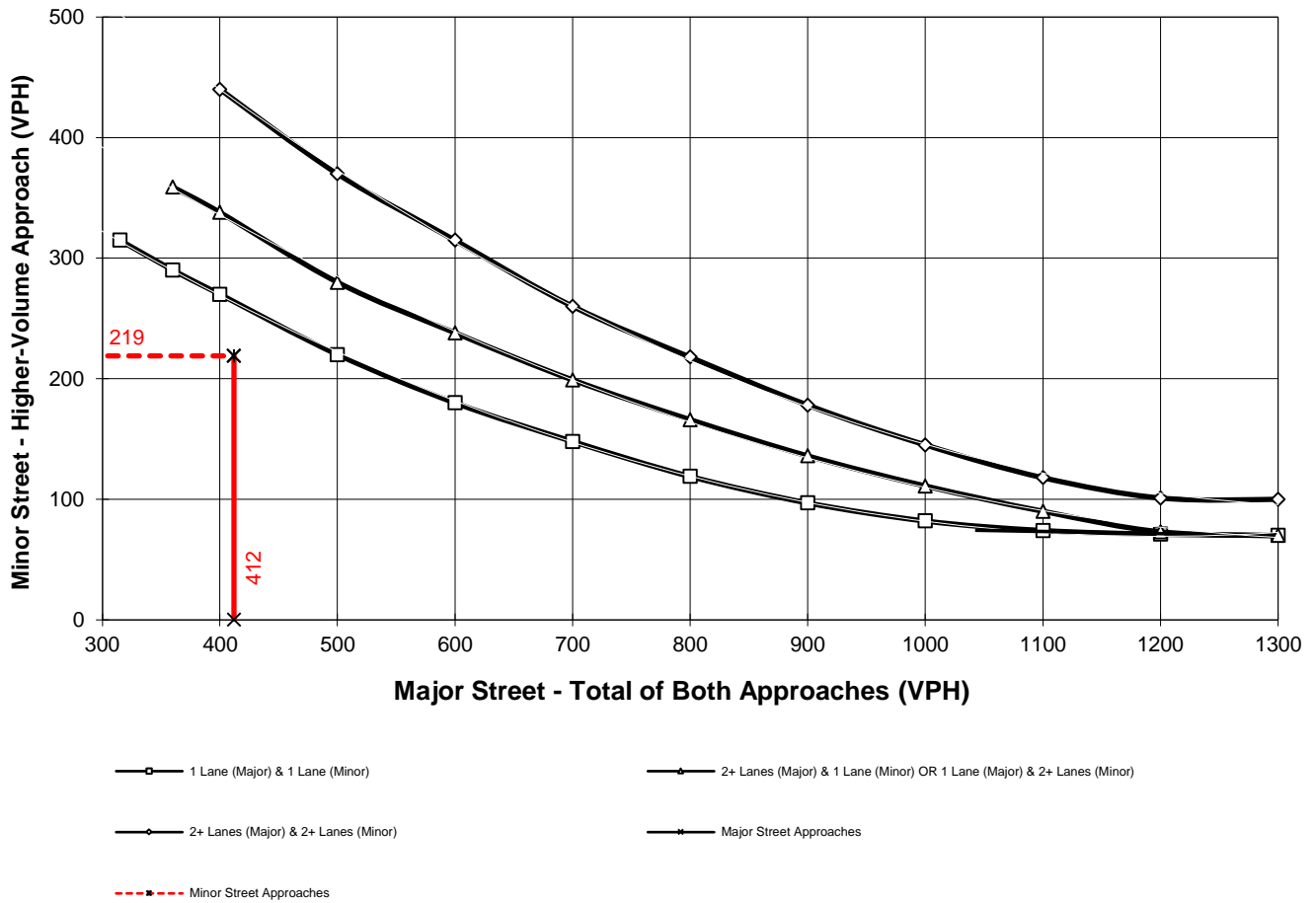
Major Street Name = **Johnson Rd.**

Total of Both Approaches (VPH) = **412**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dale Evans Pkwy.**

High Volume Approach (VPH) = **219**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #1

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) AM PEAK HOUR WARRANTS**

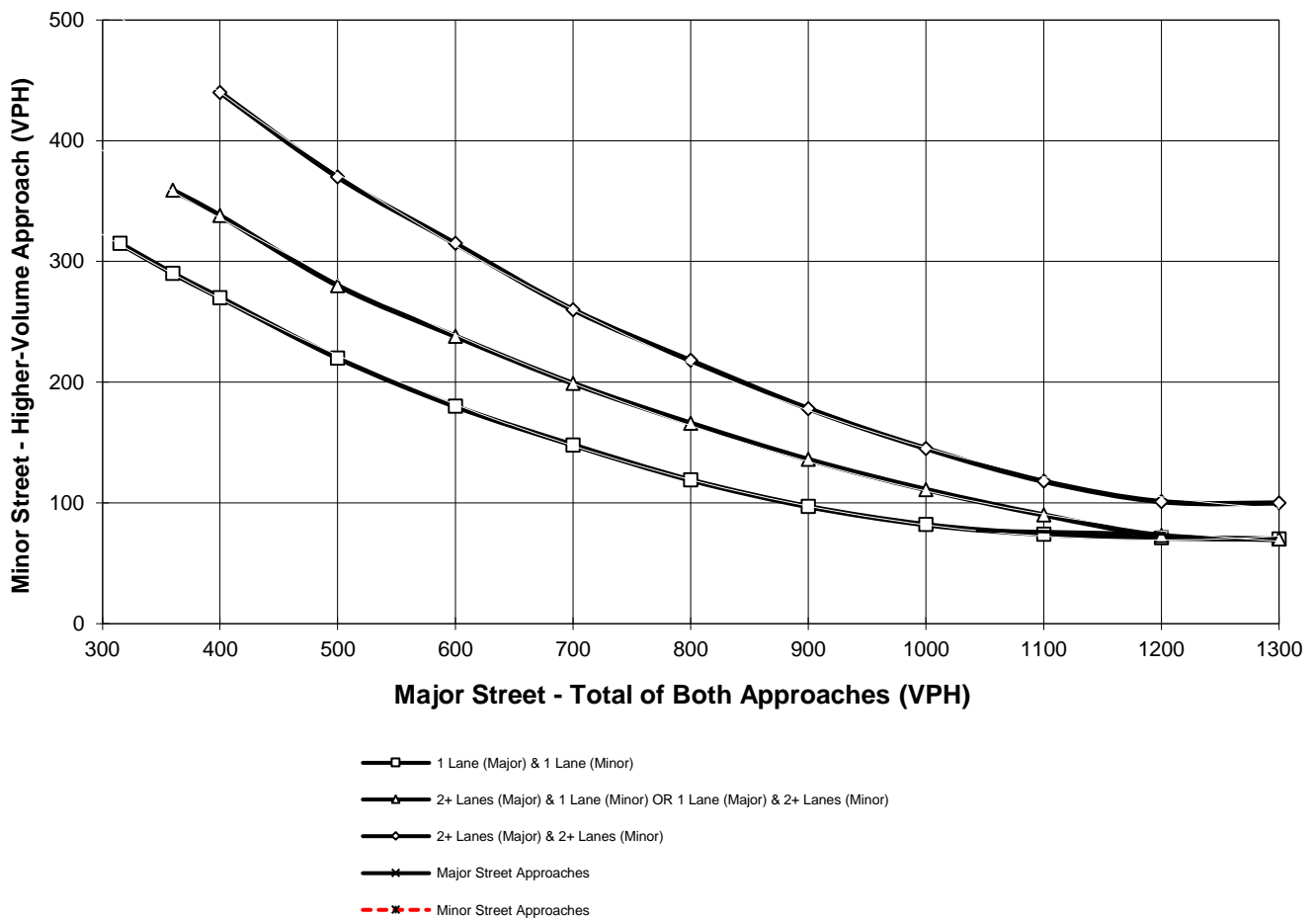
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **256**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **12**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) PM PEAK HOUR WARRANTS**

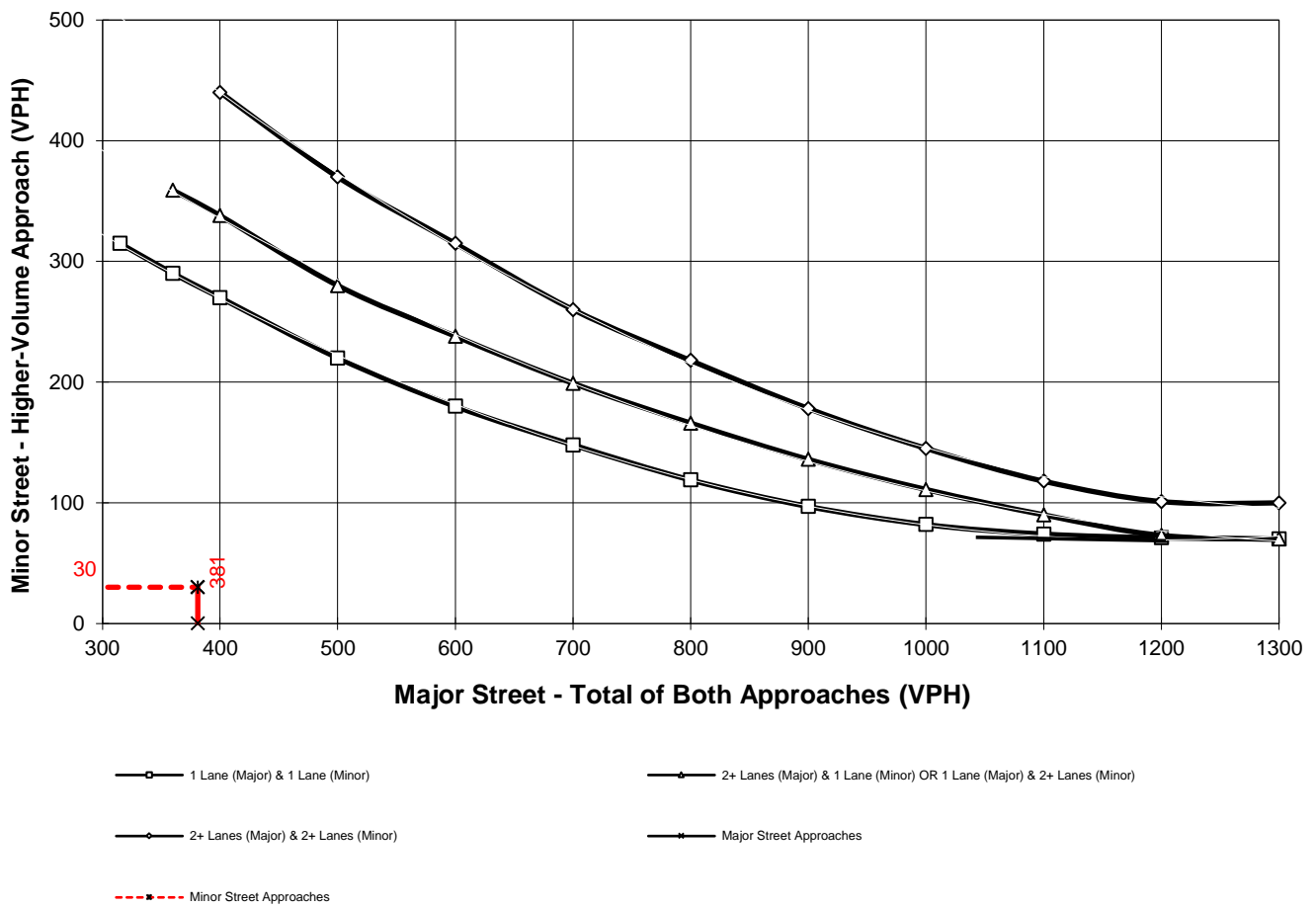
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **381**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **30**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) AM PEAK HOUR WARRANTS**

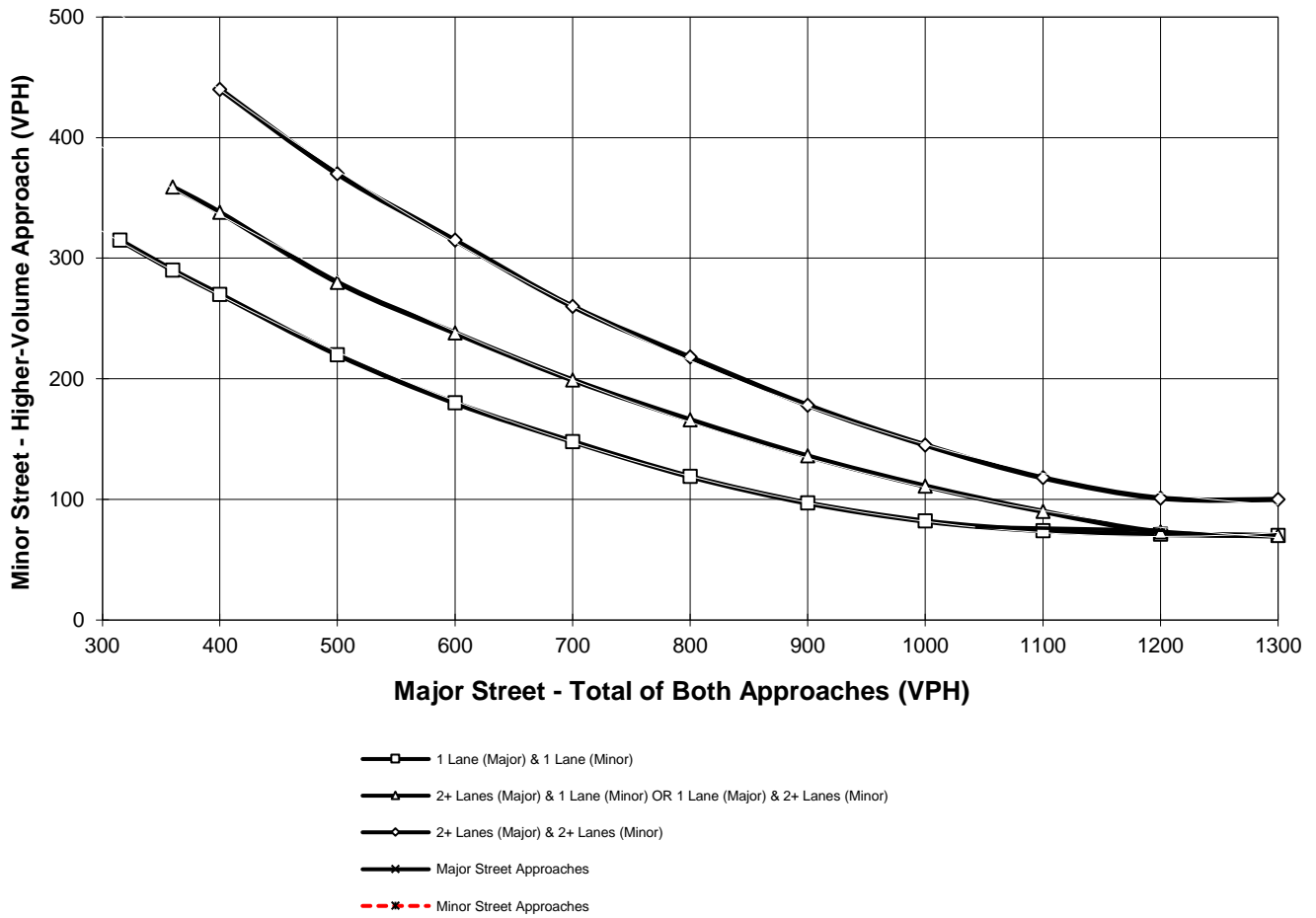
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **239**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Rd.**

High Volume Approach (VPH) = **35**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) PM PEAK HOUR WARRANTS**

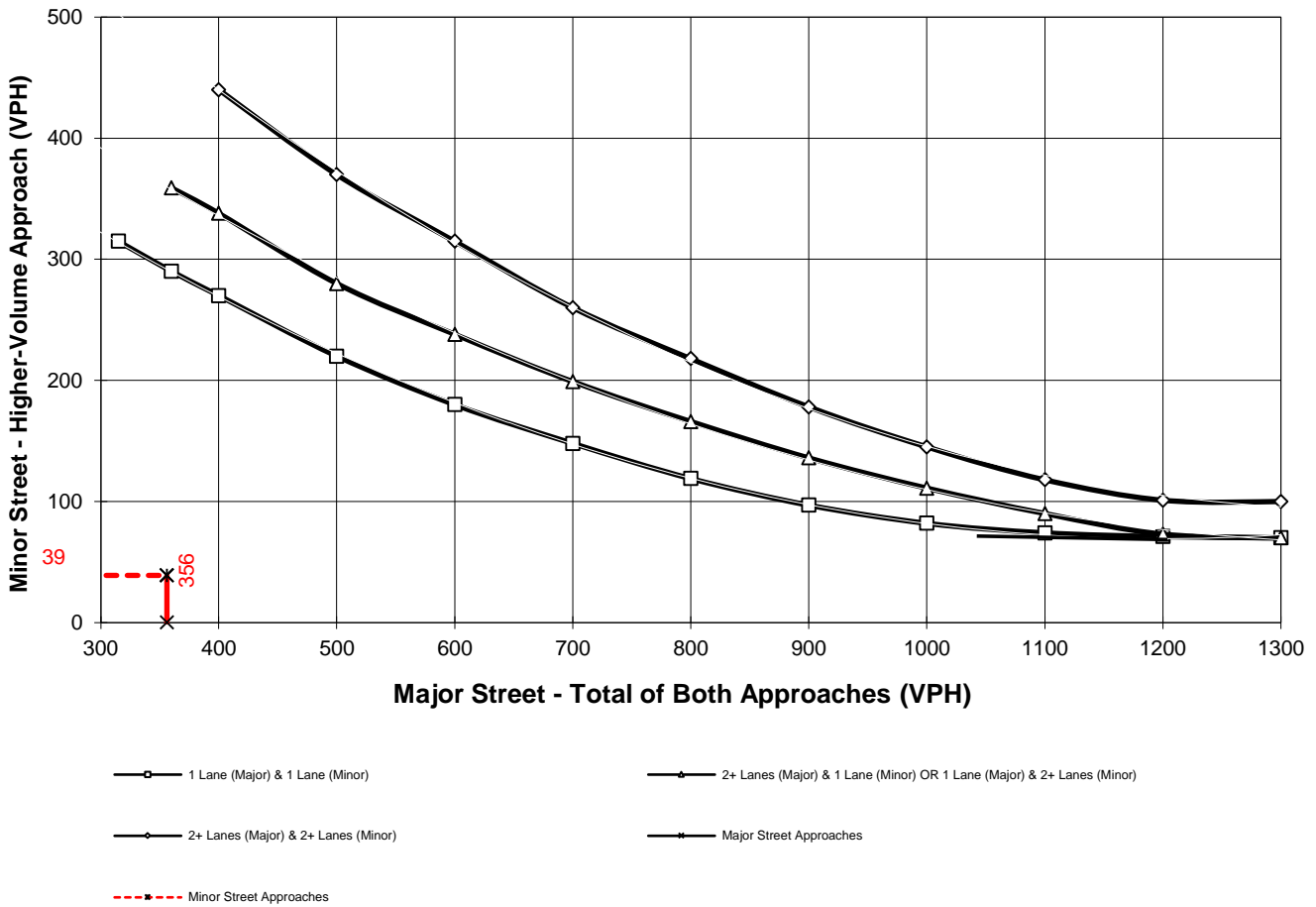
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **356**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Rd.**

High Volume Approach (VPH) = **39**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) AM PEAK HOUR WARRANTS**

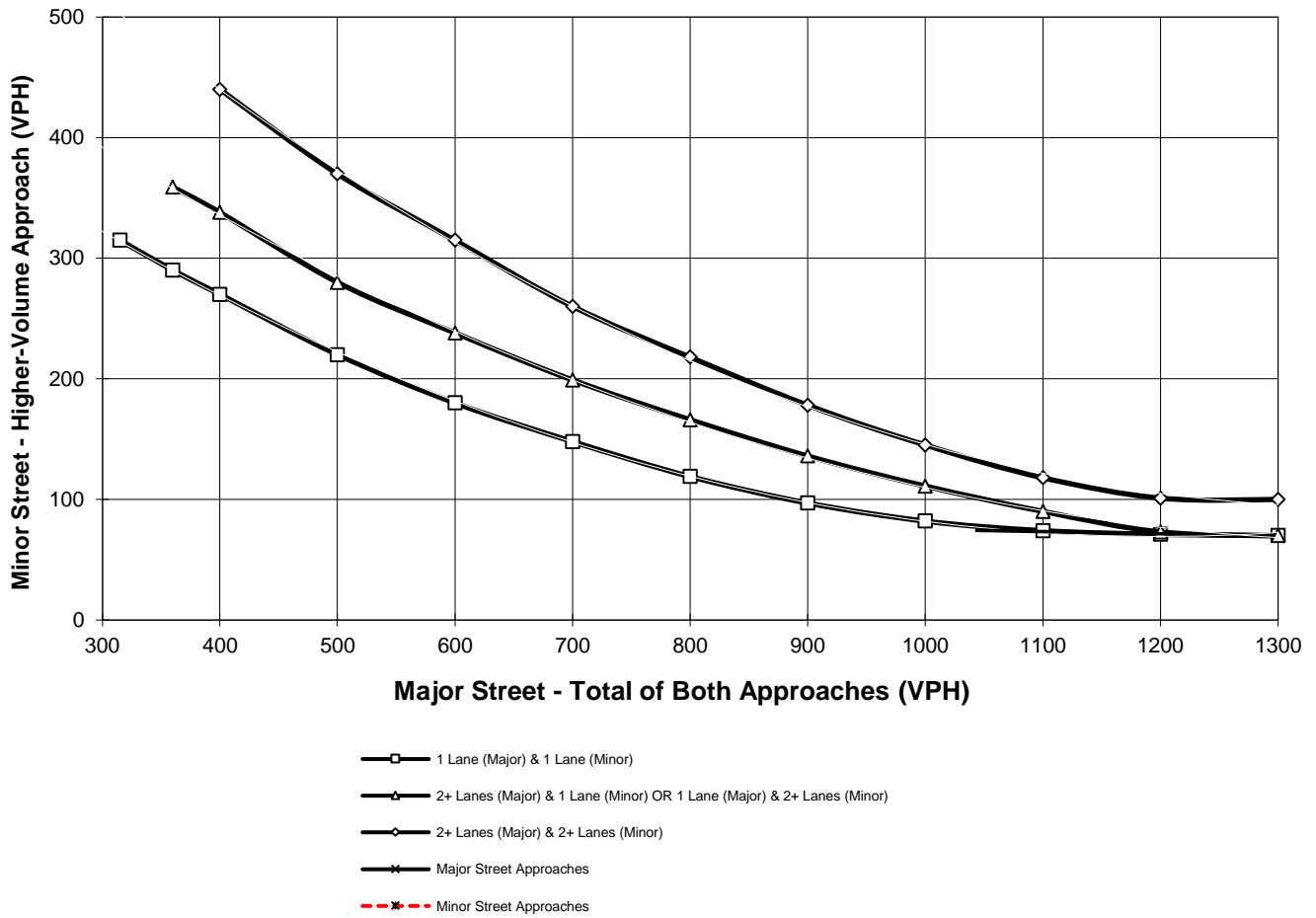
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **195**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **82**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #4



### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) PM PEAK HOUR WARRANTS**

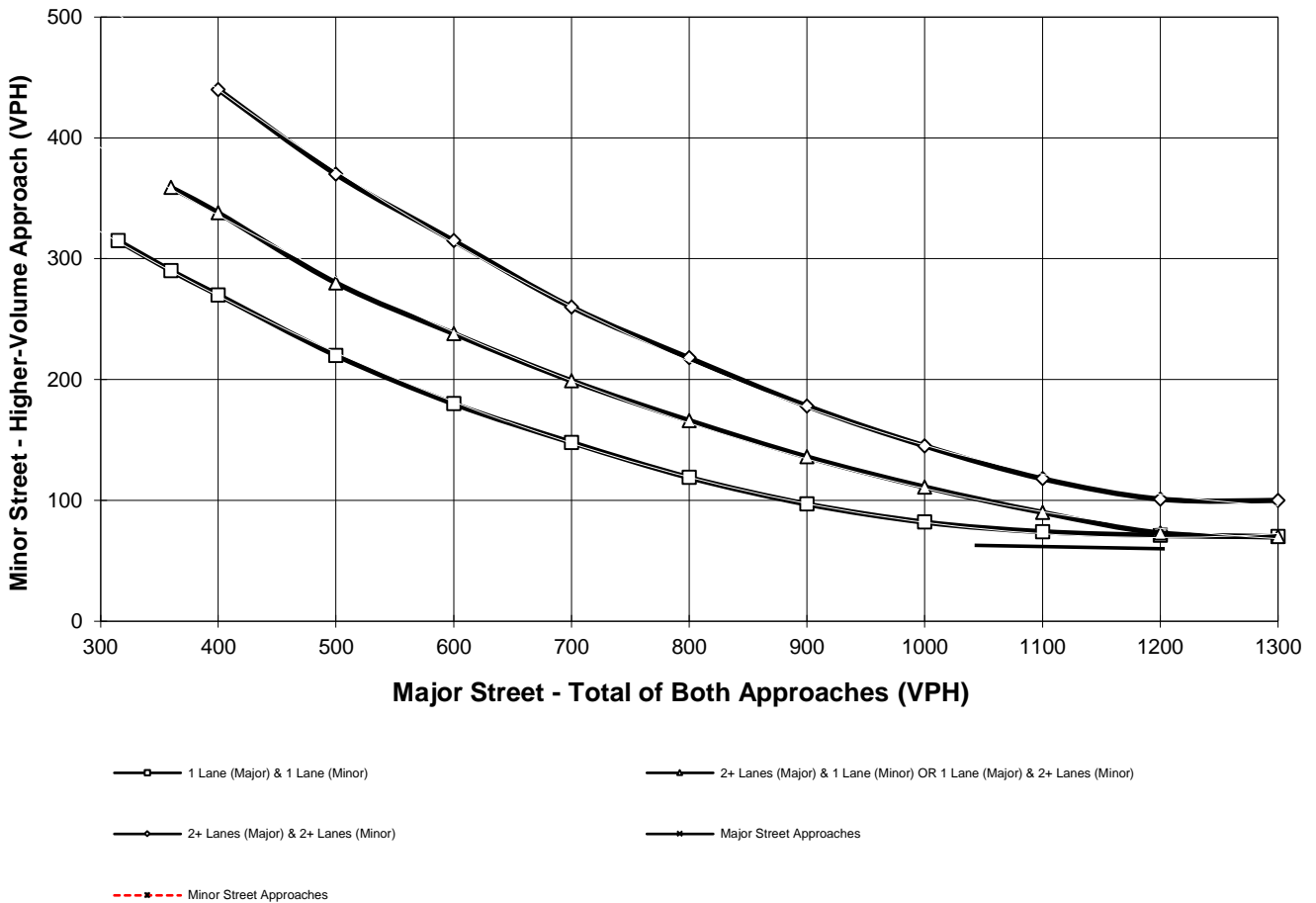
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **255**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **151**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #4

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) AM PEAK HOUR WARRANTS**

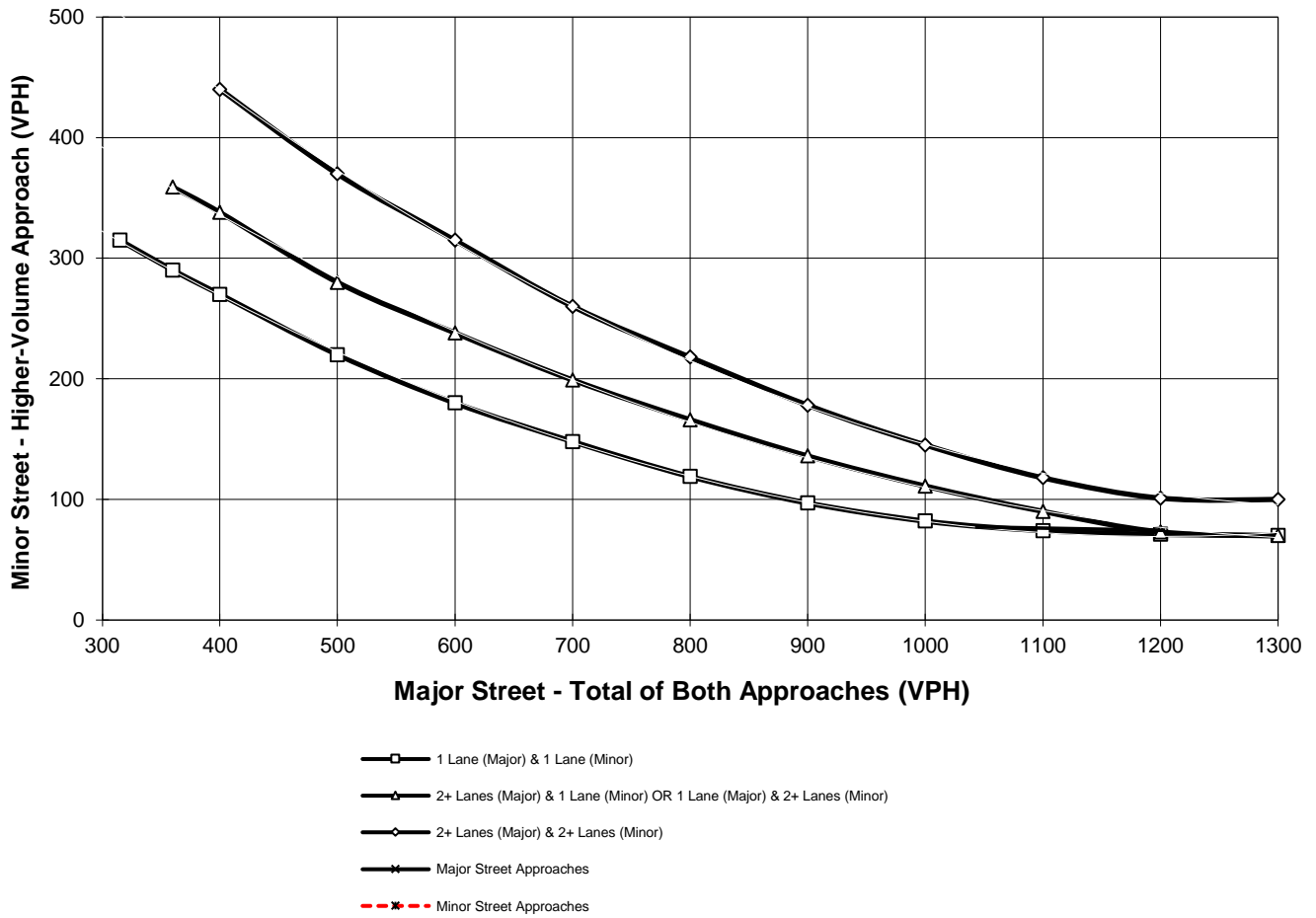
Major Street Name = **I-15 NB Ramps**

Total of Both Approaches (VPH) = **166**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Stoddard Wells Rd.**

High Volume Approach (VPH) = **118**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #5

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) PM PEAK HOUR WARRANTS**

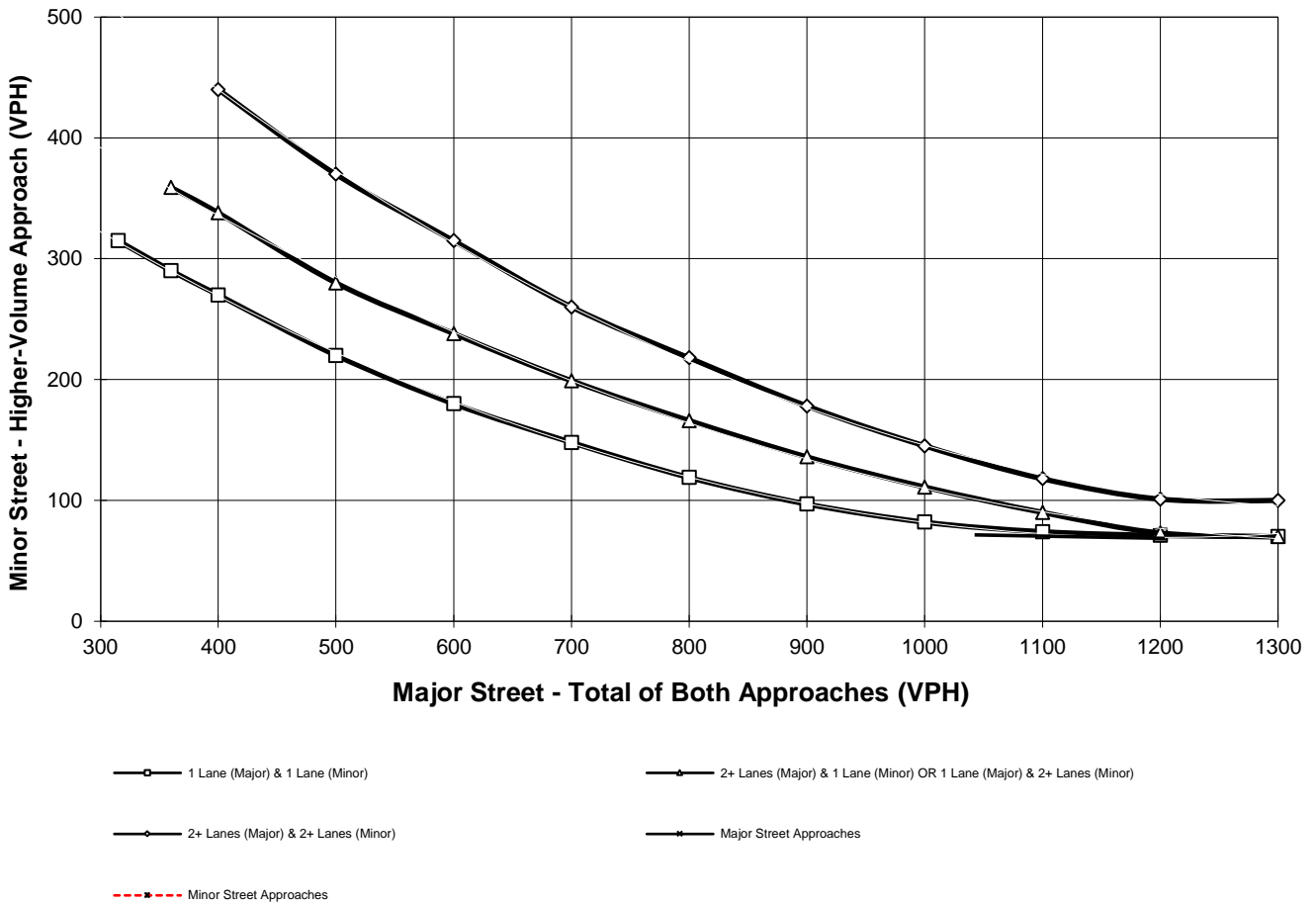
Major Street Name = **I-15 NB Ramps**

Total of Both Approaches (VPH) = **243**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Stoddard Wells Rd.**

High Volume Approach (VPH) = **176**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #5

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) AM PEAK HOUR WARRANTS**

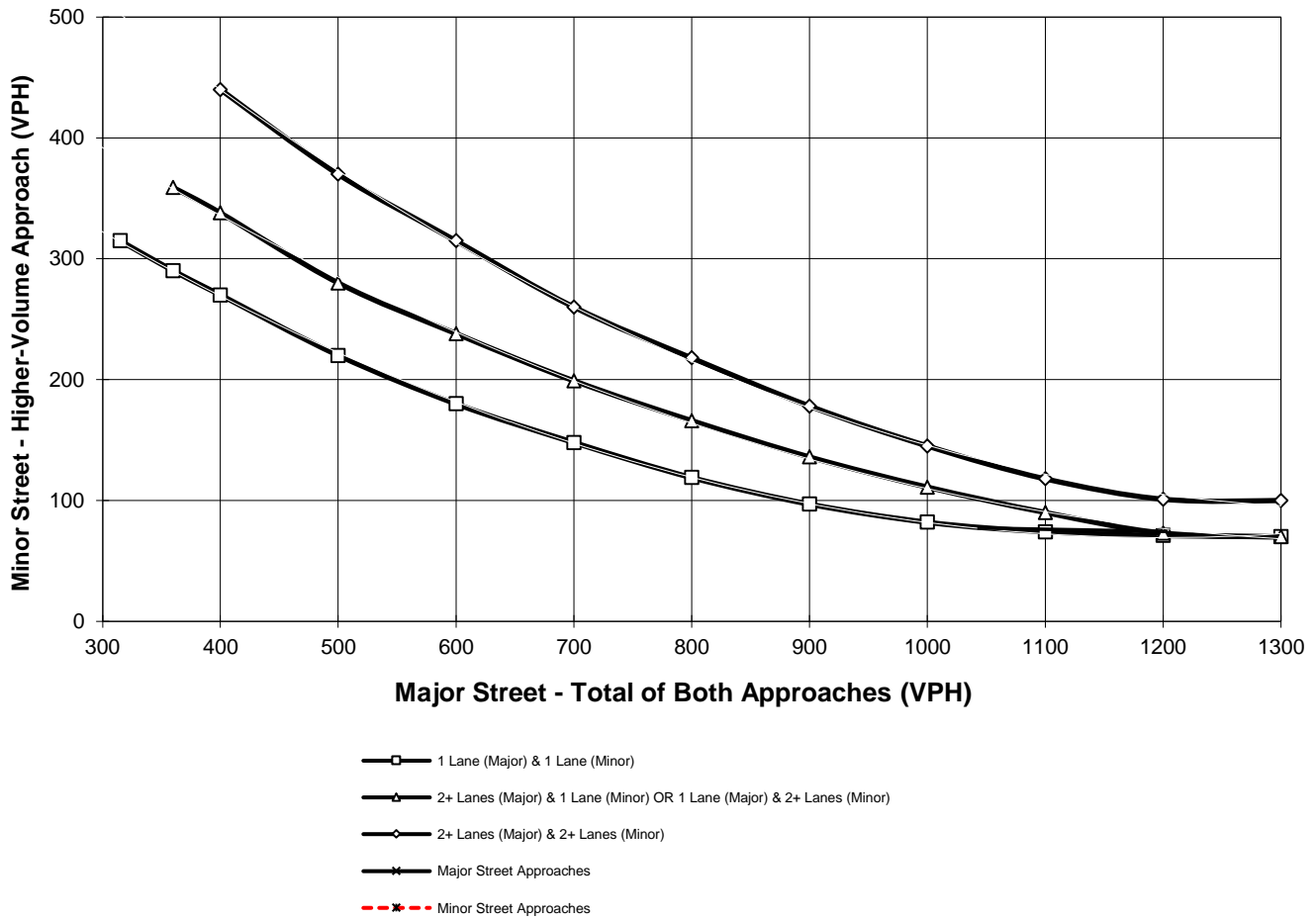
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **153**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Rd.**

High Volume Approach (VPH) = **29**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) PM PEAK HOUR WARRANTS**

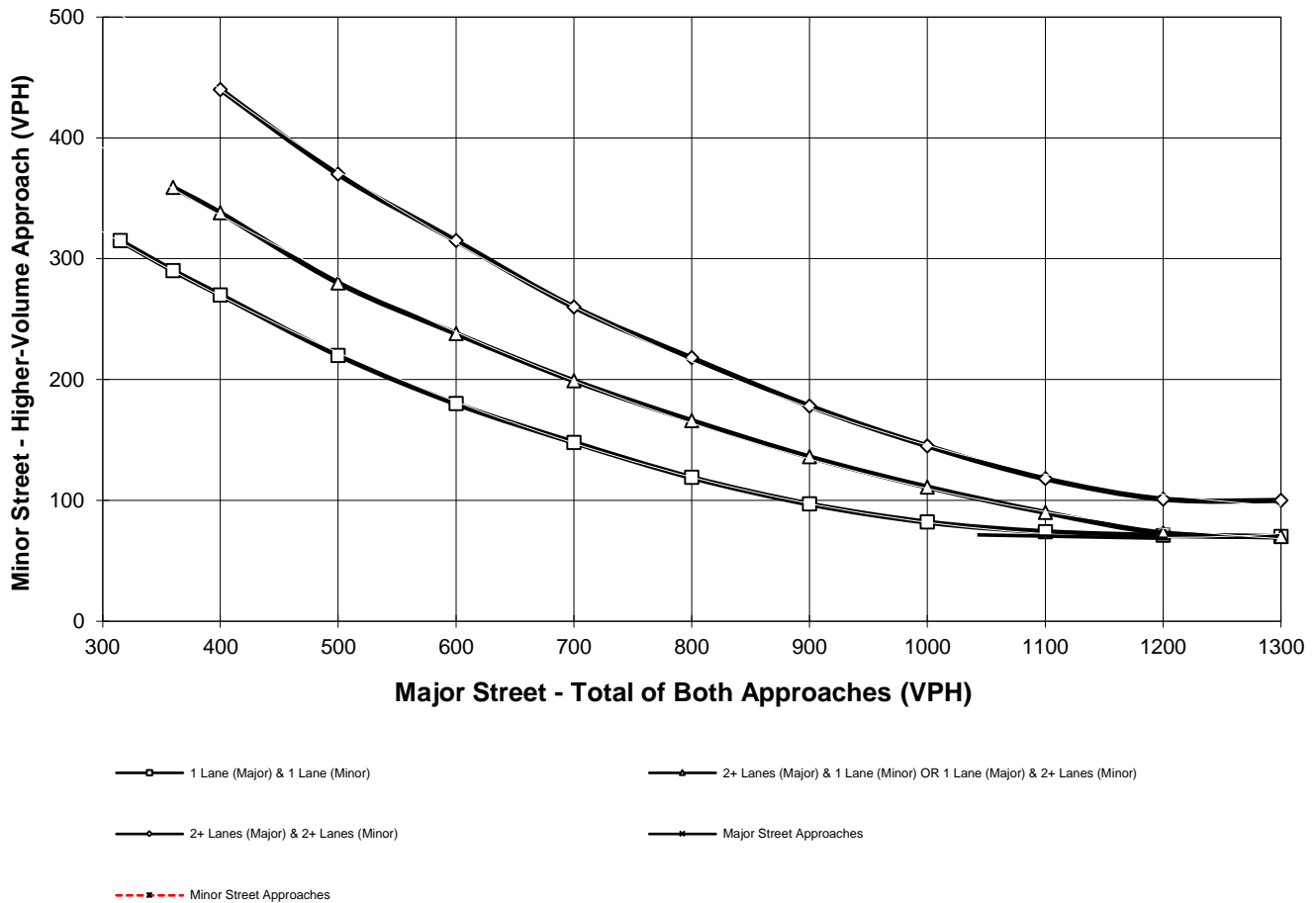
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **216**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Rd.**

High Volume Approach (VPH) = **42**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) AM PEAK HOUR WARRANTS**

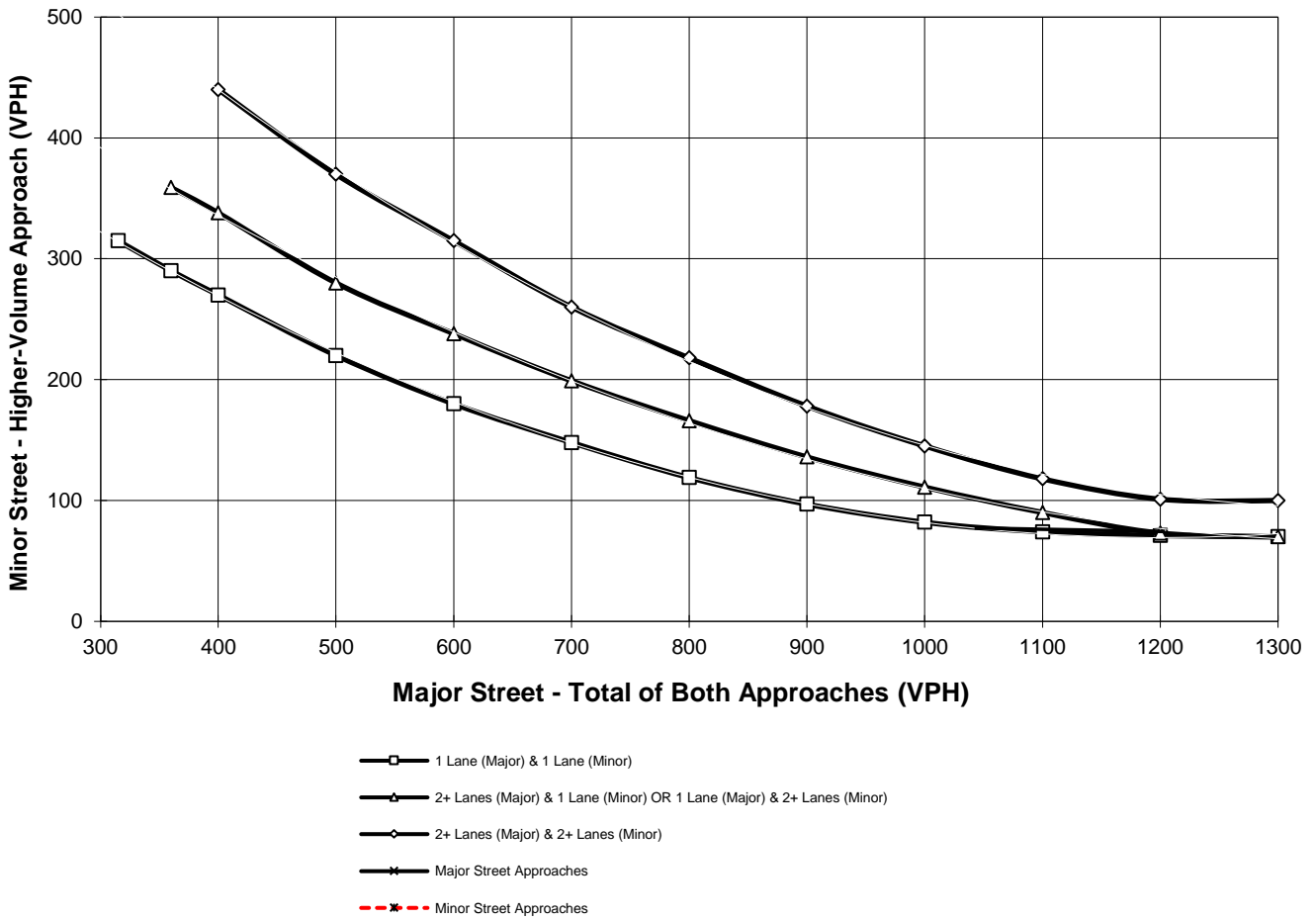
Major Street Name = **Quarry Rd.**

Total of Both Approaches (VPH) = **120**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**

High Volume Approach (VPH) = **32**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) PM PEAK HOUR WARRANTS**

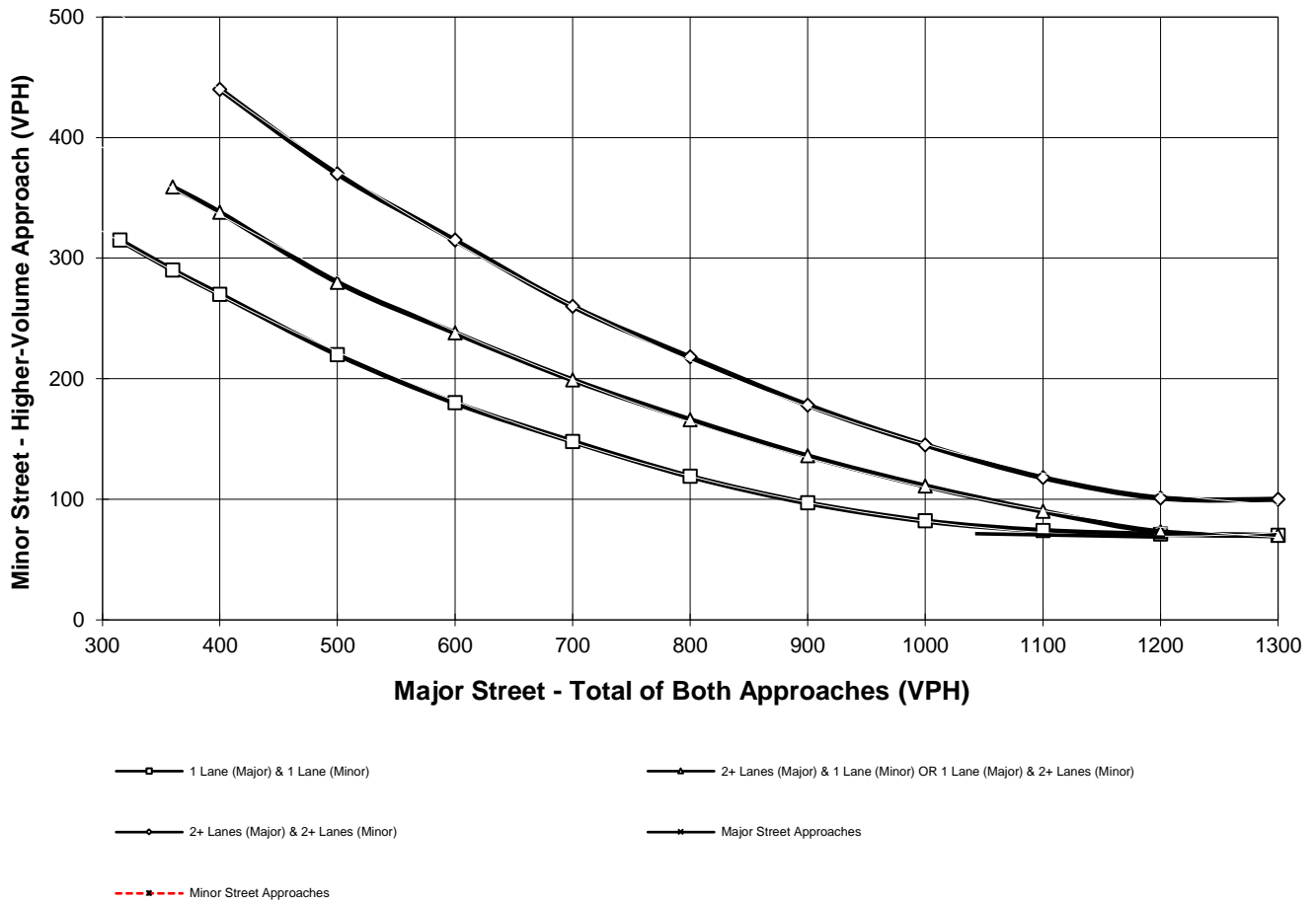
Major Street Name = **Quarry Rd.**

Total of Both Approaches (VPH) = **175**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**

High Volume Approach (VPH) = **42**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) AM PEAK HOUR WARRANTS**

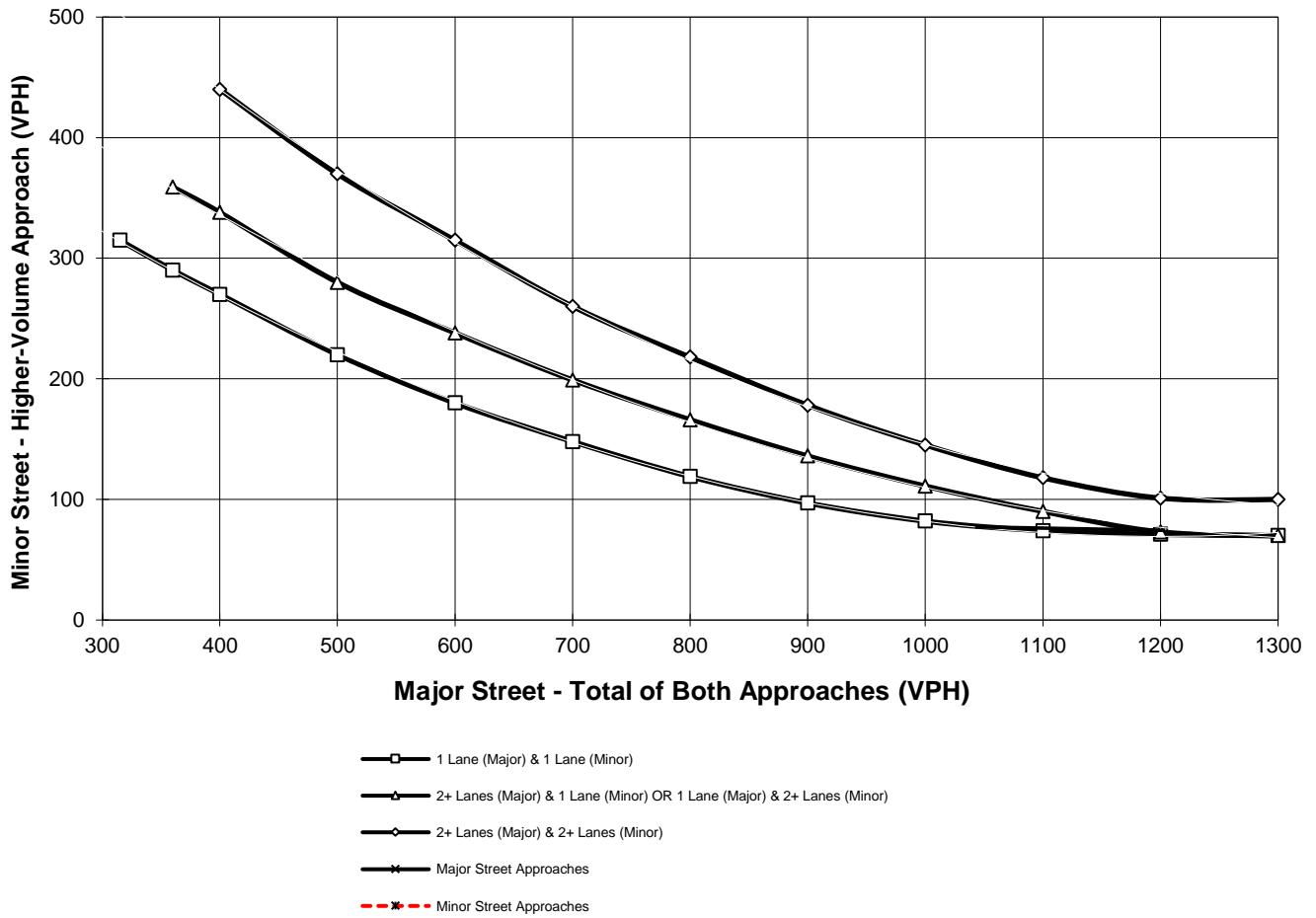
Major Street Name = **Johnson Rd.**

Total of Both Approaches (VPH) = **107**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Navajo Rd.**

High Volume Approach (VPH) = **23**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #8



### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) PM PEAK HOUR WARRANTS**

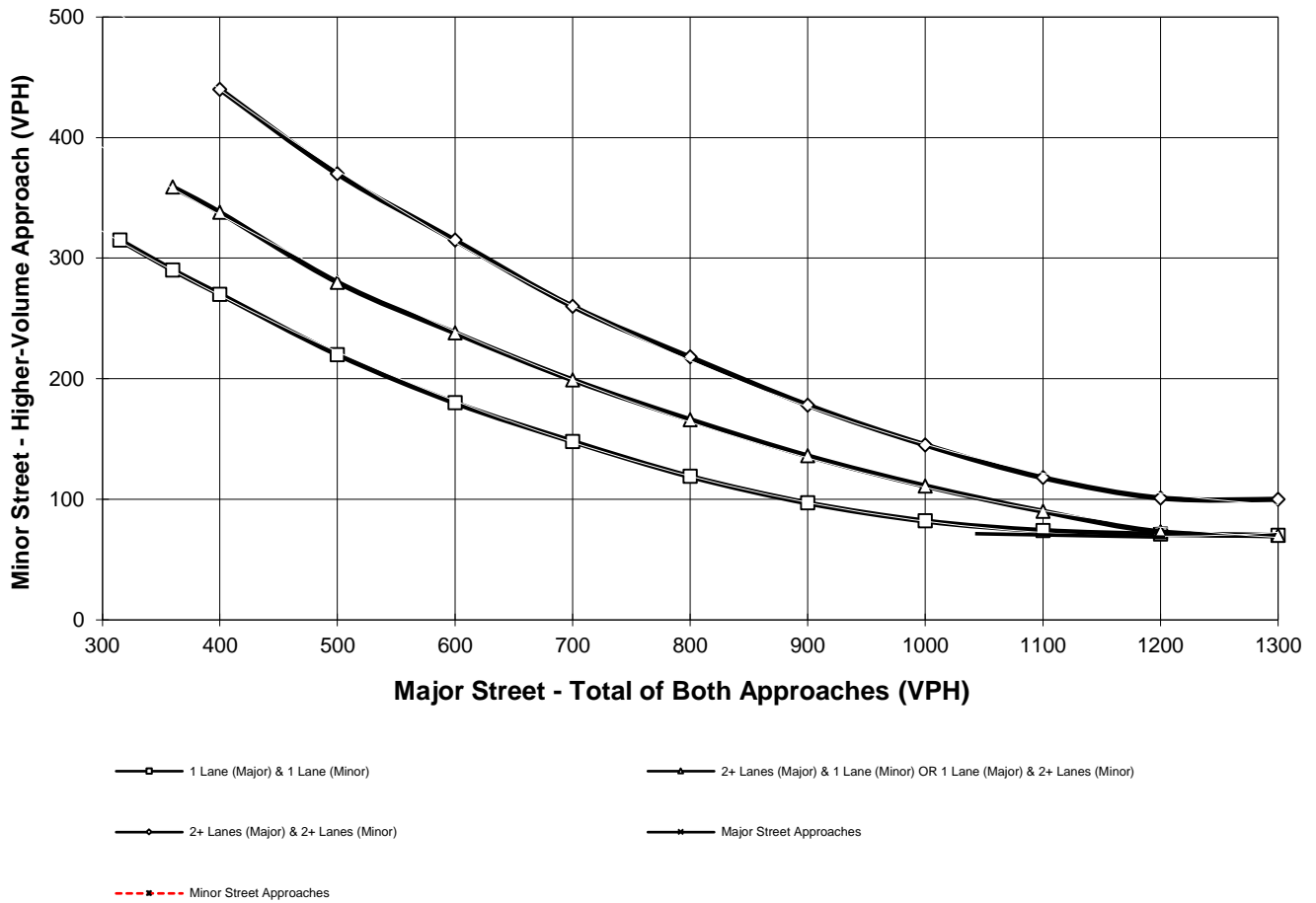
Major Street Name = **Johnson Rd.**

Total of Both Approaches (VPH) = **169**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Navajo Rd.**

High Volume Approach (VPH) = **28**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #8

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) AM PEAK HOUR WARRANTS**

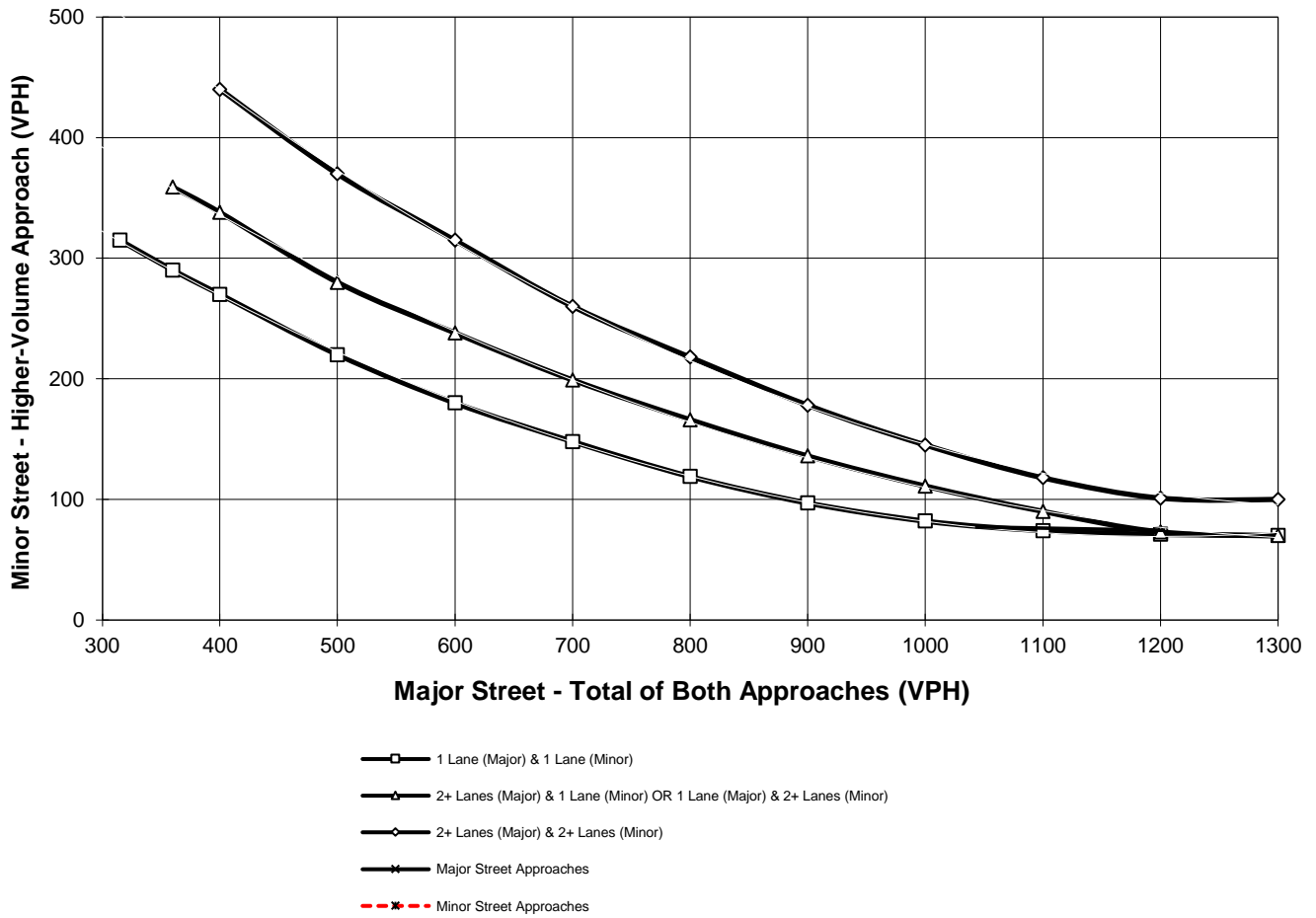
Major Street Name = **Navajo Rd.**

Total of Both Approaches (VPH) = **40**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **25**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #9

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) PM PEAK HOUR WARRANTS**

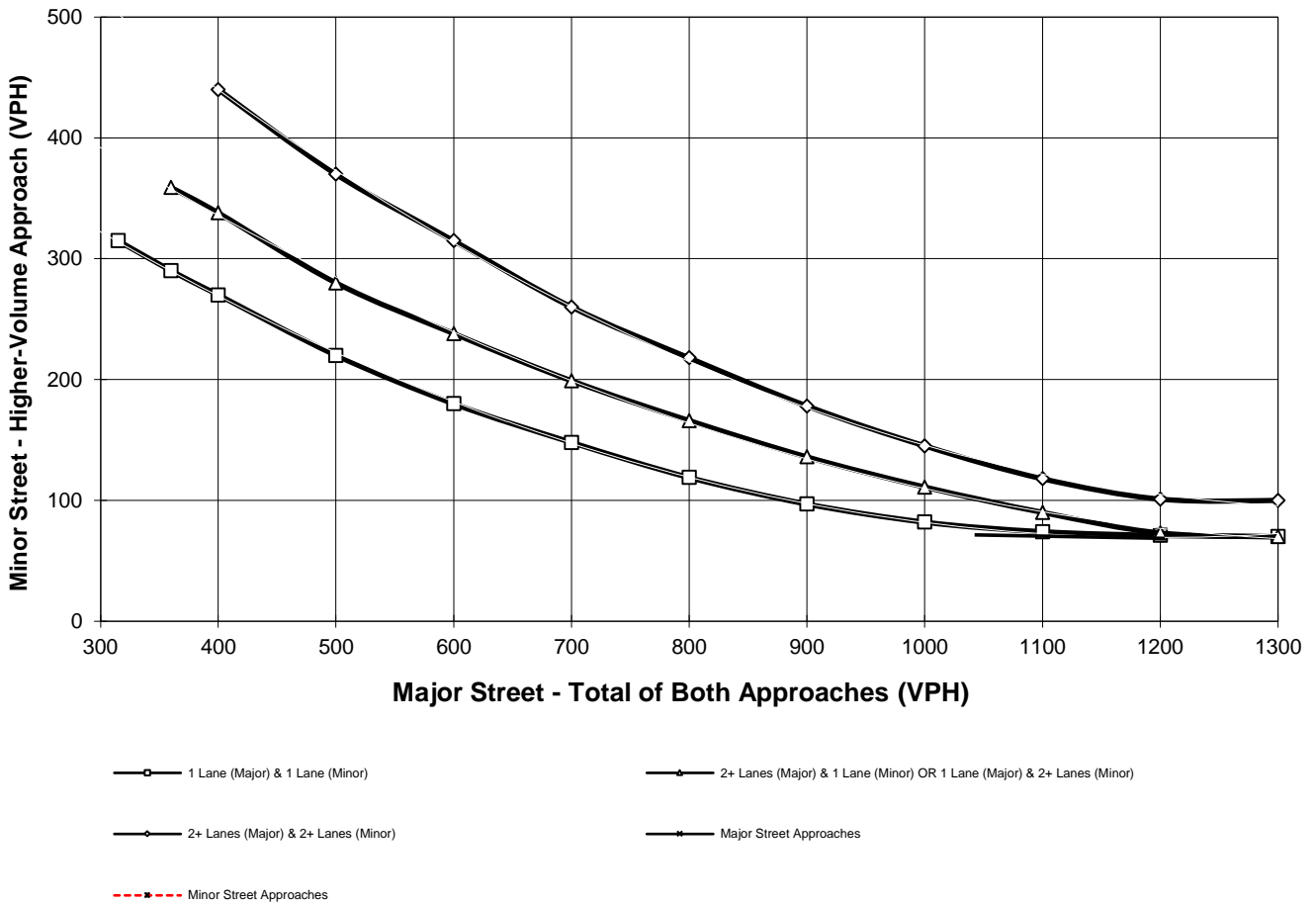
Major Street Name = **Navajo Rd.**

Total of Both Approaches (VPH) = **85**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **31**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #9

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) AM PEAK HOUR WARRANTS**

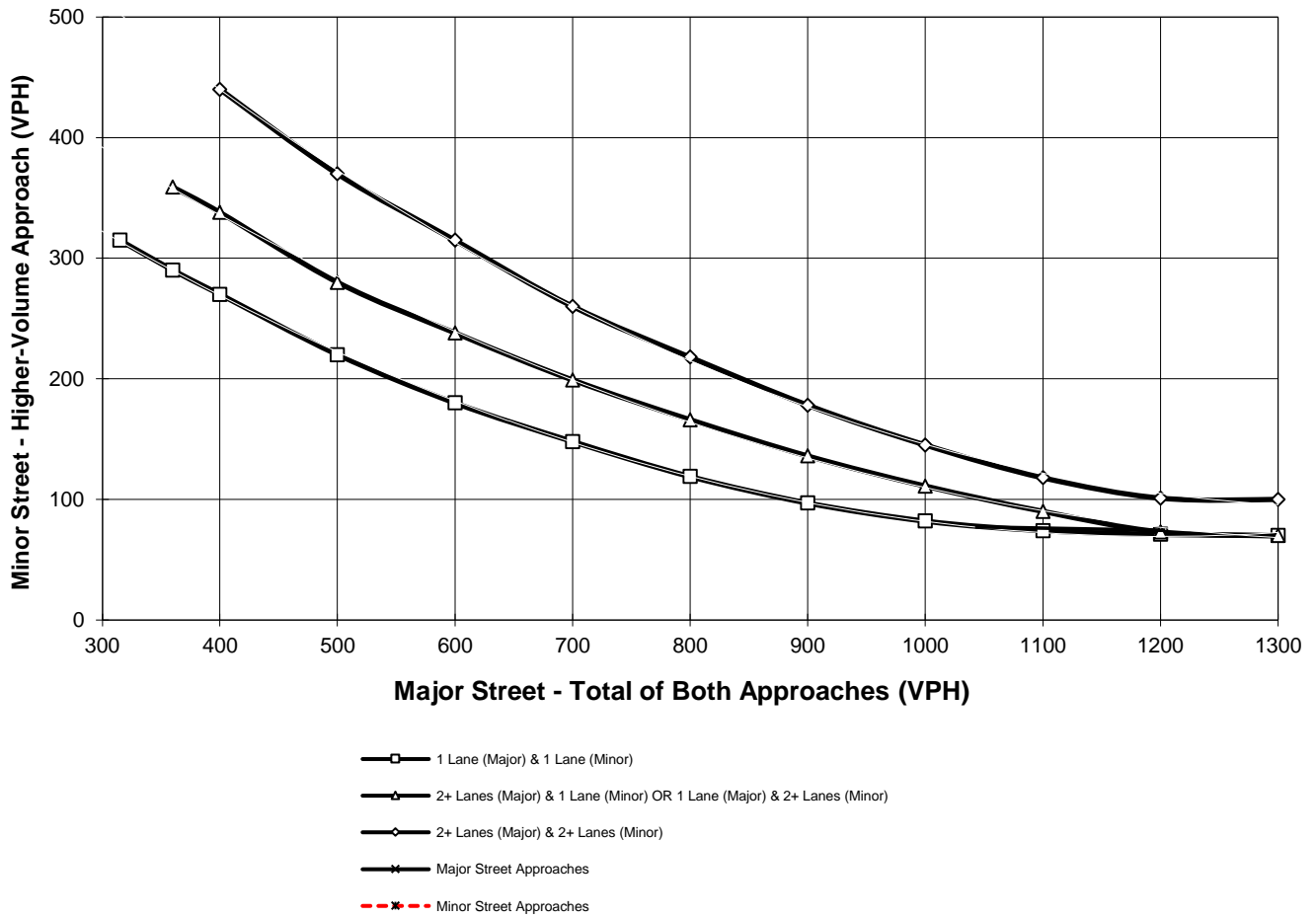
Major Street Name = **Central Rd.**

Total of Both Approaches (VPH) = **92**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **22**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2022) PM PEAK HOUR WARRANTS**

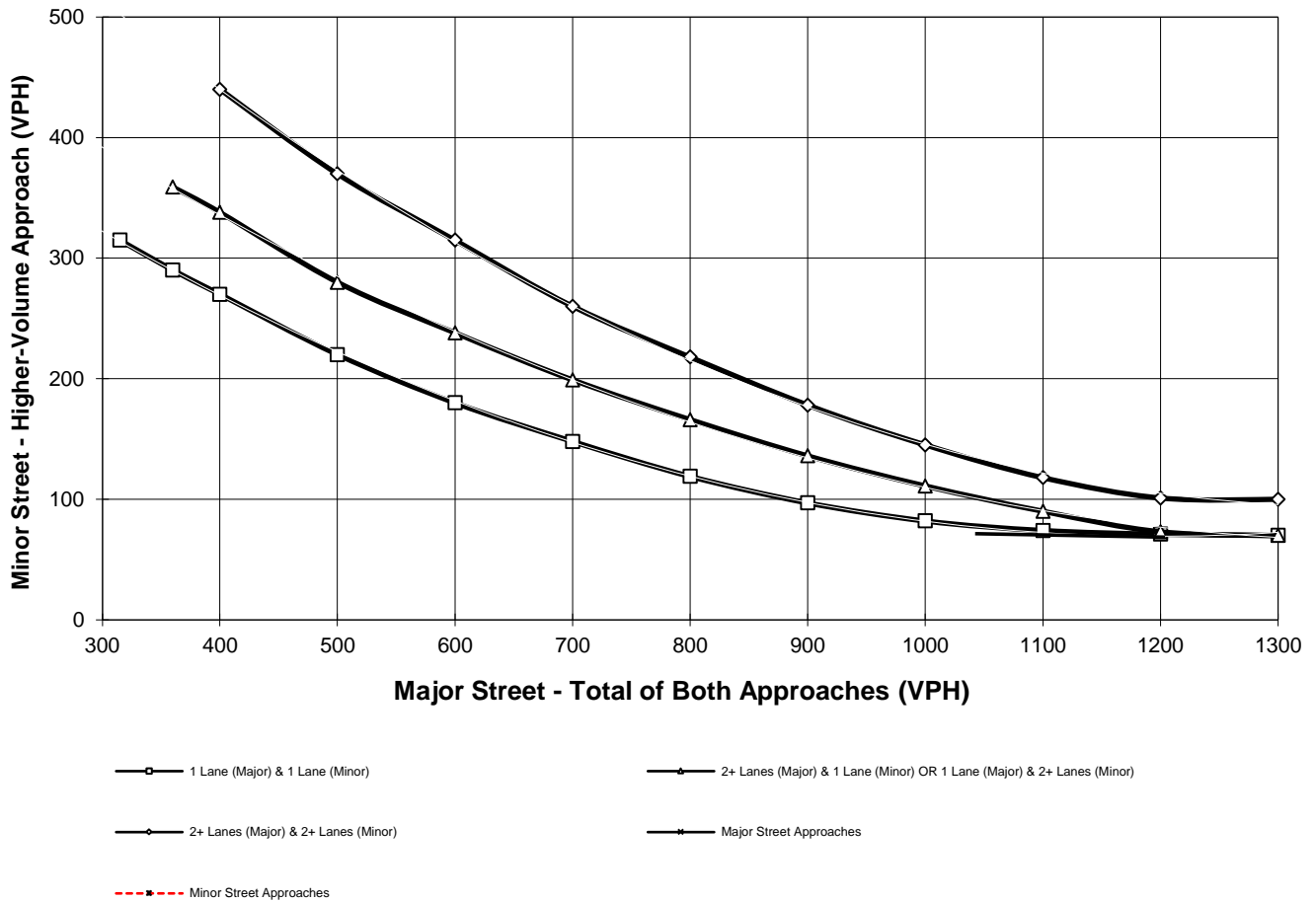
Major Street Name = **Central Rd.**

Total of Both Approaches (VPH) = **116**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **79**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**
























\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

Lanes, Volumes, Timings  
 1: Dale Evans Pkwy. & Johnson Rd.

EAC (2024) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	151	32	11	133	61	82	141	38	40	68	1
Future Volume (vph)	1	151	32	11	133	61	82	141	38	40	68	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		165	100		0	325		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55				55
Link Distance (ft)		7616			5314			2620				1074
Travel Time (s)		115.4			80.5			32.5				13.3
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop				Stop
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	1	151	32	11	133	61	82	141	38	40	68	1
Future Vol, veh/h	1	151	32	11	133	61	82	141	38	40	68	1
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	164	35	12	145	66	89	153	41	43	74	1
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay	12.4	10.9	10.9	10.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	8%	0%	100%	0%
Vol Thru, %	0%	100%	0%	82%	92%	0%	0%	99%
Vol Right, %	0%	0%	100%	17%	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	141	38	184	144	61	40	69
LT Vol	82	0	0	1	11	0	40	0
Through Vol	0	141	0	151	133	0	0	68
RT Vol	0	0	38	32	0	61	0	1
Lane Flow Rate	89	153	41	200	157	66	43	75
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.169	0.269	0.064	0.35	0.28	0.105	0.087	0.139
Departure Headway (Hd)	6.814	6.307	5.597	6.293	6.429	5.684	7.212	6.692
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	525	569	637	570	557	628	495	533
Service Time	4.57	4.063	3.353	4.051	4.186	3.441	4.982	4.461
HCM Lane V/C Ratio	0.17	0.269	0.064	0.351	0.282	0.105	0.087	0.141
HCM Control Delay	11	11.4	8.7	12.4	11.7	9.1	10.7	10.5
HCM Lane LOS	B	B	A	B	B	A	B	B
HCM 95th-tile Q	0.6	1.1	0.2	1.6	1.1	0.4	0.3	0.5

Lanes, Volumes, Timings  
1: Dale Evans Pkwy. & Johnson Rd.

EAC (2024) AM Peak Hour  
WITH IMPROVEMENTS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	151	32	11	133	61	82	141	38	40	68	1
Future Volume (vph)	1	151	32	11	133	61	82	141	38	40	68	1
Ideal Flow (vphp)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Storage Length (ft)	150		0	150		165	100		0	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			1074	
Travel Time (s)		115.4			80.5			32.5			13.3	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Free	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		Free			2			
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		9.5	23.5	23.5	9.5	23.5	
Total Split (s)	23.5	23.5		23.5	23.5		12.5	25.7	25.7	10.8	24.0	
Total Split (%)	39.2%	39.2%		39.2%	39.2%		20.8%	42.8%	42.8%	18.0%	40.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		8.0	20.2	20.2	6.3	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		4.5	5.5	5.5	4.5	5.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	5	5		5	5			5	5		5	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated
























Splits and Phases: 1: Dale Evans Pkwy. & Johnson Rd.





HCM 6th Signalized Intersection Summary  
1: Dale Evans Pkwy. & Johnson Rd.

EAC (2024) AM Peak Hour  
WITH IMPROVEMENTS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	151	32	11	133	61	82	141	38	40	68	1
Future Volume (veh/h)	1	151	32	11	133	61	82	141	38	40	68	1
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		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	1673	1772	1772	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	1	164	35	12	145	0	89	153	41	43	74	1
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	250	53	192	314		110	925	780	68	864	12
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.07	0.52	0.52	0.04	0.50	0.50
Sat Flow, veh/h	1106	1411	301	1051	1772	1502	1594	1772	1494	1594	1744	24
Grp Volume(v), veh/h	1	0	199	12	145	0	89	153	41	43	0	75
Grp Sat Flow(s),veh/h/ln	1106	0	1713	1051	1772	1502	1594	1772	1494	1594	0	1768
Q Serve(g_s), s	0.0	0.0	6.5	0.6	4.4	0.0	3.3	2.7	0.8	1.6	0.0	1.3
Cycle Q Clear(g_c), s	4.4	0.0	6.5	7.1	4.4	0.0	3.3	2.7	0.8	1.6	0.0	1.3
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	235	0	303	192	314		110	925	780	68	0	876
V/C Ratio(X)	0.00	0.00	0.66	0.06	0.46		0.81	0.17	0.05	0.63	0.00	0.09
Avail Cap(c_a), veh/h	371	0	514	322	532		213	925	780	167	0	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	23.0	26.3	22.1	0.0	27.6	7.5	7.1	28.3	0.0	8.0
Incr Delay (d2), s/veh	0.0	0.0	2.4	0.1	1.1	0.0	13.2	0.4	0.1	9.3	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	0.0	0.0	2.5	0.2	1.7	0.0	1.5	0.8	0.2	0.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	25.4	26.4	23.2	0.0	40.7	7.9	7.2	37.6	0.0	8.2
LnGrp LOS	C	A	C	C	C		D	A	A	D	A	A
Approach Vol, veh/h		200			157			283			118	
Approach Delay, s/veh		25.4			23.4			18.1			18.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	36.8		16.1	8.6	35.2		16.1				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	6.3	20.2		18.0	8.0	18.5		18.0				
Max Q Clear Time (g_c+I1), s	3.6	4.7		8.5	5.3	3.3		9.1				
Green Ext Time (p_c), s	0.0	0.7		0.6	0.0	0.2		0.4				

Intersection Summary












HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Notes

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

Lanes, Volumes, Timings  
 2: Dale Evans Pkwy. & Lafayette St.

EAC (2024) AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	9	252	14	12	98
Future Volume (vph)	3	9	252	14	12	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400	415	
Storage Lanes	1	0		1	1	
Taper Length (ft)	90				90	
Link Speed (mph)	45		55			55
Link Distance (ft)	304		1385			2620
Travel Time (s)	4.6		17.2			32.5
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
2: Dale Evans Pkwy. & Lafayette St.

EAC (2024) AM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↔	↔	↑
Traffic Vol, veh/h	3	9	252	14	12	98
Future Vol, veh/h	3	9	252	14	12	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	415	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	11	307	17	15	120

















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	457	307	0	0	324	0
Stage 1	307	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	562	733	-	-	1236	-
Stage 1	746	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	555	733	-	-	1236	-
Mov Cap-2 Maneuver	555	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	679	1236
HCM Lane V/C Ratio	-	-	0.022	0.012
HCM Control Delay (s)	-	-	10.4	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings  
 3: Dale Evans Pkwy. & Corwin Rd.

EAC (2024) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	14	1	5	6	4	4	206	17	1	70	30
Future Volume (vph)	56	14	1	5	6	4	4	206	17	1	70	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	56	14	1	5	6	4	4	206	17	1	70	30
Future Vol, veh/h	56	14	1	5	6	4	4	206	17	1	70	30
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	17	1	6	7	5	5	245	20	1	83	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8	9.3	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	79%	33%	1%
Vol Thru, %	91%	20%	40%	69%
Vol Right, %	7%	1%	27%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	227	71	15	101
LT Vol	4	56	5	1
Through Vol	206	14	6	70
RT Vol	17	1	4	30
Lane Flow Rate	270	85	18	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0.321	0.117	0.024	0.144
Departure Headway (Hd)	4.279	4.963	4.814	4.3
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	843	723	743	836
Service Time	2.296	2.99	2.846	2.319
HCM Lane V/C Ratio	0.32	0.118	0.024	0.144
HCM Control Delay	9.3	8.7	8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.4	0.4	0.1	0.5

Lanes, Volumes, Timings  
 4: Stoddard Wells Rd. & Johnson Rd.

EAC (2024) AM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	214	1	38	183	1	42
Future Volume (vph)	214	1	38	183	1	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

HCM 6th TWSC  
4: Stoddard Wells Rd. & Johnson Rd.

EAC (2024) AM Peak Hour

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	214	1	38	183	1	42
Future Vol, veh/h	214	1	38	183	1	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	243	1	43	208	1	48

















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	197	147	0	0	251	0
Stage 1	147	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	792	900	-	-	1314	-
Stage 1	880	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	791	900	-	-	1314	-
Mov Cap-2 Maneuver	791	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	791	1314
HCM Lane V/C Ratio	-	-	0.309	0.001
HCM Control Delay (s)	-	-	11.6	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.3	0

Lanes, Volumes, Timings  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAC (2024) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	51	20	5	178	15	9	32	4	318	2	21
Future Volume (vph)	3	51	20	5	178	15	9	32	4	318	2	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
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
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											



HCM 6th TWSC  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAC (2024) AM Peak Hour

Intersection												
Int Delay, s/veh	11.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	51	20	5	178	15	9	32	4	318	2	21
Future Vol, veh/h	3	51	20	5	178	15	9	32	4	318	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	57	22	6	198	17	10	36	4	353	2	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	215	0	0	79	0	0	305	301	68	313	304	207
Stage 1	-	-	-	-	-	-	74	74	-	219	219	-
Stage 2	-	-	-	-	-	-	231	227	-	94	85	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1355	-	-	1519	-	-	647	612	995	640	609	833
Stage 1	-	-	-	-	-	-	935	833	-	783	722	-
Stage 2	-	-	-	-	-	-	772	716	-	913	824	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1355	-	-	1519	-	-	624	608	995	606	605	833
Mov Cap-2 Maneuver	-	-	-	-	-	-	624	608	-	606	605	-
Stage 1	-	-	-	-	-	-	933	831	-	781	719	-
Stage 2	-	-	-	-	-	-	745	713	-	868	822	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			11.2			19.7		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	633	1355	-	-	1519	-	-	616
HCM Lane V/C Ratio	0.079	0.002	-	-	0.004	-	-	0.615
HCM Control Delay (s)	11.2	7.7	0	-	7.4	0	-	19.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	4.2

Lanes, Volumes, Timings  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAC (2024) AM Peak Hour  
WITH IMPROVEMENTS

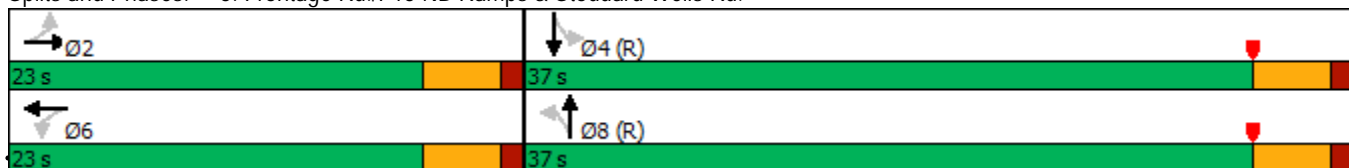


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	↕
Traffic Volume (vph)	3	51	20	5	178	15	9	32	4	318	2	21
Future Volume (vph)	3	51	20	5	178	15	9	32	4	318	2	21
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Storage Length (ft)	0		0	0		0	100		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30				30
Link Distance (ft)		889			1144			979				330
Travel Time (s)		13.5			17.3			22.3				7.5
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5		22.5
Total Split (s)	23.0	23.0		23.0	23.0		37.0	37.0		37.0		37.0
Total Split (%)	38.3%	38.3%		38.3%	38.3%		61.7%	61.7%		61.7%		61.7%
Maximum Green (s)	18.5	18.5		18.5	18.5		32.5	32.5		32.5		32.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		1.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		0.0
Total Lost Time (s)		4.5			4.5			4.5		4.5		4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max		C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0		11.0
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5		5

Intersection Summary


















Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBTL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.



HCM 6th Signalized Intersection Summary  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAC (2024) AM Peak Hour  
 WITH IMPROVEMENTS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	51	20	5	178	15	9	32	4	318	2	21
Future Volume (veh/h)	3	51	20	5	178	15	9	32	4	318	2	21
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	1772	1772	1772	1772	1772	1772	1772	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	3	57	22	6	198	17	10	36	4	353	2	23
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	210	78	65	277	23	249	850	89	947	82	941
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	19	1204	449	18	1587	134	263	1259	132	1219	121	1394
Grp Volume(v), veh/h	82	0	0	221	0	0	50	0	0	353	0	25
Grp Sat Flow(s),veh/h/ln	1672	0	0	1738	0	0	1654	0	0	1219	0	1515
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.3
Cycle Q Clear(g_c), s	2.5	0.0	0.0	7.2	0.0	0.0	0.6	0.0	0.0	7.7	0.0	0.3
Prop In Lane	0.04		0.27	0.03		0.08	0.20		0.08	1.00		0.92
Lane Grp Cap(c), veh/h	354	0	0	365	0	0	1189	0	0	947	0	1023
V/C Ratio(X)	0.23	0.00	0.00	0.61	0.00	0.00	0.04	0.00	0.00	0.37	0.00	0.02
Avail Cap(c_a), veh/h	574	0	0	596	0	0	1189	0	0	947	0	1023
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	0.0	23.4	0.0	0.0	3.3	0.0	0.0	4.4	0.0	3.2
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.6	0.0	0.0	0.1	0.0	0.0	1.1	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	0.9	0.0	0.0	2.7	0.0	0.0	0.2	0.0	0.0	1.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	25.0	0.0	0.0	3.3	0.0	0.0	5.5	0.0	3.3
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		82			221			50				378
Approach Delay, s/veh		21.8			25.0			3.3				5.4
Approach LOS		C			C			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.0		45.0		15.0		45.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		4.5		9.7		9.2		2.6				
Green Ext Time (p_c), s		0.2		1.5		0.7		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				13.0								
HCM 6th LOS				B								

Lanes, Volumes, Timings  
 6: Stoddard Wells Rd. & Quarry Rd.

EAC (2024) AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	9	5	33	175	69	1
Future Volume (vph)	9	5	33	175	69	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	9	5	33	175	69	1
Future Vol, veh/h	9	5	33	175	69	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	6	40	211	83	1










Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	40	0	-	0	174
Stage 1	-	-	-	-	146
Stage 2	-	-	-	-	28
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1570	-	-	-	816
Stage 1	-	-	-	-	881
Stage 2	-	-	-	-	995
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1570	-	-	-	810
Mov Cap-2 Maneuver	-	-	-	-	810
Stage 1	-	-	-	-	875
Stage 2	-	-	-	-	995

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1570	-	-	-	811
HCM Lane V/C Ratio	0.007	-	-	-	0.104
HCM Control Delay (s)	7.3	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings  
 7: Quarry Rd. & I-15 SB Ramps

EAC (2024) AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	69	4	1	184	3	1
Future Volume (vph)	69	4	1	184	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
7: Quarry Rd. & I-15 SB Ramps

EAC (2024) AM Peak Hour

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	69	4	1	184	3	1
Future Vol, veh/h	69	4	1	184	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	6	1	256	4	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	138	129	0	0	257
Stage 1	129	-	-	-	-
Stage 2	9	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	855	921	-	-	1308
Stage 1	897	-	-	-	-
Stage 2	1014	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	852	921	-	-	1308
Mov Cap-2 Maneuver	852	-	-	-	-
Stage 1	897	-	-	-	-
Stage 2	1011	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	5.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	856	1308
HCM Lane V/C Ratio	-	-	0.118	0.003
HCM Control Delay (s)	-	-	9.8	7.8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Lanes, Volumes, Timings  
 8: Navajo Rd. & Johnson Rd.

EAC (2024) AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	24	53	5	64	23	1
Future Volume (vph)	24	53	5	64	23	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	45	
Link Distance (ft)	5314			5302	2660	
Travel Time (s)	80.5			80.3	40.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized



Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	53	5	64	23	1
Future Vol, veh/h	24	53	5	64	23	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	60	6	73	26	1

















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	87	0	142
Stage 1	-	-	-	-	57
Stage 2	-	-	-	-	85
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1509	-	851
Stage 1	-	-	-	-	966
Stage 2	-	-	-	-	938
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1509	-	848
Mov Cap-2 Maneuver	-	-	-	-	848
Stage 1	-	-	-	-	966
Stage 2	-	-	-	-	934

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	854	-	-	1509	-
HCM Lane V/C Ratio	0.032	-	-	0.004	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings  
 9: Navajo Rd. & Lafayette St.

EAC (2024) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	20	1	1	1	10	18	1	1	10	1
Future Volume (vph)	5	1	20	1	1	1	10	18	1	1	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2596			1226			3048			2660	
Travel Time (s)		39.3			18.6			46.2			40.3	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th TWSC  
 9: Navajo Rd. & Lafayette St.

EAC (2024) AM Peak Hour

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	20	1	1	1	10	18	1	1	10	1
Future Vol, veh/h	5	1	20	1	1	1	10	18	1	1	10	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	28	1	1	1	14	25	1	1	14	1

















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	72	71	15	85	71	26	15	0	0	26	0	0
Stage 1	17	17	-	54	54	-	-	-	-	-	-	-
Stage 2	55	54	-	31	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	919	819	1065	901	819	1050	1603	-	-	1588	-	-
Stage 1	1002	881	-	958	850	-	-	-	-	-	-	-
Stage 2	957	850	-	986	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	910	811	1065	869	811	1050	1603	-	-	1588	-	-
Mov Cap-2 Maneuver	910	811	-	869	811	-	-	-	-	-	-	-
Stage 1	993	880	-	949	842	-	-	-	-	-	-	-
Stage 2	946	842	-	958	880	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		9		2.5		0.6	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1603	-	-	1019	899	1588	-	-
HCM Lane V/C Ratio	0.009	-	-	0.035	0.005	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.7	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Lanes, Volumes, Timings  
10: Central Rd. & Johnson Rd.

EAC (2024) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	2	28	1	3	1	65	41	1	1	14	1
Future Volume (vph)	1	2	28	1	3	1	65	41	1	1	14	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			31.4			14.4	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	28	1	3	1	65	41	1	1	14	1
Future Vol, veh/h	1	2	28	1	3	1	65	41	1	1	14	1
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	30	1	3	1	71	45	1	1	15	1





















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	208	206	16	222	206	46	16	0	0	46	0	0
Stage 1	18	18	-	188	188	-	-	-	-	-	-	-
Stage 2	190	188	-	34	18	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	749	691	1063	734	691	1023	1602	-	-	1562	-	-
Stage 1	1001	880	-	814	745	-	-	-	-	-	-	-
Stage 2	812	745	-	982	880	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	719	659	1063	686	659	1023	1602	-	-	1562	-	-
Mov Cap-2 Maneuver	719	659	-	686	659	-	-	-	-	-	-	-
Stage 1	956	879	-	777	711	-	-	-	-	-	-	-
Stage 2	771	711	-	951	879	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.5		10.1		4.5		0.5	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	1046	716	1562	-
HCM Lane V/C Ratio	0.044	-	-	0.03	0.008	0.001	-
HCM Control Delay (s)	7.4	0	-	8.5	10.1	7.3	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-

Lanes, Volumes, Timings  
 1: Dale Evans Pkwy. & Johnson Rd.

EAC (2024) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	296	105	62	206	35	54	76	53	53	179	3
Future Volume (vph)	1	296	105	62	206	35	54	76	53	53	179	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		165	100		0	325		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			1074	
Travel Time (s)		115.4			80.5			32.5			13.3	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	116.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	1	296	105	62	206	35	54	76	53	53	179	3
Future Vol, veh/h	1	296	105	62	206	35	54	76	53	53	179	3
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	435	154	91	303	51	79	112	78	78	263	4
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay	247.1	70.7	17.3	30.5
HCM LOS	F	F	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	23%	0%	100%	0%
Vol Thru, %	0%	100%	0%	74%	77%	0%	0%	98%
Vol Right, %	0%	0%	100%	26%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	76	53	402	268	35	53	182
LT Vol	54	0	0	1	62	0	53	0
Through Vol	0	76	0	296	206	0	0	179
RT Vol	0	0	53	105	0	35	0	3
Lane Flow Rate	79	112	78	591	394	51	78	268
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.226	0.303	0.196	1.467	0.991	0.118	0.214	0.696
Departure Headway (Hd)	11.556	11.025	10.282	8.931	10.155	9.3	11.179	10.632
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	313	329	352	408	359	388	323	343
Service Time	9.256	8.725	7.982	6.697	7.855	7	8.879	8.332
HCM Lane V/C Ratio	0.252	0.34	0.222	1.449	1.097	0.131	0.241	0.781
HCM Control Delay	17.6	18.4	15.5	247.1	78.2	13.2	16.9	34.4
HCM Lane LOS	C	C	C	F	F	B	C	D
HCM 95th-tile Q	0.9	1.2	0.7	30.6	11.3	0.4	0.8	5

Lanes, Volumes, Timings  
1: Dale Evans Pkwy. & Johnson Rd.

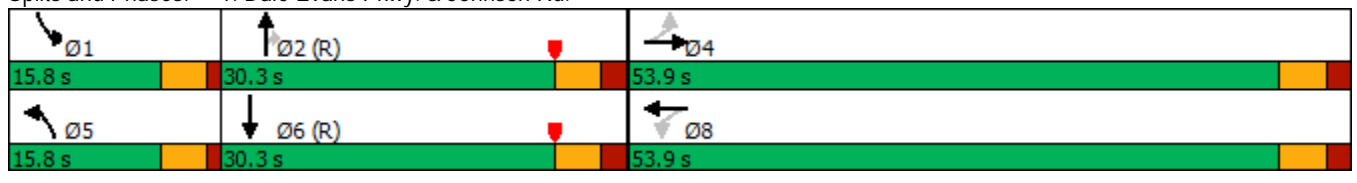
EAC (2024) PM Peak Hour  
WITH IMPROVEMENTS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	296	105	62	206	35	54	76	53	53	179	3
Future Volume (vph)	1	296	105	62	206	35	54	76	53	53	179	3
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Storage Length (ft)	150		0	150		165	100		0	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			1074	
Travel Time (s)		115.4			80.5			32.5			13.3	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Free	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		Free			2			
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		9.5	23.5	23.5	9.5	23.5	
Total Split (s)	53.9	53.9		53.9	53.9		15.8	30.3	30.3	15.8	30.3	
Total Split (%)	53.9%	53.9%		53.9%	53.9%		15.8%	30.3%	30.3%	15.8%	30.3%	
Maximum Green (s)	48.4	48.4		48.4	48.4		11.3	24.8	24.8	11.3	24.8	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		4.5	5.5	5.5	4.5	5.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated
























Splits and Phases: 1: Dale Evans Pkwy. & Johnson Rd.
















HCM 6th Signalized Intersection Summary  
 1: Dale Evans Pkwy. & Johnson Rd.

EAC (2024) PM Peak Hour  
 WITH IMPROVEMENTS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	296	105	62	206	35	54	76	53	53	179	3
Future Volume (veh/h)	1	296	105	62	206	35	54	76	53	53	179	3
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	1673	1772	1772	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	1	435	154	91	303	0	79	112	78	78	263	4
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	556	197	182	789		98	601	509	97	589	9
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.00	0.06	0.34	0.34	0.06	0.34	0.34
Sat Flow, veh/h	963	1250	442	740	1772	1502	1594	1772	1502	1594	1741	26
Grp Volume(v), veh/h	1	0	589	91	303	0	79	112	78	78	0	267
Grp Sat Flow(s),veh/h/ln	963	0	1692	740	1772	1502	1594	1772	1502	1594	0	1767
Q Serve(g_s), s	0.1	0.0	29.6	11.9	11.4	0.0	4.9	4.5	3.6	4.8	0.0	11.8
Cycle Q Clear(g_c), s	11.5	0.0	29.6	41.6	11.4	0.0	4.9	4.5	3.6	4.8	0.0	11.8
Prop In Lane	1.00		0.26	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	390	0	753	182	789		98	601	509	97	0	598
V/C Ratio(X)	0.00	0.00	0.78	0.50	0.38		0.80	0.19	0.15	0.80	0.00	0.45
Avail Cap(c_a), veh/h	428	0	819	211	858		180	601	509	180	0	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	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	23.6	41.3	18.6	0.0	46.3	23.3	23.0	46.4	0.0	25.8
Incr Delay (d2), s/veh	0.0	0.0	4.6	2.1	0.3	0.0	14.0	0.7	0.6	14.1	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	11.7	2.2	4.4	0.0	2.2	1.8	1.3	2.2	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	28.2	43.4	18.9	0.0	60.3	24.0	23.7	60.5	0.0	28.2
LnGrp LOS	C	A	C	D	B		E	C	C	E	A	C
Approach Vol, veh/h		590			394			269			345	
Approach Delay, s/veh		28.2			24.5			34.6			35.5	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	39.4		50.0	10.7	39.3		50.0				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	11.3	24.8		48.4	11.3	24.8		48.4				
Max Q Clear Time (g_c+I1), s	6.8	6.5		31.6	6.9	13.8		43.6				
Green Ext Time (p_c), s	0.0	0.6		3.3	0.0	0.9		1.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				29.9								
HCM 6th LOS				C								
<b>Notes</b>												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												

Lanes, Volumes, Timings  
 2: Dale Evans Pkwy. & Lafayette St.

EAC (2024) PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	22	161	17	16	330
Future Volume (vph)	9	22	161	17	16	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400	415	
Storage Lanes	1	0		1	1	
Taper Length (ft)	90				90	
Link Speed (mph)	45		55			55
Link Distance (ft)	304		1385			2620
Travel Time (s)	4.6		17.2			32.5
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
2: Dale Evans Pkwy. & Lafayette St.

EAC (2024) PM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑	↗↘	↘↗	↑
Traffic Vol, veh/h	9	22	161	17	16	330
Future Vol, veh/h	9	22	161	17	16	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	415	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	28	206	22	21	423

















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	671	206	0	0	228
Stage 1	206	-	-	-	-
Stage 2	465	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	422	835	-	-	1340
Stage 1	829	-	-	-	-
Stage 2	632	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	415	835	-	-	1340
Mov Cap-2 Maneuver	415	-	-	-	-
Stage 1	829	-	-	-	-
Stage 2	622	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	645	1340
HCM Lane V/C Ratio	-	-	0.062	0.015
HCM Control Delay (s)	-	-	10.9	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Lanes, Volumes, Timings  
 3: Dale Evans Pkwy. & Corwin Rd.

EAC (2024) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	7	3	17	19	2	2	127	14	3	257	80
Future Volume (vph)	48	7	3	17	19	2	2	127	14	3	257	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	48	7	3	17	19	2	2	127	14	3	257	80
Future Vol, veh/h	48	7	3	17	19	2	2	127	14	3	257	80
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	9	4	22	24	3	3	161	18	4	325	101
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	9	9.2	12
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	83%	45%	1%
Vol Thru, %	89%	12%	50%	76%
Vol Right, %	10%	5%	5%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	143	58	38	340
LT Vol	2	48	17	3
Through Vol	127	7	19	257
RT Vol	14	3	2	80
Lane Flow Rate	181	73	48	430
Geometry Grp	1	1	1	1
Degree of Util (X)	0.235	0.112	0.073	0.518
Departure Headway (Hd)	4.666	5.489	5.458	4.332
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	767	649	652	831
Service Time	2.712	3.556	3.528	2.367
HCM Lane V/C Ratio	0.236	0.112	0.074	0.517
HCM Control Delay	9.2	9.3	9	12
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.9	0.4	0.2	3

Lanes, Volumes, Timings  
 4: Stoddard Wells Rd. & Johnson Rd.

EAC (2024) PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	263	1	10	402	1	27
Future Volume (vph)	263	1	10	402	1	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

HCM 6th TWSC  
4: Stoddard Wells Rd. & Johnson Rd.

EAC (2024) PM Peak Hour

Intersection						
Int Delay, s/veh	9.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	263	1	10	402	1	27
Future Vol, veh/h	263	1	10	402	1	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	438	2	17	670	2	45

















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	401	352	0	0	687	0
Stage 1	352	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	605	692	-	-	907	-
Stage 1	712	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	604	692	-	-	907	-
Mov Cap-2 Maneuver	604	-	-	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.3	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	604	907
HCM Lane V/C Ratio	-	-	0.728	0.002
HCM Control Delay (s)	-	-	25.3	9
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	6.2	0

Lanes, Volumes, Timings  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAC (2024) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	32	42	2	368	37	1	20	17	281	2	10
Future Volume (vph)	1	32	42	2	368	37	1	20	17	281	2	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											



HCM 6th TWSC  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAC (2024) PM Peak Hour

Intersection												
Int Delay, s/veh	79.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	32	42	2	368	37	1	20	17	281	2	10
Future Vol, veh/h	1	32	42	2	368	37	1	20	17	281	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	48	64	3	558	56	2	30	26	426	3	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	614	0	0	112	0	0	685	704	80	704	708	586
Stage 1	-	-	-	-	-	-	84	84	-	592	592	-
Stage 2	-	-	-	-	-	-	601	620	-	112	116	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	965	-	-	1478	-	-	362	361	980	~ 352	360	510
Stage 1	-	-	-	-	-	-	924	825	-	493	494	-
Stage 2	-	-	-	-	-	-	487	480	-	893	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	965	-	-	1478	-	-	348	359	980	~ 319	358	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	348	359	-	~ 319	358	-
Stage 1	-	-	-	-	-	-	922	823	-	492	493	-
Stage 2	-	-	-	-	-	-	468	479	-	836	798	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	13.1	218.7
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	500	965	-	-	1478	-	-	323
HCM Lane V/C Ratio	0.115	0.002	-	-	0.002	-	-	1.374
HCM Control Delay (s)	13.1	8.7	0	-	7.4	0	-	218.7
HCM Lane LOS	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	22.5

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

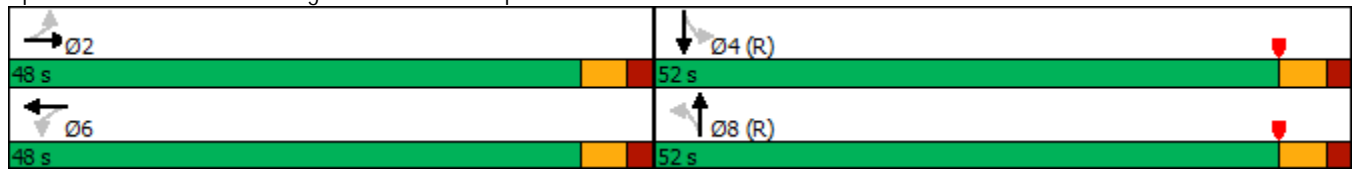
EAC (2024) PM Peak Hour  
WITH IMPROVEMENTS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	32	42	2	368	37	1	20	17	281	2	10
Future Volume (vph)	1	32	42	2	368	37	1	20	17	281	2	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Storage Length (ft)	0		0	0		0	100		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30				30
Link Distance (ft)		889			1144			979				330
Travel Time (s)		13.5			17.3			22.3				7.5
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	15.5	15.5		23.5	23.5		15.5	15.5		15.5		15.5
Total Split (s)	48.0	48.0		48.0	48.0		52.0	52.0		52.0		52.0
Total Split (%)	48.0%	48.0%		48.0%	48.0%		52.0%	52.0%		52.0%		52.0%
Maximum Green (s)	42.5	42.5		42.5	42.5		46.5	46.5		46.5		46.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		0.0
Total Lost Time (s)		5.5			5.5			5.5		5.5		5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max		C-Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				5	5							

Intersection Summary


















Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.



HCM 6th Signalized Intersection Summary  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAC (2024) PM Peak Hour  
 WITH IMPROVEMENTS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	32	42	2	368	37	1	20	17	281	2	10
Future Volume (veh/h)	1	32	42	2	368	37	1	20	17	281	2	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	1772	1772	1772	1772	1772	1772	1772	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	2	48	64	3	558	56	2	30	26	426	3	15
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	268	345	37	601	60	47	450	373	694	131	655
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	5	704	908	2	1583	158	20	882	732	1206	257	1284
Grp Volume(v), veh/h	114	0	0	617	0	0	58	0	0	426	0	18
Grp Sat Flow(s),veh/h/ln	1618	0	0	1743	0	0	1633	0	0	1206	0	1541
Q Serve(g_s), s	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	24.1	0.0	0.6
Cycle Q Clear(g_c), s	4.7	0.0	0.0	34.0	0.0	0.0	1.8	0.0	0.0	25.9	0.0	0.6
Prop In Lane	0.02		0.56	0.00		0.09	0.03		0.45	1.00		0.83
Lane Grp Cap(c), veh/h	652	0	0	698	0	0	870	0	0	694	0	786
V/C Ratio(X)	0.17	0.00	0.00	0.88	0.00	0.00	0.07	0.00	0.00	0.61	0.00	0.02
Avail Cap(c_a), veh/h	722	0	0	777	0	0	870	0	0	694	0	786
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	0.0	29.7	0.0	0.0	12.4	0.0	0.0	18.1	0.0	12.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	11.0	0.0	0.0	0.1	0.0	0.0	4.0	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	1.7	0.0	0.0	15.2	0.0	0.0	0.7	0.0	0.0	7.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	0.0	40.7	0.0	0.0	12.6	0.0	0.0	22.2	0.0	12.2
LnGrp LOS	C	A	A	D	A	A	B	A	A	C	A	B
Approach Vol, veh/h		114			617			58				444
Approach Delay, s/veh		20.8			40.7			12.6				21.8
Approach LOS		C			D			B				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.5		56.5		43.5		56.5				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		42.5		46.5		42.5		46.5				
Max Q Clear Time (g_c+I1), s		6.7		27.9		36.0		3.8				
Green Ext Time (p_c), s		0.6		1.7		2.0		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				30.7								
HCM 6th LOS				C								

Lanes, Volumes, Timings  
 6: Stoddard Wells Rd. & Quarry Rd.

EAC (2024) PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	15	20	25	354	54	4
Future Volume (vph)	15	20	25	354	54	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	15	20	25	354	54	4
Future Vol, veh/h	15	20	25	354	54	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	32	40	571	87	6










Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	40	0	-	0	406 326
Stage 1	-	-	-	-	326 -
Stage 2	-	-	-	-	80 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1570	-	-	-	601 715
Stage 1	-	-	-	-	731 -
Stage 2	-	-	-	-	943 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1570	-	-	-	591 715
Mov Cap-2 Maneuver	-	-	-	-	591 -
Stage 1	-	-	-	-	719 -
Stage 2	-	-	-	-	943 -

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1570	-	-	-	598
HCM Lane V/C Ratio	0.015	-	-	-	0.156
HCM Control Delay (s)	7.3	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Lanes, Volumes, Timings  
 7: Quarry Rd. & I-15 SB Ramps

EAC (2024) PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	57	1	1	368	1	1
Future Volume (vph)	57	1	1	368	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
7: Quarry Rd. & I-15 SB Ramps

EAC (2024) PM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↓
Traffic Vol, veh/h	57	1	1	368	1	1
Future Vol, veh/h	57	1	1	368	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	2	2	613	2	2

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	315	309	0	0	615	0
Stage 1	309	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	678	731	-	-	965	-
Stage 1	745	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	677	731	-	-	965	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	4.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	678	965
HCM Lane V/C Ratio	-	-	0.143	0.002
HCM Control Delay (s)	-	-	11.2	8.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Lanes, Volumes, Timings  
 8: Navajo Rd. & Johnson Rd.

EAC (2024) PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	97	42	19	52	22	7
Future Volume (vph)	97	42	19	52	22	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	45	
Link Distance (ft)	5314			5302	2660	
Travel Time (s)	80.5			80.3	40.3	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized



Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	97	42	19	52	22	7
Future Vol, veh/h	97	42	19	52	22	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	61	28	75	32	10

















Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	202	0	303	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1370	-	689	872
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1370	-	675	872
Mov Cap-2 Maneuver	-	-	-	-	675	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	714	-	-	1370	-
HCM Lane V/C Ratio	0.059	-	-	0.02	-
HCM Control Delay (s)	10.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lanes, Volumes, Timings  
 9: Navajo Rd. & Lafayette St.

EAC (2024) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1	28	3	1	1	27	19	1	1	37	3
Future Volume (vph)	3	1	28	3	1	1	27	19	1	1	37	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2596			1226			3048			2660	
Travel Time (s)		39.3			18.6			46.2			40.3	
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	28	3	1	1	27	19	1	1	37	3
Future Vol, veh/h	3	1	28	3	1	1	27	19	1	1	37	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	2	47	5	2	2	45	32	2	2	62	5

















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	194	193	65	216	194	33	67	0	0	34	0	0
Stage 1	69	69	-	123	123	-	-	-	-	-	-	-
Stage 2	125	124	-	93	71	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	765	702	999	740	701	1041	1535	-	-	1578	-	-
Stage 1	941	837	-	881	794	-	-	-	-	-	-	-
Stage 2	879	793	-	914	836	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	744	680	999	687	679	1041	1535	-	-	1578	-	-
Mov Cap-2 Maneuver	744	680	-	687	679	-	-	-	-	-	-	-
Stage 1	913	836	-	855	770	-	-	-	-	-	-	-
Stage 2	849	769	-	869	835	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		10		4.3		0.2	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1535	-	-	954	735	1578	-
HCM Lane V/C Ratio	0.029	-	-	0.056	0.011	0.001	-
HCM Control Delay (s)	7.4	0	-	9	10	7.3	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-

Lanes, Volumes, Timings  
10: Central Rd. & Johnson Rd.

EAC (2024) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	103	1	1	1	66	10	1	1	51	1
Future Volume (vph)	1	1	103	1	1	1	66	10	1	1	51	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			47.1			21.5	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	103	1	1	1	66	10	1	1	51	1
Future Vol, veh/h	1	1	103	1	1	1	66	10	1	1	51	1
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	112	1	1	1	72	11	1	1	55	1

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	215	214	56	270	214	12	56	0	0	12	0	0
Stage 1	58	58	-	156	156	-	-	-	-	-	-	-
Stage 2	157	156	-	114	58	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	742	684	1011	683	684	1069	1549	-	-	1607	-	-
Stage 1	954	847	-	846	769	-	-	-	-	-	-	-
Stage 2	845	769	-	891	847	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	713	651	1011	585	651	1069	1549	-	-	1607	-	-
Mov Cap-2 Maneuver	713	651	-	585	651	-	-	-	-	-	-	-
Stage 1	909	846	-	806	733	-	-	-	-	-	-	-
Stage 2	803	733	-	791	846	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		10		6.4		0.1	
HCM LOS	A		B					






















Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1549	-	-	1007	718	1607	-
HCM Lane V/C Ratio	0.046	-	-	0.112	0.005	0.001	-
HCM Control Delay (s)	7.4	0	-	9	10	7.2	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-

## **APPENDIX 5.2: OPENING YEAR CUMULATIVE (2024) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Lanes, Volumes, Timings  
 1: Dale Evans Pkwy. & Johnson Rd.

EAPC (2024) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	151	120	11	133	61	109	148	38	40	91	1
Future Volume (vph)	1	151	120	11	133	61	109	148	38	40	91	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		165	100		0	325		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55				55
Link Distance (ft)		7616			5314			2620				1074
Travel Time (s)		115.4			80.5			32.5				13.3
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop				Stop
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											



Intersection	
Intersection Delay, s/veh	13.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↗	↖	↖	↗	
Traffic Vol, veh/h	1	151	120	11	133	61	109	148	38	40	91	1
Future Vol, veh/h	1	151	120	11	133	61	109	148	38	40	91	1
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	164	130	12	145	66	118	161	41	43	99	1
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay	16.6	12.1	12.2	11.8
HCM LOS	C	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	8%	0%	100%	0%
Vol Thru, %	0%	100%	0%	56%	92%	0%	0%	99%
Vol Right, %	0%	0%	100%	44%	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	148	38	272	144	61	40	92
LT Vol	109	0	0	1	11	0	40	0
Through Vol	0	148	0	151	133	0	0	91
RT Vol	0	0	38	120	0	61	0	1
Lane Flow Rate	118	161	41	296	157	66	43	100
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.244	0.308	0.071	0.536	0.308	0.117	0.095	0.204
Departure Headway (Hd)	7.412	6.902	6.188	6.529	7.087	6.338	7.867	7.346
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	486	523	581	556	507	566	456	489
Service Time	5.13	4.62	3.906	4.245	4.825	4.076	5.613	5.091
HCM Lane V/C Ratio	0.243	0.308	0.071	0.532	0.31	0.117	0.094	0.204
HCM Control Delay	12.5	12.7	9.4	16.6	13	9.9	11.4	12
HCM Lane LOS	B	B	A	C	B	A	B	B
HCM 95th-tile Q	0.9	1.3	0.2	3.2	1.3	0.4	0.3	0.8

Lanes, Volumes, Timings  
1: Dale Evans Pkwy. & Johnson Rd.

EAPC (2024) AM Peak Hour  
WITH IMPROVEMENTS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	151	120	11	133	61	109	148	38	40	91	1
Future Volume (vph)	1	151	120	11	133	61	109	148	38	40	91	1
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Storage Length (ft)	150		0	150		165	100		0	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			1074	
Travel Time (s)		115.4			80.5			32.5			13.3	
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Free	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		Free			2			
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		9.5	23.5	23.5	9.5	23.5	
Total Split (s)	23.5	23.5		23.5	23.5		13.0	25.7	25.7	10.8	23.5	
Total Split (%)	39.2%	39.2%		39.2%	39.2%		21.7%	42.8%	42.8%	18.0%	39.2%	
Maximum Green (s)	18.0	18.0		18.0	18.0		8.5	20.2	20.2	6.3	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		4.5	5.5	5.5	4.5	5.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	

Intersection Summary
























Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Dale Evans Pkwy. & Johnson Rd.



HCM 6th Signalized Intersection Summary  
1: Dale Evans Pkwy. & Johnson Rd.

EAPC (2024) AM Peak Hour  
WITH IMPROVEMENTS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	151	120	11	133	61	109	148	38	40	91	1
Future Volume (veh/h)	1	151	120	11	133	61	109	148	38	40	91	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	1	164	130	12	145	0	118	161	41	43	99	1
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	201	160	168	390		146	849	720	68	753	8
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.00	0.09	0.48	0.48	0.04	0.43	0.43
Sat Flow, veh/h	1112	916	726	971	1772	1502	1594	1772	1502	1594	1751	18
Grp Volume(v), veh/h	1	0	294	12	145	0	118	161	41	43	0	100
Grp Sat Flow(s),veh/h/ln	1112	0	1641	971	1772	1502	1594	1772	1502	1594	0	1769
Q Serve(g_s), s	0.0	0.0	10.2	0.7	4.2	0.0	4.4	3.1	0.9	1.6	0.0	2.0
Cycle Q Clear(g_c), s	4.2	0.0	10.2	10.9	4.2	0.0	4.4	3.1	0.9	1.6	0.0	2.0
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	287	0	361	168	390		146	849	720	68	0	761
V/C Ratio(X)	0.00	0.00	0.81	0.07	0.37		0.81	0.19	0.06	0.63	0.00	0.13
Avail Cap(c_a), veh/h	376	0	492	246	532		226	849	720	167	0	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	22.2	27.4	19.9	0.0	26.7	9.0	8.4	28.3	0.0	10.3
Incr Delay (d2), s/veh	0.0	0.0	7.4	0.2	0.6	0.0	11.4	0.5	0.2	9.3	0.0	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	0.0	0.0	4.1	0.2	1.6	0.0	1.9	0.9	0.2	0.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	0.0	29.7	27.6	20.5	0.0	38.1	9.4	8.5	37.6	0.0	10.7
LnGrp LOS	C	A	C	C	C		D	A	A	D	A	B
Approach Vol, veh/h		295			157			320				143
Approach Delay, s/veh		29.6			21.0			19.9				18.8
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	34.3		18.7	10.0	31.3		18.7				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	6.3	20.2		18.0	8.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s	3.6	5.1		12.2	6.4	4.0		12.9				
Green Ext Time (p_c), s	0.0	0.7		0.8	0.0	0.3		0.3				

Intersection Summary












HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

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

Lanes, Volumes, Timings  
 2: Dale Evans Pkwy. & Lafayette St.

EAPC (2024) AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	42	252	14	123	98
Future Volume (vph)	3	42	252	14	123	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400	415	
Storage Lanes	1	0		1	1	
Taper Length (ft)	90				90	
Link Speed (mph)	45		55			55
Link Distance (ft)	304		1385			2620
Travel Time (s)	4.6		17.2			32.5
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
2: Dale Evans Pkwy. & Lafayette St.

EAPC (2024) AM Peak Hour

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↔	↔	↑
Traffic Vol, veh/h	3	42	252	14	123	98
Future Vol, veh/h	3	42	252	14	123	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	415	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	51	307	17	150	120

















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	727	307	0	0	324
Stage 1	307	-	-	-	-
Stage 2	420	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	391	733	-	-	1236
Stage 1	746	-	-	-	-
Stage 2	663	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	344	733	-	-	1236
Mov Cap-2 Maneuver	344	-	-	-	-
Stage 1	746	-	-	-	-
Stage 2	583	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	4.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	682	1236
HCM Lane V/C Ratio	-	-	0.08	0.121
HCM Control Delay (s)	-	-	10.7	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.4

Lanes, Volumes, Timings  
 3: Dale Evans Pkwy. & Corwin Rd.

EAPC (2024) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	14	1	5	6	4	4	230	17	1	77	38
Future Volume (vph)	83	14	1	5	6	4	4	230	17	1	77	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	83	14	1	5	6	4	4	230	17	1	77	38
Future Vol, veh/h	83	14	1	5	6	4	4	230	17	1	77	38
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	99	17	1	6	7	5	5	274	20	1	92	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	8.2	9.9	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	85%	33%	1%
Vol Thru, %	92%	14%	40%	66%
Vol Right, %	7%	1%	27%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	98	15	116
LT Vol	4	83	5	1
Through Vol	230	14	6	77
RT Vol	17	1	4	38
Lane Flow Rate	299	117	18	138
Geometry Grp	1	1	1	1
Degree of Util (X)	0.365	0.165	0.025	0.169
Departure Headway (Hd)	4.394	5.091	4.981	4.41
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	819	703	716	812
Service Time	2.421	3.131	3.03	2.443
HCM Lane V/C Ratio	0.365	0.166	0.025	0.17
HCM Control Delay	9.9	9.1	8.2	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.7	0.6	0.1	0.6

Lanes, Volumes, Timings  
 4: Stoddard Wells Rd. & Johnson Rd.

EAPC (2024) AM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	241	1	38	271	1	42
Future Volume (vph)	241	1	38	271	1	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized



HCM 6th TWSC  
4: Stoddard Wells Rd. & Johnson Rd.

EAPC (2024) AM Peak Hour

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	241	1	38	271	1	42
Future Vol, veh/h	241	1	38	271	1	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	274	1	43	308	1	48

















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	247	197	0	0	351
Stage 1	197	-	-	-	-
Stage 2	50	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	741	844	-	-	1208
Stage 1	836	-	-	-	-
Stage 2	972	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	740	844	-	-	1208
Mov Cap-2 Maneuver	740	-	-	-	-
Stage 1	836	-	-	-	-
Stage 2	971	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	740	1208
HCM Lane V/C Ratio	-	-	0.372	0.001
HCM Control Delay (s)	-	-	12.7	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.7	0

Lanes, Volumes, Timings  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAPC (2024) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	51	20	5	205	15	9	32	4	406	2	21
Future Volume (vph)	3	51	20	5	205	15	9	32	4	406	2	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
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
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th TWSC  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAPC (2024) AM Peak Hour

Intersection												
Int Delay, s/veh	18.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	51	20	5	205	15	9	32	4	406	2	21
Future Vol, veh/h	3	51	20	5	205	15	9	32	4	406	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	57	22	6	228	17	10	36	4	451	2	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	245	0	0	79	0	0	335	331	68	343	334	237
Stage 1	-	-	-	-	-	-	74	74	-	249	249	-
Stage 2	-	-	-	-	-	-	261	257	-	94	85	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1321	-	-	1519	-	-	619	588	995	611	586	802
Stage 1	-	-	-	-	-	-	935	833	-	755	701	-
Stage 2	-	-	-	-	-	-	744	695	-	913	824	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1321	-	-	1519	-	-	596	584	995	577	582	802
Mov Cap-2 Maneuver	-	-	-	-	-	-	596	584	-	577	582	-
Stage 1	-	-	-	-	-	-	933	831	-	753	697	-
Stage 2	-	-	-	-	-	-	716	692	-	868	822	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			11.4			32.7		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	609	1321	-	-	1519	-	-	585
HCM Lane V/C Ratio	0.082	0.003	-	-	0.004	-	-	0.815
HCM Control Delay (s)	11.4	7.7	0	-	7.4	0	-	32.7
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	8.2

Lanes, Volumes, Timings  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAPC (2024) AM Peak Hour  
WITH IMPROVEMENTS

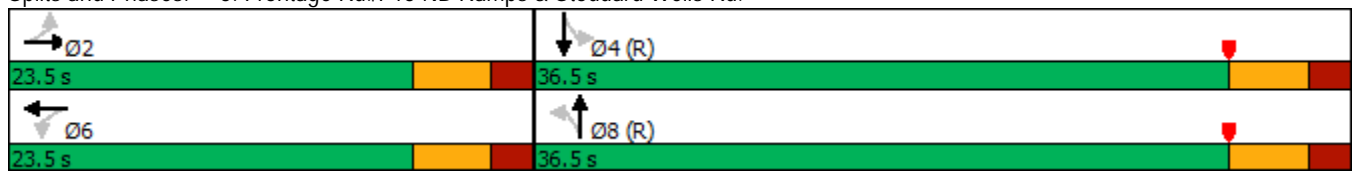


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Volume (vph)	3	51	20	5	205	15	9	32	4	406	2	21
Future Volume (vph)	3	51	20	5	205	15	9	32	4	406	2	21
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Storage Length (ft)	0		0	0		0	100		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30				30
Link Distance (ft)		889			1144			979				330
Travel Time (s)		13.5			17.3			22.3				7.5
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	15.5	15.5		23.5	23.5		15.5	15.5		15.5		15.5
Total Split (s)	23.5	23.5		23.5	23.5		36.5	36.5		36.5		36.5
Total Split (%)	39.2%	39.2%		39.2%	39.2%		60.8%	60.8%		60.8%		60.8%
Maximum Green (s)	18.0	18.0		18.0	18.0		31.0	31.0		31.0		31.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		0.0
Total Lost Time (s)		5.5			5.5			5.5		5.5		5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max		C-Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				5	5							

Intersection Summary



















Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.



HCM 6th Signalized Intersection Summary  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAPC (2024) AM Peak Hour  
 WITH IMPROVEMENTS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	51	20	5	205	15	9	32	4	406	2	21
Future Volume (veh/h)	3	51	20	5	205	15	9	32	4	406	2	21
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	1772	1772	1772	1772	1772	1772	1772	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	3	57	22	6	228	17	10	36	4	451	2	23
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	221	82	64	293	21	237	803	84	901	77	888
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	19	1215	452	15	1611	118	259	1266	133	1223	122	1399
Grp Volume(v), veh/h	82	0	0	251	0	0	50	0	0	451	0	25
Grp Sat Flow(s),veh/h/ln	1686	0	0	1744	0	0	1657	0	0	1223	0	1520
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	11.8	0.0	0.4
Cycle Q Clear(g_c), s	2.5	0.0	0.0	8.2	0.0	0.0	0.6	0.0	0.0	12.5	0.0	0.4
Prop In Lane	0.04		0.27	0.02		0.07	0.20		0.08	1.00		0.92
Lane Grp Cap(c), veh/h	369	0	0	379	0	0	1124	0	0	901	0	965
V/C Ratio(X)	0.22	0.00	0.00	0.66	0.00	0.00	0.04	0.00	0.00	0.50	0.00	0.03
Avail Cap(c_a), veh/h	564	0	0	583	0	0	1124	0	0	901	0	965
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	0.0	23.4	0.0	0.0	4.1	0.0	0.0	6.2	0.0	4.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.0	0.0	0.0	0.1	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	0.9	0.0	0.0	3.2	0.0	0.0	0.2	0.0	0.0	2.8	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	0.0	0.0	25.4	0.0	0.0	4.2	0.0	0.0	8.2	0.0	4.1
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		82			251			50				476
Approach Delay, s/veh		21.4			25.4			4.2				8.0
Approach LOS		C			C			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.4		43.6		16.4		43.6				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		18.0		31.0		18.0		31.0				
Max Q Clear Time (g_c+I1), s		4.5		14.5		10.2		2.6				
Green Ext Time (p_c), s		0.2		1.8		0.7		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.2								
HCM 6th LOS				B								

Lanes, Volumes, Timings  
 6: Stoddard Wells Rd. & Quarry Rd.

EAPC (2024) AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (vph)	9	5	33	202	69	1
Future Volume (vph)	9	5	33	202	69	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC  
6: Stoddard Wells Rd. & Quarry Rd.

EAPC (2024) AM Peak Hour

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	9	5	33	202	69	1
Future Vol, veh/h	9	5	33	202	69	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	6	40	243	83	1










Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	40	0	-	0	190
Stage 1	-	-	-	-	162
Stage 2	-	-	-	-	28
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1570	-	-	-	799
Stage 1	-	-	-	-	867
Stage 2	-	-	-	-	995
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1570	-	-	-	793
Mov Cap-2 Maneuver	-	-	-	-	793
Stage 1	-	-	-	-	861
Stage 2	-	-	-	-	995

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1570	-	-	-	794
HCM Lane V/C Ratio	0.007	-	-	-	0.106
HCM Control Delay (s)	7.3	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings  
7: Quarry Rd. & I-15 SB Ramps

EAPC (2024) AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	69	4	1	211	3	1
Future Volume (vph)	69	4	1	211	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					



HCM 6th TWSC  
7: Quarry Rd. & I-15 SB Ramps

EAPC (2024) AM Peak Hour

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↔
Traffic Vol, veh/h	69	4	1	211	3	1
Future Vol, veh/h	69	4	1	211	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	6	1	293	4	1

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	157	148	0	0	294
Stage 1	148	-	-	-	-
Stage 2	9	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	834	899	-	-	1268
Stage 1	880	-	-	-	-
Stage 2	1014	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	831	899	-	-	1268
Mov Cap-2 Maneuver	831	-	-	-	-
Stage 1	880	-	-	-	-
Stage 2	1011	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	5.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	834	1268
HCM Lane V/C Ratio	-	-	0.122	0.003
HCM Control Delay (s)	-	-	9.9	7.8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Lanes, Volumes, Timings  
 8: Navajo Rd. & Johnson Rd.

EAPC (2024) AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	24	53	19	64	23	5
Future Volume (vph)	24	53	19	64	23	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	45	
Link Distance (ft)	5314			5302	2660	
Travel Time (s)	80.5			80.3	40.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	53	19	64	23	5
Future Vol, veh/h	24	53	19	64	23	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	60	22	73	26	6

















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	87	0	174 57
Stage 1	-	-	-	-	57 -
Stage 2	-	-	-	-	117 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1509	-	816 1009
Stage 1	-	-	-	-	966 -
Stage 2	-	-	-	-	908 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1509	-	804 1009
Mov Cap-2 Maneuver	-	-	-	-	804 -
Stage 1	-	-	-	-	966 -
Stage 2	-	-	-	-	894 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	834	-	-	1509	-
HCM Lane V/C Ratio	0.038	-	-	0.014	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings  
 9: Navajo Rd. & Lafayette St.

EAPC (2024) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	1	20	1	1	1	10	18	1	1	10	15
Future Volume (vph)	9	1	20	1	1	1	10	18	1	1	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2596			1226			3048			2660	
Travel Time (s)		39.3			18.6			46.2			40.3	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th TWSC  
9: Navajo Rd. & Lafayette St.

EAPC (2024) AM Peak Hour

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	1	20	1	1	1	10	18	1	1	10	15
Future Vol, veh/h	9	1	20	1	1	1	10	18	1	1	10	15
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	28	1	1	1	14	25	1	1	14	21

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	82	81	25	95	91	26	35	0	0	26	0	0
Stage 1	27	27	-	54	54	-	-	-	-	-	-	-
Stage 2	55	54	-	41	37	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	905	809	1051	888	799	1050	1576	-	-	1588	-	-
Stage 1	990	873	-	958	850	-	-	-	-	-	-	-
Stage 2	957	850	-	974	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	896	801	1051	857	791	1050	1576	-	-	1588	-	-
Mov Cap-2 Maneuver	896	801	-	857	791	-	-	-	-	-	-	-
Stage 1	981	872	-	949	842	-	-	-	-	-	-	-
Stage 2	946	842	-	946	863	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		9.1		2.5		0.3	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1576	-	-	989	887	1588	-
HCM Lane V/C Ratio	0.009	-	-	0.042	0.005	0.001	-
HCM Control Delay (s)	7.3	0	-	8.8	9.1	7.3	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Lanes, Volumes, Timings  
10: Central Rd. & Johnson Rd.

EAPC (2024) AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	2	32	1	3	1	79	41	1	1	14	1
Future Volume (vph)	1	2	32	1	3	1	79	41	1	1	14	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			31.4			14.4	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	32	1	3	1	79	41	1	1	14	1
Future Vol, veh/h	1	2	32	1	3	1	79	41	1	1	14	1
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	35	1	3	1	86	45	1	1	15	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	238	236	16	254	236	46	16	0	0	46	0	0
Stage 1	18	18	-	218	218	-	-	-	-	-	-	-
Stage 2	220	218	-	36	18	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	716	665	1063	699	665	1023	1602	-	-	1562	-	-
Stage 1	1001	880	-	784	723	-	-	-	-	-	-	-
Stage 2	782	723	-	980	880	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	682	628	1063	646	628	1023	1602	-	-	1562	-	-
Mov Cap-2 Maneuver	682	628	-	646	628	-	-	-	-	-	-	-
Stage 1	946	879	-	741	683	-	-	-	-	-	-	-
Stage 2	735	683	-	945	879	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.6		10.3		4.8		0.5	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	1045	685	1562	-
HCM Lane V/C Ratio	0.054	-	-	0.034	0.008	0.001	-
HCM Control Delay (s)	7.4	0	-	8.6	10.3	7.3	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0	0	-

Lanes, Volumes, Timings  
 11: Dale Evans Pkwy. & Burbank Av.

EAPC (2024) AM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	0	265	52	0	101
Future Volume (vph)	16	0	265	52	0	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	360		1886			1385
Travel Time (s)	8.2		23.4			17.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	16	0	265	52	0	101
Future Vol, veh/h	16	0	265	52	0	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	288	57	0	110

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	427	317	0	0	345
Stage 1	317	-	-	-	-
Stage 2	110	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	584	724	-	-	1214
Stage 1	738	-	-	-	-
Stage 2	915	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	584	724	-	-	1214
Mov Cap-2 Maneuver	584	-	-	-	-
Stage 1	738	-	-	-	-
Stage 2	915	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	584	1214
HCM Lane V/C Ratio	-	-	0.03	-
HCM Control Delay (s)	-	-	11.4	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings  
 12: Dachsund Av. & Lafayette St.

EAPC (2024) AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	26	75	14	12	22	4
Future Volume (vph)	26	75	14	12	22	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	30	
Link Distance (ft)	346			2596	476	
Travel Time (s)	5.2			39.3	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	75	14	12	22	4
Future Vol, veh/h	26	75	14	12	22	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	82	15	13	24	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	110	0	112	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	43	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1480	-	885	994
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	979	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1480	-	876	994
Mov Cap-2 Maneuver	-	-	-	-	876	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	892	-	-	1480	-
HCM Lane V/C Ratio	0.032	-	-	0.01	-
HCM Control Delay (s)	9.2	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings  
 13: Dachsund Av. & Burbank Av.

EAPC (2024) AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	32	0	0	0	0	10
Future Volume (vph)	32	0	0	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	413			866	335	
Travel Time (s)	9.4			19.7	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	0	0	0	0	10
Future Vol, veh/h	32	0	0	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	0	0	0	0	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	6	6	11	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1015	1077	1608	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1015	1077	1608	-	-	-
Mov Cap-2 Maneuver	1015	-	-	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1608	-	1015	-	-
HCM Lane V/C Ratio	-	-	0.034	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings  
 14: Dwy. 1 & Lafayette St.

EAPC (2024) AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	125	12	1	42	4	1
Future Volume (vph)	125	12	1	42	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	30	
Link Distance (ft)	304			2027	267	
Travel Time (s)	4.6			30.7	6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	125	12	1	42	4	1
Future Vol, veh/h	125	12	1	42	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	136	13	1	46	4	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	149	0	191
Stage 1	-	-	-	-	143
Stage 2	-	-	-	-	48
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1432	-	798
Stage 1	-	-	-	-	884
Stage 2	-	-	-	-	974
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1432	-	797
Mov Cap-2 Maneuver	-	-	-	-	797
Stage 1	-	-	-	-	884
Stage 2	-	-	-	-	973

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	816	-	-	1432	-
HCM Lane V/C Ratio	0.007	-	-	0.001	-
HCM Control Delay (s)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings  
15: Dwy.2 & Lafayette St.

EAPC (2024) AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	101	23	1	34	7	1
Future Volume (vph)	101	23	1	34	7	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	30	
Link Distance (ft)	2027			346	250	
Travel Time (s)	30.7			5.2	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized



HCM 6th TWSC  
15: Dwy.2 & Lafayette St.

EAPC (2024) AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	101	23	1	34	7	1
Future Vol, veh/h	101	23	1	34	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	25	1	37	8	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	135	0	162
Stage 1	-	-	-	-	123
Stage 2	-	-	-	-	39
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1449	-	829
Stage 1	-	-	-	-	902
Stage 2	-	-	-	-	983
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1449	-	828
Mov Cap-2 Maneuver	-	-	-	-	828
Stage 1	-	-	-	-	902
Stage 2	-	-	-	-	982

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	839	-	-	1449	-
HCM Lane V/C Ratio	0.01	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings  
 16: Dachsund Av. & Dwy. 3

EAPC (2024) AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	3	10	15	50	39
Future Volume (vph)	12	3	10	15	50	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30		30
Link Distance (ft)	265			208		476
Travel Time (s)	6.0			4.7		10.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	12	3	10	15	50	39
Future Vol, veh/h	12	3	10	15	50	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	3	11	16	54	42

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	113	75	96	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	884	986	1498	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	878	986	1498	-	-	-
Mov Cap-2 Maneuver	878	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	984	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1498	-	898	-	-
HCM Lane V/C Ratio	0.007	-	0.018	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings  
 17: Dachsund Av. & Dwy. 4

EAPC (2024) AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	2	8	20	37	16
Future Volume (vph)	5	2	8	20	37	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30		
Link Distance (ft)	254			318		208
Travel Time (s)	5.8			7.2		4.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	2	8	20	37	16
Future Vol, veh/h	5	2	8	20	37	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	9	22	40	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	89	49	57	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	912	1020	1547	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	907	1020	1547	-	-	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1547	-	937	-	-
HCM Lane V/C Ratio	0.006	-	0.008	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings  
 18: Dachsund Av. & Dwy. 5

EAPC (2024) AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	4	15	18	5	34
Future Volume (vph)	10	4	15	18	5	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	250			335	318	
Travel Time (s)	5.7			7.6	7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	4	15	18	5	34
Future Vol, veh/h	10	4	15	18	5	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	4	16	20	5	37

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	76	24	42	0	0
Stage 1	24	-	-	-	-
Stage 2	52	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	927	1052	1567	-	-
Stage 1	999	-	-	-	-
Stage 2	970	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	918	1052	1567	-	-
Mov Cap-2 Maneuver	918	-	-	-	-
Stage 1	989	-	-	-	-
Stage 2	970	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	953	-	-
HCM Lane V/C Ratio	0.01	-	0.016	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings  
 19: Burbank Av. & Dwy. 6

EAPC (2024) AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	32	10	1	1	2
Future Volume (vph)	8	32	10	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		1933	413		265	
Travel Time (s)		43.9	9.4		6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized



Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	8	32	10	1	1	2
Future Vol, veh/h	8	32	10	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	35	11	1	1	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	12	0	-	0	65
Stage 1	-	-	-	-	12
Stage 2	-	-	-	-	53
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1607	-	-	-	941
Stage 1	-	-	-	-	1011
Stage 2	-	-	-	-	970
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1607	-	-	-	935
Mov Cap-2 Maneuver	-	-	-	-	935
Stage 1	-	-	-	-	1005
Stage 2	-	-	-	-	970

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	1020
HCM Lane V/C Ratio	0.005	-	-	-	0.003
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings  
 20: Burbank Av. & Dwy. 7

EAPC (2024) AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	40	12	1	1	4
Future Volume (vph)	12	40	12	1	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		360	1933		204	
Travel Time (s)		8.2	43.9		4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	12	40	12	1	1	4
Future Vol, veh/h	12	40	12	1	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	43	13	1	1	4





















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	14	0	-	0	83
Stage 1	-	-	-	-	14
Stage 2	-	-	-	-	69
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1604	-	-	-	919
Stage 1	-	-	-	-	1009
Stage 2	-	-	-	-	954
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1604	-	-	-	912
Mov Cap-2 Maneuver	-	-	-	-	912
Stage 1	-	-	-	-	1001
Stage 2	-	-	-	-	954

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	1031
HCM Lane V/C Ratio	0.008	-	-	-	0.005
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings  
 1: Dale Evans Pkwy. & Johnson Rd.

EAPC (2024) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	296	147	62	206	35	162	104	53	53	190	3
Future Volume (vph)	1	296	147	62	206	35	162	104	53	53	190	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		165	100		0	325		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			1074	
Travel Time (s)		115.4			80.5			32.5			13.3	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	173.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	1	296	147	62	206	35	162	104	53	53	190	3
Future Vol, veh/h	1	296	147	62	206	35	162	104	53	53	190	3
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	435	216	91	303	51	238	153	78	78	279	4
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay	392.7	107.9	30.9	45.5
HCM LOS	F	F	D	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	23%	0%	100%	0%
Vol Thru, %	0%	100%	0%	67%	77%	0%	0%	98%
Vol Right, %	0%	0%	100%	33%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	162	104	53	444	268	35	53	193
LT Vol	162	0	0	1	62	0	53	0
Through Vol	0	104	0	296	206	0	0	190
RT Vol	0	0	53	147	0	35	0	3
Lane Flow Rate	238	153	78	653	394	51	78	284
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.697	0.426	0.202	1.795	1.107	0.133	0.233	0.809
Departure Headway (Hd)	12.731	12.195	11.445	10.299	12.071	11.2	13.175	12.616
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	286	298	316	359	303	322	274	290
Service Time	10.431	9.895	9.145	7.999	9.771	8.9	10.875	10.316
HCM Lane V/C Ratio	0.832	0.513	0.247	1.819	1.3	0.158	0.285	0.979
HCM Control Delay	40.2	23.6	17	392.7	120	15.6	19.8	52.6
HCM Lane LOS	E	C	C	F	F	C	C	F
HCM 95th-tile Q	4.8	2	0.7	40.5	13.3	0.5	0.9	6.5

Lanes, Volumes, Timings  
1: Dale Evans Pkwy. & Johnson Rd.

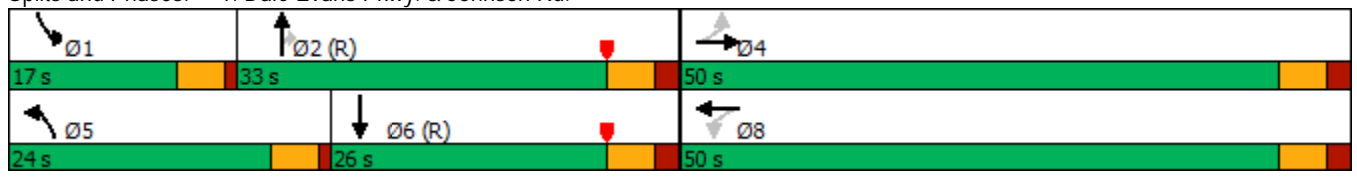
EAPC (2024) PM Peak Hour  
WITH IMPROVEMENTS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	296	147	62	206	35	162	104	53	53	190	3
Future Volume (vph)	1	296	147	62	206	35	162	104	53	53	190	3
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Storage Length (ft)	150		0	150		165	100		0	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			1074	
Travel Time (s)		115.4			80.5			32.5			13.3	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Free	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		Free			2			
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		9.5	23.5	23.5	9.5	23.5	
Total Split (s)	50.0	50.0		50.0	50.0		24.0	33.0	33.0	17.0	26.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		24.0%	33.0%	33.0%	17.0%	26.0%	
Maximum Green (s)	44.5	44.5		44.5	44.5		19.5	27.5	27.5	12.5	20.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		4.5	5.5	5.5	4.5	5.5	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	

Intersection Summary
























Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Dale Evans Pkwy. & Johnson Rd.



HCM 6th Signalized Intersection Summary  
1: Dale Evans Pkwy. & Johnson Rd.

EAPC (2024) PM Peak Hour  
WITH IMPROVEMENTS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	296	147	62	206	35	162	104	53	53	190	3
Future Volume (veh/h)	1	296	147	62	206	35	162	104	53	53	190	3
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	1673	1772	1772	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	1	435	216	91	303	0	238	153	78	78	279	4
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	497	247	136	789		267	601	509	97	405	6
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.00	0.17	0.34	0.34	0.06	0.23	0.23
Sat Flow, veh/h	963	1117	555	699	1772	1502	1594	1772	1502	1594	1742	25
Grp Volume(v), veh/h	1	0	651	91	303	0	238	153	78	78	0	283
Grp Sat Flow(s),veh/h/ln	963	0	1672	699	1772	1502	1594	1772	1502	1594	0	1767
Q Serve(g_s), s	0.1	0.0	35.4	9.1	11.4	0.0	14.6	6.2	3.6	4.8	0.0	14.6
Cycle Q Clear(g_c), s	11.5	0.0	35.4	44.5	11.4	0.0	14.6	6.2	3.6	4.8	0.0	14.6
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	390	0	744	136	789		267	601	509	97	0	411
V/C Ratio(X)	0.00	0.00	0.87	0.67	0.38		0.89	0.25	0.15	0.80	0.00	0.69
Avail Cap(c_a), veh/h	390	0	744	136	789		311	601	509	199	0	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	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	25.2	46.8	18.6	0.0	40.7	23.9	23.0	46.4	0.0	35.1
Incr Delay (d2), s/veh	0.0	0.0	11.3	12.1	0.3	0.0	23.5	1.0	0.6	14.0	0.0	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	0.0	0.0	15.0	2.7	4.4	0.0	7.1	2.6	1.3	2.2	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	36.5	58.9	18.9	0.0	64.2	24.9	23.7	60.4	0.0	44.2
LnGrp LOS	C	A	D	E	B		E	C	C	E	A	D
Approach Vol, veh/h		652			394			469			361	
Approach Delay, s/veh		36.5			28.1			44.7			47.7	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	39.4		50.0	21.3	28.7		50.0				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	12.5	27.5		44.5	19.5	20.5		44.5				
Max Q Clear Time (g_c+I1), s	6.8	8.2		37.4	16.6	16.6		46.5				
Green Ext Time (p_c), s	0.1	0.8		2.4	0.2	0.5		0.0				

Intersection Summary












HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Notes

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

Lanes, Volumes, Timings  
 2: Dale Evans Pkwy. & Lafayette St.

EAPC (2024) PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	158	161	17	69	330
Future Volume (vph)	9	158	161	17	69	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400	415	
Storage Lanes	1	0		1	1	
Taper Length (ft)	90				90	
Link Speed (mph)	45		55			55
Link Distance (ft)	304		1385			2620
Travel Time (s)	4.6		17.2			32.5
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					



HCM 6th TWSC  
2: Dale Evans Pkwy. & Lafayette St.

EAPC (2024) PM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑	↗↘	↘↗	↑
Traffic Vol, veh/h	9	158	161	17	69	330
Future Vol, veh/h	9	158	161	17	69	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	415	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	203	206	22	88	423

















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	805	206	0	0	228
Stage 1	206	-	-	-	-
Stage 2	599	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	352	835	-	-	1340
Stage 1	829	-	-	-	-
Stage 2	549	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	329	835	-	-	1340
Mov Cap-2 Maneuver	329	-	-	-	-
Stage 1	829	-	-	-	-
Stage 2	513	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	771	1340
HCM Lane V/C Ratio	-	-	0.278	0.066
HCM Control Delay (s)	-	-	11.5	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.1	0.2

Lanes, Volumes, Timings  
 3: Dale Evans Pkwy. & Corwin Rd.

EAPC (2024) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	7	3	17	19	2	2	139	14	3	287	114
Future Volume (vph)	61	7	3	17	19	2	2	139	14	3	287	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	61	7	3	17	19	2	2	139	14	3	287	114
Future Vol, veh/h	61	7	3	17	19	2	2	139	14	3	287	114
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	77	9	4	22	24	3	3	176	18	4	363	144
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	9.3	9.6	14.5
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %		1%	86%	45%
Vol Thru, %		90%	10%	50%
Vol Right, %		9%	4%	5%
Sign Control		Stop	Stop	Stop
Traffic Vol by Lane		155	71	38
LT Vol		2	61	17
Through Vol		139	7	19
RT Vol		14	3	2
Lane Flow Rate		196	90	48
Geometry Grp		1	1	1
Degree of Util (X)		0.263	0.143	0.078
Departure Headway (Hd)		4.823	5.719	5.814
Convergence, Y/N		Yes	Yes	Yes
Cap		738	620	620
Service Time		2.893	3.814	3.814
HCM Lane V/C Ratio		0.266	0.145	0.077
HCM Control Delay		9.6	9.8	9.3
HCM Lane LOS		A	A	A
HCM 95th-tile Q		1.1	0.5	0.3

Lanes, Volumes, Timings  
 4: Stoddard Wells Rd. & Johnson Rd.

EAPC (2024) PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	371	1	10	444	1	27
Future Volume (vph)	371	1	10	444	1	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

HCM 6th TWSC  
4: Stoddard Wells Rd. & Johnson Rd.

EAPC (2024) PM Peak Hour

Intersection						
Int Delay, s/veh	15.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	371	1	10	444	1	27
Future Vol, veh/h	371	1	10	444	1	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	618	2	17	740	2	45

















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	436	387	0	0	757	0
Stage 1	387	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	5.8	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	709	661	-	-	854	-
Stage 1	820	-	-	-	-	-
Stage 2	1144	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	708	661	-	-	854	-
Mov Cap-2 Maneuver	708	-	-	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	1142	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.9	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	708	854
HCM Lane V/C Ratio	-	-	0.876	0.002
HCM Control Delay (s)	-	-	34.9	9.2
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	10.7	0

Lanes, Volumes, Timings  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAPC (2024) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	32	42	2	476	37	1	20	17	323	2	10
Future Volume (vph)	1	32	42	2	476	37	1	20	17	323	2	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th TWSC  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAPC (2024) PM Peak Hour

Intersection												
Int Delay, s/veh	183.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	32	42	2	476	37	1	20	17	323	2	10
Future Vol, veh/h	1	32	42	2	476	37	1	20	17	323	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	48	64	3	721	56	2	30	26	489	3	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	777	0	0	112	0	0	848	867	80	867	871	749
Stage 1	-	-	-	-	-	-	84	84	-	755	755	-
Stage 2	-	-	-	-	-	-	764	783	-	112	116	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	839	-	-	1478	-	-	281	291	980	~ 273	289	412
Stage 1	-	-	-	-	-	-	924	825	-	~ 401	417	-
Stage 2	-	-	-	-	-	-	396	404	-	893	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	839	-	-	1478	-	-	267	289	980	~ 243	287	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	289	-	~ 243	287	-
Stage 1	-	-	-	-	-	-	921	823	-	~ 400	415	-
Stage 2	-	-	-	-	-	-	377	402	-	835	798	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	14.9	\$ 525
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	421	839	-	-	1478	-	-	246
HCM Lane V/C Ratio	0.137	0.002	-	-	0.002	-	-	2.063
HCM Control Delay (s)	14.9	9.3	0	-	7.4	0	-	\$ 525
HCM Lane LOS	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	37.7

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAPC (2024) PM Peak Hour  
WITH IMPROVEMENTS

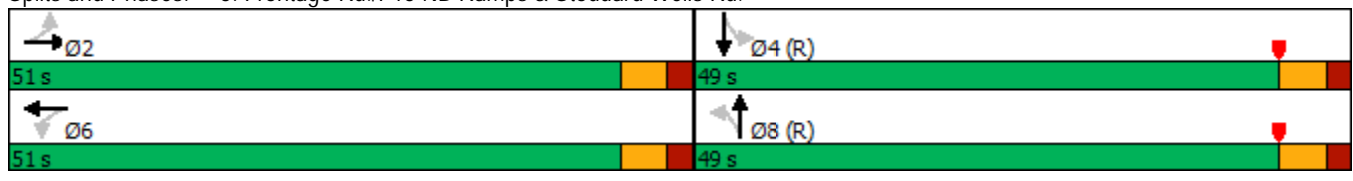


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕		↕	↕	
Traffic Volume (vph)	1	32	42	2	476	37	1	20	17	323	2	10
Future Volume (vph)	1	32	42	2	476	37	1	20	17	323	2	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Storage Length (ft)	0		0	0		0	100		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30				30
Link Distance (ft)		889			1144			979				330
Travel Time (s)		13.5			17.3			22.3				7.5
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	15.5	15.5		23.5	23.5		15.5	15.5		15.5		15.5
Total Split (s)	51.0	51.0		51.0	51.0		49.0	49.0		49.0		49.0
Total Split (%)	51.0%	51.0%		51.0%	51.0%		49.0%	49.0%		49.0%		49.0%
Maximum Green (s)	45.5	45.5		45.5	45.5		43.5	43.5		43.5		43.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0			0.0			0.0		0.0		0.0
Total Lost Time (s)		5.5			5.5			5.5		5.5		5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max		C-Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				5	5							

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 4:SBTL and 8:NBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated


















Splits and Phases: 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.





HCM 6th Signalized Intersection Summary  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

EAPC (2024) PM Peak Hour  
 WITH IMPROVEMENTS

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	32	42	2	476	37	1	20	17	323	2	10
Future Volume (veh/h)	1	32	42	2	476	37	1	20	17	323	2	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	1772	1772	1772	1772	1772	1772	1772	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	2	48	64	3	721	56	2	30	26	489	3	15
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	322	416	37	738	57	45	385	319	605	112	559
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	6	708	914	1	1622	126	17	884	733	1206	257	1284
Grp Volume(v), veh/h	114	0	0	780	0	0	58	0	0	489	0	18
Grp Sat Flow(s),veh/h/ln	1628	0	0	1749	0	0	1634	0	0	1206	0	1541
Q Serve(g_s), s	0.0	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	35.4	0.0	0.7
Cycle Q Clear(g_c), s	4.2	0.0	0.0	43.9	0.0	0.0	2.1	0.0	0.0	37.4	0.0	0.7
Prop In Lane	0.02		0.56	0.00		0.07	0.03		0.45	1.00		0.83
Lane Grp Cap(c), veh/h	777	0	0	832	0	0	748	0	0	605	0	670
V/C Ratio(X)	0.15	0.00	0.00	0.94	0.00	0.00	0.08	0.00	0.00	0.81	0.00	0.03
Avail Cap(c_a), veh/h	777	0	0	832	0	0	748	0	0	605	0	670
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.0	0.0	0.0	26.8	0.0	0.0	16.5	0.0	0.0	26.2	0.0	16.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	17.9	0.0	0.0	0.2	0.0	0.0	11.2	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	1.4	0.0	0.0	20.4	0.0	0.0	0.8	0.0	0.0	12.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	0.0	44.7	0.0	0.0	16.7	0.0	0.0	37.4	0.0	16.2
LnGrp LOS	B	A	A	D	A	A	B	A	A	D	A	B
Approach Vol, veh/h		114			780			58				507
Approach Delay, s/veh		16.1			44.7			16.7				36.6
Approach LOS		B			D			B				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.0		49.0		51.0		49.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		45.5		43.5		45.5		43.5				
Max Q Clear Time (g_c+I1), s		6.2		39.4		45.9		4.1				
Green Ext Time (p_c), s		0.6		0.9		0.0		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				38.6								
HCM 6th LOS				D								

Lanes, Volumes, Timings  
 6: Stoddard Wells Rd. & Quarry Rd.

EAPC (2024) PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	15	20	25	462	54	4
Future Volume (vph)	15	20	25	462	54	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC  
6: Stoddard Wells Rd. & Quarry Rd.

EAPC (2024) PM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	15	20	25	462	54	4
Future Vol, veh/h	15	20	25	462	54	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	32	40	745	87	6










Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	40	0	-	0	493 413
Stage 1	-	-	-	-	413 -
Stage 2	-	-	-	-	80 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1570	-	-	-	535 639
Stage 1	-	-	-	-	668 -
Stage 2	-	-	-	-	943 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1570	-	-	-	526 639
Mov Cap-2 Maneuver	-	-	-	-	526 -
Stage 1	-	-	-	-	657 -
Stage 2	-	-	-	-	943 -

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1570	-	-	-	532
HCM Lane V/C Ratio	0.015	-	-	-	0.176
HCM Control Delay (s)	7.3	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Lanes, Volumes, Timings  
 7: Quarry Rd. & I-15 SB Ramps

EAPC (2024) PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	57	1	1	476	1	1
Future Volume (vph)	57	1	1	476	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
7: Quarry Rd. & I-15 SB Ramps

EAPC (2024) PM Peak Hour

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↓
Traffic Vol, veh/h	57	1	1	476	1	1
Future Vol, veh/h	57	1	1	476	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	2	2	793	2	2

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	405	399	0	0	795	0
Stage 1	399	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	602	651	-	-	826	-
Stage 1	678	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	601	651	-	-	826	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	678	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	4.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	602	826
HCM Lane V/C Ratio	-	-	0.161	0.002
HCM Control Delay (s)	-	-	12.1	9.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0

Lanes, Volumes, Timings  
 8: Navajo Rd. & Johnson Rd.

EAPC (2024) PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	97	42	26	52	22	24
Future Volume (vph)	97	42	26	52	22	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	45	
Link Distance (ft)	5314			5302	2660	
Travel Time (s)	80.5			80.3	40.3	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

HCM 6th TWSC  
8: Navajo Rd. & Johnson Rd.

EAPC (2024) PM Peak Hour

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	97	42	26	52	22	24
Future Vol, veh/h	97	42	26	52	22	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	61	38	75	32	35

















Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	202	0	323	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	151	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1370	-	671	872
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	877	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1370	-	652	872
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	751	-	-	1370	-
HCM Lane V/C Ratio	0.089	-	-	0.028	-
HCM Control Delay (s)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lanes, Volumes, Timings  
 9: Navajo Rd. & Lafayette St.

EAPC (2024) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1	28	3	1	1	27	19	1	1	37	10
Future Volume (vph)	20	1	28	3	1	1	27	19	1	1	37	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2596			1226			3048			2660	
Travel Time (s)		39.3			18.6			46.2			40.3	
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											



HCM 6th TWSC  
9: Navajo Rd. & Lafayette St.

EAPC (2024) PM Peak Hour

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	1	28	3	1	1	27	19	1	1	37	10
Future Vol, veh/h	20	1	28	3	1	1	27	19	1	1	37	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	2	47	5	2	2	45	32	2	2	62	17

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	200	199	71	222	206	33	79	0	0	34	0	0
Stage 1	75	75	-	123	123	-	-	-	-	-	-	-
Stage 2	125	124	-	99	83	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	759	697	991	734	691	1041	1519	-	-	1578	-	-
Stage 1	934	833	-	881	794	-	-	-	-	-	-	-
Stage 2	879	793	-	907	826	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	739	675	991	682	670	1041	1519	-	-	1578	-	-
Mov Cap-2 Maneuver	739	675	-	682	670	-	-	-	-	-	-	-
Stage 1	906	832	-	855	770	-	-	-	-	-	-	-
Stage 2	849	769	-	862	825	-	-	-	-	-	-	-


Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.6		10		4.3		0.2	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1519	-	-	863	730	1578	-
HCM Lane V/C Ratio	0.03	-	-	0.095	0.011	0.001	-
HCM Control Delay (s)	7.4	0	-	9.6	10	7.3	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-

Lanes, Volumes, Timings  
 10: Central Rd. & Johnson Rd.

EAPC (2024) PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	120	1	1	1	73	10	1	1	51	1
Future Volume (vph)	1	1	120	1	1	1	73	10	1	1	51	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			31.4			14.4	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	120	1	1	1	73	10	1	1	51	1
Future Vol, veh/h	1	1	120	1	1	1	73	10	1	1	51	1
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	130	1	1	1	79	11	1	1	55	1

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	229	228	56	293	228	12	56	0	0	12	0	0
Stage 1	58	58	-	170	170	-	-	-	-	-	-	-
Stage 2	171	170	-	123	58	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	726	671	1011	659	671	1069	1549	-	-	1607	-	-
Stage 1	954	847	-	832	758	-	-	-	-	-	-	-
Stage 2	831	758	-	881	847	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	696	636	1011	550	636	1069	1549	-	-	1607	-	-
Mov Cap-2 Maneuver	696	636	-	550	636	-	-	-	-	-	-	-
Stage 1	905	846	-	790	719	-	-	-	-	-	-	-
Stage 2	787	719	-	766	846	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	9.1		10.2			6.5		0.1		
HCM LOS	A		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1549	-	-	1007	693	1607	-
HCM Lane V/C Ratio	0.051	-	-	0.131	0.005	0.001	-
HCM Control Delay (s)	7.5	0	-	9.1	10.2	7.2	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0	0	-

Lanes, Volumes, Timings  
 11: Dale Evans Pkwy. & Burbank Av.

EAPC (2024) PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	64	0	177	25	0	340
Future Volume (vph)	64	0	177	25	0	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	360		1886			1385
Travel Time (s)	8.2		23.4			17.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

HCM 6th TWSC  
 11: Dale Evans Pkwy. & Burbank Av.

EAPC (2024) PM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	64	0	177	25	0	340
Future Vol, veh/h	64	0	177	25	0	340
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	0	192	27	0	370

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	576	206	0	0	219
Stage 1	206	-	-	-	-
Stage 2	370	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	479	835	-	-	1350
Stage 1	829	-	-	-	-
Stage 2	699	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	479	835	-	-	1350
Mov Cap-2 Maneuver	479	-	-	-	-
Stage 1	829	-	-	-	-
Stage 2	699	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	479	1350
HCM Lane V/C Ratio	-	-	0.145	-
HCM Control Delay (s)	-	-	13.8	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Lanes, Volumes, Timings  
 12: Dachshund Av. & Lafayette St.

EAPC (2024) PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	32	36	7	31	92	17
Future Volume (vph)	32	36	7	31	92	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	30	
Link Distance (ft)	346			2596	476	
Travel Time (s)	5.2			39.3	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	32	36	7	31	92	17
Future Vol, veh/h	32	36	7	31	92	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	39	8	34	100	18

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	74	0	105 55
Stage 1	-	-	-	-	55 -
Stage 2	-	-	-	-	50 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1526	-	893 1012
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	972 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1526	-	889 1012
Mov Cap-2 Maneuver	-	-	-	-	889 -
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	967 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	906	-	-	1526	-
HCM Lane V/C Ratio	0.131	-	-	0.005	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lanes, Volumes, Timings  
 13: Dachshund Av. & Burbank Av.

EAPC (2024) PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	0	0	0	0	39
Future Volume (vph)	15	0	0	0	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	413			866	335	
Travel Time (s)	9.4			19.7	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized



Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	15	0	0	0	0	39
Future Vol, veh/h	15	0	0	0	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	0	0	0	0	42

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	21	21	42	0	0
Stage 1	21	-	-	-	-
Stage 2	0	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	996	1056	1567	-	-
Stage 1	1002	-	-	-	-
Stage 2	-	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	996	1056	1567	-	-
Mov Cap-2 Maneuver	996	-	-	-	-
Stage 1	1002	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	996	-	-
HCM Lane V/C Ratio	-	-	0.016	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings  
 14: Dwy. 1 & Lafayette St.

EAPC (2024) PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	79	6	1	152	15	1
Future Volume (vph)	79	6	1	152	15	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	30	
Link Distance (ft)	304			2027	267	
Travel Time (s)	4.6			30.7	6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	79	6	1	152	15	1
Future Vol, veh/h	79	6	1	152	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	7	1	165	16	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	93	0	257 90
Stage 1	-	-	-	-	90 -
Stage 2	-	-	-	-	167 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1501	-	732 968
Stage 1	-	-	-	-	934 -
Stage 2	-	-	-	-	863 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1501	-	731 968
Mov Cap-2 Maneuver	-	-	-	-	731 -
Stage 1	-	-	-	-	934 -
Stage 2	-	-	-	-	862 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	742	-	-	1501	-
HCM Lane V/C Ratio	0.023	-	-	0.001	-
HCM Control Delay (s)	10	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings  
15: Dwy.2 & Lafayette St.

EAPC (2024) PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	68	12	1	123	29	1
Future Volume (vph)	68	12	1	123	29	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	30	
Link Distance (ft)	2027			346	250	
Travel Time (s)	30.7			5.2	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	12	1	123	29	1
Future Vol, veh/h	68	12	1	123	29	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	13	1	134	32	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	87	0	217 81
Stage 1	-	-	-	-	81 -
Stage 2	-	-	-	-	136 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1509	-	771 979
Stage 1	-	-	-	-	942 -
Stage 2	-	-	-	-	890 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1509	-	770 979
Mov Cap-2 Maneuver	-	-	-	-	770 -
Stage 1	-	-	-	-	942 -
Stage 2	-	-	-	-	889 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	776	-	-	1509	-
HCM Lane V/C Ratio	0.042	-	-	0.001	-
HCM Control Delay (s)	9.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings  
 16: Dachshund Av. & Dwy. 3




EAPC (2024) PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	48	12	5	61	24	18
Future Volume (vph)	48	12	5	61	24	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	265			208	476	
Travel Time (s)	6.0			4.7	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	12	5	61	24	18
Future Vol, veh/h	48	12	5	61	24	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	13	5	66	26	20

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	112	36	46	0	0
Stage 1	36	-	-	-	-
Stage 2	76	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	885	1037	1562	-	-
Stage 1	986	-	-	-	-
Stage 2	947	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	882	1037	1562	-	-
Mov Cap-2 Maneuver	882	-	-	-	-
Stage 1	983	-	-	-	-
Stage 2	947	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1562	-	909	-	-
HCM Lane V/C Ratio	0.003	-	0.072	-	-
HCM Control Delay (s)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lanes, Volumes, Timings  
 17: Dachshund Av. & Dwy. 4

EAPC (2024) PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	10	4	46	28	8
Future Volume (vph)	19	10	4	46	28	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	254			318	208	
Travel Time (s)	5.8			7.2	4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized



Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	10	4	46	28	8
Future Vol, veh/h	19	10	4	46	28	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	11	4	50	30	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	93	35	39	0	0
Stage 1	35	-	-	-	-
Stage 2	58	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	907	1038	1571	-	-
Stage 1	987	-	-	-	-
Stage 2	965	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	904	1038	1571	-	-
Mov Cap-2 Maneuver	904	-	-	-	-
Stage 1	984	-	-	-	-
Stage 2	965	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1571	-	946	-	-
HCM Lane V/C Ratio	0.003	-	0.033	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings  
 18: Dachshund Av. & Dwy. 5

EAPC (2024) PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	42	18	7	9	22	16
Future Volume (vph)	42	18	7	9	22	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	250			335	318	
Travel Time (s)	5.7			7.6	7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	18	7	9	22	16
Future Vol, veh/h	42	18	7	9	22	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	20	8	10	24	17

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	59	33	41	0	0
Stage 1	33	-	-	-	-
Stage 2	26	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	948	1041	1568	-	-
Stage 1	989	-	-	-	-
Stage 2	997	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	943	1041	1568	-	-
Mov Cap-2 Maneuver	943	-	-	-	-
Stage 1	984	-	-	-	-
Stage 2	997	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1568	-	970	-	-
HCM Lane V/C Ratio	0.005	-	0.067	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lanes, Volumes, Timings  
 19: Burbank Av. & Dwy. 6

EAPC (2024) PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	15	39	1	1	10
Future Volume (vph)	4	15	39	1	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		1933	413		265	
Travel Time (s)		43.9	9.4		6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	15	39	1	1	10
Future Vol, veh/h	4	15	39	1	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	16	42	1	1	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	43	0	-	0	67 43
Stage 1	-	-	-	-	43 -
Stage 2	-	-	-	-	24 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1566	-	-	-	938 1027
Stage 1	-	-	-	-	979 -
Stage 2	-	-	-	-	999 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1566	-	-	-	935 1027
Mov Cap-2 Maneuver	-	-	-	-	935 -
Stage 1	-	-	-	-	976 -
Stage 2	-	-	-	-	999 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1566	-	-	-	1018
HCM Lane V/C Ratio	0.003	-	-	-	0.012
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings  
 20: Burbank Av. & Dwy. 7

EAPC (2024) PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	19	49	1	1	15
Future Volume (vph)	6	19	49	1	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		360	1933		204	
Travel Time (s)		8.2	43.9		4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	6	19	49	1	1	15
Future Vol, veh/h	6	19	49	1	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	21	53	1	1	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	54	0	-	0	89
Stage 1	-	-	-	-	54
Stage 2	-	-	-	-	35
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1551	-	-	-	912
Stage 1	-	-	-	-	969
Stage 2	-	-	-	-	987
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1551	-	-	-	907
Mov Cap-2 Maneuver	-	-	-	-	907
Stage 1	-	-	-	-	964
Stage 2	-	-	-	-	987

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1551	-	-	-	1006
HCM Lane V/C Ratio	0.004	-	-	-	0.017
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

**APPENDIX 5.3: OPENING YEAR CUMULATIVE (2024) WITHOUT  
PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS  
WORKSHEETS**



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### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

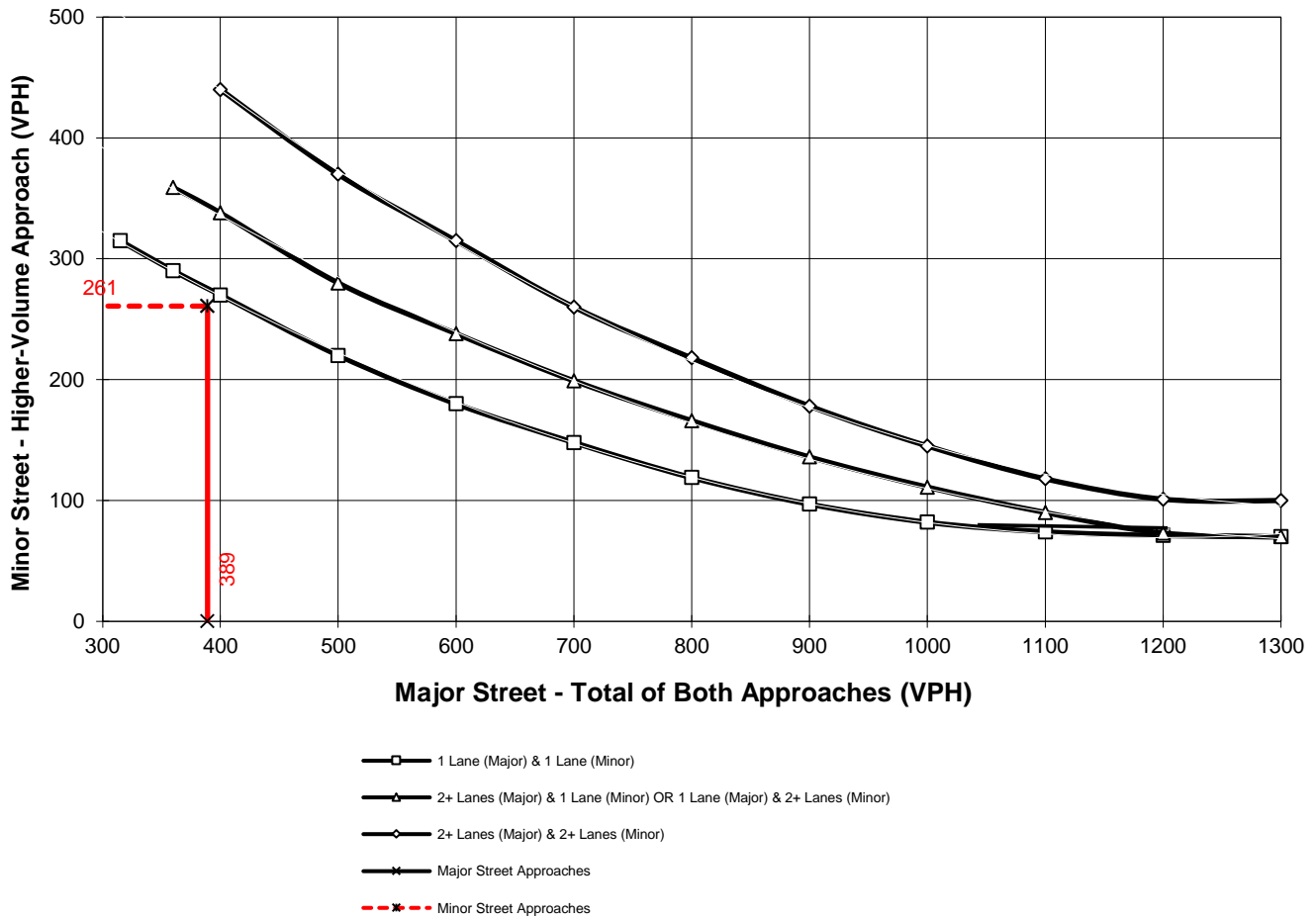
Major Street Name = **Johnson Rd.**

Total of Both Approaches (VPH) = **389**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dale Evans Pkwy.**

High Volume Approach (VPH) = **261**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #1

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

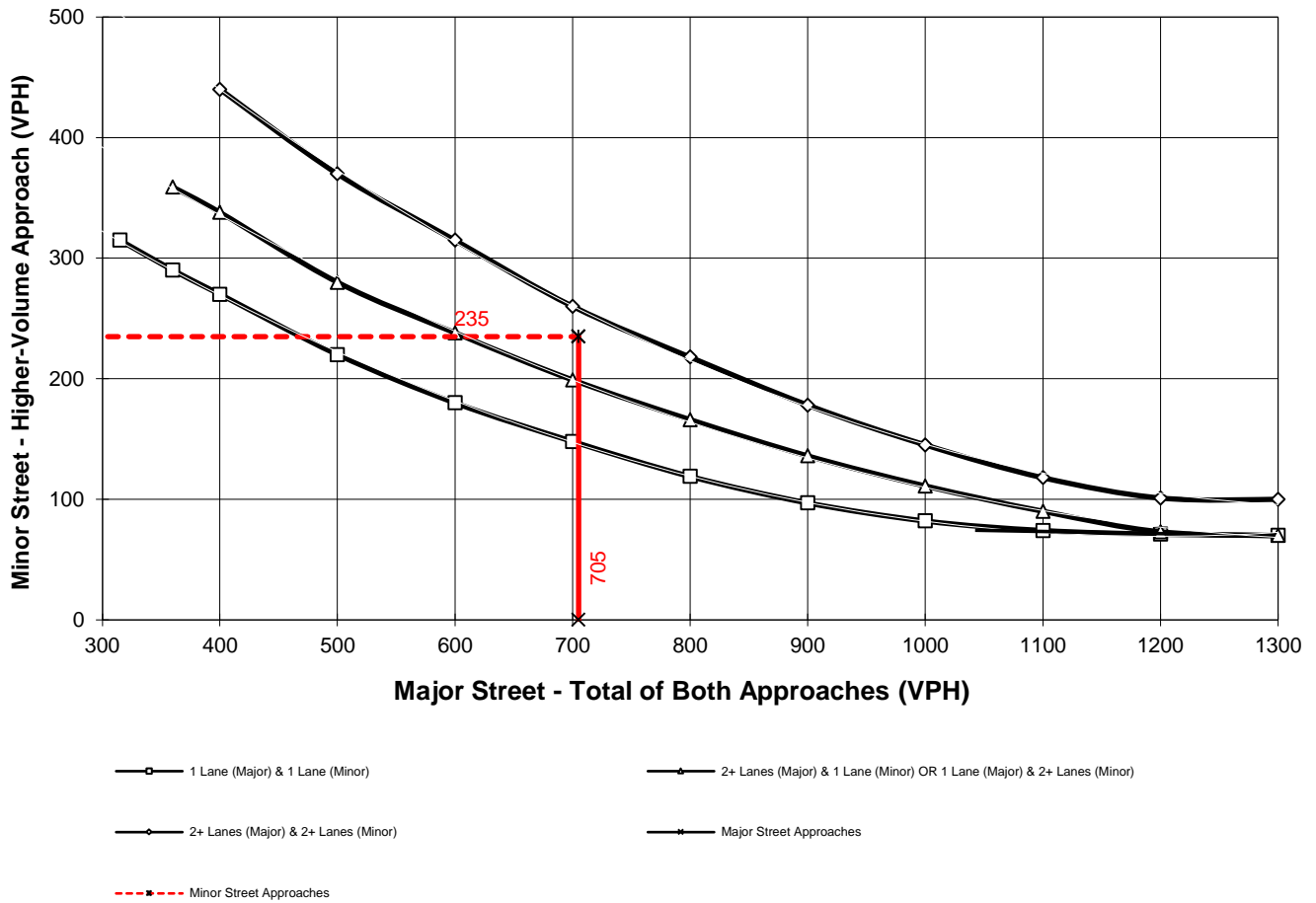
Major Street Name = **Johnson Rd.**

Total of Both Approaches (VPH) = **705**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dale Evans Pkwy.**

High Volume Approach (VPH) = **235**  
 Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #1

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

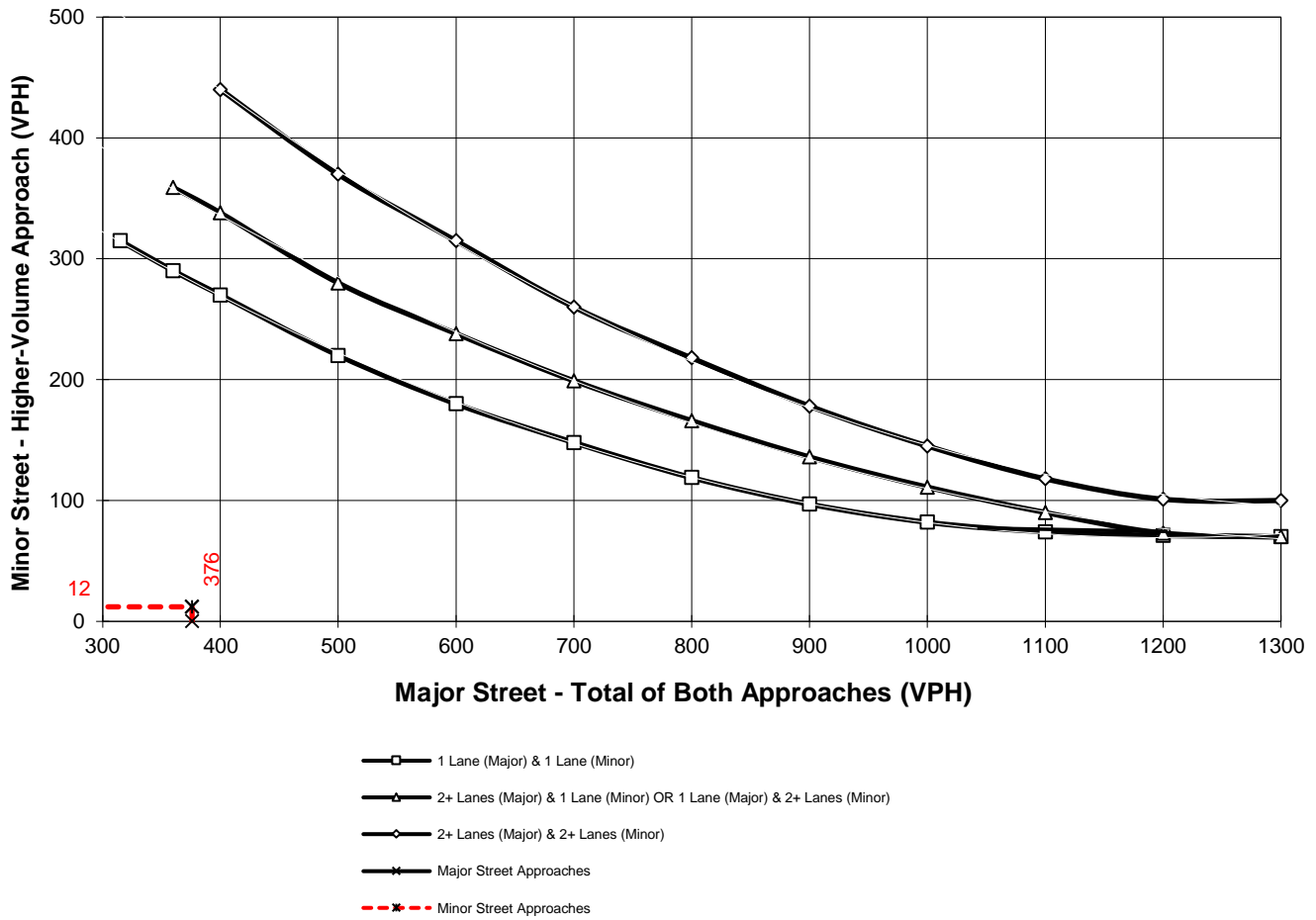
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **376**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **12**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

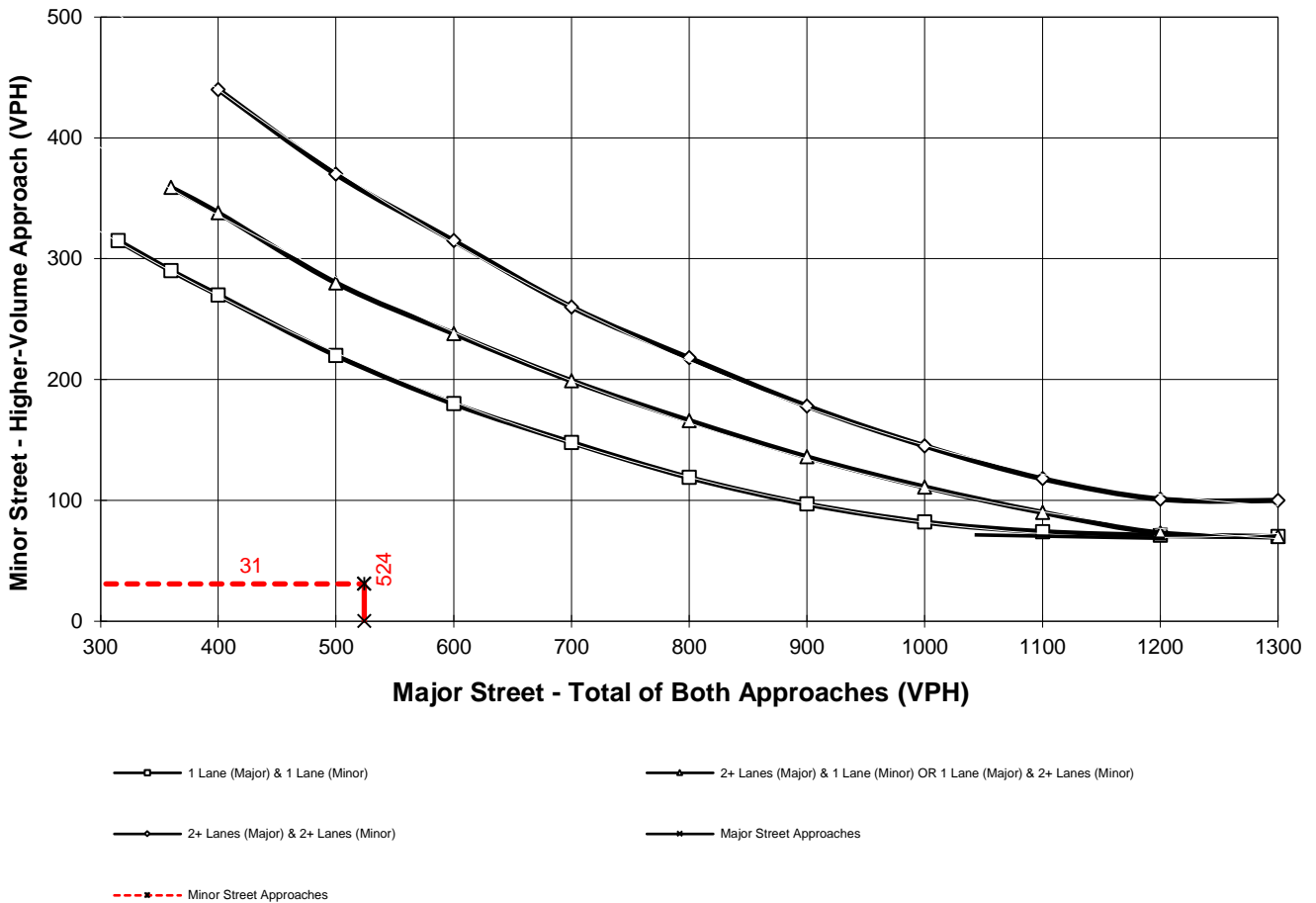
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **524**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **31**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

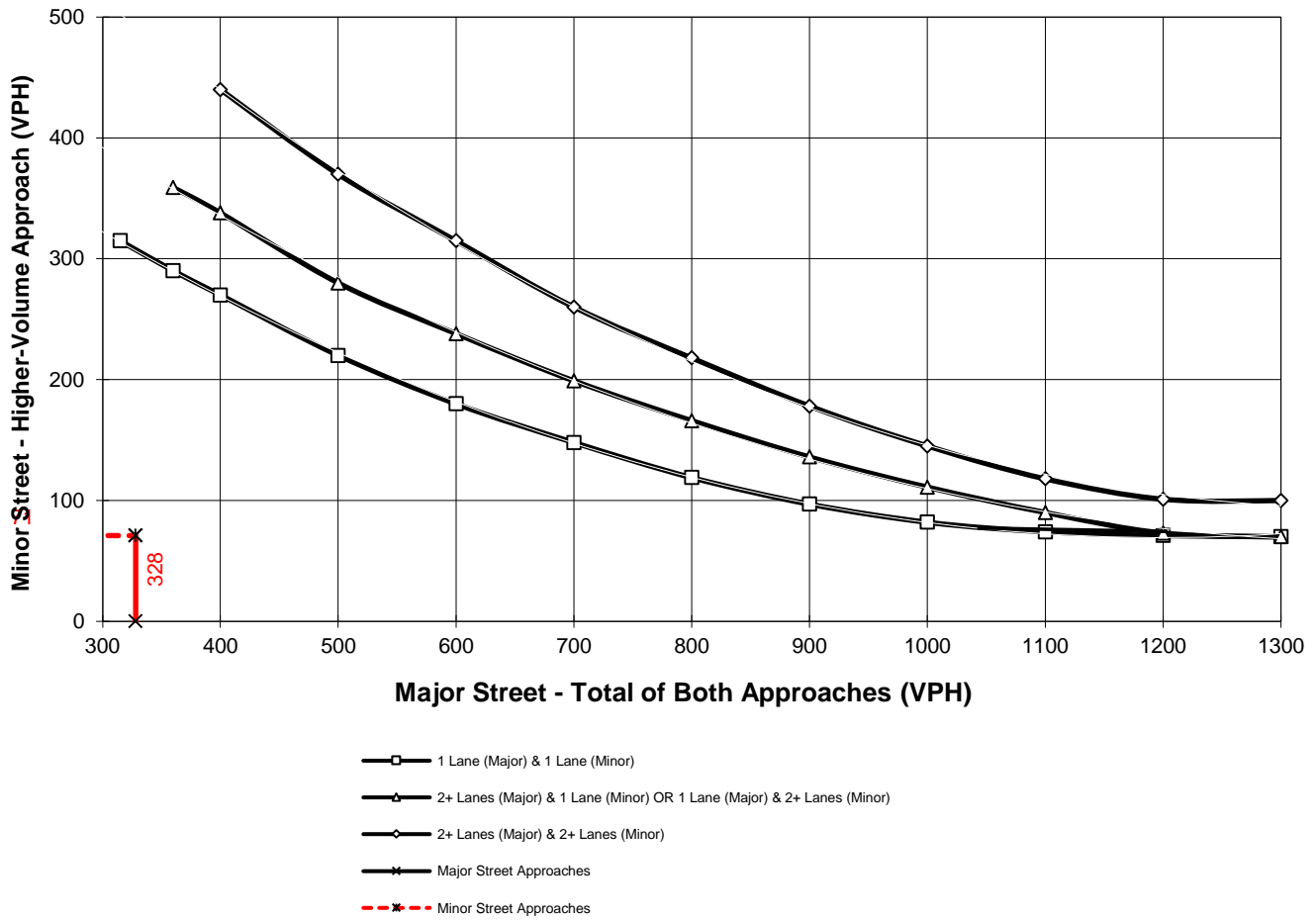
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **328**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Rd.**

High Volume Approach (VPH) = **71**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

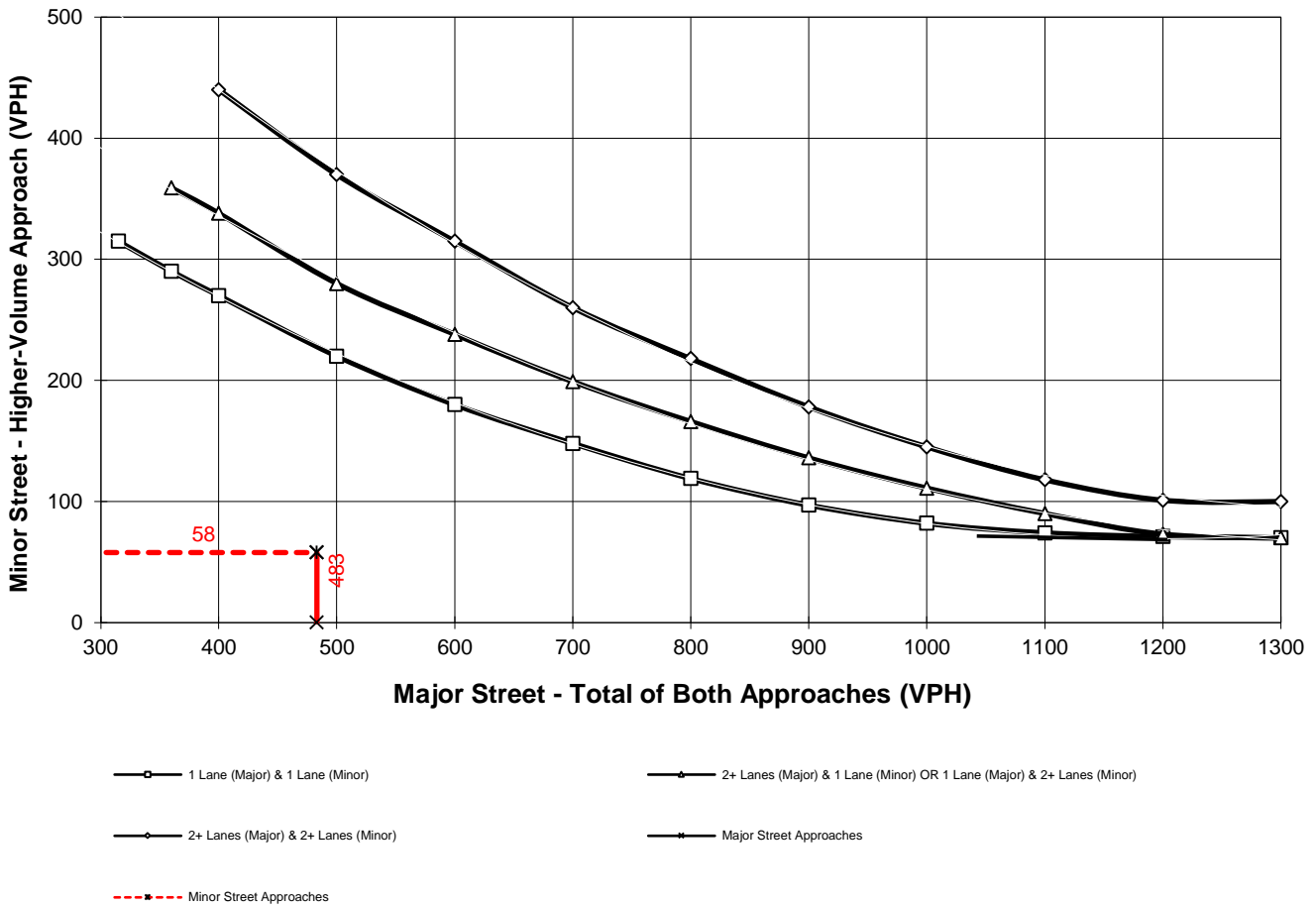
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **483**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Rd.**

High Volume Approach (VPH) = **58**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

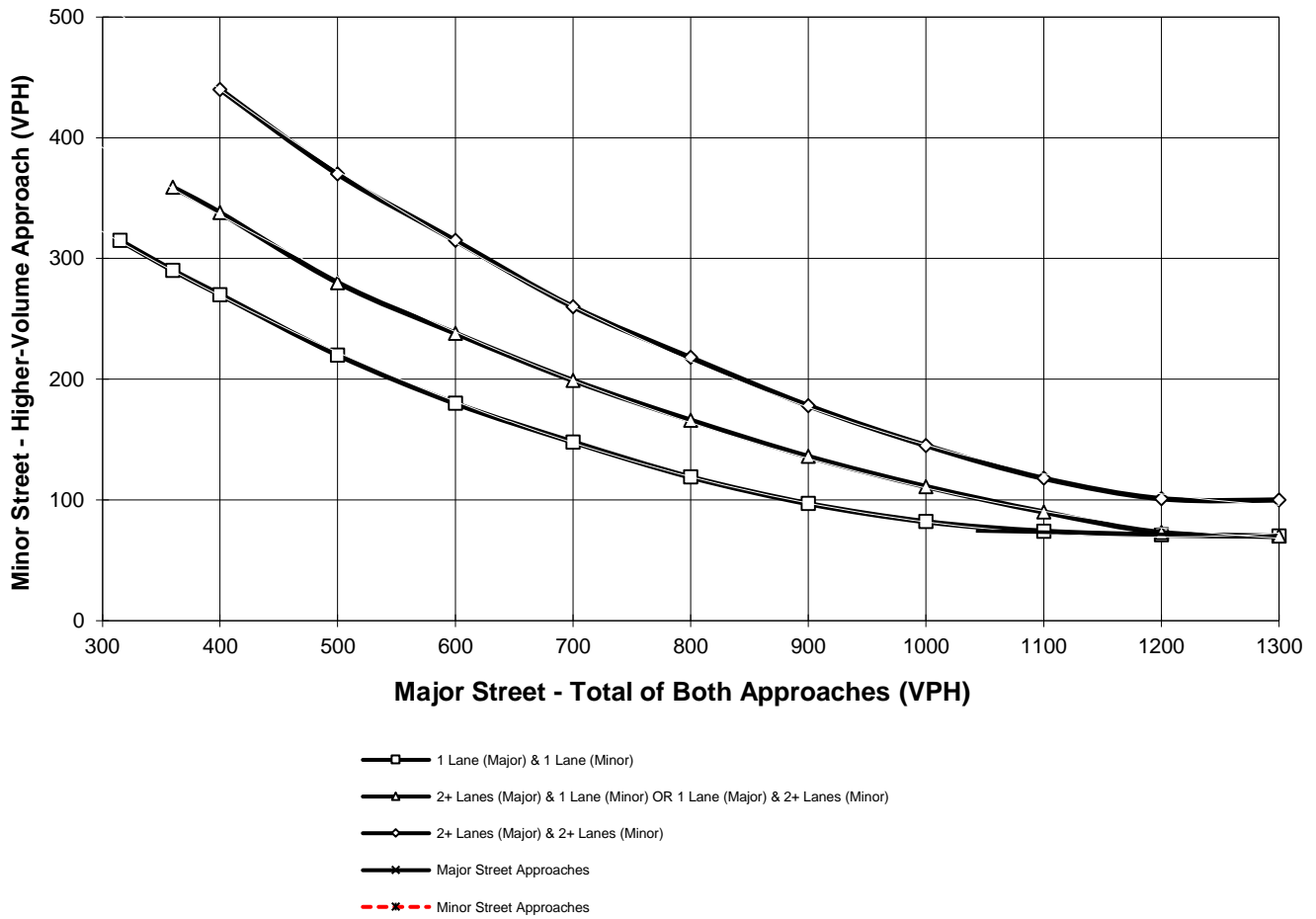
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **264**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **215**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #4



### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

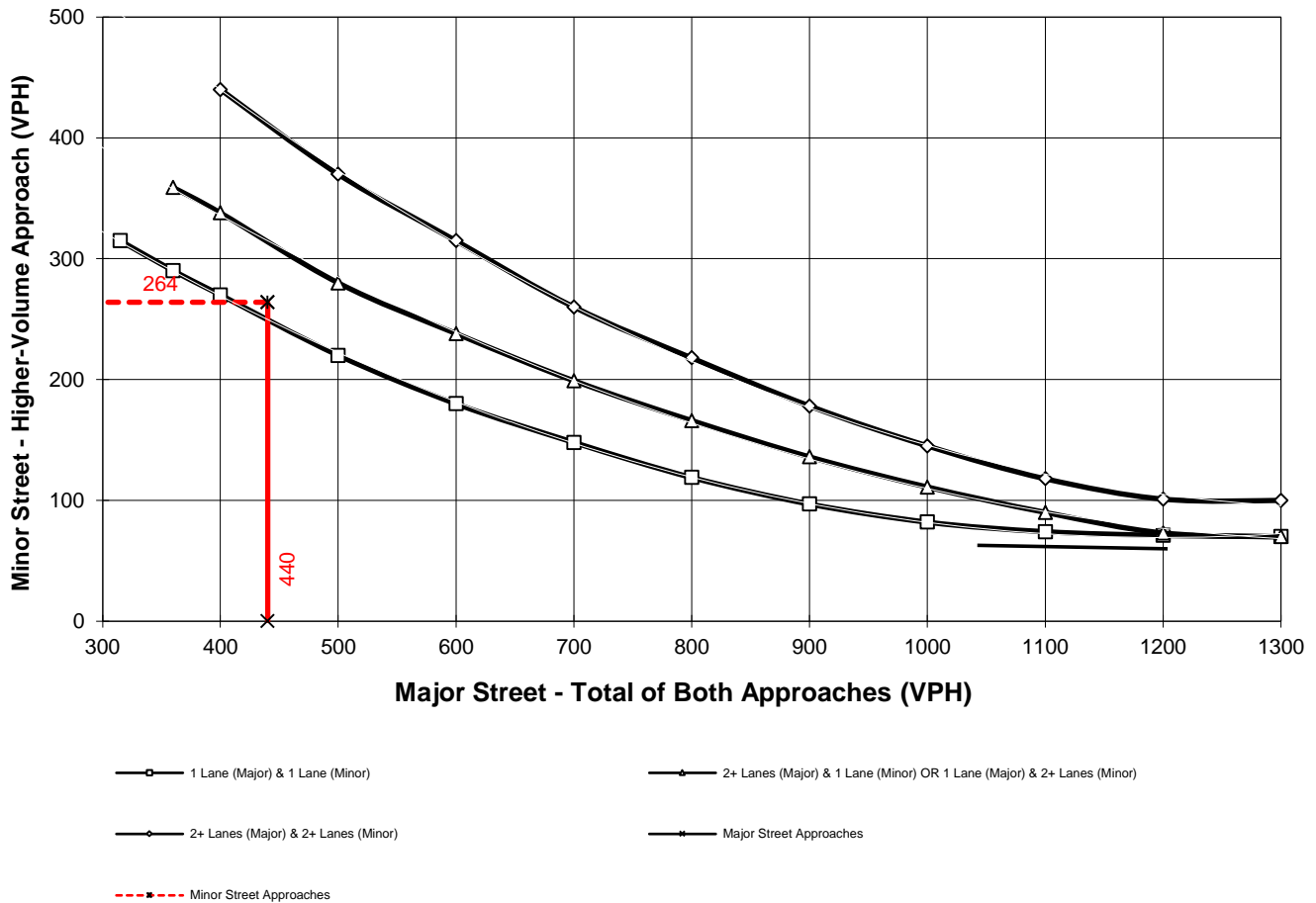
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **440**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **264**  
 Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #4

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

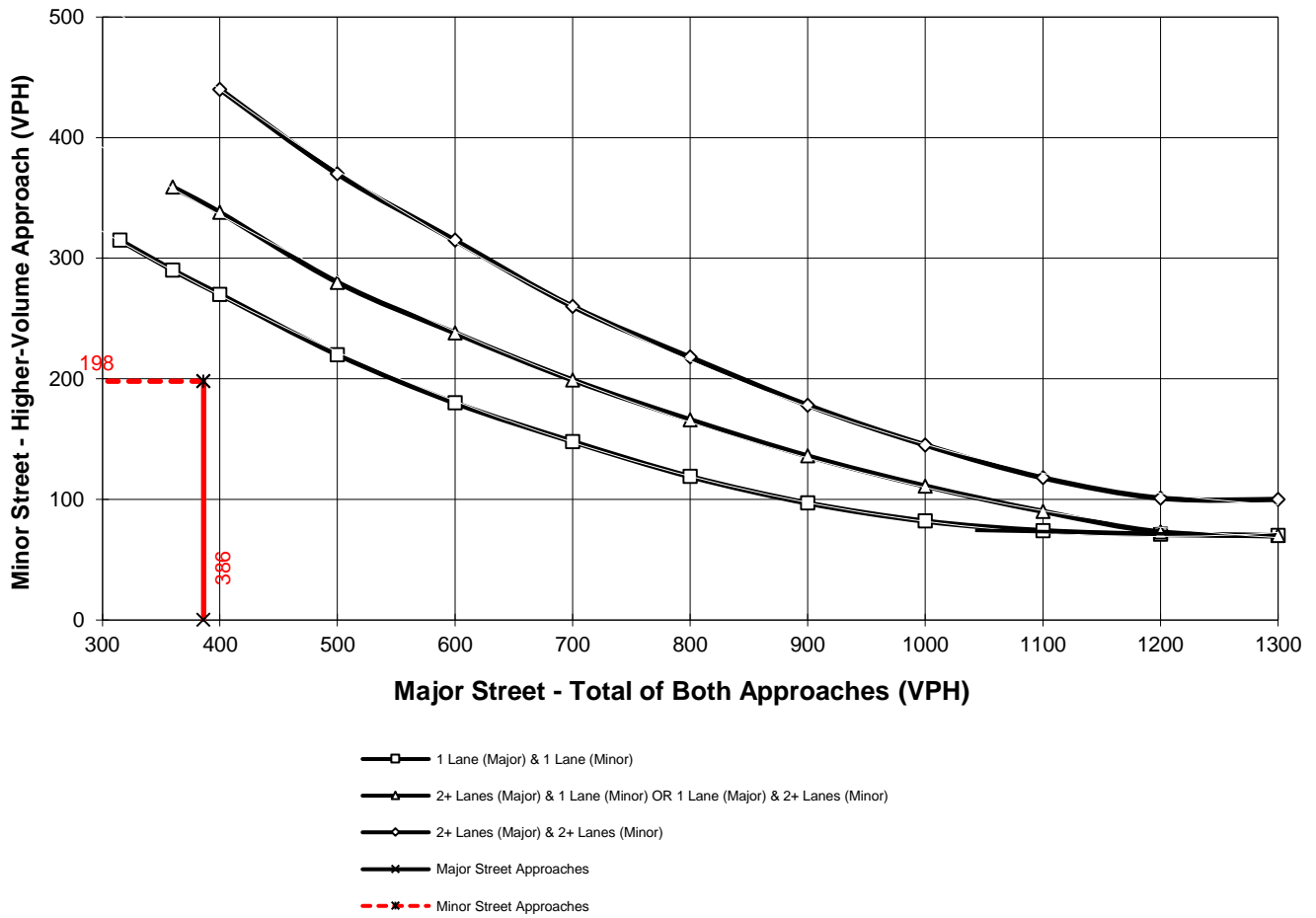
Major Street Name = **I-15 NB Ramps**

Total of Both Approaches (VPH) = **386**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Stoddard Wells Rd.**

High Volume Approach (VPH) = **198**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #5

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

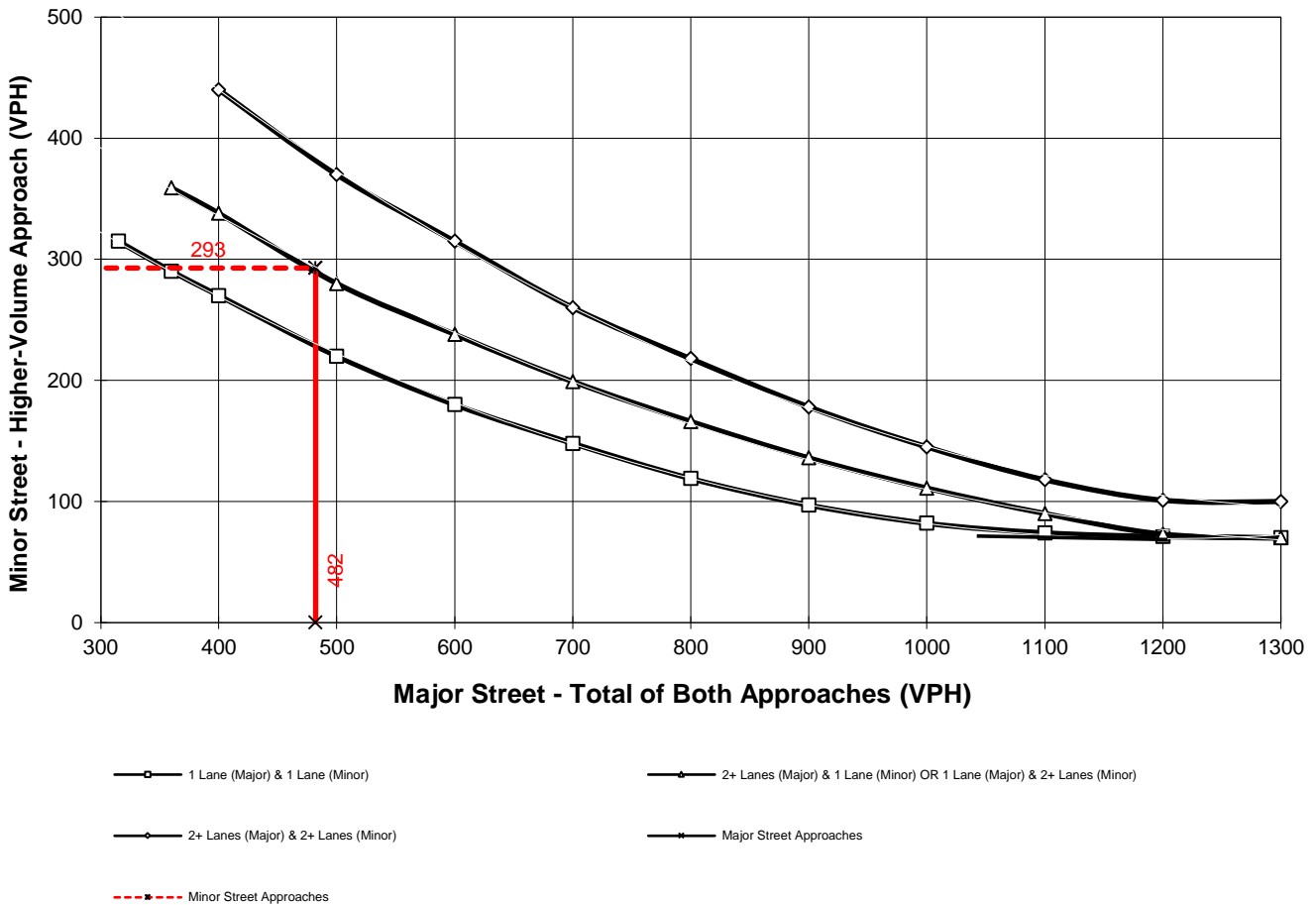
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **482**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 NB Ramps**

High Volume Approach (VPH) = **293**  
 Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #5

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

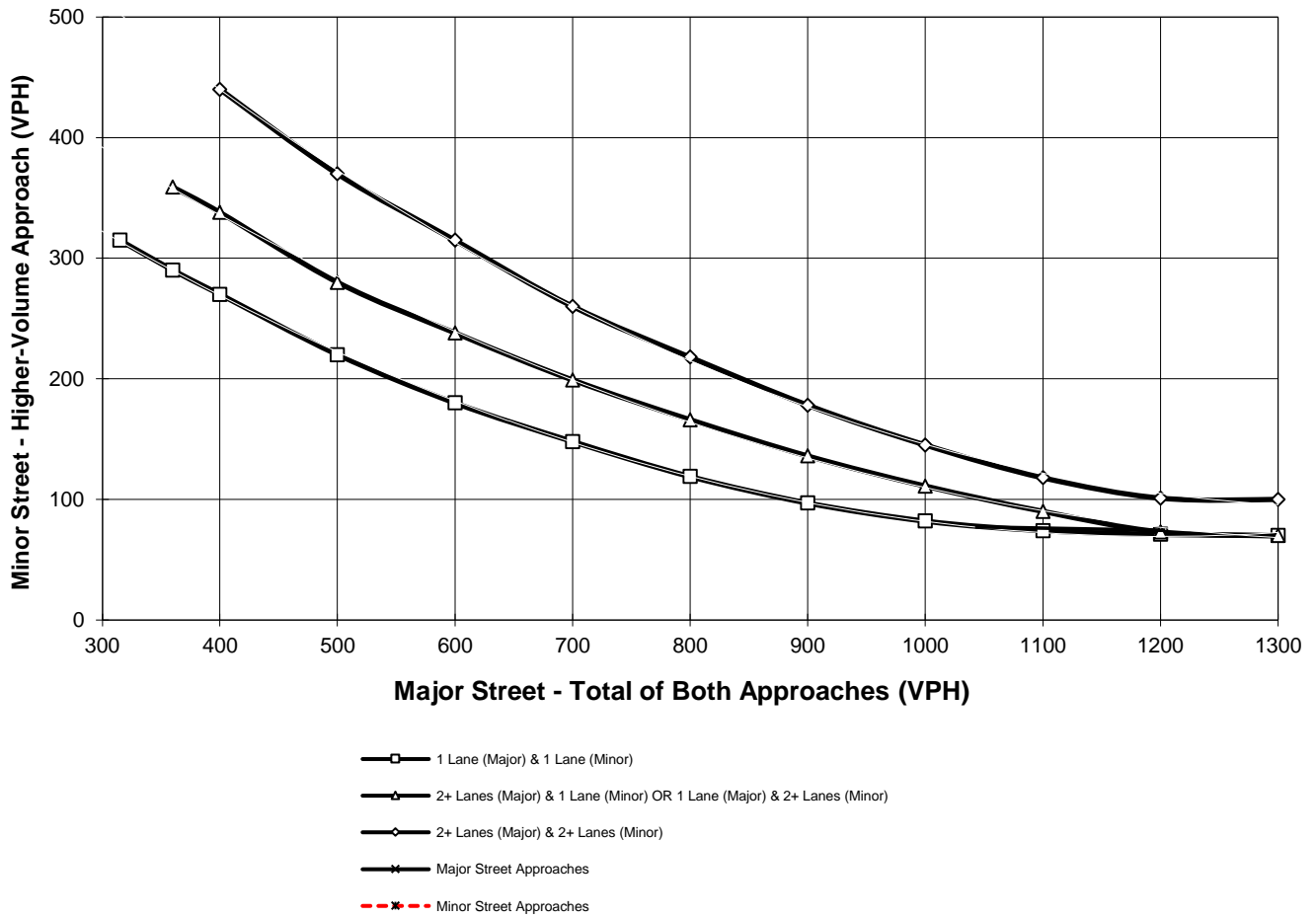
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **222**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Rd.**

High Volume Approach (VPH) = **70**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

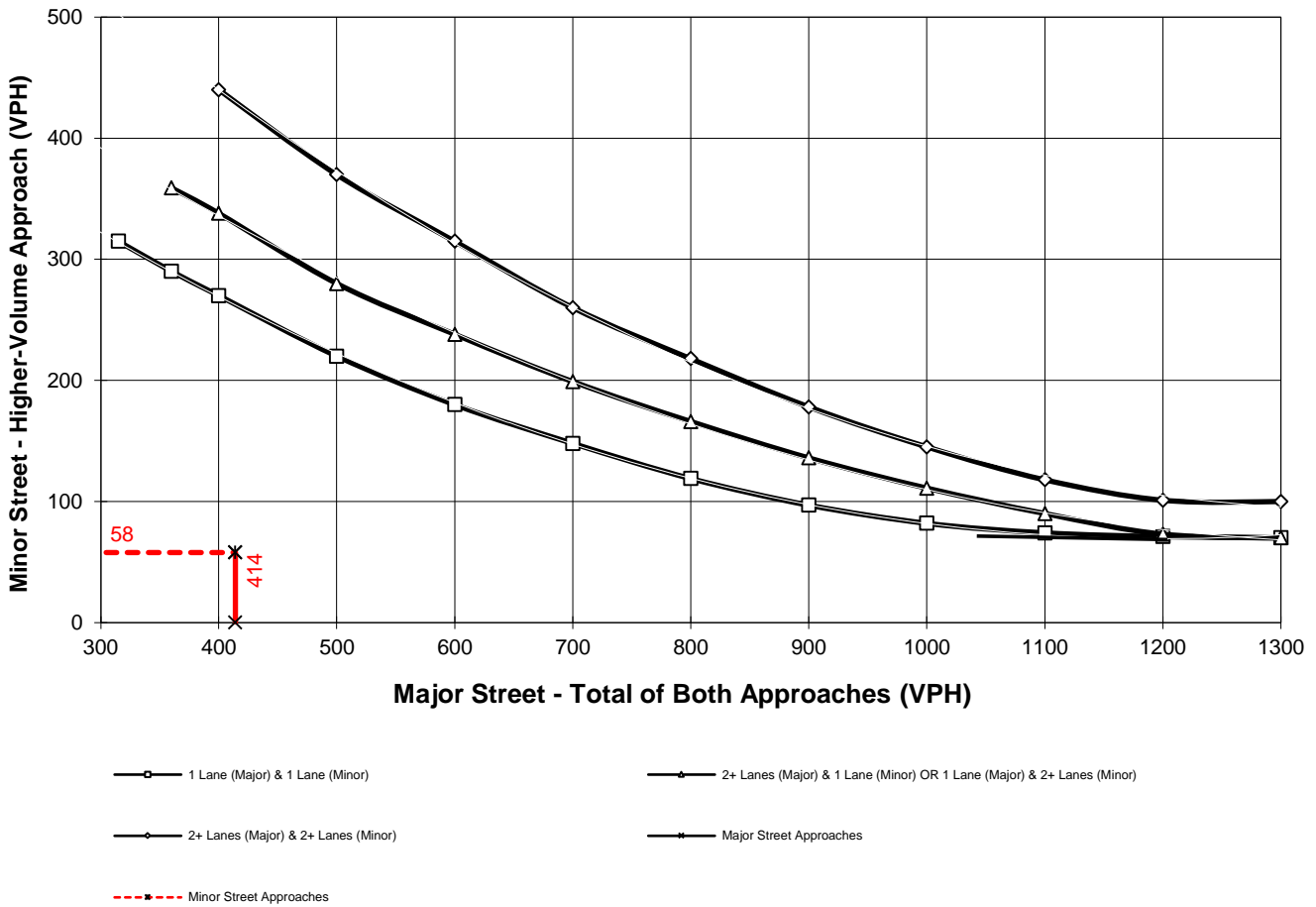
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **414**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Rd.**

High Volume Approach (VPH) = **58**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

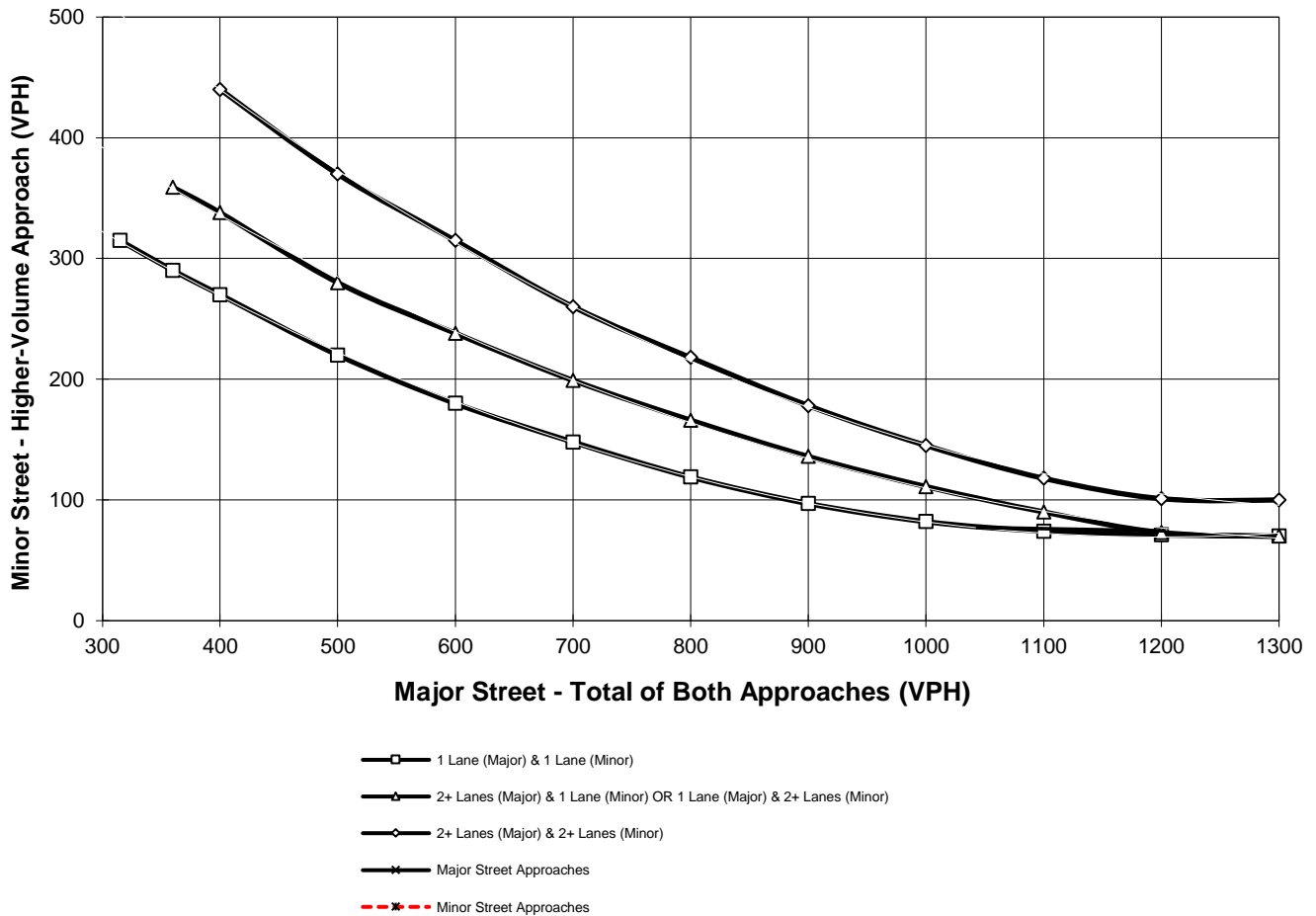
Major Street Name = **Quarry Rd.**

Total of Both Approaches (VPH) = **189**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**

High Volume Approach (VPH) = **73**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

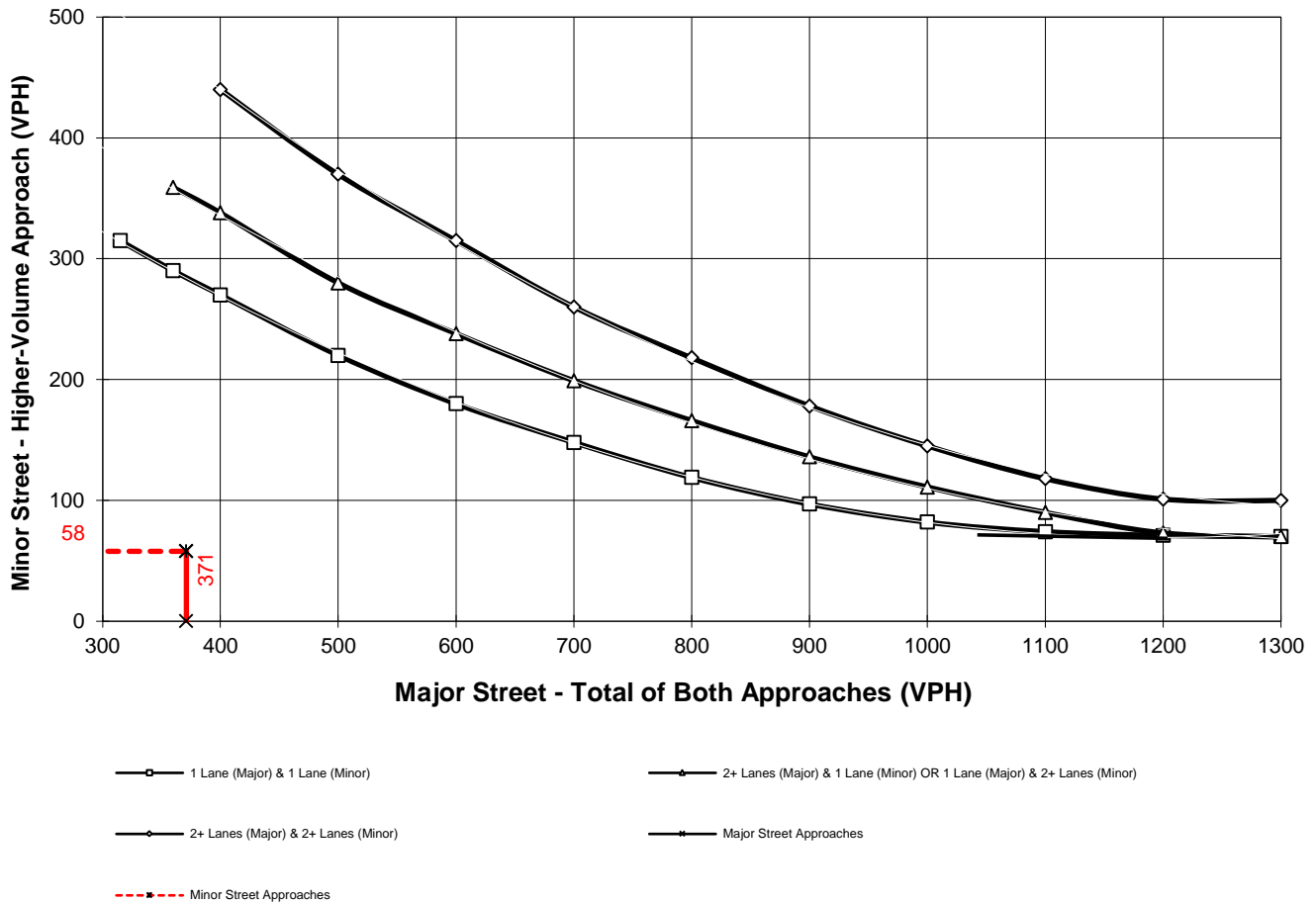
Major Street Name = **Quarry Rd.**

Total of Both Approaches (VPH) = **371**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**

High Volume Approach (VPH) = **58**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

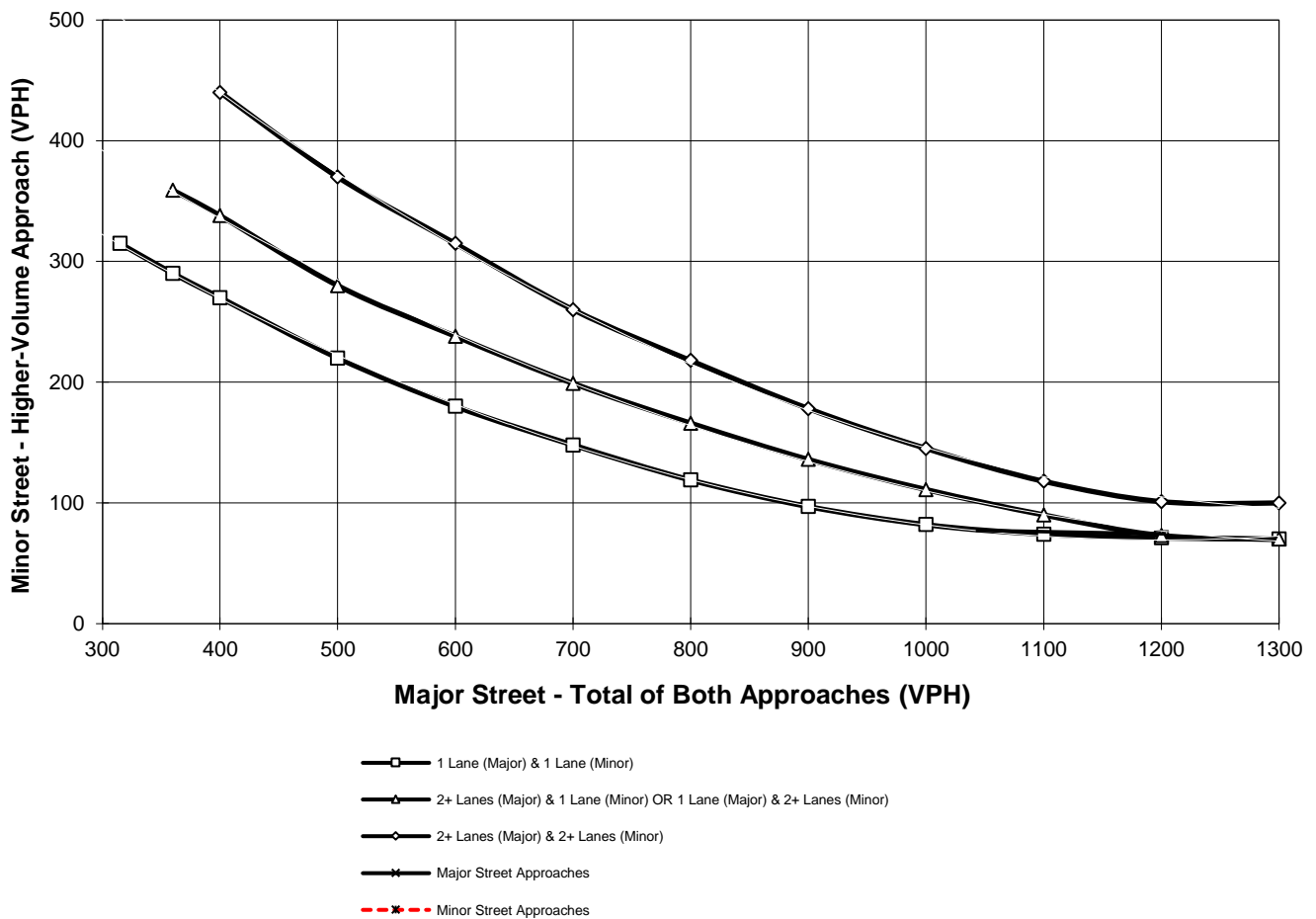
Major Street Name = **Johnson Rd.**

Total of Both Approaches (VPH) = **146**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Navajo Rd.**

High Volume Approach (VPH) = **24**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #8



### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

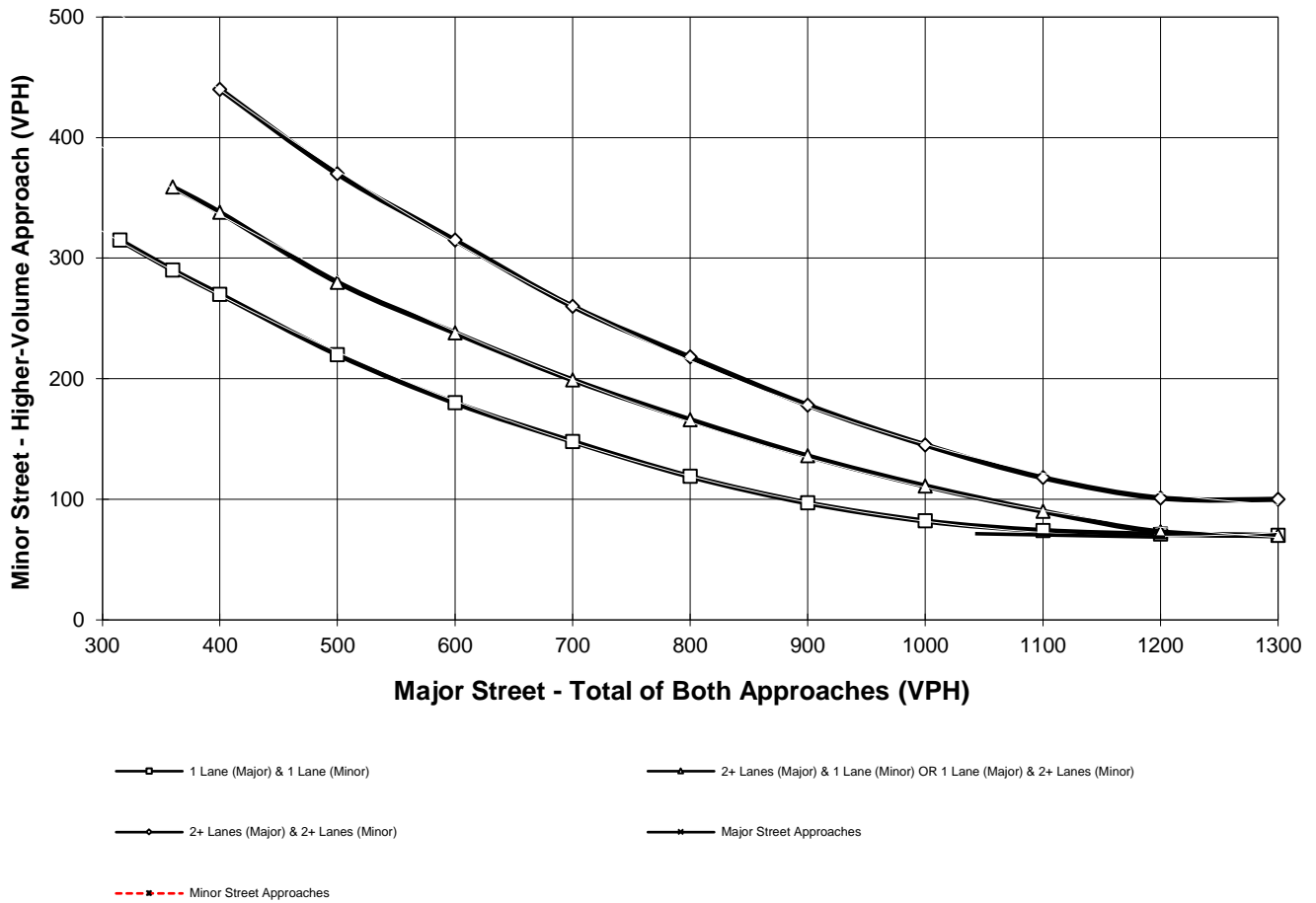
Major Street Name = **Johnson Rd.**

Total of Both Approaches (VPH) = **210**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Navajo Rd.**

High Volume Approach (VPH) = **29**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #8

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

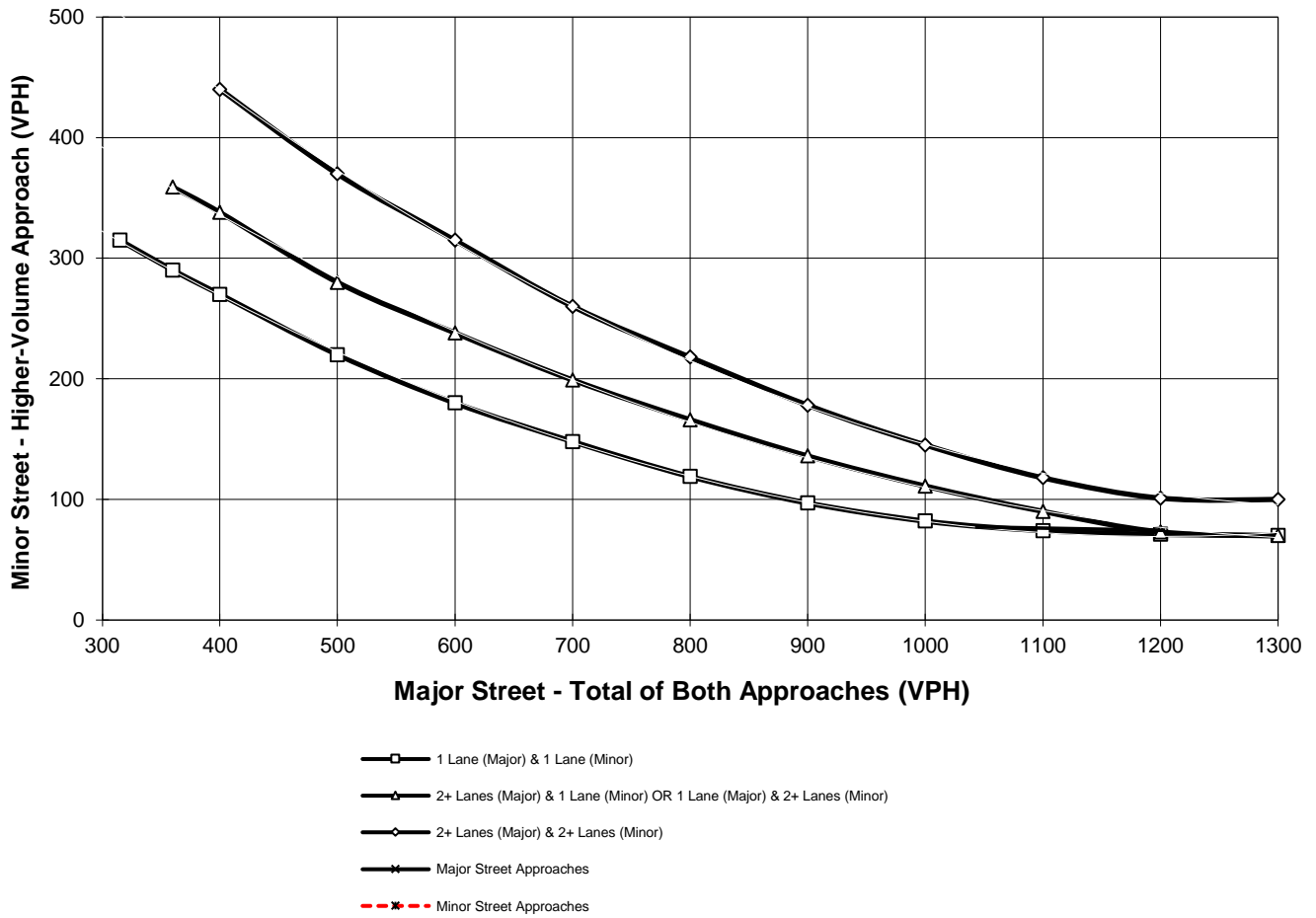
Major Street Name = **Navajo Rd.**

Total of Both Approaches (VPH) = **41**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **26**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #9

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

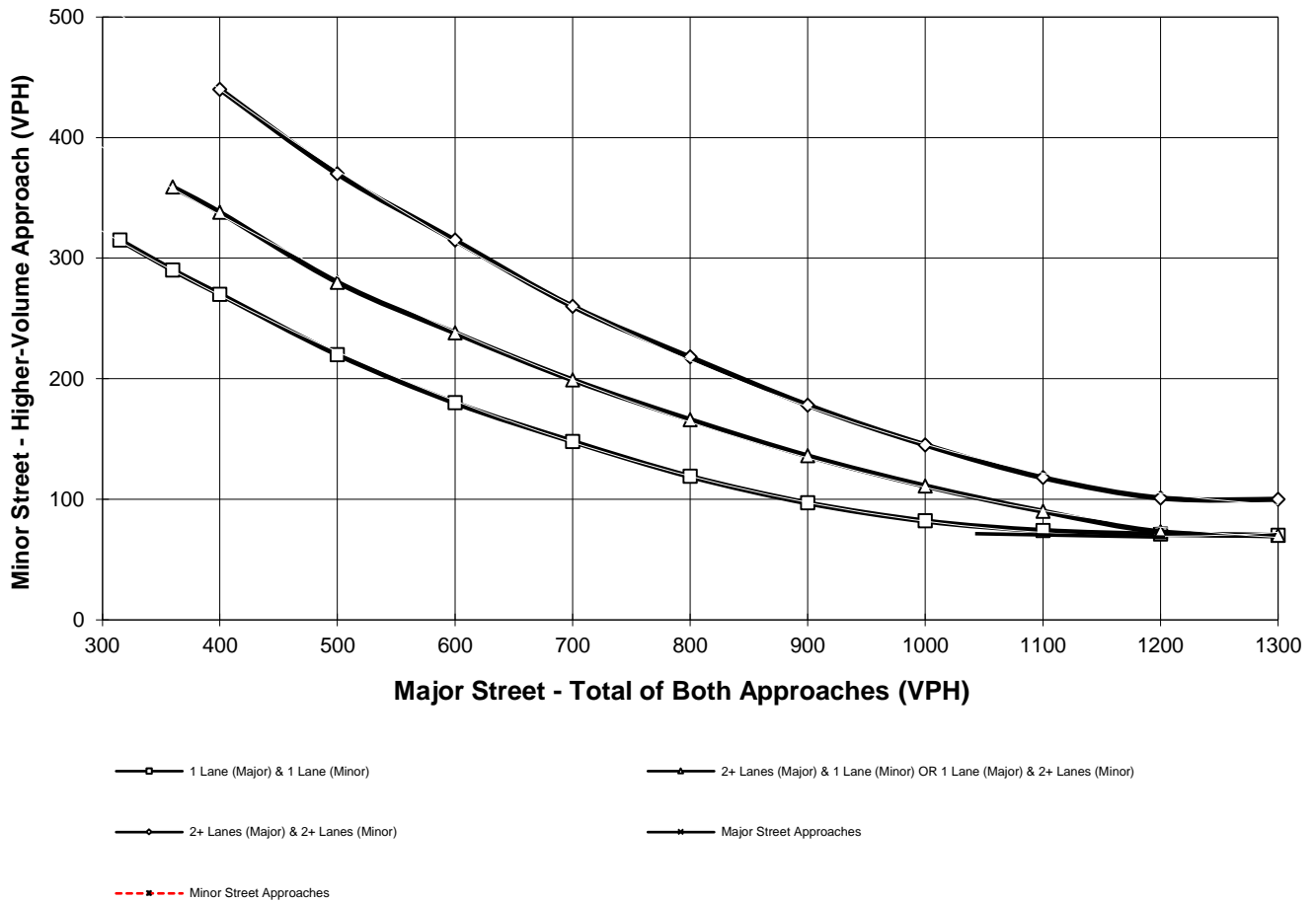
Major Street Name = **Navajo Rd.**

Total of Both Approaches (VPH) = **88**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **32**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #9

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

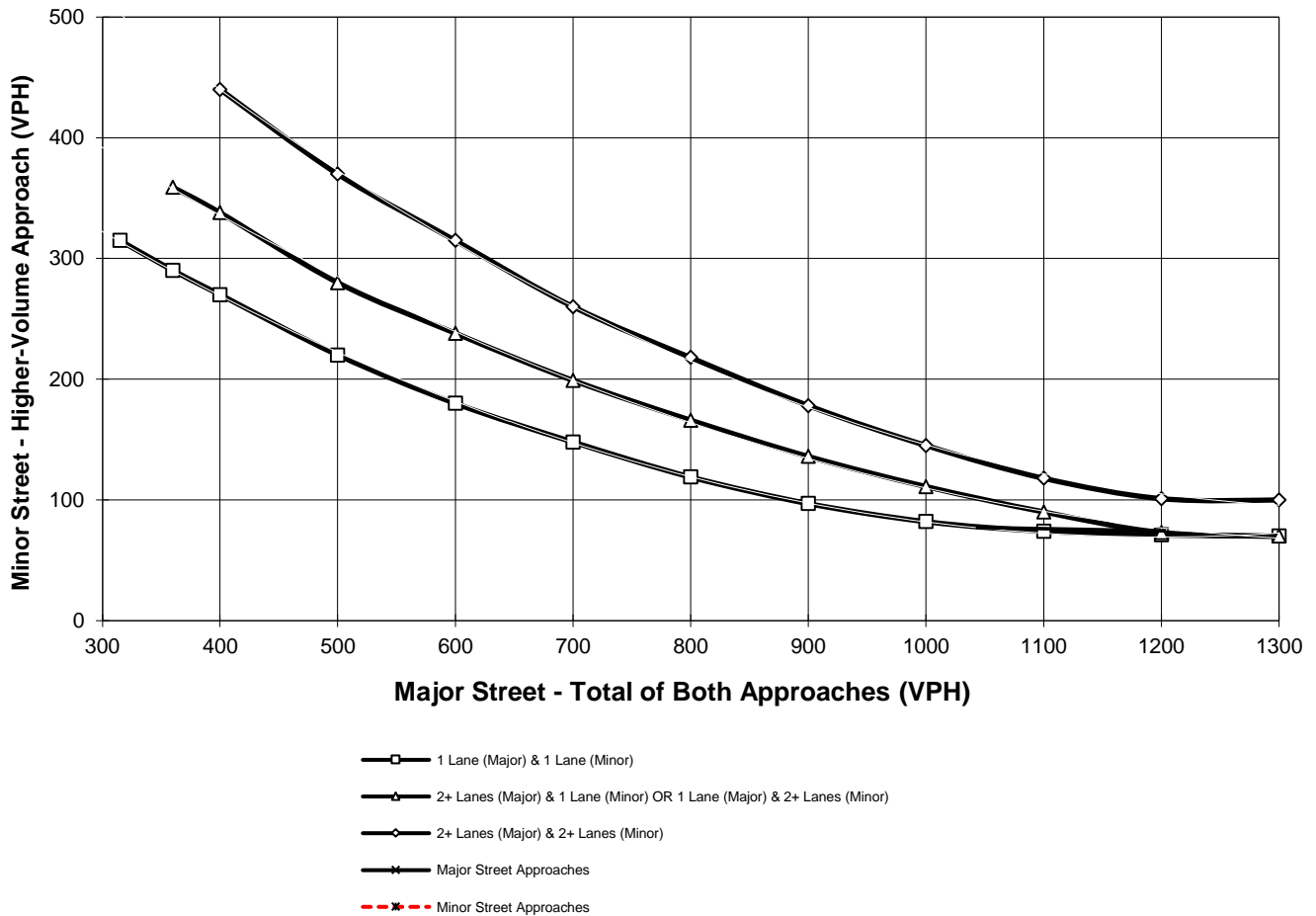
Major Street Name = **Central Rd.**

Total of Both Approaches (VPH) = **123**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **31**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

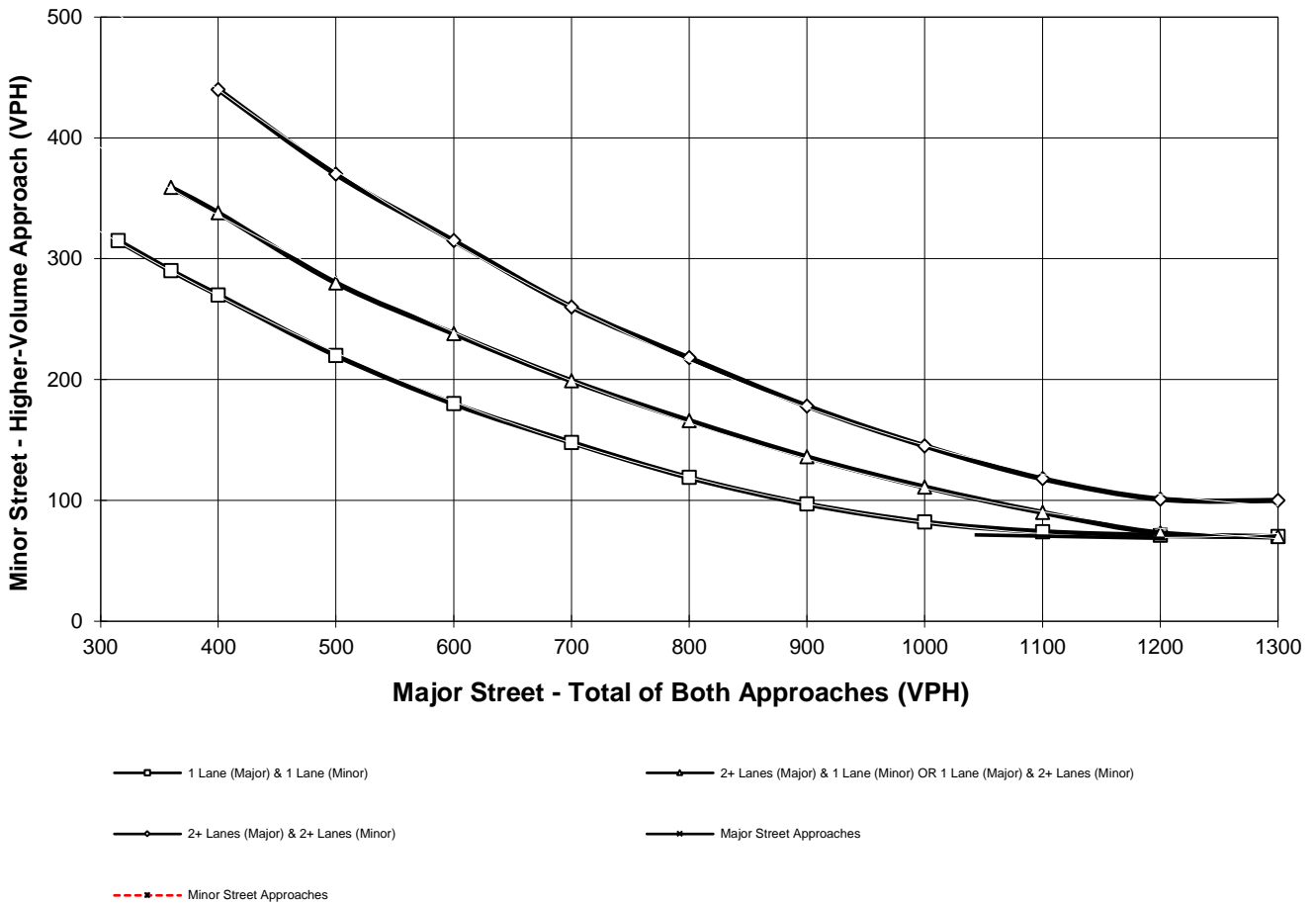
Major Street Name = **Central Rd.**

Total of Both Approaches (VPH) = **130**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **105**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

**APPENDIX 5.4: OPENING YEAR CUMULATIVE (2024) WITH PROJECT  
CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**

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### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) AM PEAK HOUR WARRANTS**

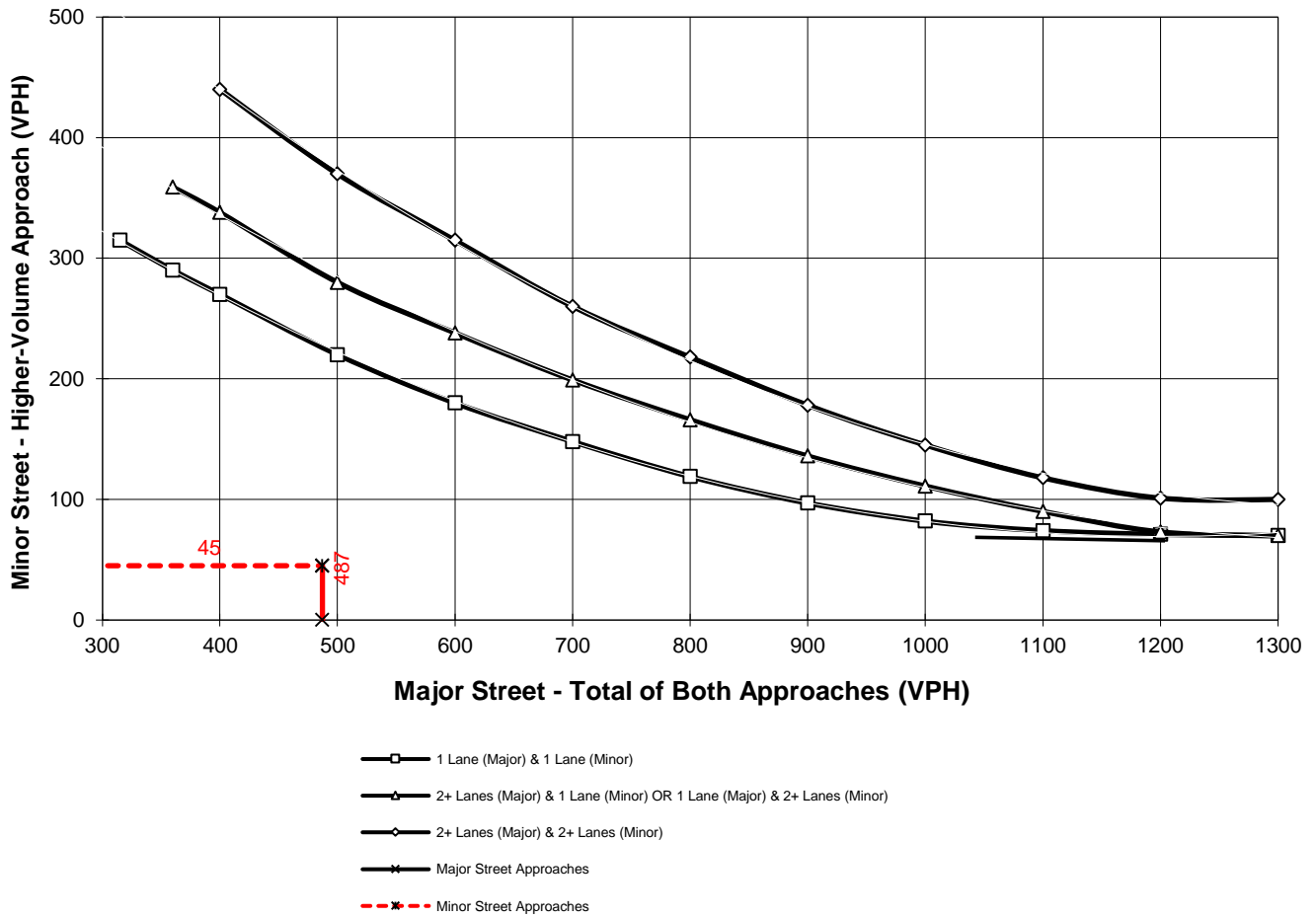
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **487**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **45**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2



### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) PM PEAK HOUR WARRANTS**

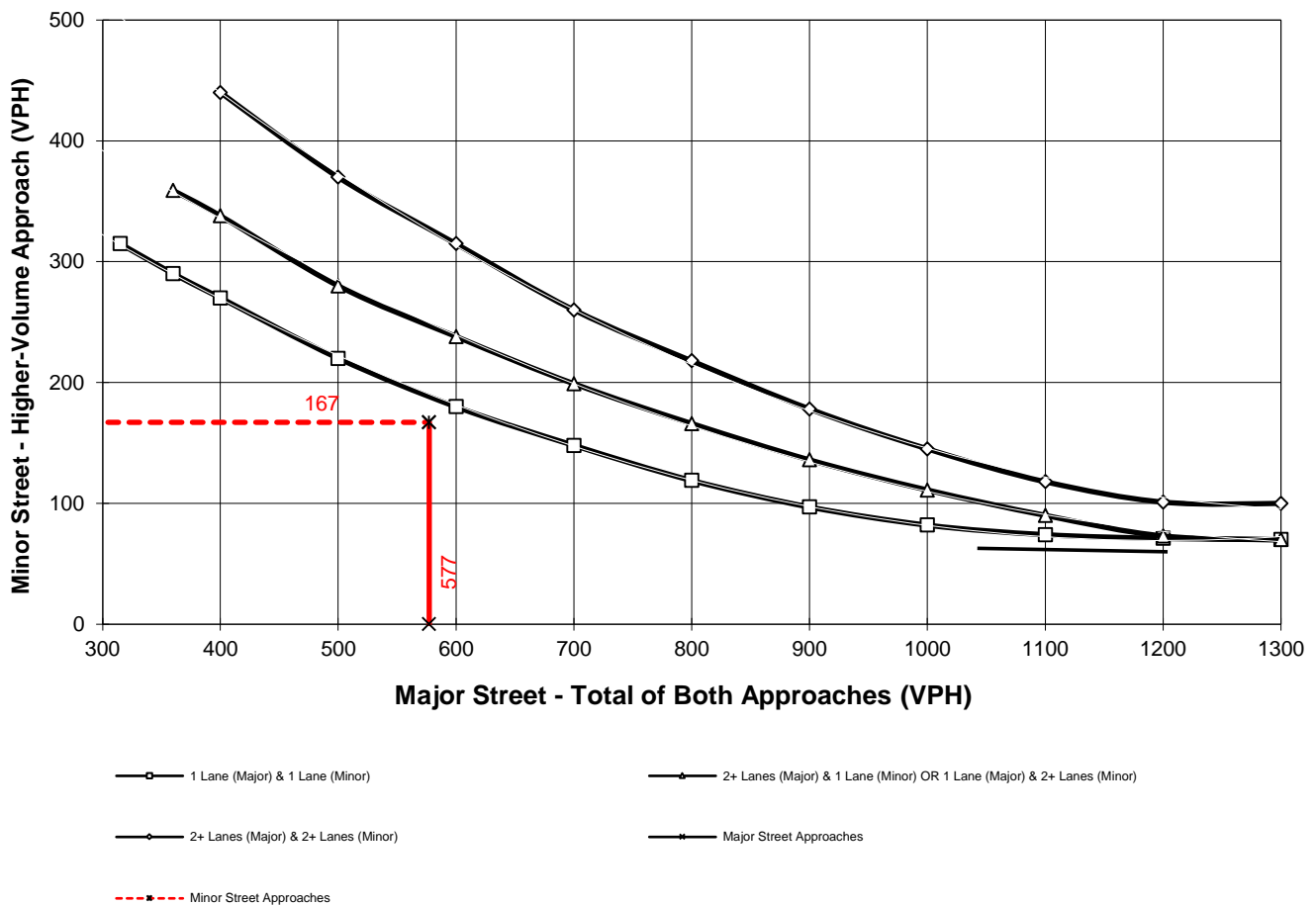
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **577**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **167**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) AM PEAK HOUR WARRANTS**

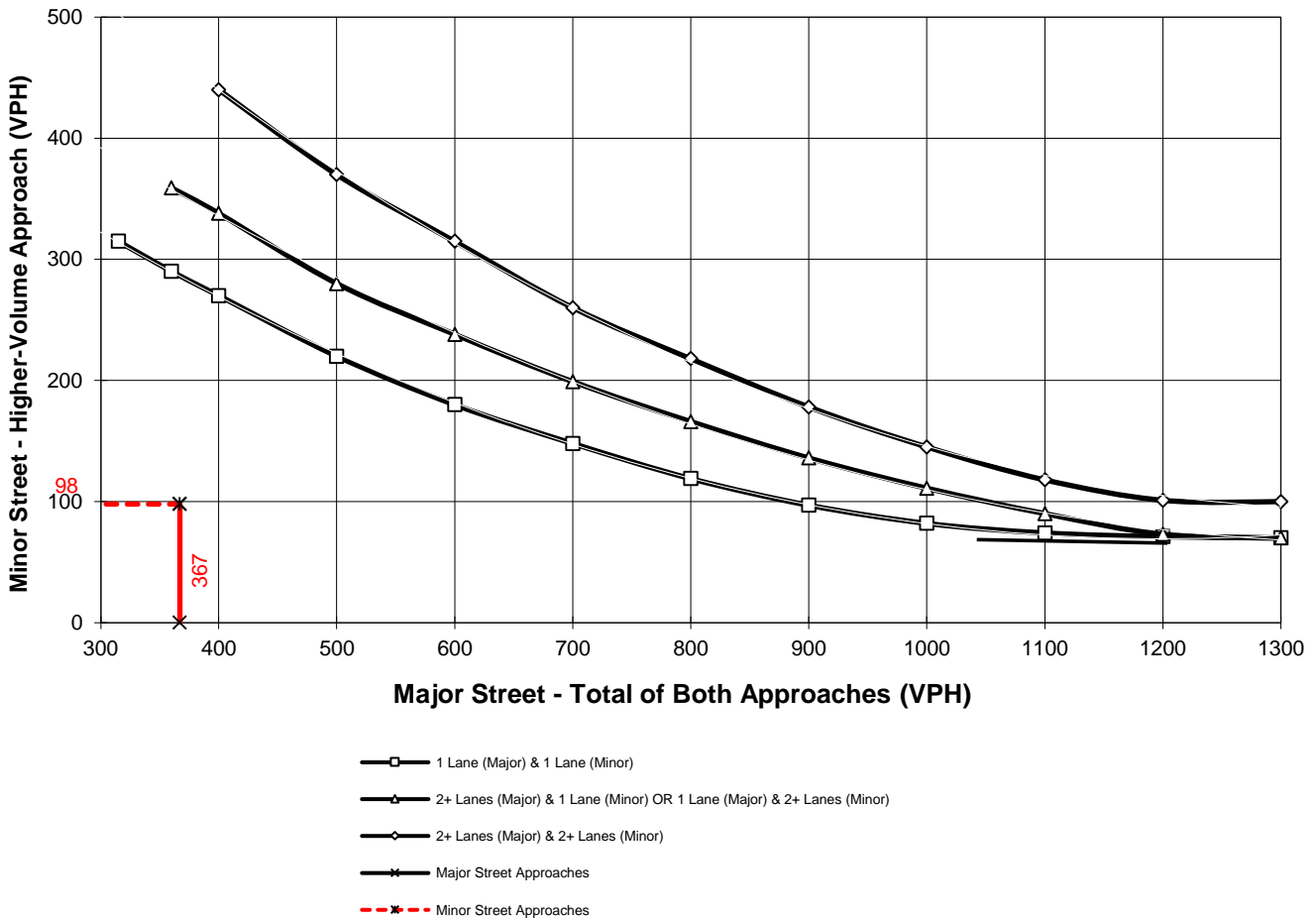
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **367**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Rd.**

High Volume Approach (VPH) = **98**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) PM PEAK HOUR WARRANTS**

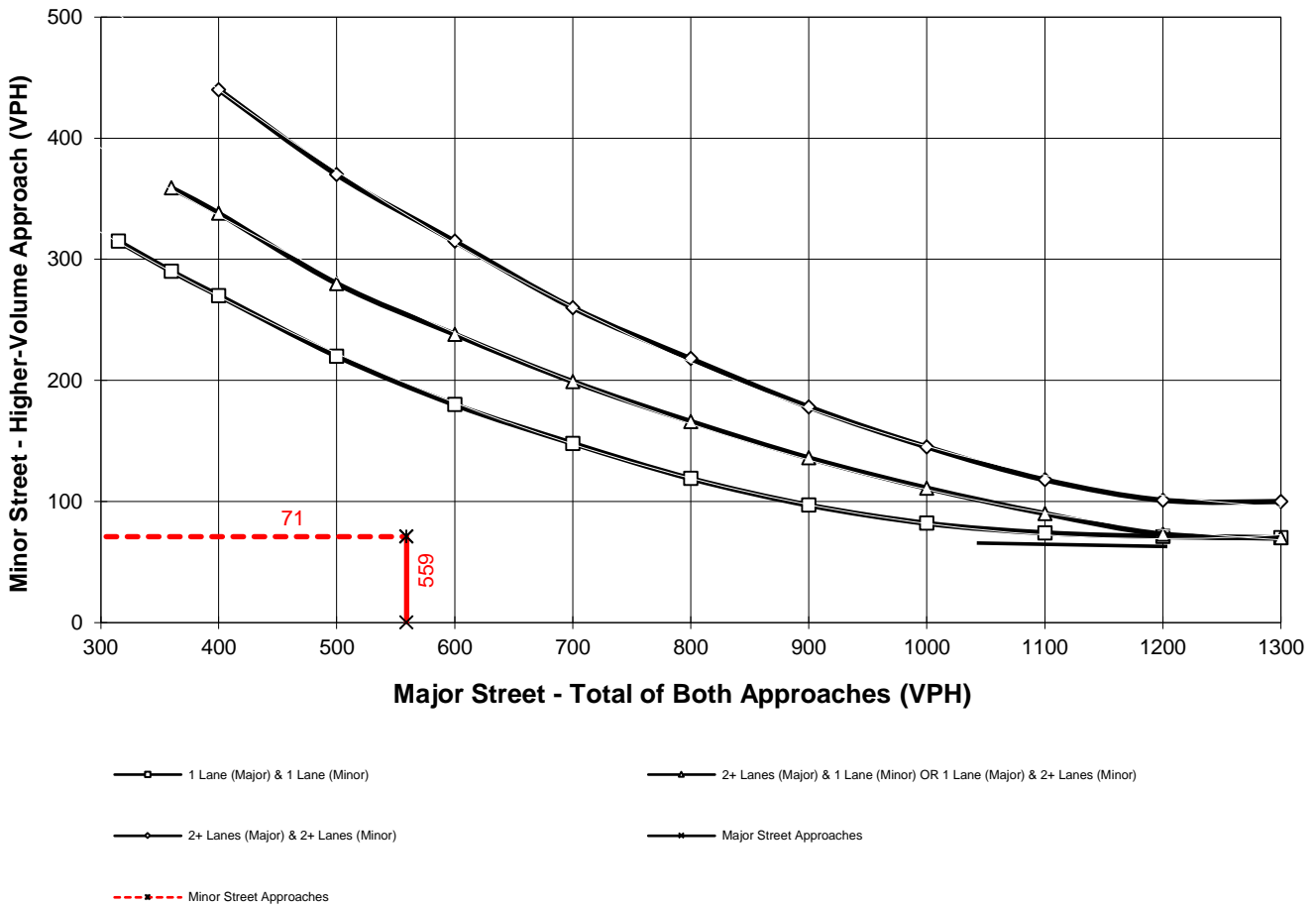
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **559**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Rd.**

High Volume Approach (VPH) = **71**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) AM PEAK HOUR WARRANTS**

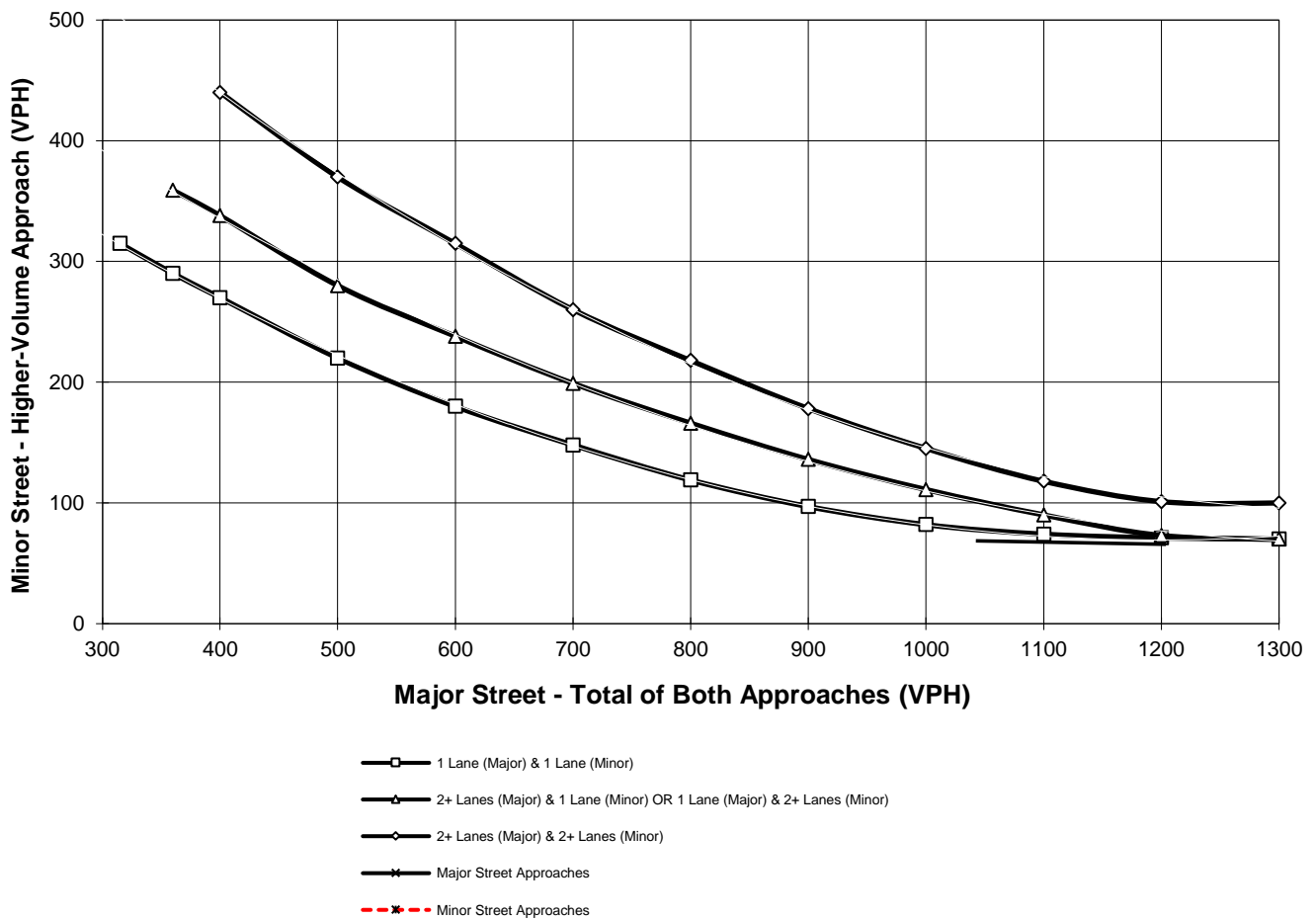
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **249**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Rd.**

High Volume Approach (VPH) = **70**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) PM PEAK HOUR WARRANTS**

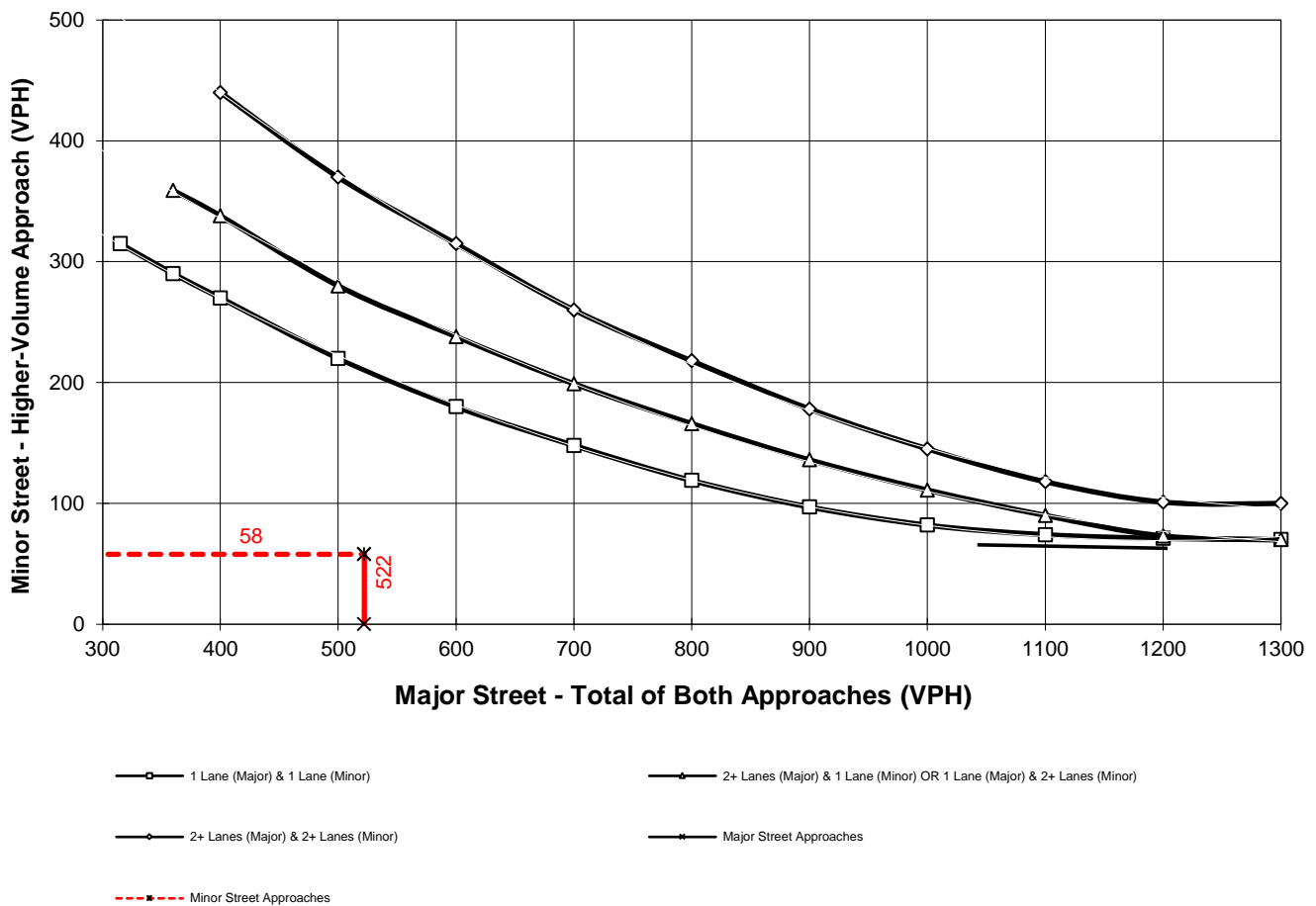
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **522**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Rd.**

High Volume Approach (VPH) = **58**  
 Number of Approach Lanes Minor Street = **1**

#### SIGNAL WARRANT NOT SATISFIED



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) AM PEAK HOUR WARRANTS**

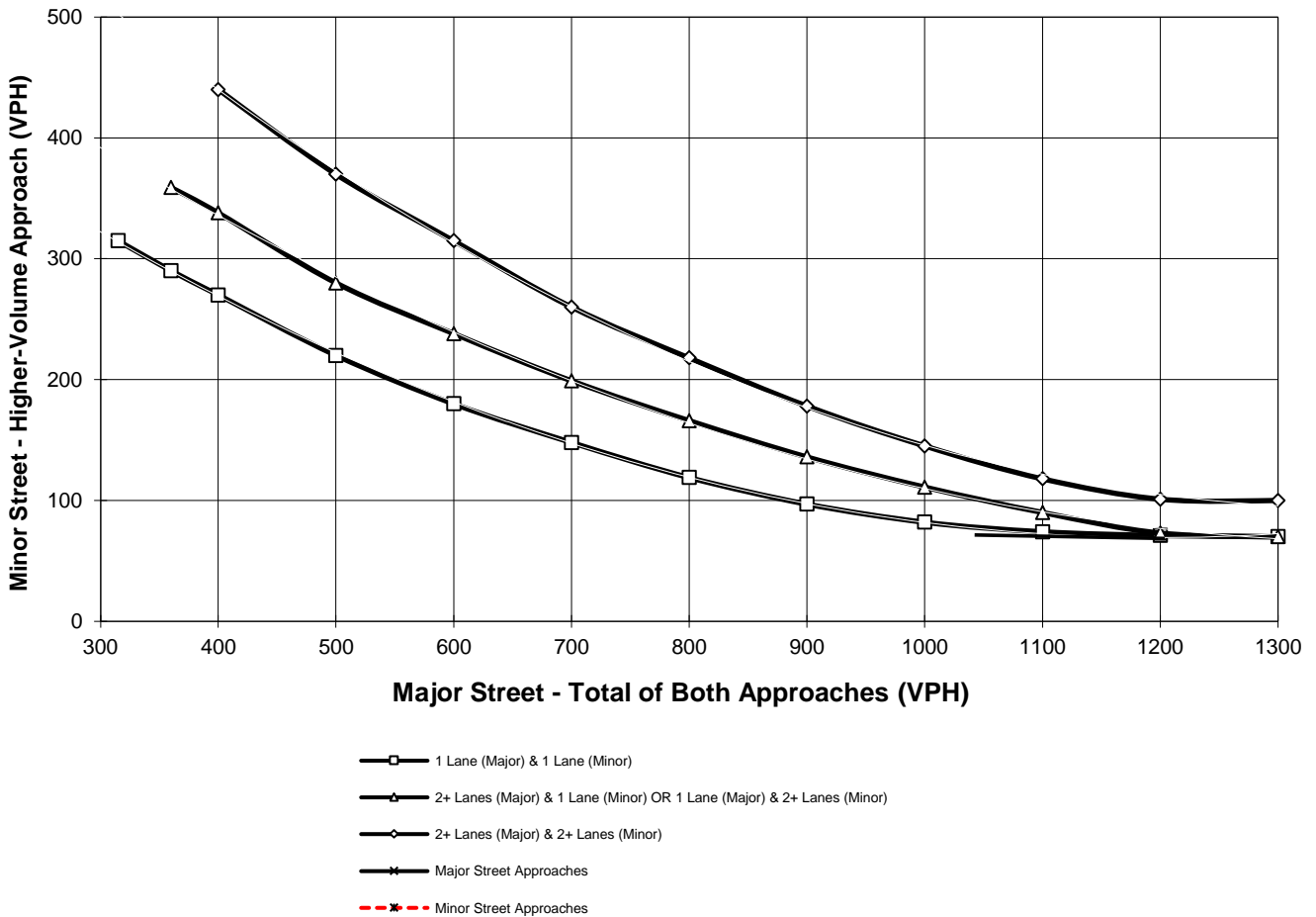
Major Street Name = **Quarry Rd.**

Total of Both Approaches (VPH) = **216**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**

High Volume Approach (VPH) = **73**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) PM PEAK HOUR WARRANTS**

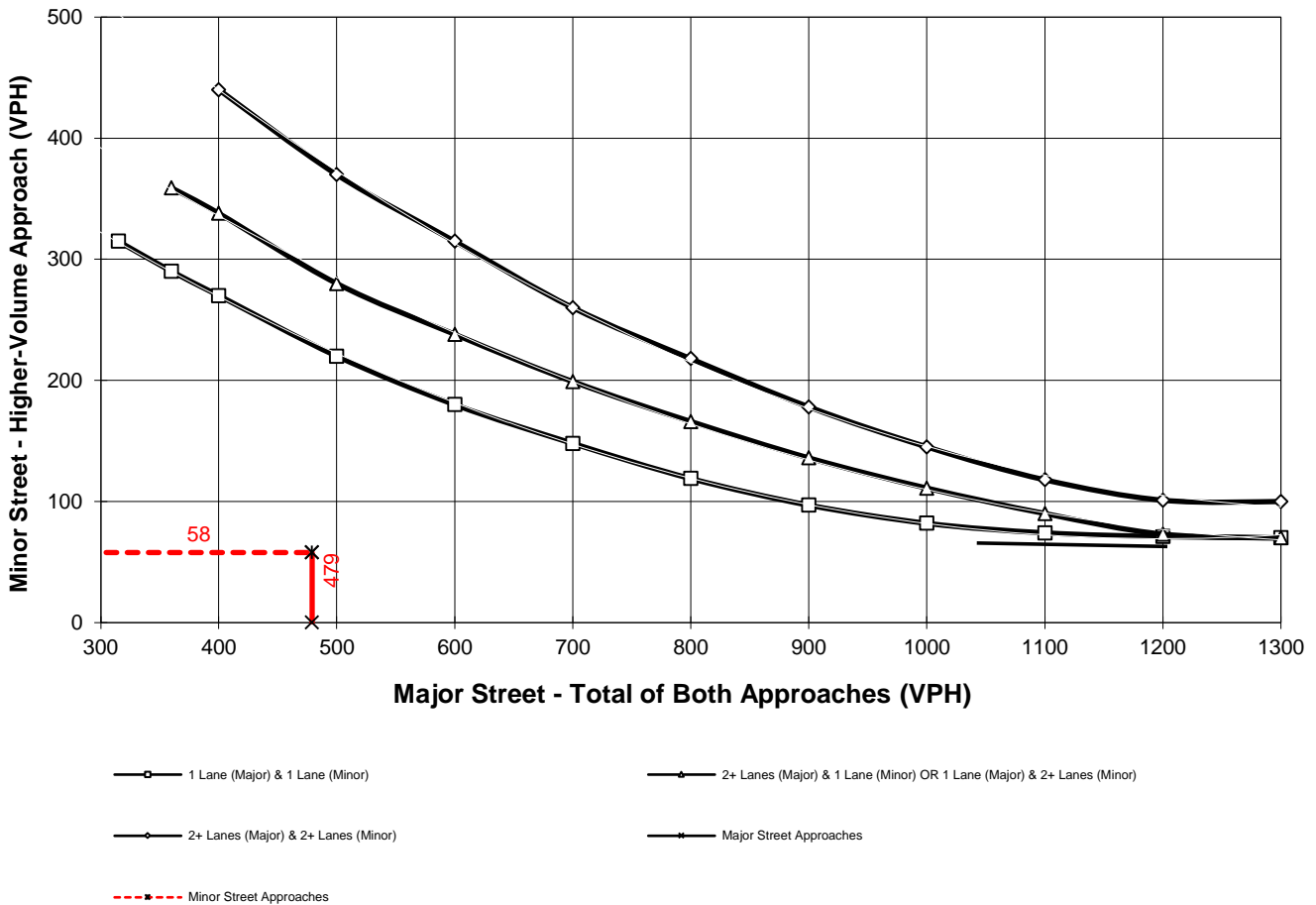
Major Street Name = **Quarry Rd.**

Total of Both Approaches (VPH) = **479**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**

High Volume Approach (VPH) = **58**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) AM PEAK HOUR WARRANTS**

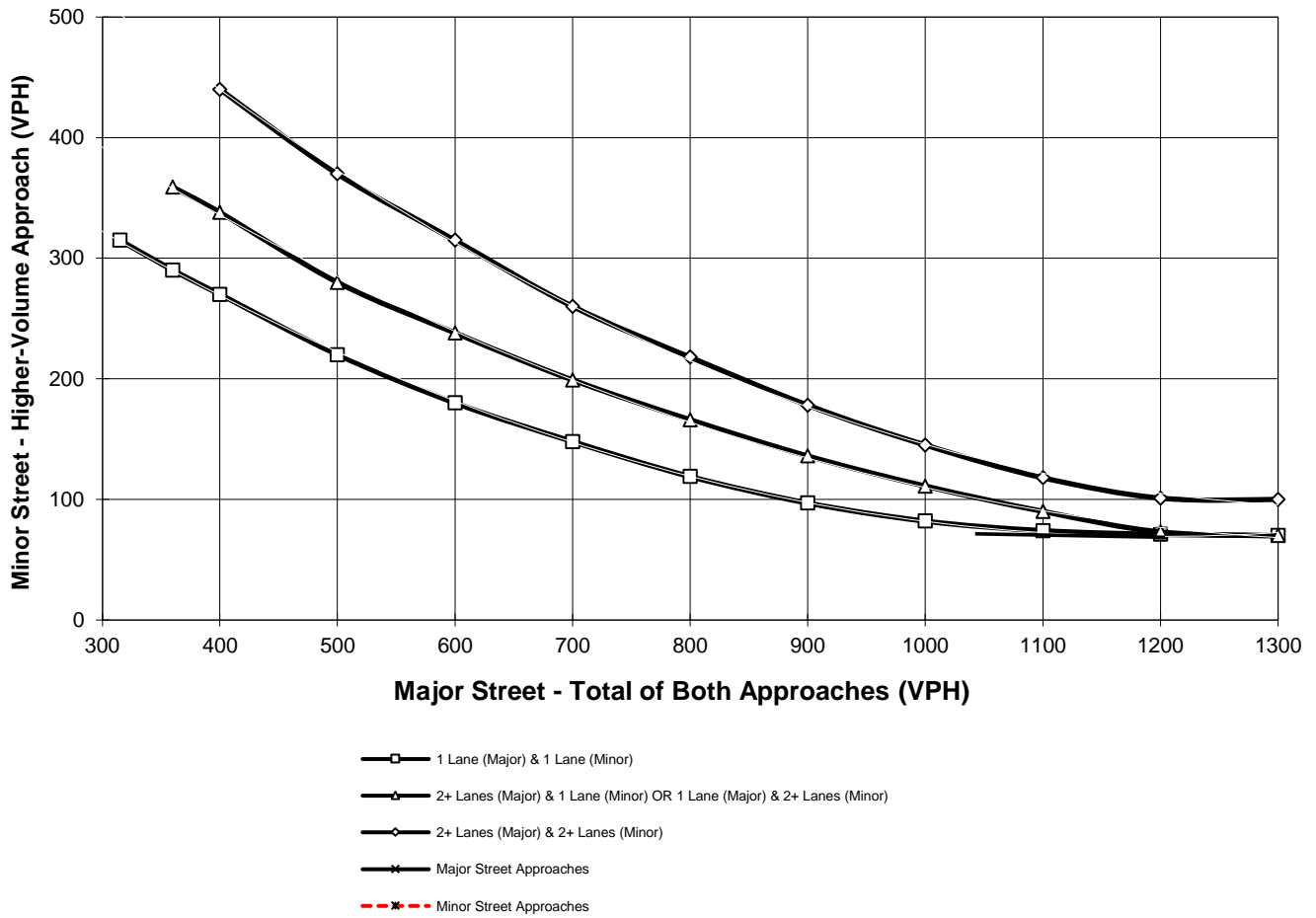
Major Street Name = **Johnson Rd.**

Total of Both Approaches (VPH) = **160**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Navajo Rd.**

High Volume Approach (VPH) = **28**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #8



### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) PM PEAK HOUR WARRANTS**

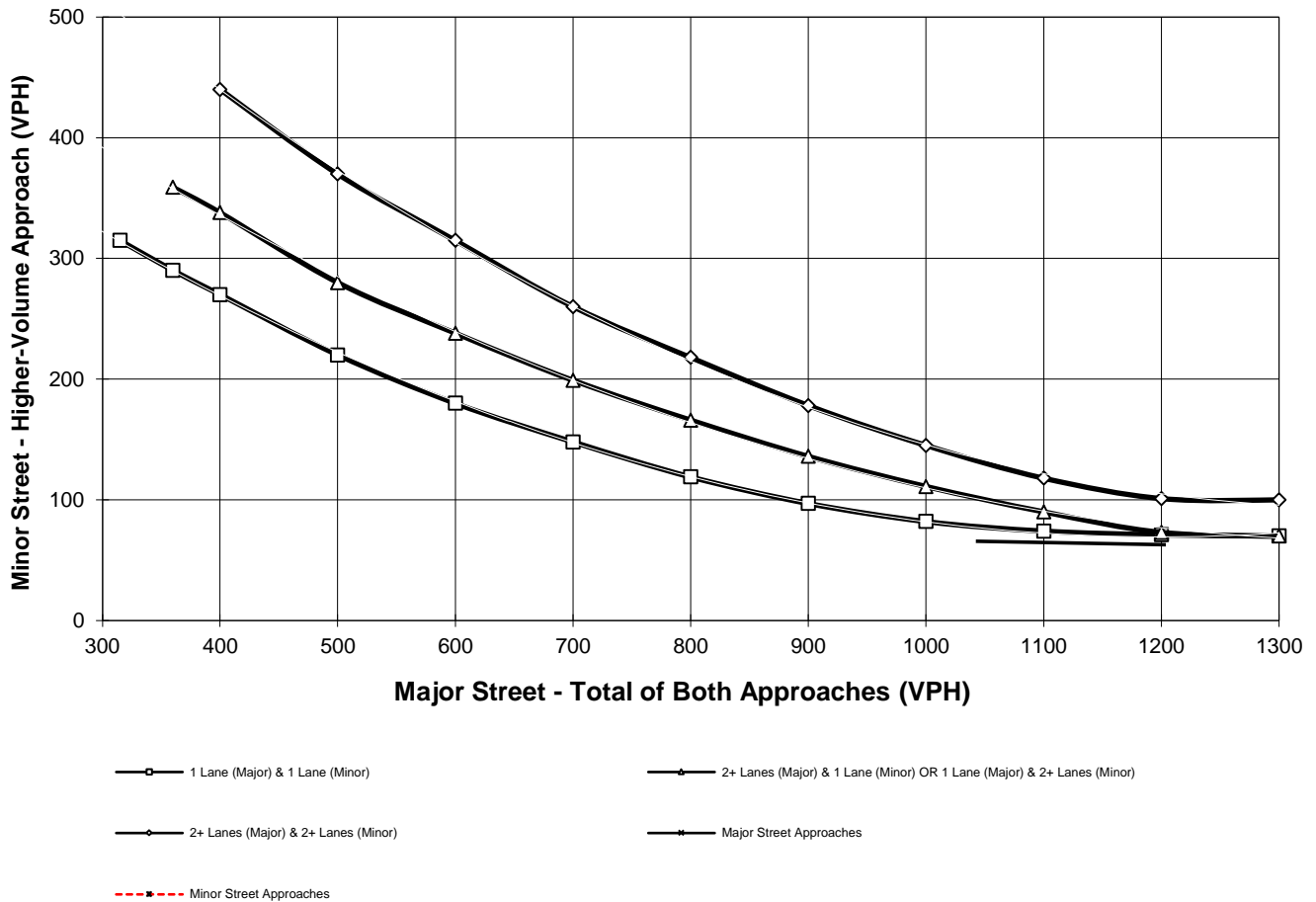
Major Street Name = **Johnson Rd.**

Total of Both Approaches (VPH) = **217**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Navajo Rd.**

High Volume Approach (VPH) = **46**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #8

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) AM PEAK HOUR WARRANTS**

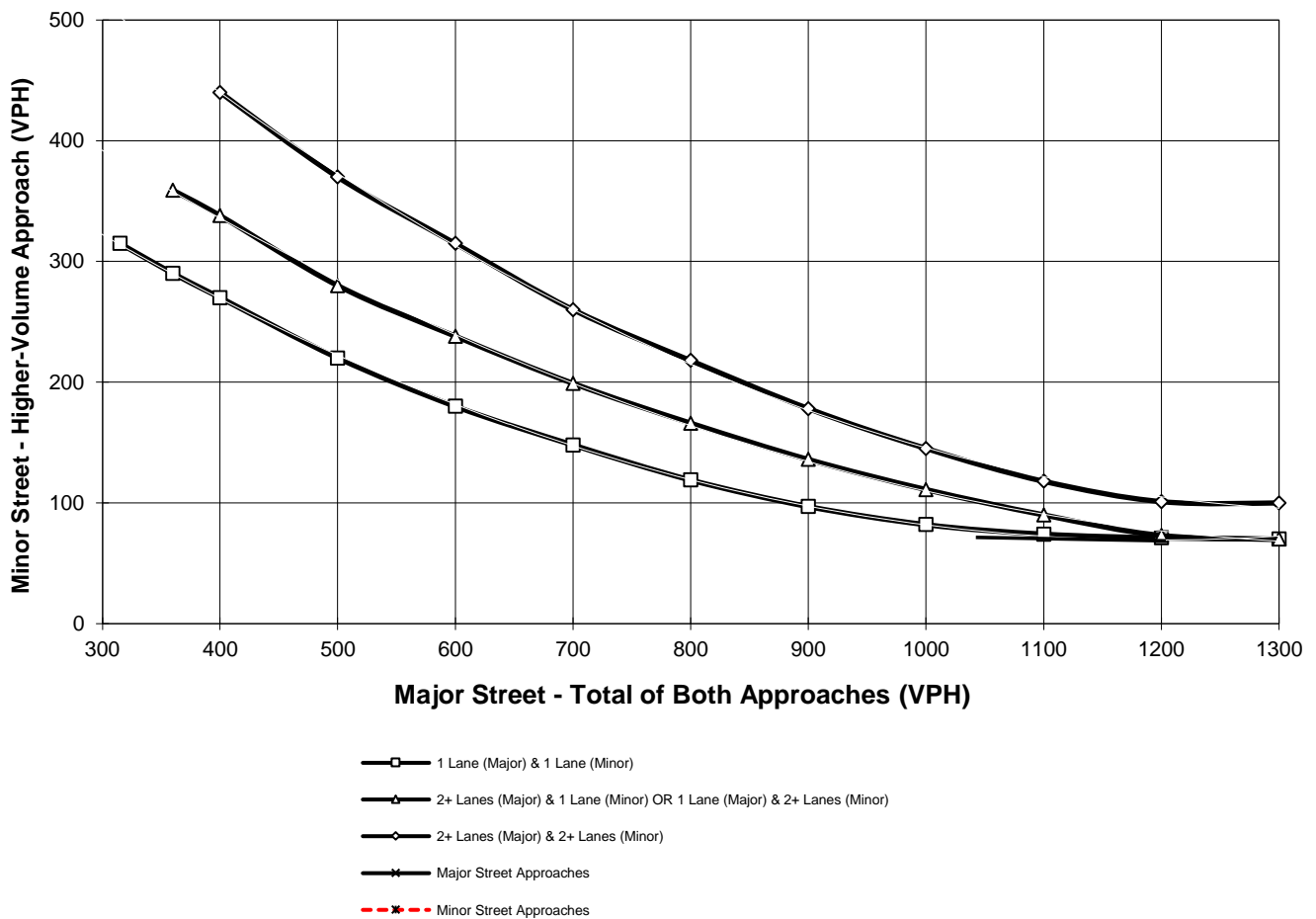
Major Street Name = **Navajo Rd.**

Total of Both Approaches (VPH) = **55**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **30**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #9

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) PM PEAK HOUR WARRANTS**

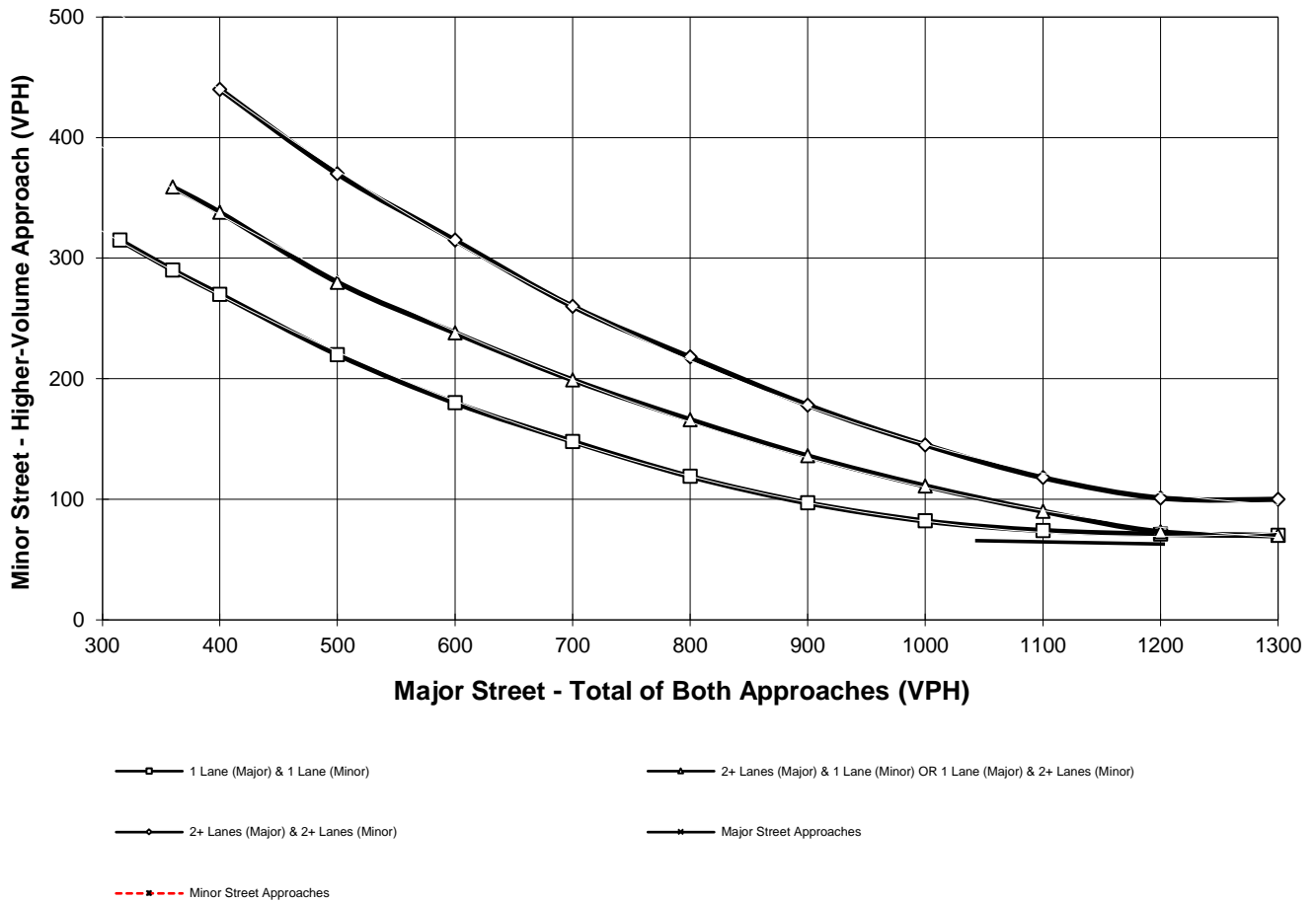
Major Street Name = **Navajo Rd.**

Total of Both Approaches (VPH) = **95**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **49**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #9

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) AM PEAK HOUR WARRANTS**

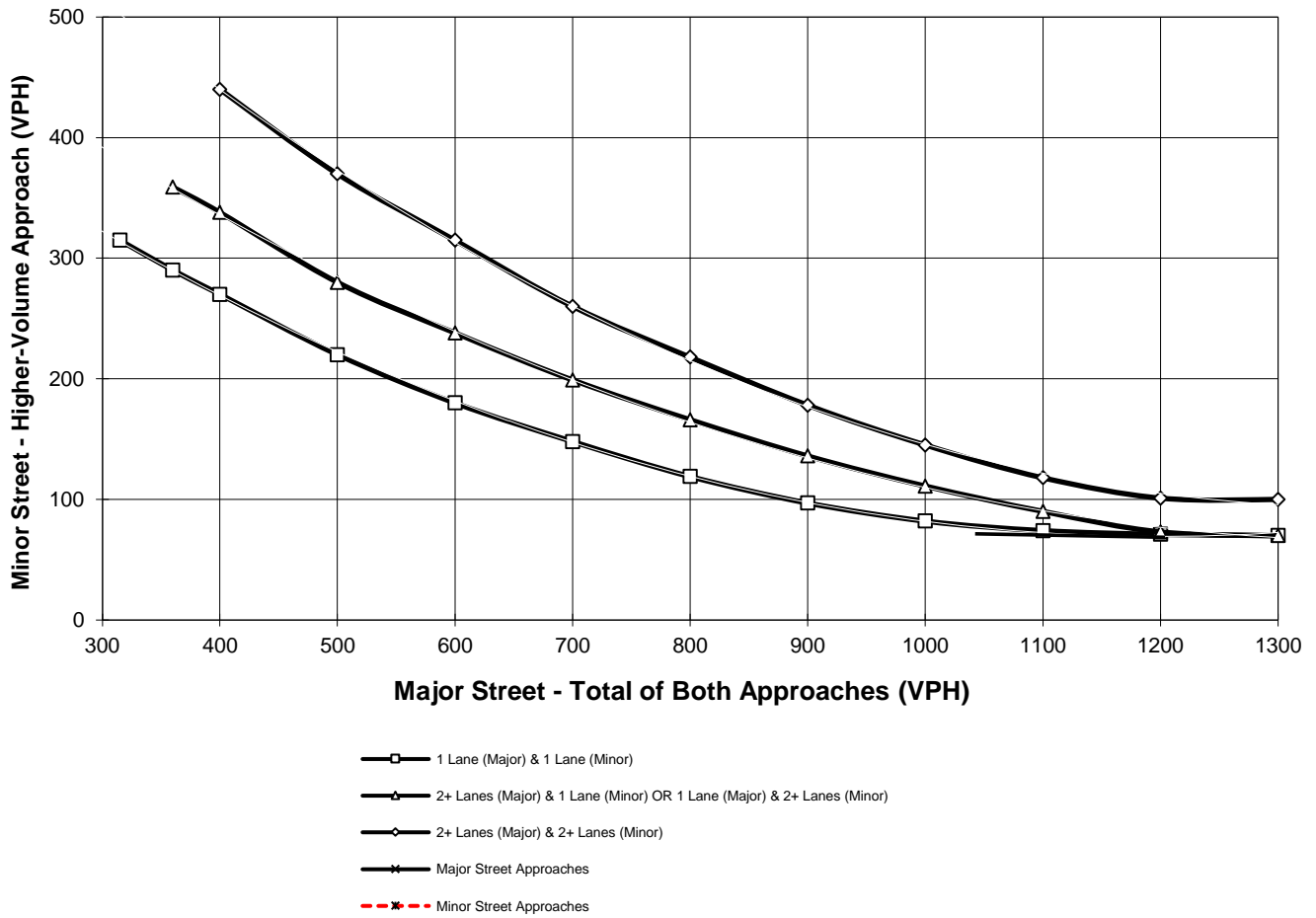
Major Street Name = **Central Rd.**

Total of Both Approaches (VPH) = **137**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **35**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (FINAL) PM PEAK HOUR WARRANTS**

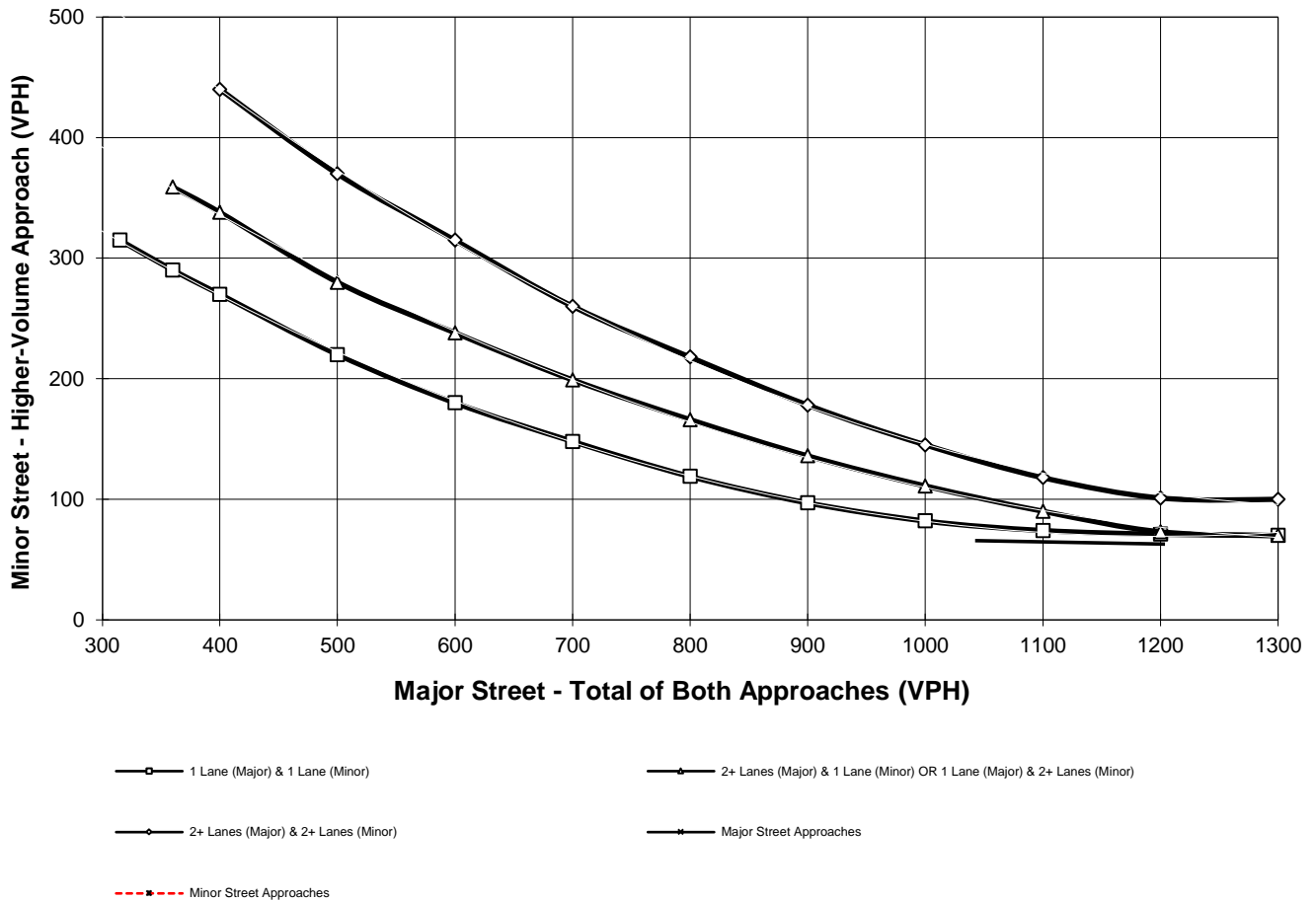
Major Street Name = **Central Rd.**

Total of Both Approaches (VPH) = **137**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **122**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<u>EAPC (2024)</u>
Jurisdiction: <u>Town of Apple Valley</u>				CALC <u>JC</u>	DATE <u>11/10/22</u>
Major Street: <u>Lafayette St.</u>				CHK _____	DATE _____
Minor Street: <u>Dwy. 1</u>				Critical Approach Speed (Major) _____	<u>45</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph

Major Street Approach Lanes = <u>2</u> lane	Minor Street Approach Lanes: <u>1</u> lane
Major Street Future ADT = <u>2,946</u> vpd	Minor Street Future ADT = <u>134</u> vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....  or  **RURAL (R)**

In built up area of isolated community of < 10,000 population .....

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements ADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	<b>XX</b>				
	<b>XX</b>				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>1</u>	<u>1</u>	8,000	5,600	2,400	1,680
<u>2 + 2,946</u>	<u>1 134</u>	9,600	6,720	2,400	1,680
<u>2 +</u>	<u>2 +</u>	9,600	6,720	3,200	2,240
<u>1</u>	<u>2 +</u>	8,000	5,600	3,200	2,240
<b>CONDITION B - Interruption of Continuous Traffic</b>		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	<b>XX</b>				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>1</u>	<u>1</u>	12,000	8,400	1,200	850
<u>2 + 2,946</u>	<u>1 134</u>	14,400	10,080	1,200	850
<u>2 +</u>	<u>2 +</u>	14,400	10,080	1,600	1,120
<u>1</u>	<u>2 +</u>	12,000	8,400	1,600	1,120
<b>Combination of CONDITIONS A + B</b>		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
	<b>XX</b>				
No one condition satisfied, but following conditions fulfilled 80% of more .....					
	<u>A</u>				
	<b>8%</b>				
	<u>B</u>				
	<b>16%</b>				

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

	<u>      </u>	<u>      </u>	<u>      </u>		<b>TRAFFIC CONDITIONS</b>	<b>EAPC (2024)</b>
DIST	CO	RTE	PM	CALC	JC	DATE
Jurisdiction: <u>Town of Apple Valley</u>				CHK		11/10/22
Major Street: <u>Lafayette St.</u>				Critical Approach Speed (Major)		45 mph
Minor Street: <u>Dwy. 2</u>				Critical Approach Speed (Minor)		35 mph

Major Street Approach Lanes = <u>2</u> lane	Minor Street Approach Lanes: <u>1</u> lane
Major Street Future ADT = <u>2,544</u> vpd	Minor Street Future ADT = <u>268</u> vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....  or  **RURAL (R)**

In built up area of isolated community of < 10,000 population .....

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>		<u>RURAL</u>		Minimum Requirements ADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		<b>XX</b>					
<u>Satisfied</u>		<u>Not Satisfied</u>					
		<b>XX</b>		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>		<u>Minor Street</u>					
1		1		8,000	5,600	2,400	1,680
2 + <b>2,544</b>		1 <b>268</b>		9,600	6,720	2,400	1,680
2 +		2 +		9,600	6,720	3,200	2,240
1		2 +		8,000	5,600	3,200	2,240
<b>CONDITION B - Interruption of Continuous Traffic</b>		<b>XX</b>					
<u>Satisfied</u>		<u>Not Satisfied</u>					
		<b>XX</b>		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>		<u>Minor Street</u>					
1		1		12,000	8,400	1,200	850
2 + <b>2,544</b>		1 <b>268</b>		14,400	10,080	1,200	850
2 +		2 +		14,400	10,080	1,600	1,120
1		2 +		12,000	8,400	1,600	1,120
<b>Combination of CONDITIONS A + B</b>		<b>XX</b>					
<u>Satisfied</u>		<u>Not Satisfied</u>					
No one condition satisfied, but following conditions fulfilled 80% of more .....		<b>XX</b>		2 CONDITIONS 80%		2 CONDITIONS 80%	
		<u>A</u>	<u>B</u>				
		<b>16%</b>	<b>25%</b>				

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

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### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u> <u>JC</u>	<u>TRAFFIC CONDITIONS</u>	<u>EAPC (2024)</u>
Jurisdiction: <u>Town of Apple Valley</u>				<u>CHK</u>		<u>DATE</u> <u>11/10/22</u>
Major Street: <u>Dachsund Av.</u>					Critical Approach Speed (Major)	<u>35</u> mph
Minor Street: <u>Dwy. 3</u>					Critical Approach Speed (Minor)	<u>35</u> mph

Major Street Approach Lanes = 1 lane      Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 1,716 vpd      Minor Street Future ADT = 566 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....  **URBAN (U)**

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
<b>XX</b>		ADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<b>XX</b>					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 <b>1,716</b>	1 <b>566</b>	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
<b>CONDITION B - Interruption of Continuous Traffic</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<b>XX</b>					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 <b>1,716</b>	1 <b>566</b>	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
<b>Combination of CONDITIONS A + B</b>		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>		80%		80%	
<u>Not Satisfied</u>					
<b>XX</b>					
No one condition satisfied, but following conditions fulfilled 80% of more .....					
	<u>A</u>				
	<b>21%</b>				
	<u>B</u>				
	<b>14%</b>				

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<u>EAPC (2024)</u>
Jurisdiction: <u>Town of Apple Valley</u>				CALC <u>JC</u>	DATE <u>11/10/22</u>
Major Street: <u>Dachsund Av.</u>				CHK _____	DATE _____
Minor Street: <u>Dwy. 4</u>				Critical Approach Speed (Major) _____	<u>35</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph

Major Street Approach Lanes = 1 lane      Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 1,286 vpd      Minor Street Future ADT = 268 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....  **URBAN (U)**

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
<b>XX</b>		ADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach		8,000	5,600	2,400	1,680
<u>Major Street</u>	<u>Minor Street</u>	9,600	6,720	2,400	1,680
1 <b>1,286</b>	1 <b>268</b>	9,600	6,720	3,200	2,240
2 +	1	8,000	5,600	3,200	2,240
2 +	2 +	<b>CONDITION B - Interruption of Continuous Traffic</b>			
1	2 +	Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<b>XX</b>		12,000	8,400	1,200	850
Number of lanes for moving traffic on each approach		14,400	10,080	1,200	850
<u>Major Street</u>	<u>Minor Street</u>	14,400	10,080	1,600	1,120
1 <b>1,286</b>	1 <b>268</b>	12,000	8,400	1,600	1,120
2 +	1	<b>Combination of CONDITIONS A + B</b>			
2 +	2 +	2 CONDITIONS		2 CONDITIONS	
1	2 +	80%		80%	
<u>Satisfied</u>		No one condition satisfied, but following conditions fulfilled 80% of more .....			
<u>Not Satisfied</u>					
<b>XX</b>		<u>A</u>		<u>B</u>	
		<b>11%</b>		<b>11%</b>	

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u> <b>JC</b>	<u>TRAFFIC CONDITIONS</u>	<u>EAPC (2024)</u>
Jurisdiction: <u>Town of Apple Valley</u>				<u>CHK</u>		<u>DATE</u> 11/10/22
Major Street: <u>Dachsund Av.</u>					Critical Approach Speed (Major)	<u>35</u> mph
Minor Street: <u>Dwy. 5</u>					Critical Approach Speed (Minor)	<u>35</u> mph
Major Street Approach Lanes =			<u>1</u> lane		Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =			<u>972</u> vpd		Minor Street Future ADT =	<u>566</u> vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....  **URBAN (U)**

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
<b>XX</b>		ADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 <b>972</b>	1 <b>566</b>	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
<b>CONDITION B - Interruption of Continuous Traffic</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<b>XX</b>					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 <b>972</b>	1 <b>566</b>	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
<b>Combination of CONDITIONS A + B</b>		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>		80%		80%	
<u>Not Satisfied</u>					
<b>XX</b>					
No one condition satisfied, but following conditions fulfilled 80% of more .....					
	<u>A</u>				
	<b>12%</b>				
	<u>B</u>				
	<b>8%</b>				

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u> <u>JC</u>	<u>TRAFFIC CONDITIONS</u>	<u>EAPC (2024)</u>
Jurisdiction: <u>Town of Apple Valley</u>				<u>CHK</u>		<u>DATE</u> <u>11/10/22</u>
Major Street: <u>Burbank St.</u>					Critical Approach Speed (Major)	<u>35</u> mph
Minor Street: <u>Dwy. 6</u>					Critical Approach Speed (Minor)	<u>35</u> mph

Major Street Approach Lanes = 1 lane      Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 833 vpd      Minor Street Future ADT = 89 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....  **URBAN (U)**

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
<b>XX</b>		ADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		<u>Not Satisfied</u>		<u>(One Direction Only)</u>	
<b>XX</b>		<b>XX</b>			
Number of lanes for moving traffic on each approach		(Total of Both Approaches)		(One Direction Only)	
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 <b>833</b>	1 <b>89</b>	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
<b>CONDITION B - Interruption of Continuous Traffic</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		<u>Not Satisfied</u>		<u>(One Direction Only)</u>	
<b>XX</b>		<b>XX</b>			
Number of lanes for moving traffic on each approach		(Total of Both Approaches)		(One Direction Only)	
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 <b>833</b>	1 <b>89</b>	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
<b>Combination of CONDITIONS A + B</b>		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>		<u>Not Satisfied</u>			
<b>XX</b>		<b>80%</b>		<b>80%</b>	
No one condition satisfied, but following conditions fulfilled 80% of more .....					
	<u>A</u>				
	<b>4%</b>				
	<u>B</u>				
	<b>7%</b>				

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u> <u>JC</u>	<u>TRAFFIC CONDITIONS</u>	<u>EAPC (2024)</u>
Jurisdiction: <u>Town of Apple Valley</u>				<u>CHK</u>		<u>DATE</u> <u>11/10/22</u>
Major Street: <u>Burbank St.</u>					Critical Approach Speed (Major)	<u>35</u> mph
Minor Street: <u>Dwy. 7</u>					Critical Approach Speed (Minor)	<u>35</u> mph

Major Street Approach Lanes = <u>1</u> lane	Minor Street Approach Lanes: <u>1</u> lane
Major Street Future ADT = <u>1,058</u> vpd	Minor Street Future ADT = <u>134</u> vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....  **URBAN (U)**

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
<b>XX</b>		ADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<b>XX</b>					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 <b>1,058</b>	1 <b>134</b>	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
<b>CONDITION B - Interruption of Continuous Traffic</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<b>XX</b>					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 <b>1,058</b>	1 <b>134</b>	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
<b>Combination of CONDITIONS A + B</b>		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>		80%		80%	
<u>Not Satisfied</u>					
<b>XX</b>					
No one condition satisfied, but following conditions fulfilled 80% of more .....					
	<u>A</u>				
	<b>6%</b>				
	<u>B</u>				
	<b>9%</b>				

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.
























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**APPENDIX 6.1: HORIZON YEAR (2040) WITHOUT PROJECT  
CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Lanes, Volumes, Timings  
 1: Dale Evans Pkwy. & Johnson Rd.

2040 Without Project AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	148	153	361	158	102	111	351	457	69	161	12
Future Volume (vph)	12	148	153	361	158	102	111	351	457	69	161	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		165	100		0	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			1074	
Travel Time (s)		115.4			80.5			32.5			13.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											



HCM 6th AWSC  
1: Dale Evans Pkwy. & Johnson Rd.

2040 Without Project AM Peak Hour

Intersection	
Intersection Delay, s/veh	95.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶	↶	↷	↶	↶	↷	↷
Traffic Vol, veh/h	12	148	153	361	158	102	111	351	457	69	161	12
Future Vol, veh/h	12	148	153	361	158	102	111	351	457	69	161	12
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	156	161	380	166	107	117	369	481	73	169	13
Number of Lanes	1	1	0	1	1	1	1	1	1	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	80	91.4	121.8	28.7
HCM LOS	F	F	F	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	49%	0%	100%	0%	0%	93%
Vol Right, %	0%	0%	100%	0%	51%	0%	0%	100%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	351	457	12	301	361	158	102	69	173
LT Vol	111	0	0	12	0	361	0	0	69	0
Through Vol	0	351	0	0	148	0	158	0	0	161
RT Vol	0	0	457	0	153	0	0	102	0	12
Lane Flow Rate	117	369	481	13	317	380	166	107	73	182
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.346	1.043	1.264	0.042	0.981	1.176	0.492	0.297	0.249	0.598
Departure Headway (Hd)	11.15	10.627	9.896	12.698	11.808	11.618	11.096	10.366	13.059	12.483
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	325	344	370	284	311	315	328	349	277	291
Service Time	8.85	8.327	7.596	10.398	9.508	9.318	8.796	8.066	10.759	10.183
HCM Lane V/C Ratio	0.36	1.073	1.3	0.046	1.019	1.206	0.506	0.307	0.264	0.625
HCM Control Delay	19.6	94.3	167.7	16	82.6	141.8	24.1	17.4	20	32.2
HCM Lane LOS	C	F	F	C	F	F	C	C	C	D
HCM 95th-tile Q	1.5	12.5	20.4	0.1	10.2	15.6	2.6	1.2	1	3.6

Lanes, Volumes, Timings  
1: Dale Evans Pkwy. & Johnson Rd.

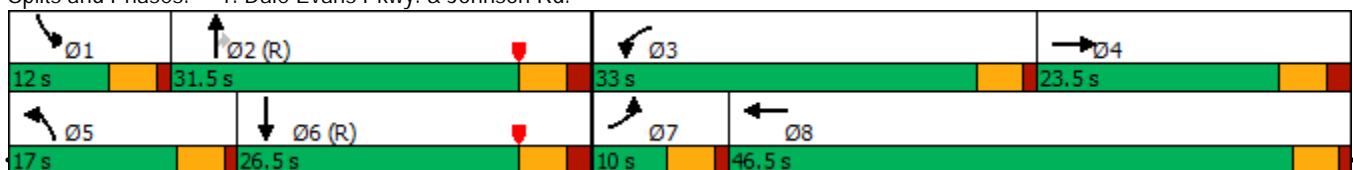
2040 Without Project AM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	148	153	361	158	102	111	351	457	69	161	12
Future Volume (vph)	12	148	153	361	158	102	111	351	457	69	161	12
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		165	100		150	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			528	
Travel Time (s)		115.4			80.5			32.5			6.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						Free			2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	10.0	23.5		10.0	22.5		10.0	23.5	23.5	10.0	23.5	
Total Split (s)	10.0	23.5		33.0	46.5		17.0	31.5	31.5	12.0	26.5	
Total Split (%)	10.0%	23.5%		33.0%	46.5%		17.0%	31.5%	31.5%	12.0%	26.5%	
Maximum Green (s)	5.5	18.0		28.5	42.0		12.5	26.0	26.0	7.5	21.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	2.0		1.0	1.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	5.5		4.5	4.5		4.5	5.5	5.5	4.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	

Intersection Summary
























Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Dale Evans Pkwy. & Johnson Rd.



HCM 6th Signalized Intersection Summary  
 1: Dale Evans Pkwy. & Johnson Rd.

2040 Without Project AM Peak Hour  
 With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	148	153	361	158	102	111	351	457	69	161	12
Future Volume (veh/h)	12	148	153	361	158	102	111	351	457	69	161	12
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	13	156	161	380	166	0	117	369	481	73	169	13
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	239	211	413	1361		145	1302	578	92	1120	85
Arrive On Green	0.02	0.13	0.13	0.24	0.36	0.00	0.03	0.12	0.12	0.05	0.33	0.33
Sat Flow, veh/h	1688	1777	1567	1688	3741	1585	1688	3554	1579	1688	3345	255
Grp Volume(v), veh/h	13	156	161	380	166	0	117	369	481	73	89	93
Grp Sat Flow(s),veh/h/ln	1688	1777	1567	1688	1870	1585	1688	1777	1579	1688	1777	1823
Q Serve(g_s), s	0.8	8.3	9.9	22.0	3.0	0.0	6.9	9.5	29.8	4.3	3.5	3.6
Cycle Q Clear(g_c), s	0.8	8.3	9.9	22.0	3.0	0.0	6.9	9.5	29.8	4.3	3.5	3.6
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	26	239	211	413	1361		145	1302	578	92	595	610
V/C Ratio(X)	0.51	0.65	0.76	0.92	0.12		0.80	0.28	0.83	0.79	0.15	0.15
Avail Cap(c_a), veh/h	93	320	282	481	1571		211	1302	578	127	595	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.99	0.99	0.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	41.1	41.7	36.8	21.2	0.0	47.7	32.0	40.9	46.7	23.3	23.3
Incr Delay (d2), s/veh	14.6	3.0	8.3	21.1	0.0	0.0	7.9	0.3	7.8	20.6	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	3.7	4.2	11.0	1.2	0.0	3.2	4.1	13.7	2.2	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	44.0	50.1	57.9	21.2	0.0	55.6	32.3	48.8	67.3	23.8	23.8
LnGrp LOS	E	D	D	E	C		E	C	D	E	C	C
Approach Vol, veh/h		330			546			967			255	
Approach Delay, s/veh		47.7			46.8			43.3			36.3	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	42.1	29.0	18.9	13.1	39.0	6.0	41.9				
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	4.5	* 5.5				
Max Green Setting (Gmax), s	7.5	26.0	28.5	18.0	12.5	21.0	5.5	* 42				
Max Q Clear Time (g_c+I1), s	6.3	31.8	24.0	11.9	8.9	5.6	2.8	5.0				
Green Ext Time (p_c), s	0.0	0.0	0.5	0.8	0.1	0.7	0.0	1.0				

Intersection Summary




















HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings  
 2: Dale Evans Pkwy. & Lafayette St.

2040 Without Project AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	413	184	174	362	43	174	610	384	62	419	194
Future Volume (vph)	266	413	184	174	362	43	174	610	384	62	419	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		400	415		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		30			45			55				55
Link Distance (ft)		462			344			1385				2620
Travel Time (s)		10.5			5.2			17.2				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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free				Free
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th TWSC  
2: Dale Evans Pkwy. & Lafayette St.

2040 Without Project AM Peak Hour

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑	↑	↕	↕	↕
Traffic Vol, veh/h	266	413	184	174	362	43	174	610	384	62	419	194
Future Vol, veh/h	266	413	184	174	362	43	174	610	384	62	419	194
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	-	-	-	-	-	-	150	-	400	415	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	280	435	194	183	381	45	183	642	404	65	441	204

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2096	2085	543	1996	1783	642	645	0	0	1046	0	0
Stage 1	673	673	-	1008	1008	-	-	-	-	-	-	-
Stage 2	1423	1412	-	988	775	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 38	~ 53	540	~ 45	~ 82	474	940	-	-	665	-	-
Stage 1	445	454	-	290	~ 318	-	-	-	-	-	-	-
Stage 2	~ 169	~ 204	-	297	408	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 38	540	-	~ 60	474	940	-	-	665	-	-
Mov Cap-2 Maneuver	-	~ 38	-	-	~ 60	-	-	-	-	-	-	-
Stage 1	358	~ 410	-	233	~ 256	-	-	-	-	-	-	-
Stage 2	-	~ 164	-	-	~ 368	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s					1.5		1	
HCM LOS	-				-			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	940	-	-	-	665	-	-
HCM Lane V/C Ratio	0.195	-	-	-	0.098	-	-
HCM Control Delay (s)	9.8	-	-	-	11	-	-
HCM Lane LOS	A	-	-	-	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-	0.3	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
2: Dale Evans Pkwy. & Lafayette St.

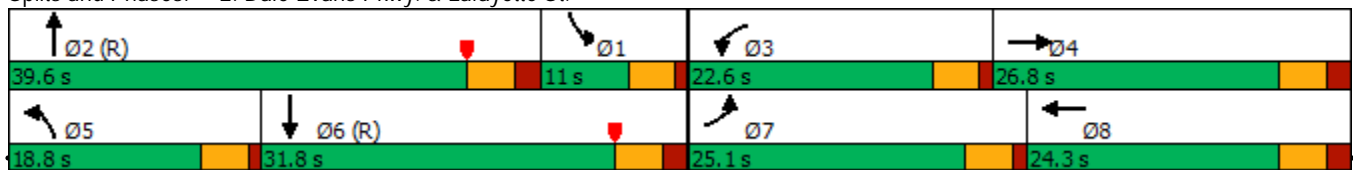
2040 Without Project AM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	413	184	174	362	43	174	610	384	62	419	194
Future Volume (vph)	266	413	184	174	362	43	174	610	384	62	419	194
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	200		0	150		0	415		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			60			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		634			344			1385			2620	
Travel Time (s)		14.4			5.2			17.2			32.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.5	23.5		22.5	23.5		9.5	23.5		10.0	23.5	
Total Split (s)	25.1	26.8		22.6	24.3		18.8	39.6		11.0	31.8	
Total Split (%)	25.1%	26.8%		22.6%	24.3%		18.8%	39.6%		11.0%	31.8%	
Maximum Green (s)	20.6	21.3		18.1	18.8		14.3	34.1		6.5	26.3	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.5		4.5	5.5		4.5	5.5		4.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	

Intersection Summary





















Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Dale Evans Pkwy. & Lafayette St.



















HCM 6th Signalized Intersection Summary  
2: Dale Evans Pkwy. & Lafayette St.

2040 Without Project AM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	413	184	174	362	43	174	610	384	62	419	194
Future Volume (veh/h)	266	413	184	174	362	43	174	610	384	62	419	194
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	280	435	194	183	381	45	183	642	404	65	441	204
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	311	494	218	216	482	56	213	713	448	193	801	367
Arrive On Green	0.18	0.21	0.21	0.13	0.15	0.15	0.13	0.34	0.34	0.23	0.68	0.68
Sat Flow, veh/h	1688	2392	1056	1688	3200	375	1688	2090	1314	1688	2363	1083
Grp Volume(v), veh/h	280	322	307	183	210	216	183	546	500	65	331	314
Grp Sat Flow(s),veh/h/ln	1688	1777	1671	1688	1777	1798	1688	1777	1627	1688	1777	1670
Q Serve(g_s), s	16.2	17.6	17.9	10.6	11.4	11.6	10.6	29.2	29.3	3.2	9.5	9.7
Cycle Q Clear(g_c), s	16.2	17.6	17.9	10.6	11.4	11.6	10.6	29.2	29.3	3.2	9.5	9.7
Prop In Lane	1.00		0.63	1.00		0.21	1.00		0.81	1.00		0.65
Lane Grp Cap(c), veh/h	311	367	345	216	267	271	213	606	555	193	602	566
V/C Ratio(X)	0.90	0.88	0.89	0.85	0.79	0.80	0.86	0.90	0.90	0.34	0.55	0.56
Avail Cap(c_a), veh/h	348	378	356	305	334	338	241	606	555	193	602	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	39.9	38.4	38.6	42.6	40.9	41.0	42.8	31.3	31.4	35.4	12.2	12.2
Incr Delay (d2), s/veh	23.8	19.8	22.6	14.1	9.5	10.1	23.4	18.9	20.4	0.8	2.7	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	9.5	9.4	5.1	5.5	5.7	5.5	14.5	13.4	1.2	3.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	58.2	61.1	56.7	50.4	51.1	66.2	50.3	51.7	36.2	14.8	15.1
LnGrp LOS	E	E	E	E	D	D	E	D	D	D	B	B
Approach Vol, veh/h		909			609			1229			710	
Approach Delay, s/veh		60.9			52.6			53.2			16.9	
Approach LOS		E			D			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	39.6	17.3	26.2	17.1	39.4	22.9	20.5				
Change Period (Y+Rc), s	5.5	* 5.5	4.5	5.5	4.5	5.5	4.5	5.5				
Max Green Setting (Gmax), s	6.5	* 34	18.1	21.3	14.3	26.3	20.6	18.8				
Max Q Clear Time (g_c+I1), s	5.2	31.3	12.6	19.9	12.6	11.7	18.2	13.6				
Green Ext Time (p_c), s	0.0	1.6	0.2	0.6	0.1	3.0	0.2	1.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				47.7								
HCM 6th LOS				D								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Lanes, Volumes, Timings  
 3: Dale Evans Pkwy. & Corwin Rd.

2040 Without Project AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	25	12	17	17	18	10	775	31	12	294	61
Future Volume (vph)	83	25	12	17	17	18	10	775	31	12	294	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											



Intersection	
Intersection Delay, s/veh	85.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	83	25	12	17	17	18	10	775	31	12	294	61
Future Vol, veh/h	83	25	12	17	17	18	10	775	31	12	294	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	26	13	18	18	19	11	816	33	13	309	64
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.5	11.2	131.8	16.1
HCM LOS	B	B	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %		1%	69%	33%
Vol Thru, %		95%	21%	33%
Vol Right, %		4%	10%	35%
Sign Control		Stop	Stop	Stop
Traffic Vol by Lane		816	120	52
LT Vol		10	83	17
Through Vol		775	25	17
RT Vol		31	12	18
Lane Flow Rate		859	126	55
Geometry Grp		1	1	1
Degree of Util (X)		1.224	0.235	0.104
Departure Headway (Hd)		5.132	7.292	7.364
Convergence, Y/N		Yes	Yes	Yes
Cap		713	495	490
Service Time		3.137	5.292	5.364
HCM Lane V/C Ratio		1.205	0.255	0.112
HCM Control Delay		131.8	12.5	11.2
HCM Lane LOS		F	B	B
HCM 95th-tile Q		30.3	0.9	0.3

Lanes, Volumes, Timings  
3: Dale Evans Pkwy. & Corwin Rd.

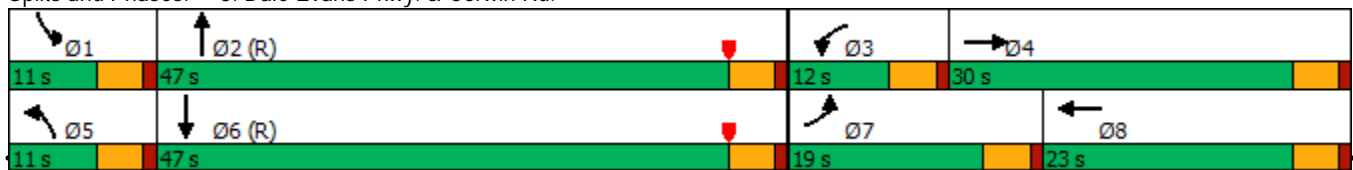
2040 Without Project AM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	25	12	17	17	18	10	775	31	12	294	61
Future Volume (vph)	83	25	12	17	17	18	10	775	31	12	294	61
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	19.0	30.0		12.0	23.0		11.0	47.0		11.0	47.0	
Total Split (%)	19.0%	30.0%		12.0%	23.0%		11.0%	47.0%		11.0%	47.0%	
Maximum Green (s)	14.5	25.5		7.5	18.5		6.5	42.5		6.5	42.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	

Intersection Summary





















Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Dale Evans Pkwy. & Corwin Rd.



HCM 6th Signalized Intersection Summary  
 3: Dale Evans Pkwy. & Corwin Rd.

2040 Without Project AM Peak Hour  
 With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	25	12	17	17	18	10	775	31	12	294	61
Future Volume (veh/h)	83	25	12	17	17	18	10	775	31	12	294	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		0.98	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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	87	26	13	18	18	19	11	816	33	13	309	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	258	119	33	114	99	22	2352	95	26	1990	407
Arrive On Green	0.07	0.11	0.11	0.02	0.06	0.06	0.01	0.68	0.68	0.02	0.68	0.68
Sat Flow, veh/h	1688	2352	1083	1688	1777	1548	1688	3481	141	1688	2937	600
Grp Volume(v), veh/h	87	19	20	18	18	19	11	417	432	13	185	188
Grp Sat Flow(s),veh/h/ln	1688	1777	1658	1688	1777	1548	1688	1777	1845	1688	1777	1761
Q Serve(g_s), s	5.1	1.0	1.1	1.1	1.0	1.2	0.6	9.9	9.9	0.8	3.8	3.8
Cycle Q Clear(g_c), s	5.1	1.0	1.1	1.1	1.0	1.2	0.6	9.9	9.9	0.8	3.8	3.8
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.08	1.00		0.34
Lane Grp Cap(c), veh/h	110	195	182	33	114	99	22	1200	1246	26	1204	1193
V/C Ratio(X)	0.79	0.10	0.11	0.54	0.16	0.19	0.50	0.35	0.35	0.51	0.15	0.16
Avail Cap(c_a), veh/h	245	453	423	127	329	286	110	1200	1246	110	1204	1193
HCM Platoon Ratio	1.00	1.00	1.00	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	46.1	40.1	40.1	48.6	44.3	44.4	49.0	6.9	6.9	48.9	5.8	5.8
Incr Delay (d2), s/veh	11.8	0.2	0.3	13.0	0.6	0.9	16.0	0.8	0.8	14.7	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	2.4	0.4	0.4	0.5	0.4	0.4	0.4	3.0	3.1	0.4	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	40.3	40.4	61.6	44.9	45.3	65.0	7.7	7.6	63.6	6.1	6.1
LnGrp LOS	E	D	D	E	D	D	E	A	A	E	A	A
Approach Vol, veh/h		126			55			860			386	
Approach Delay, s/veh		52.4			50.5			8.4			8.0	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	72.1	6.5	15.5	5.8	72.3	11.0	10.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	42.5	7.5	25.5	6.5	42.5	14.5	18.5				
Max Q Clear Time (g_c+I1), s	2.8	11.9	3.1	3.1	2.6	5.8	7.1	3.2				
Green Ext Time (p_c), s	0.0	4.9	0.0	0.1	0.0	1.9	0.1	0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				13.8								
HCM 6th LOS				B								

Lanes, Volumes, Timings  
 4: Stoddard Wells Rd. & Johnson Rd.

2040 Without Project AM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	183	98	372	276	37	115
Future Volume (vph)	183	98	372	276	37	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

HCM 6th TWSC  
4: Stoddard Wells Rd. & Johnson Rd.

2040 Without Project AM Peak Hour

Intersection						
Int Delay, s/veh	8.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	183	98	372	276	37	115
Future Vol, veh/h	183	98	372	276	37	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	103	392	291	39	121

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	737	538	0	0	683
Stage 1	538	-	-	-	-
Stage 2	199	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	386	543	-	-	910
Stage 1	585	-	-	-	-
Stage 2	835	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	368	543	-	-	910
Mov Cap-2 Maneuver	368	-	-	-	-
Stage 1	585	-	-	-	-
Stage 2	797	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.5	0	2.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	415	910
HCM Lane V/C Ratio	-	-	0.713	0.043
HCM Control Delay (s)	-	-	32.5	9.1
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	5.5	0.1

Lanes, Volumes, Timings  
4: Stoddard Wells Rd. & Johnson Rd.

2040 Without Project AM Peak Hour  
With Improvements

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	183	98	372	276	37	115
Future Volume (vph)	183	98	372	276	37	115
Ideal Flow (vphpl)	1800	1900	1900	1900	1800	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	0				90	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Confl. Peds. (#/hr)	5	5		5	5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0		5.0	10.0
Minimum Split (s)	22.5	22.5	23.5		10.0	22.5
Total Split (s)	23.0	23.0	27.0		10.0	37.0
Total Split (%)	38.3%	38.3%	45.0%		16.7%	61.7%
Maximum Green (s)	18.5	18.5	21.5		5.5	31.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	2.0		1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	5.5		4.5	5.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)			7.0			
Flash Dont Walk (s)			11.0			
Pedestrian Calls (#/hr)			5			

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Stoddard Wells Rd. & Johnson Rd.



HCM 6th Signalized Intersection Summary  
4: Stoddard Wells Rd. & Johnson Rd.

















2040 Without Project AM Peak Hour  
With Improvements



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	183	98	372	276	37	115
Future Volume (veh/h)	183	98	372	276	37	115
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	1772	1870	1870	1870	1772	1870
Adj Flow Rate, veh/h	193	103	392	291	39	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	256	241	1105	811	67	2422
Arrive On Green	0.15	0.15	0.57	0.57	0.04	0.68
Sat Flow, veh/h	1688	1585	2044	1431	1688	3647
Grp Volume(v), veh/h	193	103	357	326	39	121
Grp Sat Flow(s),veh/h/ln	1688	1585	1777	1605	1688	1777
Q Serve(g_s), s	6.6	3.5	6.5	6.6	1.4	0.7
Cycle Q Clear(g_c), s	6.6	3.5	6.5	6.6	1.4	0.7
Prop In Lane	1.00	1.00		0.89	1.00	
Lane Grp Cap(c), veh/h	256	241	1007	910	67	2422
V/C Ratio(X)	0.75	0.43	0.35	0.36	0.58	0.05
Avail Cap(c_a), veh/h	520	489	1007	910	155	2422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	23.1	7.0	7.1	28.3	3.2
Incr Delay (d2), s/veh	4.3	1.2	1.0	1.1	7.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.2	1.9	1.8	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.6	24.2	8.0	8.2	36.0	3.2
LnGrp LOS	C	C	A	A	D	A
Approach Vol, veh/h	296		683			160
Approach Delay, s/veh	27.1		8.1			11.2
Approach LOS	C		A			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	39.5			46.4	13.6
Change Period (Y+Rc), s	4.5	5.5			5.5	4.5
Max Green Setting (Gmax), s	5.5	21.5			31.5	18.5
Max Q Clear Time (g_c+I1), s	3.4	8.6			2.7	8.6
Green Ext Time (p_c), s	0.0	3.2			0.6	0.6
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			13.5			
HCM 6th LOS			B			

Lanes, Volumes, Timings  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 Without Project AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	103	22	6	179	33	10	70	5	465	3	34
Future Volume (vph)	12	103	22	6	179	33	10	70	5	465	3	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	150		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
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
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											



HCM 6th TWSC  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 Without Project AM Peak Hour

Intersection												
Int Delay, s/veh	56.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	103	22	6	179	33	10	70	5	465	3	34
Future Vol, veh/h	12	103	22	6	179	33	10	70	5	465	3	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	112	24	7	195	36	11	76	5	505	3	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	231	0	0	136	0	0	397	395	124	418	389	213
Stage 1	-	-	-	-	-	-	150	150	-	227	227	-
Stage 2	-	-	-	-	-	-	247	245	-	191	162	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1337	-	-	1448	-	-	563	542	927	545	546	827
Stage 1	-	-	-	-	-	-	853	773	-	776	716	-
Stage 2	-	-	-	-	-	-	757	703	-	811	764	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1337	-	-	1448	-	-	529	533	927	~ 476	537	827
Mov Cap-2 Maneuver	-	-	-	-	-	-	529	533	-	~ 476	537	-
Stage 1	-	-	-	-	-	-	844	764	-	767	712	-
Stage 2	-	-	-	-	-	-	716	699	-	718	756	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			12.9			103.7		
HCM LOS							B			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	546	1337	-	-	1448	-	-	490
HCM Lane V/C Ratio	0.169	0.01	-	-	0.005	-	-	1.114
HCM Control Delay (s)	12.9	7.7	0	-	7.5	0	-	103.7
HCM Lane LOS	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	18.2

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

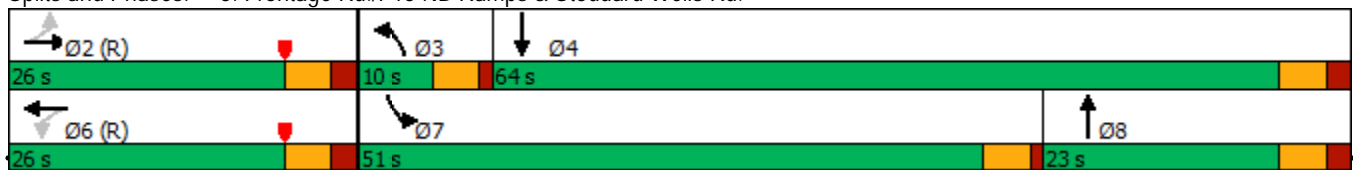
2040 Without Project AM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕		↕	↕	
Traffic Volume (vph)	12	103	22	6	179	33	10	70	5	465	3	34
Future Volume (vph)	12	103	22	6	179	33	10	70	5	465	3	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	100		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30				30
Link Distance (ft)		889			1144			979				330
Travel Time (s)		13.5			17.3			22.3				7.5
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		10.0	22.5		10.0	22.5	
Total Split (s)	26.0	26.0		26.0	26.0		10.0	23.0		51.0	64.0	
Total Split (%)	26.0%	26.0%		26.0%	26.0%		10.0%	23.0%		51.0%	64.0%	
Maximum Green (s)	20.5	20.5		20.5	20.5		5.5	17.5		46.5	58.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5		4.5	5.5		4.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							

Intersection Summary




















Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.



HCM 6th Signalized Intersection Summary  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 Without Project AM Peak Hour  
 With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	103	22	6	179	33	10	70	5	465	3	34
Future Volume (veh/h)	12	103	22	6	179	33	10	70	5	465	3	34
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	1870	1870	1870	1870	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	13	112	24	7	195	36	11	76	5	505	3	37
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	1091	230	57	1226	219	22	169	11	547	49	603
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.01	0.10	0.10	0.32	0.41	0.41
Sat Flow, veh/h	216	2576	542	44	2894	516	1688	1734	114	1688	120	1478
Grp Volume(v), veh/h	78	0	71	126	0	112	11	0	81	505	0	40
Grp Sat Flow(s),veh/h/ln	1734	0	1601	1848	0	1606	1688	0	1848	1688	0	1598
Q Serve(g_s), s	0.0	0.0	2.7	0.0	0.0	4.3	0.6	0.0	4.1	28.9	0.0	1.5
Cycle Q Clear(g_c), s	2.5	0.0	2.7	4.2	0.0	4.3	0.6	0.0	4.1	28.9	0.0	1.5
Prop In Lane	0.17		0.34	0.06		0.32	1.00		0.06	1.00		0.93
Lane Grp Cap(c), veh/h	776	0	678	821	0	680	22	0	180	547	0	652
V/C Ratio(X)	0.10	0.00	0.10	0.15	0.00	0.16	0.50	0.00	0.45	0.92	0.00	0.06
Avail Cap(c_a), veh/h	776	0	678	821	0	680	93	0	323	785	0	935
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	17.4	17.8	0.0	17.9	49.0	0.0	42.6	32.6	0.0	18.0
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.4	0.0	0.5	16.0	0.0	1.8	12.8	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	1.1	0.0	1.0	1.8	0.0	1.6	0.4	0.0	2.0	13.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	0.0	17.7	18.2	0.0	18.4	65.0	0.0	44.4	45.5	0.0	18.0
LnGrp LOS	B	A	B	B	A	B	E	A	D	D	A	B
Approach Vol, veh/h		149			238			92				545
Approach Delay, s/veh		17.6			18.3			46.8				43.4
Approach LOS		B			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		47.9	5.8	46.3		47.9	36.9	15.2				
Change Period (Y+Rc), s		5.5	4.5	5.5		5.5	4.5	5.5				
Max Green Setting (Gmax), s		20.5	5.5	58.5		20.5	46.5	17.5				
Max Q Clear Time (g_c+I1), s		4.7	2.6	3.5		6.3	30.9	6.1				
Green Ext Time (p_c), s		0.6	0.0	0.2		0.9	1.5	0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			34.1									
HCM 6th LOS			C									

Lanes, Volumes, Timings  
 6: Stoddard Wells Rd. & Quarry Rd.

2040 Without Project AM Peak Hour  
 With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔↔	
Traffic Volume (vph)	33	17	34	189	120	7
Future Volume (vph)	33	17	34	189	120	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	0				0	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Confl. Peds. (#/hr)	5			5	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	33	17	34	189	120	7
Future Vol, veh/h	33	17	34	189	120	7
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	18	37	205	130	8










Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	42	0	-	0	231
Stage 1	-	-	-	-	145
Stage 2	-	-	-	-	86
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1565	-	-	-	737
Stage 1	-	-	-	-	867
Stage 2	-	-	-	-	927
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1558	-	-	-	713
Mov Cap-2 Maneuver	-	-	-	-	713
Stage 1	-	-	-	-	843
Stage 2	-	-	-	-	922

Approach	EB	WB	SB
HCM Control Delay, s	4.9	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	721
HCM Lane V/C Ratio	0.023	-	-	-	0.191
HCM Control Delay (s)	7.4	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Lanes, Volumes, Timings  
7: Quarry Rd. & I-15 SB Ramps

2040 Without Project AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	120	11	9	213	8	7
Future Volume (vph)	120	11	9	213	8	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
7: Quarry Rd. & I-15 SB Ramps

2040 Without Project AM Peak Hour

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↓
Traffic Vol, veh/h	120	11	9	213	8	7
Future Vol, veh/h	120	11	9	213	8	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	167	15	13	296	11	10

















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	193	161	0	0	309
Stage 1	161	-	-	-	-
Stage 2	32	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	796	884	-	-	1252
Stage 1	868	-	-	-	-
Stage 2	991	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	789	884	-	-	1252
Mov Cap-2 Maneuver	789	-	-	-	-
Stage 1	868	-	-	-	-
Stage 2	982	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	4.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	796	1252
HCM Lane V/C Ratio	-	-	0.229	0.009
HCM Control Delay (s)	-	-	10.9	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0

Lanes, Volumes, Timings  
8: Navajo Rd. & Johnson Rd.

2040 Without Project AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	238	54	31	122	140	24	235	35	124	212	268
Future Volume (vph)	258	238	54	31	122	140	24	235	35	124	212	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			30	
Link Distance (ft)		5314			5302			2660			273	
Travel Time (s)		80.5			80.3			40.3			6.2	
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
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											



Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	258	238	54	31	122	140	24	235	35	124	212	268
Future Vol, veh/h	258	238	54	31	122	140	24	235	35	124	212	268
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	280	259	59	34	133	152	26	255	38	135	230	291

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	285	0	0	318	0	0	1387	1202	289	1272	1155	209
Stage 1	-	-	-	-	-	-	849	849	-	277	277	-
Stage 2	-	-	-	-	-	-	538	353	-	995	878	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1277	-	-	1242	-	-	120	~ 185	750	144	~ 197	831
Stage 1	-	-	-	-	-	-	356	377	-	729	681	-
Stage 2	-	-	-	-	-	-	527	631	-	295	366	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	1242	-	-	-	~ 131	750	-	~ 139	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 131	-	-	~ 139	-
Stage 1	-	-	-	-	-	-	261	276	-	534	659	-
Stage 2	-	-	-	-	-	-	215	610	-	~ 15	268	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4			0.8								
HCM LOS							-			-		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1277	-	-	1242	-	-	-
HCM Lane V/C Ratio	-	0.22	-	-	0.027	-	-	-
HCM Control Delay (s)	-	8.6	0	-	8	0	-	-
HCM Lane LOS	-	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	-	0.8	-	-	0.1	-	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
8: Navajo Rd. & Johnson Rd.

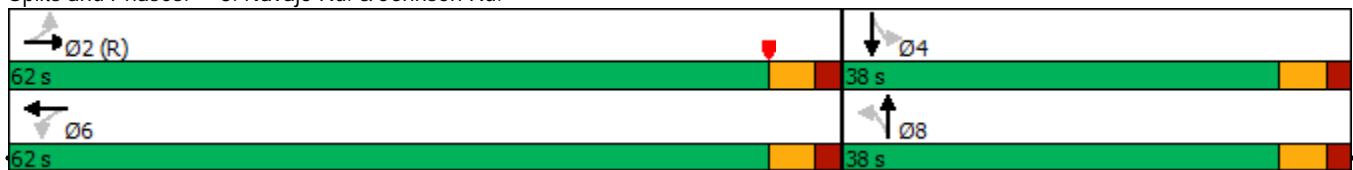
2040 Without Project AM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	238	54	31	122	140	24	235	35	124	212	268
Future Volume (vph)	258	238	54	31	122	140	24	235	35	124	212	268
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			30	
Link Distance (ft)		5314			5302			2660			490	
Travel Time (s)		80.5			80.3			40.3			11.1	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	62.0	62.0		62.0	62.0		38.0	38.0		38.0	38.0	
Total Split (%)	62.0%	62.0%		62.0%	62.0%		38.0%	38.0%		38.0%	38.0%	
Maximum Green (s)	56.5	56.5		56.5	56.5		32.5	32.5		32.5	32.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	

Intersection Summary





















Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 99 (99%), Referenced to phase 2:EBTL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Navajo Rd. & Johnson Rd.



















HCM 6th Signalized Intersection Summary  
8: Navajo Rd. & Johnson Rd.

2040 Without Project AM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	238	54	31	122	140	24	235	35	124	212	268
Future Volume (veh/h)	258	238	54	31	122	140	24	235	35	124	212	268
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	280	259	59	34	133	152	26	255	38	135	230	291
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	609	1629	365	596	1004	893	218	1009	149	370	577	513
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.65	0.65	0.65	0.35	0.35	0.35
Sat Flow, veh/h	1035	2884	645	1005	1777	1581	834	3106	457	1026	1777	1578
Grp Volume(v), veh/h	280	158	160	34	133	152	26	145	148	135	230	291
Grp Sat Flow(s),veh/h/ln	1035	1777	1752	1005	1777	1581	834	1777	1786	1026	1777	1578
Q Serve(g_s), s	17.8	4.2	4.4	1.7	3.5	4.6	2.2	3.4	3.5	10.5	9.8	14.9
Cycle Q Clear(g_c), s	22.5	4.2	4.4	6.1	3.5	4.6	17.1	3.4	3.5	14.0	9.8	14.9
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	609	1004	990	596	1004	893	218	577	580	370	577	513
V/C Ratio(X)	0.46	0.16	0.16	0.06	0.13	0.17	0.12	0.25	0.26	0.37	0.40	0.57
Avail Cap(c_a), veh/h	609	1004	990	596	1004	893	218	577	580	370	577	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.08	1.08	1.08
Upstream Filter(I)	0.80	0.80	0.80	0.79	0.79	0.79	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	10.4	10.4	11.9	10.2	10.5	20.0	12.4	12.4	27.9	25.1	26.8
Incr Delay (d2), s/veh	2.0	0.3	0.3	0.0	0.0	0.1	1.1	1.0	1.1	2.8	2.0	4.5
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	4.1	1.5	1.6	0.3	1.2	1.4	0.4	1.4	1.4	2.8	4.3	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	10.7	10.7	11.9	10.3	10.5	21.1	13.4	13.5	30.6	27.1	31.3
LnGrp LOS	B	B	B	B	B	B	C	B	B	C	C	C
Approach Vol, veh/h		598			319			319			656	
Approach Delay, s/veh		14.0			10.6			14.1			29.7	
Approach LOS		B			B			B			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.0		38.0		62.0		38.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		56.5		32.5		56.5		32.5				
Max Q Clear Time (g_c+I1), s		24.5		16.9		8.1		19.1				
Green Ext Time (p_c), s		3.1		3.6		1.8		1.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				18.9								
HCM 6th LOS				B								

Lanes, Volumes, Timings  
 9: Navajo Rd. & Lafayette St.

2040 Without Project AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	396	66	67	345	20	83	61	68	22	62	165
Future Volume (vph)	185	396	66	67	345	20	83	61	68	22	62	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2581			1226			3048			2660	
Travel Time (s)		39.1			18.6			46.2			40.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	854.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	185	396	66	67	345	20	83	61	68	22	62	165
Future Vol, veh/h	185	396	66	67	345	20	83	61	68	22	62	165
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	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	195	417	69	71	363	21	87	64	72	23	65	174

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	664	508	152	715	559	100	239	0	0	136	0	0
Stage 1	198	198	-	274	274	-	-	-	-	-	-	-
Stage 2	466	310	-	441	285	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	374	468	894	346	438	956	1328	-	-	1448	-	-
Stage 1	804	737	-	732	683	-	-	-	-	-	-	-
Stage 2	577	659	-	595	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 73	426	894	~ 29	399	956	1328	-	-	1448	-	-
Mov Cap-2 Maneuver	~ 73	426	-	~ 29	399	-	-	-	-	-	-	-
Stage 1	747	723	-	680	635	-	-	-	-	-	-	-
Stage 2	224	612	-	228	663	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, \$	1275.7		1134.1		3.1		0.7	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1328	-	-	183	135	1448	-
HCM Lane V/C Ratio	0.066	-	-	3.722	3.368	0.016	-
HCM Control Delay (s)	7.9	0	\$ 1275.7	\$ 1134.1	7.5	0	-
HCM Lane LOS	A	A	-	F	F	A	A
HCM 95th %tile Q(veh)	0.2	-	-	66.1	43.9	0	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
9: Navajo Rd. & Lafayette St.

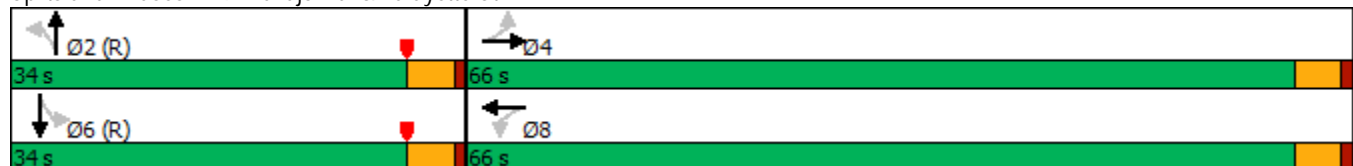
2040 Without Project AM Peak Hour  
With Improvements

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	185	396	66	67	345	20	83	61	68	22	62	165
Future Volume (vph)	185	396	66	67	345	20	83	61	68	22	62	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2581			1226			3048			2660	
Travel Time (s)		39.1			18.6			46.2			40.3	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	66.0	66.0		66.0	66.0		34.0	34.0		34.0	34.0	
Total Split (%)	66.0%	66.0%		66.0%	66.0%		34.0%	34.0%		34.0%	34.0%	
Maximum Green (s)	61.5	61.5		61.5	61.5		29.5	29.5		29.5	29.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	

Intersection Summary

















Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated

Splits and Phases: 9: Navajo Rd. & Lafayette St.



















HCM 6th Signalized Intersection Summary  
 9: Navajo Rd. & Lafayette St.

2040 Without Project AM Peak Hour  
 With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	396	66	67	345	20	83	61	68	22	62	165
Future Volume (veh/h)	185	396	66	67	345	20	83	61	68	22	62	165
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	417	69	71	363	21	87	64	72	23	65	174
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	668	120	153	891	57	501	405	488	241	658	731
Arrive On Green	0.41	0.41	0.41	0.40	0.40	0.40	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	576	1663	298	261	2218	143	859	797	959	385	1295	1438
Grp Volume(v), veh/h	300	0	381	208	0	247	108	0	115	88	0	174
Grp Sat Flow(s),veh/h/ln	890	0	1647	946	0	1676	1089	0	1526	1680	0	1438
Q Serve(g_s), s	23.4	0.0	17.8	7.7	0.0	10.3	4.6	0.0	4.0	0.0	0.0	6.8
Cycle Q Clear(g_c), s	33.7	0.0	17.8	25.4	0.0	10.3	11.3	0.0	4.0	2.4	0.0	6.8
Prop In Lane	0.65		0.18	0.34		0.09	0.80		0.63	0.26		1.00
Lane Grp Cap(c), veh/h	417	0	662	428	0	673	618	0	776	899	0	731
V/C Ratio(X)	0.72	0.00	0.58	0.49	0.00	0.37	0.18	0.00	0.15	0.10	0.00	0.24
Avail Cap(c_a), veh/h	671	0	1013	721	0	1031	618	0	776	899	0	731
HCM Platoon Ratio	1.03	1.03	1.03	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	1.00	1.00	0.00	1.00	0.92	0.00	0.92
Uniform Delay (d), s/veh	32.1	0.0	22.8	26.3	0.0	21.0	16.2	0.0	13.1	12.7	0.0	13.8
Incr Delay (d2), s/veh	2.4	0.0	0.8	0.9	0.0	0.3	0.6	0.0	0.4	0.2	0.0	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	6.6	0.0	6.5	4.2	0.0	3.8	1.5	0.0	1.3	1.0	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	0.0	23.5	27.1	0.0	21.3	16.8	0.0	13.5	12.9	0.0	14.5
LnGrp LOS	C	A	C	C	A	C	B	A	B	B	A	B
Approach Vol, veh/h		681			455			223			262	
Approach Delay, s/veh		28.4			24.0			15.1			13.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.3		44.7		55.3		44.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.5		61.5		29.5		61.5				
Max Q Clear Time (g_c+I1), s		13.3		35.7		8.8		27.4				
Green Ext Time (p_c), s		1.0		4.5		1.4		2.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				23.0								
HCM 6th LOS				C								

Lanes, Volumes, Timings  
10: Central Rd. & Johnson Rd.

2040 Without Project AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	251	50	175	50	50	50	139	383	50	50	324	241
Future Volume (vph)	251	50	175	50	50	50	139	383	50	50	324	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			31.4			14.4	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											



Intersection												
Int Delay, s/veh	545.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	251	50	175	50	50	50	139	383	50	50	324	241
Future Vol, veh/h	251	50	175	50	50	50	139	383	50	50	324	241
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	264	53	184	53	53	53	146	403	53	53	341	254

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1349	1322	468	1415	1423	430	595	0	0	456	0	0
Stage 1	574	574	-	722	722	-	-	-	-	-	-	-
Stage 2	775	748	-	693	701	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 128	156	595	115	136	625	981	-	-	1105	-	-
Stage 1	504	503	-	418	431	-	-	-	-	-	-	-
Stage 2	391	420	-	434	441	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 56	115	595	~ 42	101	625	981	-	-	1105	-	-
Mov Cap-2 Maneuver	~ 56	115	-	~ 42	101	-	-	-	-	-	-	-
Stage 1	403	465	-	334	344	-	-	-	-	-	-	-
Stage 2	~ 242	336	-	246	408	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, \$	1911.9		509.8		2.3		0.7	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	981	-	-	89	85	1105	-	-
HCM Lane V/C Ratio	0.149	-	-	5.038	1.858	0.048	-	-
HCM Control Delay (s)	9.3	0	\$ 1911.9	\$ 509.8	8.4	-	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	48.4	13.5	0.1	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
10: Central Rd. & Johnson Rd.

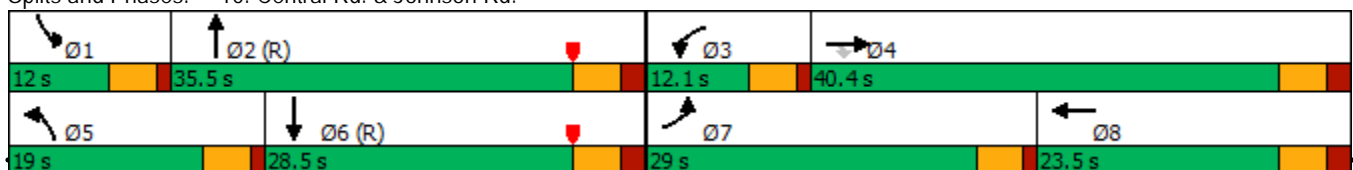
2040 Without Project AM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	251	50	175	50	50	50	139	383	50	50	324	241
Future Volume (vph)	251	50	175	50	50	50	139	383	50	50	324	241
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			31.4			14.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.5	23.5	23.5	9.5	23.5		10.0	23.5		10.0	23.5	
Total Split (s)	29.0	40.4	40.4	12.1	23.5		19.0	35.5		12.0	28.5	
Total Split (%)	29.0%	40.4%	40.4%	12.1%	23.5%		19.0%	35.5%		12.0%	28.5%	
Maximum Green (s)	24.5	34.9	34.9	7.6	18.0		14.5	30.0		7.5	23.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5		4.5	5.5		4.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5	5		5			5			5	

Intersection Summary























Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated

Splits and Phases: 10: Central Rd. & Johnson Rd.



HCM 6th Signalized Intersection Summary  
10: Central Rd. & Johnson Rd.

2040 Without Project AM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	50	175	50	50	50	139	383	50	50	324	241
Future Volume (veh/h)	251	50	175	50	50	50	139	383	50	50	324	241
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	264	53	184	53	53	53	146	403	53	53	341	254
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	464	391	67	94	94	176	1494	195	67	799	583
Arrive On Green	0.18	0.25	0.25	0.04	0.11	0.11	0.10	0.47	0.47	0.04	0.41	0.41
Sat Flow, veh/h	1688	1870	1575	1688	852	852	1688	3158	413	1688	1955	1428
Grp Volume(v), veh/h	264	53	184	53	0	106	146	226	230	53	309	286
Grp Sat Flow(s),veh/h/ln	1688	1870	1575	1688	0	1703	1688	1777	1794	1688	1777	1607
Q Serve(g_s), s	15.3	2.2	9.9	3.1	0.0	5.9	8.5	7.7	7.8	3.1	12.5	12.8
Cycle Q Clear(g_c), s	15.3	2.2	9.9	3.1	0.0	5.9	8.5	7.7	7.8	3.1	12.5	12.8
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.23	1.00		0.89
Lane Grp Cap(c), veh/h	298	464	391	67	0	188	176	841	848	67	726	656
V/C Ratio(X)	0.88	0.11	0.47	0.79	0.00	0.56	0.83	0.27	0.27	0.79	0.43	0.44
Avail Cap(c_a), veh/h	413	653	550	128	0	307	245	841	848	127	726	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	29.1	32.0	47.6	0.0	42.2	43.9	15.9	15.9	47.6	21.2	21.3
Incr Delay (d2), s/veh	15.2	0.1	0.9	18.7	0.0	2.6	15.3	0.8	0.8	18.8	1.8	2.1
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	7.3	1.0	3.7	1.6	0.0	2.5	4.2	3.0	3.1	1.6	5.2	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	29.2	32.9	66.4	0.0	44.8	59.3	16.7	16.7	66.4	23.0	23.4
LnGrp LOS	E	C	C	E	A	D	E	B	B	E	C	C
Approach Vol, veh/h		501			159			602			648	
Approach Delay, s/veh		44.3			52.0			27.0			26.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	52.8	8.5	30.3	14.9	46.3	22.2	16.6				
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	4.5	5.5				
Max Green Setting (Gmax), s	7.5	30.0	7.6	34.9	14.5	23.0	24.5	18.0				
Max Q Clear Time (g_c+I1), s	5.1	9.8	5.1	11.9	10.5	14.8	17.3	7.9				
Green Ext Time (p_c), s	0.0	2.3	0.0	0.8	0.1	2.1	0.4	0.3				

Intersection Summary

HCM 6th Ctrl Delay	33.5
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.

Lanes, Volumes, Timings  
 11: Dale Evans Pkwy. & Burbank Av.

2040 Without Project AM Peak Hour  
 With Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	1163	5	5	772
Future Volume (vph)	5	5	1163	5	5	772
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	305		1886			1385
Travel Time (s)	6.9		23.4			17.2
Confl. Peds. (#/hr)	5	5		5	5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↕	
Traffic Vol, veh/h	5	5	1163	5	5	772
Future Vol, veh/h	5	5	1163	5	5	772
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	1224	5	5	813

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1654	625	0	0	1234
Stage 1	1232	-	-	-	-
Stage 2	422	-	-	-	-
Critical Hdwy	5.9	6	-	-	4.14
Critical Hdwy Stg 1	5	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-
Follow-up Hdwy	3.3	3	-	-	2.22
Pot Cap-1 Maneuver	141	543	-	-	560
Stage 1	329	-	-	-	-
Stage 2	732	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	137	538	-	-	557
Mov Cap-2 Maneuver	137	-	-	-	-
Stage 1	327	-	-	-	-
Stage 2	717	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	218	557
HCM Lane V/C Ratio	-	-	0.048	0.009
HCM Control Delay (s)	-	-	22.4	11.5
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.2	0

Lanes, Volumes, Timings  
 12: Dachsund Av. & Lafayette St.

2040 Without Project AM Peak Hour  
 With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↘
Traffic Volume (vph)	639	70	35	499	80	35
Future Volume (vph)	639	70	35	499	80	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1800	1900
Storage Length (ft)		0	0		150	0
Storage Lanes		0	0		1	1
Taper Length (ft)			0		60	
Link Speed (mph)	45			45	30	
Link Distance (ft)	281			2581	276	
Travel Time (s)	4.3			39.1	6.3	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	639	70	35	499	80	35
Future Vol, veh/h	639	70	35	499	80	35
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	673	74	37	525	84	37

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	752	0	1057 384
Stage 1	-	-	-	-	715 -
Stage 2	-	-	-	-	342 -
Critical Hdwy	-	-	4.14	-	6.2 6
Critical Hdwy Stg 1	-	-	-	-	5 -
Critical Hdwy Stg 2	-	-	-	-	5 -
Follow-up Hdwy	-	-	2.22	-	3.3 3
Pot Cap-1 Maneuver	-	-	853	-	276 739
Stage 1	-	-	-	-	551 -
Stage 2	-	-	-	-	790 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	849	-	256 732
Mov Cap-2 Maneuver	-	-	-	-	256 -
Stage 1	-	-	-	-	548 -
Stage 2	-	-	-	-	738 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	21.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	256	732	-	-	849	-
HCM Lane V/C Ratio	0.329	0.05	-	-	0.043	-
HCM Control Delay (s)	25.8	10.2	-	-	9.4	0.3
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	1.4	0.2	-	-	0.1	-

Lanes, Volumes, Timings  
 13: Dachsund Av. & Burbank Av.

2040 Without Project AM Peak Hour  
 With Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	110	100	5
Future Volume (vph)	5	5	5	110	100	5
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	463			866	246	
Travel Time (s)	10.5			19.7	5.6	
Confl. Peds. (#/hr)	5	5	5			5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					



Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	5	5	5	110	100	5
Future Vol, veh/h	5	5	5	110	100	5
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	5	116	105	5
























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	244	118	115	0	-	0
Stage 1	113	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	744	934	1474	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	734	925	1467	-	-	-
Mov Cap-2 Maneuver	734	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1467	-	819	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings  
 1: Dale Evans Pkwy. & Johnson Rd.

2040 Without Project PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	347	236	460	279	81	69	197	461	109	465	17
Future Volume (vph)	12	347	236	460	279	81	69	197	461	109	465	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		165	100		0	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			1074	
Travel Time (s)		115.4			80.5			32.5			13.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	274.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶	↶	↷	↶	↶	↷	↷
Traffic Vol, veh/h	12	347	236	460	279	81	69	197	461	109	465	17
Future Vol, veh/h	12	347	236	460	279	81	69	197	461	109	465	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	365	248	484	294	85	73	207	485	115	489	18
Number of Lanes	1	1	0	1	1	1	1	1	1	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	486.4	203.6	174.3	283.9
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	60%	0%	100%	0%	0%	96%
Vol Right, %	0%	0%	100%	0%	40%	0%	0%	100%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	197	461	12	583	460	279	81	109	482
LT Vol	69	0	0	12	0	460	0	0	109	0
Through Vol	0	197	0	0	347	0	279	0	0	465
RT Vol	0	0	461	0	236	0	0	81	0	17
Lane Flow Rate	73	207	485	13	614	484	294	85	115	507
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.239	0.653	1.434	0.044	2.007	1.564	0.908	0.247	0.39	1.649
Departure Headway (Hd)	15.994	15.448	14.683	14.75	13.917	15.971	15.424	14.657	14.965	14.398
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	226	236	252	244	270	232	238	247	242	259
Service Time	13.694	13.148	12.383	12.45	11.617	13.671	13.124	12.357	12.665	12.098
HCM Lane V/C Ratio	0.323	0.877	1.925	0.053	2.274	2.086	1.235	0.344	0.475	1.958
HCM Control Delay	23.6	43.2	252.9	18.1	496	310.9	79.5	22.1	26.9	342
HCM Lane LOS	C	E	F	C	F	F	F	C	D	F
HCM 95th-tile Q	0.9	4	19.9	0.1	37.7	21.9	7.7	0.9	1.8	26.2

Lanes, Volumes, Timings  
1: Dale Evans Pkwy. & Johnson Rd.

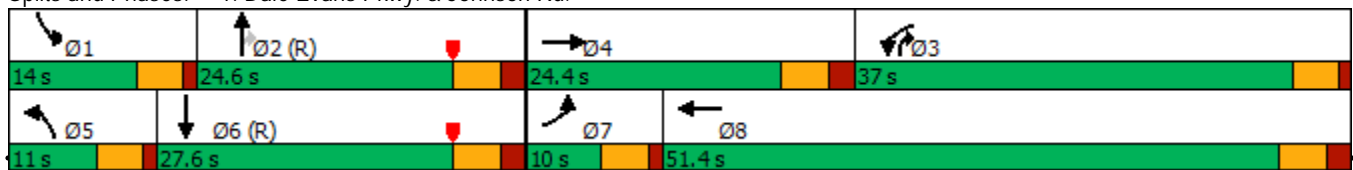
2040 Without Project PM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	347	236	460	279	81	69	197	461	109	465	17
Future Volume (vph)	12	347	236	460	279	81	69	197	461	109	465	17
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		165	100		150	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			528	
Travel Time (s)		115.4			80.5			32.5			6.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases						Free			2			
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	5.0	5.0	10.0	
Minimum Split (s)	10.0	23.5		10.0	23.5		10.0	23.5	10.0	10.0	23.5	
Total Split (s)	10.0	24.4		37.0	51.4		11.0	24.6	37.0	14.0	27.6	
Total Split (%)	10.0%	24.4%		37.0%	51.4%		11.0%	24.6%	37.0%	14.0%	27.6%	
Maximum Green (s)	5.5	18.9		32.5	45.9		6.5	19.1	32.5	9.5	22.1	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0	1.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	5.5		4.5	5.5		4.5	5.5	4.5	4.5	5.5	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	

Intersection Summary
























Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Dale Evans Pkwy. & Johnson Rd.



HCM 6th Signalized Intersection Summary  
 1: Dale Evans Pkwy. & Johnson Rd.

2040 Without Project PM Peak Hour  
 With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	347	236	460	279	81	69	197	461	109	465	17
Future Volume (veh/h)	12	347	236	460	279	81	69	197	461	109	465	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		0.99	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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	13	365	248	484	294	0	73	207	485	115	489	18
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	384	257	513	1826		92	757	818	141	846	31
Arrive On Green	0.02	0.19	0.19	0.30	0.49	0.00	0.02	0.07	0.07	0.08	0.24	0.24
Sat Flow, veh/h	1688	2032	1358	1688	3741	1585	1688	3554	1574	1688	3495	128
Grp Volume(v), veh/h	13	318	295	484	294	0	73	207	485	115	248	259
Grp Sat Flow(s),veh/h/ln	1688	1777	1613	1688	1870	1585	1688	1777	1574	1688	1777	1846
Q Serve(g_s), s	0.8	17.7	18.1	28.0	4.4	0.0	4.3	5.5	5.2	6.7	12.3	12.4
Cycle Q Clear(g_c), s	0.8	17.7	18.1	28.0	4.4	0.0	4.3	5.5	5.2	6.7	12.3	12.4
Prop In Lane	1.00		0.84	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	26	336	305	513	1826		92	757	818	141	430	447
V/C Ratio(X)	0.51	0.95	0.97	0.94	0.16		0.79	0.27	0.59	0.81	0.58	0.58
Avail Cap(c_a), veh/h	93	336	305	548	1826		110	757	818	160	430	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.99	0.99	0.00	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	40.1	40.2	33.9	14.2	0.0	48.5	39.1	6.9	45.1	33.4	33.4
Incr Delay (d2), s/veh	11.2	29.7	35.8	24.1	0.0	0.0	20.5	0.6	2.3	24.2	5.6	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	10.1	9.9	14.1	1.7	0.0	2.3	2.4	3.4	3.6	5.6	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	69.8	76.0	58.0	14.3	0.0	69.0	39.8	9.2	69.3	39.0	38.8
LnGrp LOS	E	E	E	E	B		E	D	A	E	D	D
Approach Vol, veh/h		626			778			765			622	
Approach Delay, s/veh		72.5			41.5			23.2			44.5	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	26.8	35.9	24.4	10.0	29.7	6.0	54.3				
Change Period (Y+Rc), s	4.5	5.5	5.5	* 5.5	4.5	5.5	4.5	5.5				
Max Green Setting (Gmax), s	9.5	19.1	32.5	* 19	6.5	22.1	5.5	45.9				
Max Q Clear Time (g_c+I1), s	8.7	7.5	30.0	20.1	6.3	14.4	2.8	6.4				
Green Ext Time (p_c), s	0.0	2.3	0.4	0.0	0.0	1.6	0.0	1.8				

Intersection Summary





















HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings  
 2: Dale Evans Pkwy. & Lafayette St.

2040 Without Project PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	263	124	216	436	107	241	397	302	108	847	206
Future Volume (vph)	223	263	124	216	436	107	241	397	302	108	847	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		400	415		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		30			45			55				55
Link Distance (ft)		462			344			1385				2620
Travel Time (s)		10.5			5.2			17.2				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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free				Free
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th TWSC  
2: Dale Evans Pkwy. & Lafayette St.

2040 Without Project PM Peak Hour

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↑	↑	↑	↑	↑	
Traffic Vol, veh/h	223	263	124	216	436	107	241	397	302	108	847	206
Future Vol, veh/h	223	263	124	216	436	107	241	397	302	108	847	206
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	-	-	-	-	-	-	150	-	400	415	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	235	277	131	227	459	113	254	418	318	114	892	217

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2600	2473	1001	2359	2263	418	1109	0	0	736	0	0
Stage 1	1229	1229	-	926	926	-	-	-	-	-	-	-
Stage 2	1371	1244	-	1433	1337	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 16	~ 30	295	~ 25	~ 41	635	630	-	-	870	-	-
Stage 1	~ 218	~ 250	-	322	~ 347	-	-	-	-	-	-	-
Stage 2	~ 181	~ 246	-	~ 166	~ 222	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 16	295	-	~ 21	635	630	-	-	870	-	-
Mov Cap-2 Maneuver	-	~ 16	-	-	~ 21	-	-	-	-	-	-	-
Stage 1	~ 130	~ 217	-	~ 192	~ 207	-	-	-	-	-	-	-
Stage 2	-	~ 147	-	-	~ 193	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s					3.7		0.9	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	630	-	-	-	870	-	-
HCM Lane V/C Ratio	0.403	-	-	-	0.131	-	-
HCM Control Delay (s)	14.5	-	-	-	9.8	-	-
HCM Lane LOS	B	-	-	-	A	-	-
HCM 95th %tile Q(veh)	1.9	-	-	-	0.4	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
2: Dale Evans Pkwy. & Lafayette St.

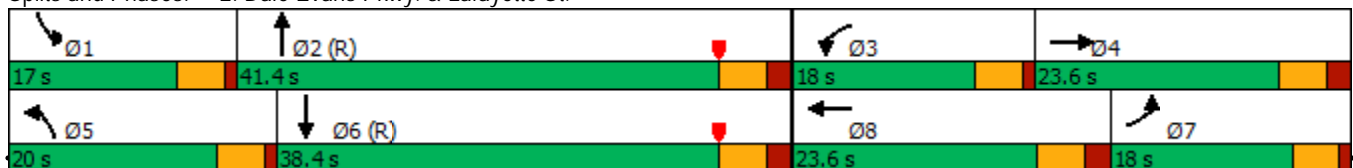
2040 Without Project PM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	263	124	216	436	107	241	397	302	108	847	206
Future Volume (vph)	223	263	124	216	436	107	241	397	302	108	847	206
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	200		0	150		0	415		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			60			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		634			344			1385			2620	
Travel Time (s)		14.4			5.2			17.2			32.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.5		10.0	23.5		10.0	23.5		10.0	23.5	
Total Split (s)	18.0	23.6		18.0	23.6		20.0	41.4		17.0	38.4	
Total Split (%)	18.0%	23.6%		18.0%	23.6%		20.0%	41.4%		17.0%	38.4%	
Maximum Green (s)	13.5	18.1		13.5	18.1		15.5	35.9		12.5	32.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.5		4.5	5.5		4.5	5.5		4.5	5.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 26 (26%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated





















Splits and Phases: 2: Dale Evans Pkwy. & Lafayette St.





















HCM 6th Signalized Intersection Summary  
2: Dale Evans Pkwy. & Lafayette St.

2040 Without Project PM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	263	124	216	436	107	241	397	302	108	847	206
Future Volume (veh/h)	223	263	124	216	436	107	241	397	302	108	847	206
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	235	277	131	227	459	113	254	418	318	114	892	217
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	449	207	228	510	125	262	1383	1044	139	1828	444
Arrive On Green	0.14	0.19	0.19	0.14	0.18	0.18	0.16	0.72	0.72	0.16	1.00	1.00
Sat Flow, veh/h	1688	2358	1084	1688	2826	690	1688	1927	1455	1688	2833	689
Grp Volume(v), veh/h	235	207	201	227	287	285	254	385	351	114	559	550
Grp Sat Flow(s),veh/h/ln	1688	1777	1665	1688	1777	1739	1688	1777	1605	1688	1777	1745
Q Serve(g_s), s	13.5	10.7	11.1	13.4	15.8	16.0	15.0	7.8	7.9	6.5	0.0	0.0
Cycle Q Clear(g_c), s	13.5	10.7	11.1	13.4	15.8	16.0	15.0	7.8	7.9	6.5	0.0	0.0
Prop In Lane	1.00		0.65	1.00		0.40	1.00		0.91	1.00		0.39
Lane Grp Cap(c), veh/h	228	339	317	228	321	314	262	1276	1152	139	1147	1126
V/C Ratio(X)	1.03	0.61	0.63	1.00	0.90	0.91	0.97	0.30	0.30	0.82	0.49	0.49
Avail Cap(c_a), veh/h	228	339	317	228	322	315	262	1276	1152	211	1147	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	43.2	37.1	37.3	43.2	40.0	40.1	42.0	5.1	5.1	41.0	0.0	0.0
Incr Delay (d2), s/veh	68.1	3.2	4.1	58.5	25.8	28.2	47.5	0.6	0.7	9.3	0.9	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	9.9	4.9	4.8	9.1	8.9	9.0	9.3	2.1	1.9	2.7	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.3	40.3	41.3	101.8	65.9	68.4	89.5	5.7	5.8	50.4	0.9	1.0
LnGrp LOS	F	D	D	F	E	E	F	A	A	D	A	A
Approach Vol, veh/h		643			799			990			1223	
Approach Delay, s/veh		66.6			77.0			27.2			5.6	
Approach LOS		E			E			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	78.3	18.0	24.6	20.0	71.0	19.0	23.6				
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5				
Max Green Setting (Gmax), s	12.5	35.9	13.5	18.1	15.5	32.9	13.5	* 18				
Max Q Clear Time (g_c+I1), s	8.5	9.9	15.4	13.1	17.0	2.0	15.5	18.0				
Green Ext Time (p_c), s	0.1	4.2	0.0	1.1	0.0	7.2	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											37.8	
HCM 6th LOS											D	
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Lanes, Volumes, Timings  
 3: Dale Evans Pkwy. & Corwin Rd.

2040 Without Project PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	18	14	33	30	14	8	546	25	14	707	105
Future Volume (vph)	85	18	14	33	30	14	8	546	25	14	707	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	118.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	85	18	14	33	30	14	8	546	25	14	707	105
Future Vol, veh/h	85	18	14	33	30	14	8	546	25	14	707	105
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	89	19	15	35	32	15	8	575	26	15	744	111
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14	13	52.5	189.9
HCM LOS	B	B	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %		1%	73%	43%	2%
Vol Thru, %		94%	15%	39%	86%
Vol Right, %		4%	12%	18%	13%
Sign Control		Stop	Stop	Stop	Stop
Traffic Vol by Lane		579	117	77	826
LT Vol		8	85	33	14
Through Vol		546	18	30	707
RT Vol		25	14	14	105
Lane Flow Rate		609	123	81	869
Geometry Grp		1	1	1	1
Degree of Util (X)		0.96	0.255	0.17	1.36
Departure Headway (Hd)		6.155	8.184	8.346	5.632
Convergence, Y/N		Yes	Yes	Yes	Yes
Cap		591	442	433	643
Service Time		4.155	6.184	6.346	3.681
HCM Lane V/C Ratio		1.03	0.278	0.187	1.351
HCM Control Delay		52.5	14	13	189.9
HCM Lane LOS		F	B	B	F
HCM 95th-tile Q		13.1	1	0.6	37.2

Lanes, Volumes, Timings  
3: Dale Evans Pkwy. & Corwin Rd.

2040 Without Project PM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	18	14	33	30	14	8	546	25	14	707	105
Future Volume (vph)	85	18	14	33	30	14	8	546	25	14	707	105
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	19.0	29.0		13.0	23.0		10.0	47.0		11.0	48.0	
Total Split (%)	19.0%	29.0%		13.0%	23.0%		10.0%	47.0%		11.0%	48.0%	
Maximum Green (s)	14.5	24.5		8.5	18.5		5.5	42.5		6.5	43.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	

Intersection Summary






















Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Dale Evans Pkwy. & Corwin Rd.



HCM 6th Signalized Intersection Summary  
3: Dale Evans Pkwy. & Corwin Rd.

2040 Without Project PM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	18	14	33	30	14	8	546	25	14	707	105
Future Volume (veh/h)	85	18	14	33	30	14	8	546	25	14	707	105
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		0.98	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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	89	19	15	35	32	15	8	575	26	15	744	111
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	201	140	52	157	68	17	2323	105	29	2102	313
Arrive On Green	0.07	0.10	0.10	0.03	0.07	0.07	0.01	0.67	0.67	0.02	0.68	0.68
Sat Flow, veh/h	1688	1992	1382	1688	2396	1036	1688	3462	156	1688	3100	462
Grp Volume(v), veh/h	89	17	17	35	23	24	8	295	306	15	426	429
Grp Sat Flow(s),veh/h/ln	1688	1777	1597	1688	1777	1655	1688	1777	1842	1688	1777	1786
Q Serve(g_s), s	5.2	0.9	1.0	2.1	1.2	1.4	0.5	6.5	6.6	0.9	10.2	10.2
Cycle Q Clear(g_c), s	5.2	0.9	1.0	2.1	1.2	1.4	0.5	6.5	6.6	0.9	10.2	10.2
Prop In Lane	1.00		0.87	1.00		0.63	1.00		0.08	1.00		0.26
Lane Grp Cap(c), veh/h	113	180	161	52	116	108	17	1192	1236	29	1205	1211
V/C Ratio(X)	0.79	0.09	0.11	0.67	0.20	0.22	0.48	0.25	0.25	0.52	0.35	0.35
Avail Cap(c_a), veh/h	245	435	391	143	329	306	93	1192	1236	110	1205	1211
HCM Platoon Ratio	1.00	1.00	1.00	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	46.0	40.8	40.8	47.9	44.2	44.3	49.2	6.5	6.5	48.7	6.8	6.8
Incr Delay (d2), s/veh	11.6	0.2	0.3	13.6	0.8	1.0	19.4	0.5	0.5	13.9	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	2.4	0.4	0.4	1.0	0.5	0.6	0.3	2.0	2.1	0.5	3.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	41.0	41.1	61.6	45.1	45.3	68.6	7.0	7.0	62.6	7.6	7.6
LnGrp LOS	E	D	D	E	D	D	E	A	A	E	A	A
Approach Vol, veh/h		123			82			609			870	
Approach Delay, s/veh		53.0			52.2			7.8			8.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	71.6	7.6	14.6	5.5	72.3	11.2	11.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	42.5	8.5	24.5	5.5	43.5	14.5	18.5				
Max Q Clear Time (g_c+I1), s	2.9	8.6	4.1	3.0	2.5	12.2	7.2	3.4				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.1	0.0	5.0	0.1	0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				13.7								
HCM 6th LOS				B								

Lanes, Volumes, Timings  
 4: Stoddard Wells Rd. & Johnson Rd.

2040 Without Project PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	217	148	182	430	165	368
Future Volume (vph)	217	148	182	430	165	368
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	81.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	217	148	182	430	165	368
Future Vol, veh/h	217	148	182	430	165	368
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	228	156	192	453	174	387

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1154	419	0	0	645
Stage 1	419	-	-	-	-
Stage 2	735	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	~ 218	634	-	-	940
Stage 1	664	-	-	-	-
Stage 2	474	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 167	634	-	-	940
Mov Cap-2 Maneuver	~ 167	-	-	-	-
Stage 1	664	-	-	-	-
Stage 2	362	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s\$	331.8	0	3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	238	940
HCM Lane V/C Ratio	-	-	1.614	0.185
HCM Control Delay (s)	-	-	\$ 331.8	9.7
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	24.2	0.7

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
4: Stoddard Wells Rd. & Johnson Rd.

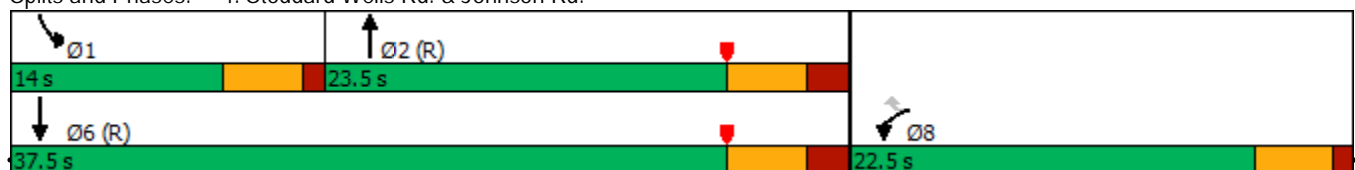
2040 Without Project PM Peak Hour  
With Improvements

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖	↑↔		↘	↕
Traffic Volume (vph)	217	148	182	430	165	368
Future Volume (vph)	217	148	182	430	165	368
Ideal Flow (vphpl)	1800	1900	1900	1900	1800	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	0				90	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Confl. Peds. (#/hr)	5	5		5	5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0		5.0	10.0
Minimum Split (s)	22.5	22.5	23.5		10.0	23.5
Total Split (s)	22.5	22.5	23.5		14.0	37.5
Total Split (%)	37.5%	37.5%	39.2%		23.3%	62.5%
Maximum Green (s)	18.0	18.0	18.0		9.5	32.0
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	2.0		1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	5.5		4.5	5.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)			7.0			
Flash Dont Walk (s)			11.0			
Pedestrian Calls (#/hr)			5			

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Stoddard Wells Rd. & Johnson Rd.





HCM 6th Signalized Intersection Summary  
4: Stoddard Wells Rd. & Johnson Rd.

















2040 Without Project PM Peak Hour  
With Improvements



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	217	148	182	430	165	368
Future Volume (veh/h)	217	148	182	430	165	368
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	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	1772	1870	1870	1870	1772	1870
Adj Flow Rate, veh/h	228	156	192	453	174	387
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	295	277	811	719	215	2340
Arrive On Green	0.17	0.17	0.46	0.46	0.13	0.66
Sat Flow, veh/h	1688	1585	1870	1576	1688	3647
Grp Volume(v), veh/h	228	156	192	453	174	387
Grp Sat Flow(s),veh/h/ln	1688	1585	1777	1576	1688	1777
Q Serve(g_s), s	7.7	5.4	4.0	13.2	6.0	2.5
Cycle Q Clear(g_c), s	7.7	5.4	4.0	13.2	6.0	2.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	295	277	811	719	215	2340
V/C Ratio(X)	0.77	0.56	0.24	0.63	0.81	0.17
Avail Cap(c_a), veh/h	506	476	811	719	267	2340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	22.7	9.9	12.4	25.5	3.9
Incr Delay (d2), s/veh	4.2	1.8	0.7	4.2	13.9	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	3.0	1.9	1.3	4.3	3.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	24.4	10.6	16.6	39.4	4.1
LnGrp LOS	C	C	B	B	D	A
Approach Vol, veh/h	384		645			561
Approach Delay, s/veh	26.5		14.8			15.0
Approach LOS	C		B			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.1	32.9			45.0	15.0
Change Period (Y+Rc), s	4.5	5.5			5.5	4.5
Max Green Setting (Gmax), s	9.5	18.0			32.0	18.0
Max Q Clear Time (g_c+I1), s	8.0	15.2			4.5	9.7
Green Ext Time (p_c), s	0.1	1.1			2.3	0.8
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			17.7			
HCM 6th LOS			B			

Lanes, Volumes, Timings  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 Without Project PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	99	47	3	512	41	2	26	18	378	3	28
Future Volume (vph)	8	99	47	3	512	41	2	26	18	378	3	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	150		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
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
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th TWSC  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 Without Project PM Peak Hour

Intersection												
Int Delay, s/veh	93.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	99	47	3	512	41	2	26	18	378	3	28
Future Vol, veh/h	8	99	47	3	512	41	2	26	18	378	3	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	108	51	3	557	45	2	28	20	411	3	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	602	0	0	159	0	0	754	760	134	762	763	580
Stage 1	-	-	-	-	-	-	152	152	-	586	586	-
Stage 2	-	-	-	-	-	-	602	608	-	176	177	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	975	-	-	1420	-	-	326	336	915	~ 322	334	514
Stage 1	-	-	-	-	-	-	850	772	-	496	497	-
Stage 2	-	-	-	-	-	-	486	486	-	826	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	975	-	-	1420	-	-	301	332	915	~ 292	330	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	332	-	~ 292	330	-
Stage 1	-	-	-	-	-	-	842	764	-	491	496	-
Stage 2	-	-	-	-	-	-	453	485	-	771	745	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	14.2	263.8
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	440	975	-	-	1420	-	-	301
HCM Lane V/C Ratio	0.114	0.009	-	-	0.002	-	-	1.477
HCM Control Delay (s)	14.2	8.7	0	-	7.5	0	-	263.8
HCM Lane LOS	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	24.7

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

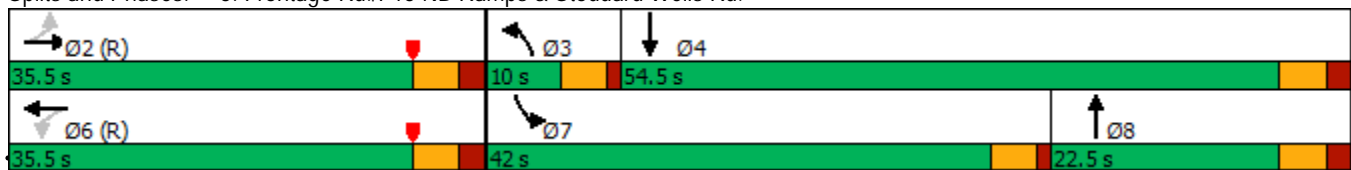
Lanes, Volumes, Timings  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 Without Project PM Peak Hour  
With Improvements

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↖	↖		↖	↖	
Traffic Volume (vph)	8	99	47	3	512	41	2	26	18	378	3	28
Future Volume (vph)	8	99	47	3	512	41	2	26	18	378	3	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	100		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30				30
Link Distance (ft)		889			1144			979				330
Travel Time (s)		13.5			17.3			22.3				7.5
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		10.0	22.5		10.0	22.5	
Total Split (s)	35.5	35.5		35.5	35.5		10.0	22.5		42.0	54.5	
Total Split (%)	35.5%	35.5%		35.5%	35.5%		10.0%	22.5%		42.0%	54.5%	
Maximum Green (s)	30.0	30.0		30.0	30.0		5.5	17.0		37.5	49.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5		4.5	5.5		4.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							




















**Intersection Summary**  
 Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.



HCM 6th Signalized Intersection Summary  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 Without Project PM Peak Hour  
 With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	99	47	3	512	41	2	26	18	378	3	28
Future Volume (veh/h)	8	99	47	3	512	41	2	26	18	378	3	28
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	1870	1870	1870	1870	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	12	150	71	5	776	62	3	39	27	573	5	42
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	802	374	38	1278	102	7	98	68	602	77	644
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.00	0.10	0.10	0.36	0.45	0.45
Sat Flow, veh/h	81	2044	954	5	3257	259	1688	1022	708	1688	171	1435
Grp Volume(v), veh/h	120	0	113	447	0	396	3	0	66	573	0	47
Grp Sat Flow(s),veh/h/ln	1556	0	1523	1867	0	1653	1688	0	1730	1688	0	1606
Q Serve(g_s), s	0.3	0.0	4.9	0.0	0.0	19.1	0.2	0.0	3.6	33.1	0.0	1.7
Cycle Q Clear(g_c), s	19.4	0.0	4.9	19.1	0.0	19.1	0.2	0.0	3.6	33.1	0.0	1.7
Prop In Lane	0.10		0.63	0.01		0.16	1.00		0.41	1.00		0.89
Lane Grp Cap(c), veh/h	650	0	598	769	0	649	7	0	166	602	0	720
V/C Ratio(X)	0.18	0.00	0.19	0.58	0.00	0.61	0.44	0.00	0.40	0.95	0.00	0.07
Avail Cap(c_a), veh/h	650	0	598	769	0	649	93	0	294	633	0	787
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.8	0.0	19.9	24.2	0.0	24.3	49.7	0.0	42.5	31.4	0.0	15.7
Incr Delay (d2), s/veh	0.6	0.0	0.7	3.2	0.0	4.2	39.8	0.0	1.5	24.0	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	1.8	0.0	1.7	8.5	0.0	7.7	0.1	0.0	1.6	17.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	0.0	20.6	27.4	0.0	28.5	89.5	0.0	44.0	55.4	0.0	15.7
LnGrp LOS	C	A	C	C	A	C	F	A	D	E	A	B
Approach Vol, veh/h		233			843			69			620	
Approach Delay, s/veh		20.5			27.9			46.0			52.4	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		44.8	4.9	50.3		44.8	40.1	15.1				
Change Period (Y+Rc), s		5.5	4.5	5.5		5.5	4.5	5.5				
Max Green Setting (Gmax), s		30.0	5.5	49.0		30.0	37.5	17.0				
Max Q Clear Time (g_c+I1), s		21.4	2.2	3.7		21.1	35.1	5.6				
Green Ext Time (p_c), s		0.7	0.0	0.3		3.2	0.6	0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			36.3									
HCM 6th LOS			D									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												

Lanes, Volumes, Timings  
6: Stoddard Wells Rd. & Quarry Rd.

2040 Without Project PM Peak Hour  
With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔↔	
Traffic Volume (vph)	25	26	34	508	128	12
Future Volume (vph)	25	26	34	508	128	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	0				0	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Confl. Peds. (#/hr)	5			5	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	25	26	34	508	128	12
Future Vol, veh/h	25	26	34	508	128	12
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	28	37	552	139	13










Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	42	0	-	0	391
Stage 1	-	-	-	-	318
Stage 2	-	-	-	-	73
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1565	-	-	-	585
Stage 1	-	-	-	-	710
Stage 2	-	-	-	-	941
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1558	-	-	-	569
Mov Cap-2 Maneuver	-	-	-	-	569
Stage 1	-	-	-	-	694
Stage 2	-	-	-	-	936

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	577
HCM Lane V/C Ratio	0.017	-	-	-	0.264
HCM Control Delay (s)	7.4	0	-	-	13.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Lanes, Volumes, Timings  
7: Quarry Rd. & I-15 SB Ramps

2040 Without Project PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	134	6	6	527	6	6
Future Volume (vph)	134	6	6	527	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					



Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↓
Traffic Vol, veh/h	134	6	6	527	6	6
Future Vol, veh/h	134	6	6	527	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	223	10	10	878	10	10

















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	479	449	0	0	888
Stage 1	449	-	-	-	-
Stage 2	30	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	545	610	-	-	763
Stage 1	643	-	-	-	-
Stage 2	993	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	538	610	-	-	763
Mov Cap-2 Maneuver	538	-	-	-	-
Stage 1	643	-	-	-	-
Stage 2	980	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	4.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	541	763
HCM Lane V/C Ratio	-	-	0.431	0.013
HCM Control Delay (s)	-	-	16.6	9.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.2	0

Lanes, Volumes, Timings  
8: Navajo Rd. & Johnson Rd.

2040 Without Project PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	354	43	75	203	113	23	127	67	152	183	278
Future Volume (vph)	177	354	43	75	203	113	23	127	67	152	183	278
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45				30
Link Distance (ft)		5314			5302			2660				273
Travel Time (s)		80.5			80.3			40.3				6.2
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
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop				Stop
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	177	354	43	75	203	113	23	127	67	152	183	278
Future Vol, veh/h	177	354	43	75	203	113	23	127	67	152	183	278
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	192	385	47	82	221	123	25	138	73	165	199	302

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	344	0	0	432	0	0	1490	1301	409	1345	1263	283
Stage 1	-	-	-	-	-	-	793	793	-	447	447	-
Stage 2	-	-	-	-	-	-	697	508	-	898	816	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1215	-	-	1128	-	-	102	161	642	~ 129	~ 170	756
Stage 1	-	-	-	-	-	-	382	400	-	591	573	-
Stage 2	-	-	-	-	-	-	431	539	-	334	391	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1215	-	-	1128	-	-	~ 116	642	-	~ 122	756	
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 116	-	-	~ 122	-	
Stage 1	-	-	-	-	-	-	302	316	-	467	521	-
Stage 2	-	-	-	-	-	-	145	490	-	~ 132	309	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.6	1.6		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1215	-	-	1128	-	-	-
HCM Lane V/C Ratio	-	0.158	-	-	0.072	-	-	-
HCM Control Delay (s)	-	8.5	0	-	8.4	0	-	-
HCM Lane LOS	-	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-	0.2	-	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
8: Navajo Rd. & Johnson Rd.

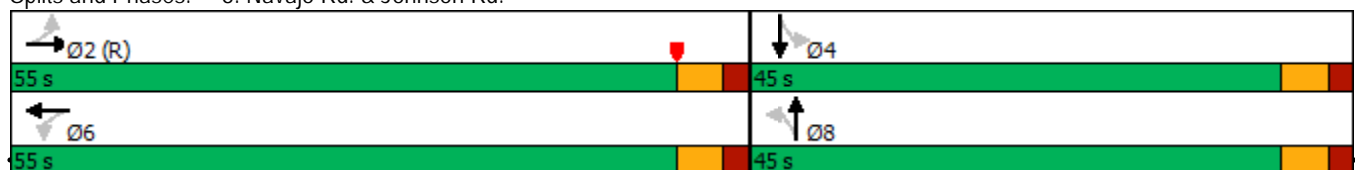
2040 Without Project PM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	354	43	75	203	113	23	127	67	152	183	278
Future Volume (vph)	177	354	43	75	203	113	23	127	67	152	183	278
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			30	
Link Distance (ft)		5314			5302			2660			490	
Travel Time (s)		80.5			80.3			40.3			11.1	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	55.0	55.0		55.0	55.0		45.0	45.0		45.0	45.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	49.5	49.5		49.5	49.5		39.5	39.5		39.5	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	

Intersection Summary





















Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 99 (99%), Referenced to phase 2:EBTL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated

Splits and Phases: 8: Navajo Rd. & Johnson Rd.



















HCM 6th Signalized Intersection Summary  
8: Navajo Rd. & Johnson Rd.

2040 Without Project PM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	354	43	75	203	113	23	127	67	152	183	278
Future Volume (veh/h)	177	354	43	75	203	113	23	127	67	152	183	278
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	192	385	47	82	221	123	25	138	73	165	199	302
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	501	1579	191	457	1106	591	286	904	453	447	702	624
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.13	0.13	0.13	0.40	0.40	0.40
Sat Flow, veh/h	981	3189	387	905	2233	1195	850	2290	1146	1107	1777	1579
Grp Volume(v), veh/h	192	213	219	82	174	170	25	105	106	165	199	302
Grp Sat Flow(s),veh/h/ln	981	1777	1799	905	1777	1651	850	1777	1659	1107	1777	1579
Q Serve(g_s), s	13.7	6.9	7.0	5.7	5.5	5.8	2.7	5.3	5.7	11.6	7.6	14.3
Cycle Q Clear(g_c), s	19.5	6.9	7.0	12.7	5.5	5.8	17.0	5.3	5.7	17.2	7.6	14.3
Prop In Lane	1.00		0.21	1.00		0.72	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	501	880	891	457	880	817	286	702	655	447	702	624
V/C Ratio(X)	0.38	0.24	0.25	0.18	0.20	0.21	0.09	0.15	0.16	0.37	0.28	0.48
Avail Cap(c_a), veh/h	501	880	891	457	880	817	286	702	655	447	702	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	14.5	14.5	18.2	14.1	14.2	40.3	28.6	28.8	25.7	20.6	22.6
Incr Delay (d2), s/veh	1.4	0.4	0.4	0.1	0.1	0.1	0.6	0.5	0.5	2.3	1.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.6	2.7	1.1	2.0	2.0	0.7	2.3	2.3	3.3	3.3	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	14.9	14.9	18.3	14.2	14.3	40.9	29.0	29.3	28.1	21.6	25.3
LnGrp LOS	C	B	B	B	B	B	D	C	C	C	C	C
Approach Vol, veh/h		624			426			236			666	
Approach Delay, s/veh		16.8			15.0			30.4			24.9	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		45.0		55.0		45.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		49.5		39.5		49.5		39.5				
Max Q Clear Time (g_c+I1), s		21.5		19.2		14.7		19.0				
Green Ext Time (p_c), s		3.4		3.9		2.4		1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				20.8								
HCM 6th LOS				C								

Lanes, Volumes, Timings  
 9: Navajo Rd. & Lafayette St.

2040 Without Project PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	246	108	75	371	24	64	89	73	20	80	155
Future Volume (vph)	103	246	108	75	371	24	64	89	73	20	80	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2581			1226			3048			2660	
Travel Time (s)		39.1			18.6			46.2			40.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	419.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	103	246	108	75	371	24	64	89	73	20	80	155
Future Vol, veh/h	103	246	108	75	371	24	64	89	73	20	80	155
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	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	108	259	114	79	391	25	67	94	77	21	84	163

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	683	513	166	661	556	133	247	0	0	171	0	0
Stage 1	208	208	-	267	267	-	-	-	-	-	-	-
Stage 2	475	305	-	394	289	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	363	465	878	376	439	916	1319	-	-	1406	-	-
Stage 1	794	730	-	738	688	-	-	-	-	-	-	-
Stage 2	570	662	-	631	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 45	431	878	162	407	916	1319	-	-	1406	-	-
Mov Cap-2 Maneuver	~ 45	431	-	162	407	-	-	-	-	-	-	-
Stage 1	749	717	-	696	649	-	-	-	-	-	-	-
Stage 2	208	624	-	345	661	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, \$	1026.7		257.7		2.2		0.6	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1319	-	-	153	336	1406	-
HCM Lane V/C Ratio	0.051	-	-	3.144	1.472	0.015	-
HCM Control Delay (s)	7.9	0		\$ 1026.7	257.7	7.6	0
HCM Lane LOS	A	A	-	F	F	A	A
HCM 95th %tile Q(veh)	0.2	-	-	45	26.8	0	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
9: Navajo Rd. & Lafayette St.

2040 Without Project PM Peak Hour  
With Improvements

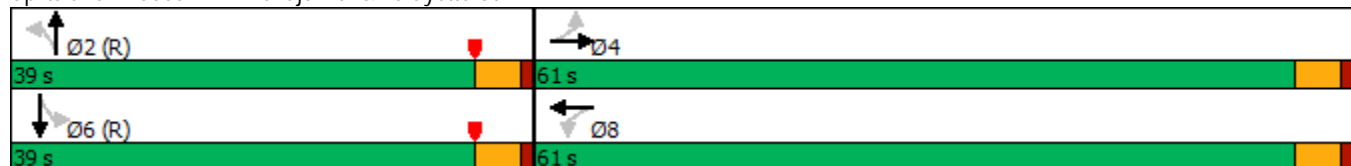


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↑			↔↑			↔↑			↔↑	
Traffic Volume (vph)	103	246	108	75	371	24	64	89	73	20	80	155
Future Volume (vph)	103	246	108	75	371	24	64	89	73	20	80	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2581			1226			3048			2660	
Travel Time (s)		39.1			18.6			46.2			40.3	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	61.0	61.0		61.0	61.0		39.0	39.0		39.0	39.0	
Total Split (%)	61.0%	61.0%		61.0%	61.0%		39.0%	39.0%		39.0%	39.0%	
Maximum Green (s)	56.5	56.5		56.5	56.5		34.5	34.5		34.5	34.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated

















Splits and Phases: 9: Navajo Rd. & Lafayette St.





















HCM 6th Signalized Intersection Summary  
 9: Navajo Rd. & Lafayette St.

2040 Without Project PM Peak Hour  
 With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	246	108	75	371	24	64	89	73	20	80	155
Future Volume (veh/h)	103	246	108	75	371	24	64	89	73	20	80	155
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	259	114	79	391	25	67	94	77	21	84	163
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	431	214	134	707	49	481	683	594	220	855	867
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	371	1404	698	279	2302	161	705	1133	985	293	1419	1439
Grp Volume(v), veh/h	224	0	257	235	0	260	119	0	119	105	0	163
Grp Sat Flow(s),veh/h/ln	901	0	1572	1070	0	1672	1301	0	1522	1711	0	1439
Q Serve(g_s), s	13.3	0.0	13.2	9.7	0.0	12.4	1.9	0.0	3.4	0.0	0.0	5.1
Cycle Q Clear(g_c), s	25.7	0.0	13.2	22.9	0.0	12.4	7.0	0.0	3.4	2.4	0.0	5.1
Prop In Lane	0.48		0.44	0.34		0.10	0.56		0.65	0.20		1.00
Lane Grp Cap(c), veh/h	330	0	483	377	0	514	840	0	917	1075	0	867
V/C Ratio(X)	0.68	0.00	0.53	0.62	0.00	0.51	0.14	0.00	0.13	0.10	0.00	0.19
Avail Cap(c_a), veh/h	663	0	888	751	0	945	840	0	917	1075	0	867
HCM Platoon Ratio	1.10	1.10	1.10	1.10	1.10	1.10	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	1.00	1.00	0.00	1.00	0.95	0.00	0.95
Uniform Delay (d), s/veh	34.1	0.0	27.3	31.5	0.0	27.0	9.2	0.0	8.6	8.4	0.0	8.9
Incr Delay (d2), s/veh	2.5	0.0	0.9	1.7	0.0	0.8	0.4	0.0	0.3	0.2	0.0	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	5.0	0.0	4.7	5.0	0.0	4.7	1.2	0.0	1.0	0.9	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	0.0	28.2	33.2	0.0	27.8	9.5	0.0	8.8	8.5	0.0	9.3
LnGrp LOS	D	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		481			495			238			268	
Approach Delay, s/veh		32.1			30.4			9.2			9.0	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.8		35.2		64.8		35.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		34.5		56.5		34.5		56.5				
Max Q Clear Time (g_c+I1), s		9.0		27.7		7.1		24.9				
Green Ext Time (p_c), s		1.3		3.0		1.5		3.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				23.7								
HCM 6th LOS				C								

Lanes, Volumes, Timings  
 10: Central Rd. & Johnson Rd.

2040 Without Project PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	50	511	50	50	50	317	175	50	50	291	198
Future Volume (vph)	138	50	511	50	50	50	317	175	50	50	291	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			47.1			21.5	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	1280.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖				↕			↗			↘	
Traffic Vol, veh/h	138	50	511	50	50	50	317	175	50	50	291	198
Future Vol, veh/h	138	50	511	50	50	50	317	175	50	50	291	198
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	145	53	538	53	53	53	334	184	53	53	306	208

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1448	1421	410	1691	1499	211	514	0	0	237	0	0
Stage 1	516	516	-	879	879	-	-	-	-	-	-	-
Stage 2	932	905	-	812	620	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 109	136	642	74	122	829	1052	-	-	1330	-	-
Stage 1	542	534	-	342	365	-	-	-	-	-	-	-
Stage 2	320	355	-	373	480	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 31	81	642	~ 4	73	829	1052	-	-	1330	-	-
Mov Cap-2 Maneuver	~ 31	81	-	~ 4	73	-	-	-	-	-	-	-
Stage 1	343	503	-	216	231	-	-	-	-	-	-	-
Stage 2	146	224	-	~ 51	452	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, \$	2098.1		6674.9		5.9		0.7	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1052	-	-	124	11	1330	-
HCM Lane V/C Ratio	0.317	-	-	5.509	14.354	0.04	-
HCM Control Delay (s)	10	0	\$ 2098.	\$ 6674.9	7.8	-	-
HCM Lane LOS	B	A	-	F	F	A	-
HCM 95th %tile Q(veh)	1.4	-	-	73.4	21.2	0.1	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
10: Central Rd. & Johnson Rd.

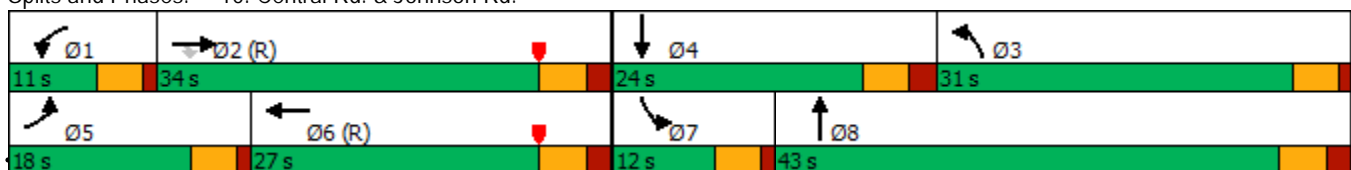
2040 Without Project PM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	50	511	50	50	50	317	175	50	50	291	198
Future Volume (vph)	138	50	511	50	50	50	317	175	50	50	291	198
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			31.4			14.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2									
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.5	23.5	23.5	9.5	23.5		10.0	23.5		10.0	23.5	
Total Split (s)	18.0	34.0	34.0	11.0	27.0		31.0	43.0		12.0	24.0	
Total Split (%)	18.0%	34.0%	34.0%	11.0%	27.0%		31.0%	43.0%		12.0%	24.0%	
Maximum Green (s)	13.5	28.5	28.5	6.5	21.5		26.5	37.5		7.5	18.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5		4.5	5.5		4.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5	5		5			5			5	

Intersection Summary























Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 53.5 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated

Splits and Phases: 10: Central Rd. & Johnson Rd.



HCM 6th Signalized Intersection Summary  
10: Central Rd. & Johnson Rd.

2040 Without Project PM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	50	511	50	50	50	317	175	50	50	291	198
Future Volume (veh/h)	138	50	511	50	50	50	317	175	50	50	291	198
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	145	53	538	53	53	53	334	184	53	53	306	208
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	647	546	67	241	241	370	1026	287	67	378	250
Arrive On Green	0.10	0.35	0.35	0.04	0.28	0.28	0.22	0.38	0.38	0.04	0.19	0.19
Sat Flow, veh/h	1688	1870	1578	1688	855	855	1688	2737	766	1688	2041	1350
Grp Volume(v), veh/h	145	53	538	53	0	106	334	118	119	53	265	249
Grp Sat Flow(s),veh/h/ln	1688	1870	1578	1688	0	1711	1688	1777	1726	1688	1777	1614
Q Serve(g_s), s	8.4	1.9	16.8	3.1	0.0	4.7	19.3	4.4	4.6	3.1	14.3	14.8
Cycle Q Clear(g_c), s	8.4	1.9	16.8	3.1	0.0	4.7	19.3	4.4	4.6	3.1	14.3	14.8
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.44	1.00		0.84
Lane Grp Cap(c), veh/h	174	647	546	67	0	483	370	666	647	67	329	299
V/C Ratio(X)	0.83	0.08	0.99	0.80	0.00	0.22	0.90	0.18	0.18	0.79	0.81	0.83
Avail Cap(c_a), veh/h	228	647	546	110	0	483	447	666	647	127	329	299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	22.0	8.0	47.6	0.0	27.5	38.0	20.9	21.0	47.6	39.0	39.3
Incr Delay (d2), s/veh	17.3	0.2	34.5	18.8	0.0	1.0	18.8	0.6	0.6	18.8	18.8	23.0
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	4.2	0.8	9.7	1.6	0.0	2.0	9.5	1.8	1.9	1.6	7.7	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	22.3	42.5	66.5	0.0	28.5	56.8	21.5	21.6	66.4	57.9	62.2
LnGrp LOS	E	C	D	E	A	C	E	C	C	E	E	E
Approach Vol, veh/h		736			159			571			567	
Approach Delay, s/veh		44.7			41.2			42.2			60.6	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	40.1	27.5	24.0	14.8	33.7	8.5	43.0				
Change Period (Y+Rc), s	4.5	5.5	5.5	* 5.5	4.5	5.5	4.5	5.5				
Max Green Setting (Gmax), s	6.5	28.5	26.5	* 19	13.5	21.5	7.5	37.5				
Max Q Clear Time (g_c+I1), s	5.1	18.8	21.3	16.8	10.4	6.7	5.1	6.6				
Green Ext Time (p_c), s	0.0	1.7	0.5	0.5	0.1	0.4	0.0	1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			48.2									
HCM 6th LOS			D									
<b>Notes</b>												
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.												

Lanes, Volumes, Timings  
 11: Dale Evans Pkwy. & Burbank Av.

2040 Without Project PM Peak Hour  
 With Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	935	5	5	1182
Future Volume (vph)	5	5	935	5	5	1182
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	305		1886			1385
Travel Time (s)	6.9		23.4			17.2
Confl. Peds. (#/hr)	5	5		5	5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	5	5	935	5	5	1182
Future Vol, veh/h	5	5	935	5	5	1182
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	984	5	5	1244

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1629	505	0	0	994
Stage 1	992	-	-	-	-
Stage 2	637	-	-	-	-
Critical Hdwy	5.2	6	-	-	4.14
Critical Hdwy Stg 1	5	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-
Follow-up Hdwy	3.3	3	-	-	2.22
Pot Cap-1 Maneuver	200	634	-	-	692
Stage 1	419	-	-	-	-
Stage 2	595	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	193	628	-	-	689
Mov Cap-2 Maneuver	193	-	-	-	-
Stage 1	417	-	-	-	-
Stage 2	578	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	295	689
HCM Lane V/C Ratio	-	-	0.036	0.008
HCM Control Delay (s)	-	-	17.7	10.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings  
 12: Dachshund Av. & Lafayette St.

2040 Without Project PM Peak Hour  
 With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↘
Traffic Volume (vph)	523	100	40	689	70	30
Future Volume (vph)	523	100	40	689	70	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1800	1900
Storage Length (ft)		0	0		150	0
Storage Lanes		0	0		1	1
Taper Length (ft)			0		60	
Link Speed (mph)	45			45	30	
Link Distance (ft)	281			2581	276	
Travel Time (s)	4.3			39.1	6.3	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized



Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	523	100	40	689	70	30
Future Vol, veh/h	523	100	40	689	70	30
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	551	105	42	725	74	32

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	661	0	1061 338
Stage 1	-	-	-	-	609 -
Stage 2	-	-	-	-	452 -
Critical Hdwy	-	-	4.14	-	5.5 6
Critical Hdwy Stg 1	-	-	-	-	5 -
Critical Hdwy Stg 2	-	-	-	-	5 -
Follow-up Hdwy	-	-	2.22	-	3.3 3
Pot Cap-1 Maneuver	-	-	923	-	337 784
Stage 1	-	-	-	-	611 -
Stage 2	-	-	-	-	711 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	919	-	308 777
Mov Cap-2 Maneuver	-	-	-	-	308 -
Stage 1	-	-	-	-	608 -
Stage 2	-	-	-	-	653 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	308	777	-	-	919	-
HCM Lane V/C Ratio	0.239	0.041	-	-	0.046	-
HCM Control Delay (s)	20.3	9.8	-	-	9.1	0.3
HCM Lane LOS	C	A	-	-	A	A
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-

Lanes, Volumes, Timings  
 13: Dachshund Av. & Burbank Av.

2040 Without Project PM Peak Hour  
 With Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	95	135	5
Future Volume (vph)	5	5	5	95	135	5
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	463			866	246	
Travel Time (s)	10.5			19.7	5.6	
Confl. Peds. (#/hr)	5	5	5			5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	5	5	5	95	135	5
Future Vol, veh/h	5	5	5	95	135	5
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	5	100	142	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	265	155	152	0	0
Stage 1	150	-	-	-	-
Stage 2	115	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	724	891	1429	-	-
Stage 1	878	-	-	-	-
Stage 2	910	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	714	883	1422	-	-
Mov Cap-2 Maneuver	714	-	-	-	-
Stage 1	870	-	-	-	-
Stage 2	905	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.4	0
HCM LOS	A		
























Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1422	-	790	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

**APPENDIX 6.2: HORIZON YEAR (2040) WITH PROJECT CONDITIONS  
INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Lanes, Volumes, Timings  
 1: Dale Evans Pkwy. & Johnson Rd.

2040 With Project AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	148	241	361	158	102	138	358	457	69	184	17
Future Volume (vph)	12	148	241	361	158	102	138	358	457	69	184	17
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Storage Length (ft)	150		0	150		165	100		0	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			1074	
Travel Time (s)		115.4			80.5			32.5			13.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th AWSC  
1: Dale Evans Pkwy. & Johnson Rd.

2040 With Project AM Peak Hour

Intersection	
Intersection Delay, s/veh	121.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↑	↵	↵	↑	↵	↵	↵	↵
Traffic Vol, veh/h	12	148	241	361	158	102	138	358	457	69	184	17
Future Vol, veh/h	12	148	241	361	158	102	138	358	457	69	184	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	156	254	380	166	107	145	377	481	73	194	18
Number of Lanes	1	1	0	1	1	1	1	1	1	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	180.5	101.1	133.8	36.6
HCM LOS	F	F	F	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	38%	0%	100%	0%	0%	92%
Vol Right, %	0%	0%	100%	0%	62%	0%	0%	100%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	138	358	457	12	389	361	158	102	69	201
LT Vol	138	0	0	12	0	361	0	0	69	0
Through Vol	0	358	0	0	148	0	158	0	0	184
RT Vol	0	0	457	0	241	0	0	102	0	17
Lane Flow Rate	145	377	481	13	409	380	166	107	73	212
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.44	1.089	1.297	0.043	1.288	1.208	0.506	0.306	0.253	0.704
Departure Headway (Hd)	12.042	11.514	10.775	13.11	12.137	12.556	12.029	11.292	13.729	13.138
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	301	317	342	275	303	293	301	320	264	277
Service Time	9.742	9.214	8.475	10.81	9.837	10.256	9.729	8.992	11.429	10.838
HCM Lane V/C Ratio	0.482	1.189	1.406	0.047	1.35	1.297	0.551	0.334	0.277	0.765
HCM Control Delay	23.9	112	184	16.4	185.6	157	26.4	18.9	21	42
HCM Lane LOS	C	F	F	C	F	F	D	C	C	E
HCM 95th-tile Q	2.1	13.2	20.4	0.1	18.4	15.7	2.7	1.3	1	4.8

Lanes, Volumes, Timings  
1: Dale Evans Pkwy. & Johnson Rd.

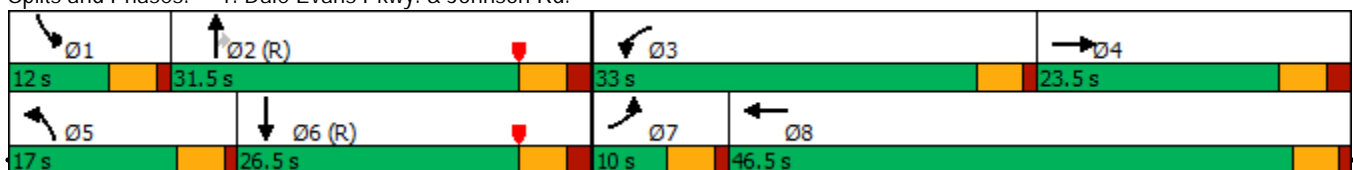
2040 With Project AM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	148	241	361	158	102	138	358	457	69	184	12
Future Volume (vph)	12	148	241	361	158	102	138	358	457	69	184	12
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		165	100		150	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			528	
Travel Time (s)		115.4			80.5			32.5			6.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						Free			2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	10.0	23.5		10.0	22.5		10.0	23.5	23.5	10.0	23.5	
Total Split (s)	10.0	23.5		33.0	46.5		17.0	31.5	31.5	12.0	26.5	
Total Split (%)	10.0%	23.5%		33.0%	46.5%		17.0%	31.5%	31.5%	12.0%	26.5%	
Maximum Green (s)	5.5	18.0		28.5	42.0		12.5	26.0	26.0	7.5	21.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	2.0		1.0	1.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	5.5		4.5	4.5		4.5	5.5	5.5	4.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		5			5			5	5		5	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated
























Splits and Phases: 1: Dale Evans Pkwy. & Johnson Rd.





HCM 6th Signalized Intersection Summary  
1: Dale Evans Pkwy. & Johnson Rd.

2040 With Project AM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	148	241	361	158	102	138	358	457	69	184	12
Future Volume (veh/h)	12	148	241	361	158	102	138	358	457	69	184	12
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	13	156	254	380	166	0	145	377	481	73	194	13
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	318	281	413	1528		176	1144	508	92	921	61
Arrive On Green	0.02	0.18	0.18	0.24	0.41	0.00	0.03	0.11	0.11	0.05	0.27	0.27
Sat Flow, veh/h	1688	1777	1572	1688	3741	1585	1688	3554	1578	1688	3380	225
Grp Volume(v), veh/h	13	156	254	380	166	0	145	377	481	73	101	106
Grp Sat Flow(s),veh/h/ln	1688	1777	1572	1688	1870	1585	1688	1777	1578	1688	1777	1828
Q Serve(g_s), s	0.8	7.9	15.8	22.0	2.7	0.0	8.5	9.8	30.3	4.3	4.4	4.5
Cycle Q Clear(g_c), s	0.8	7.9	15.8	22.0	2.7	0.0	8.5	9.8	30.3	4.3	4.4	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	26	318	281	413	1528		176	1144	508	92	484	498
V/C Ratio(X)	0.51	0.49	0.90	0.92	0.11		0.83	0.33	0.95	0.79	0.21	0.21
Avail Cap(c_a), veh/h	93	320	283	481	1571		211	1144	508	127	484	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.99	0.99	0.00	0.39	0.39	0.39	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	37.0	40.2	36.8	18.3	0.0	47.4	34.7	43.8	46.7	28.1	28.1
Incr Delay (d2), s/veh	14.5	1.2	29.4	21.1	0.0	0.0	8.7	0.3	15.1	20.6	1.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.4	8.1	11.0	1.1	0.0	4.0	4.3	14.8	2.2	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	38.1	69.6	57.9	18.3	0.0	56.0	35.0	59.0	67.3	29.1	29.1
LnGrp LOS	E	D	E	E	B		E	C	E	E	C	C
Approach Vol, veh/h		423			546			1003			280	
Approach Delay, s/veh		57.8			45.9			49.5			39.0	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	37.7	29.0	23.4	14.9	32.7	6.0	46.3				
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	4.5	* 5.5				
Max Green Setting (Gmax), s	7.5	26.0	28.5	18.0	12.5	21.0	5.5	* 42				
Max Q Clear Time (g_c+I1), s	6.3	32.3	24.0	17.8	10.5	6.5	2.8	4.7				
Green Ext Time (p_c), s	0.0	0.0	0.5	0.0	0.1	0.7	0.0	1.0				

Intersection Summary












HCM 6th Ctrl Delay	48.9
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings  
 2: Dale Evans Pkwy. & Lafayette St.

2040 With Project AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	76	610	384	173	419
Future Volume (vph)	174	76	610	384	173	419
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400	415	
Storage Lanes	1	0		1	1	
Taper Length (ft)	90				90	
Link Speed (mph)	45		55			55
Link Distance (ft)	304		1385			2620
Travel Time (s)	4.6		17.2			32.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
2: Dale Evans Pkwy. & Lafayette St.

2040 With Project AM Peak Hour

Intersection						
Int Delay, s/veh	67.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↙		↑	↗↘	↘↙	↑
Traffic Vol, veh/h	174	76	610	384	173	419
Future Vol, veh/h	174	76	610	384	173	419
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	415	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	183	80	642	404	182	441

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1447	642	0	0	1046
Stage 1	642	-	-	-	-
Stage 2	805	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	~ 145	474	-	-	665
Stage 1	524	-	-	-	-
Stage 2	440	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 105	474	-	-	665
Mov Cap-2 Maneuver	~ 105	-	-	-	-
Stage 1	524	-	-	-	-
Stage 2	319	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s\$	488.2	0	3.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	138	665
HCM Lane V/C Ratio	-	-	1.907	0.274
HCM Control Delay (s)	-	-	\$ 488.2	12.4
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	20.5	1.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
2: Dale Evans Pkwy. & Lafayette St.

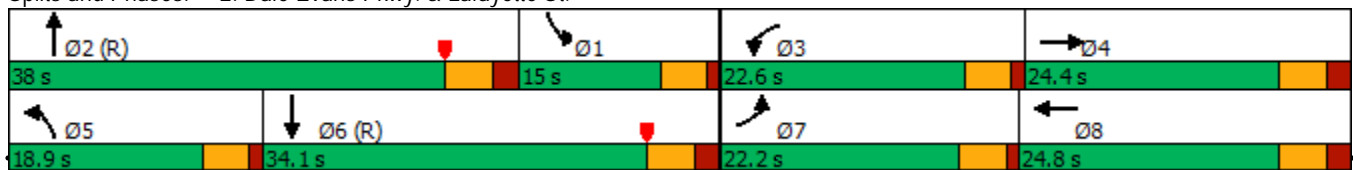
2040 With Project AM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	413	184	174	362	76	174	610	384	173	419	194
Future Volume (vph)	266	413	184	174	362	76	174	610	384	173	419	194
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	200		0	150		0	415		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			60			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		634			344			1385			2620	
Travel Time (s)		14.4			5.2			17.2			32.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.5	23.5		22.5	23.5		9.5	23.5		10.0	23.5	
Total Split (s)	22.2	24.4		22.6	24.8		18.9	38.0		15.0	34.1	
Total Split (%)	22.2%	24.4%		22.6%	24.8%		18.9%	38.0%		15.0%	34.1%	
Maximum Green (s)	17.7	18.9		18.1	19.3		14.4	32.5		10.5	28.6	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.5		4.5	5.5		4.5	5.5		4.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Dale Evans Pkwy. & Lafayette St.



HCM 6th Signalized Intersection Summary  
2: Dale Evans Pkwy. & Lafayette St.

2040 With Project AM Peak Hour  
With Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	413	184	174	362	76	174	610	384	173	419	194
Future Volume (veh/h)	266	413	184	174	362	76	174	610	384	173	419	194
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	280	435	194	183	381	80	183	642	404	182	441	204
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	501	221	216	469	98	213	679	427	215	794	364
Arrive On Green	0.18	0.21	0.21	0.13	0.16	0.16	0.13	0.32	0.32	0.25	0.67	0.67
Sat Flow, veh/h	1688	2392	1056	1688	2924	607	1688	2089	1314	1688	2363	1083
Grp Volume(v), veh/h	280	322	307	183	230	231	183	546	500	182	331	314
Grp Sat Flow(s),veh/h/ln	1688	1777	1671	1688	1777	1754	1688	1777	1627	1688	1777	1670
Q Serve(g_s), s	16.4	17.5	17.8	10.6	12.5	12.7	10.6	29.9	30.0	10.2	9.7	9.9
Cycle Q Clear(g_c), s	16.4	17.5	17.8	10.6	12.5	12.7	10.6	29.9	30.0	10.2	9.7	9.9
Prop In Lane	1.00		0.63	1.00		0.35	1.00		0.81	1.00		0.65
Lane Grp Cap(c), veh/h	299	372	350	216	285	282	213	577	529	215	597	561
V/C Ratio(X)	0.94	0.87	0.88	0.85	0.81	0.82	0.86	0.95	0.95	0.85	0.55	0.56
Avail Cap(c_a), veh/h	299	372	350	305	343	339	243	577	529	215	597	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	40.6	38.2	38.3	42.6	40.5	40.6	42.8	32.9	32.9	36.3	12.5	12.5
Incr Delay (d2), s/veh	35.8	18.8	21.4	14.1	11.2	12.7	23.1	26.1	27.8	20.3	2.8	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	9.4	9.3	5.1	6.1	6.2	5.5	15.8	14.7	4.7	3.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.4	56.9	59.7	56.7	51.7	53.2	65.9	59.0	60.7	56.6	15.2	15.5
LnGrp LOS	E	E	E	E	D	D	E	E	E	E	B	B
Approach Vol, veh/h		909			644			1229			827	
Approach Delay, s/veh		63.9			53.7			60.7			24.4	
Approach LOS		E			D			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	38.0	17.3	26.4	17.1	39.1	22.2	21.6				
Change Period (Y+Rc), s	5.5	* 5.5	4.5	5.5	4.5	5.5	4.5	5.5				
Max Green Setting (Gmax), s	10.5	* 33	18.1	18.9	14.4	28.6	17.7	19.3				
Max Q Clear Time (g_c+I1), s	12.2	32.0	12.6	19.8	12.6	11.9	18.4	14.7				
Green Ext Time (p_c), s	0.0	0.3	0.2	0.0	0.1	3.1	0.0	1.0				

Intersection Summary

















HCM 6th Ctrl Delay	51.9
HCM 6th LOS	D

Notes

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

Lanes, Volumes, Timings  
 3: Dale Evans Pkwy. & Corwin Rd.

2040 With Project AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	25	12	17	17	18	10	799	31	12	301	69
Future Volume (vph)	110	25	12	17	17	18	10	799	31	12	301	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	103.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	110	25	12	17	17	18	10	799	31	12	301	69
Future Vol, veh/h	110	25	12	17	17	18	10	799	31	12	301	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	116	26	13	18	18	19	11	841	33	13	317	73
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.6	11.6	164.3	18.2
HCM LOS	B	B	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %		1%	75%	33%
Vol Thru, %		95%	17%	33%
Vol Right, %		4%	8%	35%
Sign Control		Stop	Stop	Stop
Traffic Vol by Lane		840	147	52
LT Vol		10	110	17
Through Vol		799	25	17
RT Vol		31	12	18
Lane Flow Rate		884	155	55
Geometry Grp		1	1	1
Degree of Util (X)		1.302	0.296	0.107
Departure Headway (Hd)		5.299	7.513	7.724
Convergence, Y/N		Yes	Yes	Yes
Cap		690	481	467
Service Time		3.329	5.513	5.724
HCM Lane V/C Ratio		1.281	0.322	0.118
HCM Control Delay		164.3	13.6	11.6
HCM Lane LOS		F	B	B
HCM 95th-tile Q		34.9	1.2	0.4

Lanes, Volumes, Timings  
3: Dale Evans Pkwy. & Corwin Rd.

2040 With Project AM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	25	12	17	17	18	10	799	31	12	301	69
Future Volume (vph)	110	25	12	17	17	18	10	799	31	12	301	69
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	21.0	33.0		11.0	23.0		10.0	46.0		10.0	46.0	
Total Split (%)	21.0%	33.0%		11.0%	23.0%		10.0%	46.0%		10.0%	46.0%	
Maximum Green (s)	16.5	28.5		6.5	18.5		5.5	41.5		5.5	41.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated





















Splits and Phases: 3: Dale Evans Pkwy. & Corwin Rd.





HCM 6th Signalized Intersection Summary  
3: Dale Evans Pkwy. & Corwin Rd.

2040 With Project AM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	25	12	17	17	18	10	799	31	12	301	69
Future Volume (veh/h)	110	25	12	17	17	18	10	799	31	12	301	69
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		0.98	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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	116	26	13	18	18	19	11	841	33	13	317	73
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	305	141	33	114	99	22	2285	90	26	1890	429
Arrive On Green	0.09	0.13	0.13	0.02	0.06	0.06	0.01	0.66	0.66	0.02	0.66	0.66
Sat Flow, veh/h	1688	2353	1084	1688	1777	1548	1688	3485	137	1688	2875	653
Grp Volume(v), veh/h	116	19	20	18	18	19	11	429	445	13	194	196
Grp Sat Flow(s),veh/h/ln	1688	1777	1660	1688	1777	1548	1688	1777	1845	1688	1777	1751
Q Serve(g_s), s	6.8	0.9	1.1	1.1	1.0	1.2	0.6	11.0	11.0	0.8	4.2	4.3
Cycle Q Clear(g_c), s	6.8	0.9	1.1	1.1	1.0	1.2	0.6	11.0	11.0	0.8	4.2	4.3
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.07	1.00		0.37
Lane Grp Cap(c), veh/h	144	230	215	33	114	99	22	1165	1210	26	1168	1151
V/C Ratio(X)	0.81	0.08	0.09	0.54	0.16	0.19	0.50	0.37	0.37	0.51	0.17	0.17
Avail Cap(c_a), veh/h	278	506	473	110	329	286	93	1165	1210	93	1168	1151
HCM Platoon Ratio	1.00	1.00	1.00	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	44.9	38.3	38.3	48.6	44.3	44.4	49.0	7.8	7.8	48.9	6.6	6.6
Incr Delay (d2), s/veh	10.0	0.2	0.2	13.0	0.6	0.9	16.0	0.9	0.9	14.7	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	3.1	0.4	0.4	0.5	0.4	0.4	0.4	3.4	3.5	0.4	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	38.4	38.5	61.6	44.9	45.3	65.0	8.7	8.7	63.6	6.9	6.9
LnGrp LOS	D	D	D	E	D	D	E	A	A	E	A	A
Approach Vol, veh/h		155			55			885			403	
Approach Delay, s/veh		50.8			50.5			9.4			8.7	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	70.1	6.5	17.5	5.8	70.3	13.0	10.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	41.5	6.5	28.5	5.5	41.5	16.5	18.5				
Max Q Clear Time (g_c+I1), s	2.8	13.0	3.1	3.1	2.6	6.3	8.8	3.2				
Green Ext Time (p_c), s	0.0	5.0	0.0	0.1	0.0	2.0	0.1	0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Lanes, Volumes, Timings  
 4: Stoddard Wells Rd. & Johnson Rd.

2040 With Project AM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	215	98	372	364	37	115
Future Volume (vph)	215	98	372	364	37	115
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	13.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	215	98	372	364	37	115
Future Vol, veh/h	215	98	372	364	37	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	226	103	392	383	39	121

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	783	584	0	0	775
Stage 1	584	-	-	-	-
Stage 2	199	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	362	512	-	-	841
Stage 1	557	-	-	-	-
Stage 2	835	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	344	512	-	-	841
Mov Cap-2 Maneuver	344	-	-	-	-
Stage 1	557	-	-	-	-
Stage 2	793	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	51	0	2.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	383	841
HCM Lane V/C Ratio	-	-	0.86	0.046
HCM Control Delay (s)	-	-	51	9.5
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	8.3	0.1

Lanes, Volumes, Timings  
4: Stoddard Wells Rd. & Johnson Rd.

2040 With Project AM Peak Hour  
With Improvements

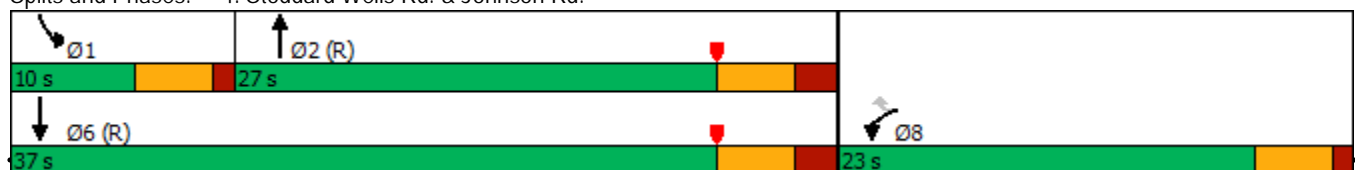


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	210	98	372	364	37	115
Future Volume (vph)	210	98	372	364	37	115
Ideal Flow (vphpl)	1800	1900	1900	1900	1800	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	0				90	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Confl. Peds. (#/hr)	5	5		5	5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0		5.0	10.0
Minimum Split (s)	22.5	22.5	23.5		10.0	22.5
Total Split (s)	23.0	23.0	27.0		10.0	37.0
Total Split (%)	38.3%	38.3%	45.0%		16.7%	61.7%
Maximum Green (s)	18.5	18.5	21.5		5.5	31.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	2.0		1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	5.5		4.5	5.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)			7.0			
Flash Dont Walk (s)			11.0			
Pedestrian Calls (#/hr)			5			

Intersection Summary














Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Stoddard Wells Rd. & Johnson Rd.



















HCM 6th Signalized Intersection Summary  
 4: Stoddard Wells Rd. & Johnson Rd.

2040 With Project AM Peak Hour  
 With Improvements

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	210	98	372	364	37	115
Future Volume (veh/h)	210	98	372	364	37	115
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	1772	1870	1870	1870	1772	1870
Adj Flow Rate, veh/h	221	103	392	383	39	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	285	267	977	868	67	2362
Arrive On Green	0.17	0.17	0.55	0.55	0.04	0.66
Sat Flow, veh/h	1688	1585	1870	1578	1688	3647
Grp Volume(v), veh/h	221	103	392	383	39	121
Grp Sat Flow(s),veh/h/ln	1688	1585	1777	1578	1688	1777
Q Serve(g_s), s	7.5	3.5	7.6	8.7	1.4	0.7
Cycle Q Clear(g_c), s	7.5	3.5	7.6	8.7	1.4	0.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	285	267	977	868	67	2362
V/C Ratio(X)	0.78	0.39	0.40	0.44	0.58	0.05
Avail Cap(c_a), veh/h	520	489	977	868	155	2362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	22.2	7.8	8.0	28.3	3.5
Incr Delay (d2), s/veh	4.3	0.9	1.2	1.6	7.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	1.2	2.3	2.4	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.2	23.0	9.0	9.7	36.0	3.5
LnGrp LOS	C	C	A	A	D	A
Approach Vol, veh/h	324		775			160
Approach Delay, s/veh	26.5		9.3			11.4
Approach LOS	C		A			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	38.5			45.4	14.6
Change Period (Y+Rc), s	4.5	5.5			5.5	4.5
Max Green Setting (Gmax), s	5.5	21.5			31.5	18.5
Max Q Clear Time (g_c+I1), s	3.4	10.7			2.7	9.5
Green Ext Time (p_c), s	0.0	3.4			0.6	0.6
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			14.0			
HCM 6th LOS			B			

Lanes, Volumes, Timings  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 With Project AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	103	22	6	206	33	10	70	5	553	3	34
Future Volume (vph)	12	103	22	6	206	33	10	70	5	553	3	34
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Storage Length (ft)	0		0	0		0	100		0	150		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
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
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th TWSC  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 With Project AM Peak Hour

Intersection												
Int Delay, s/veh	97.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	103	22	6	206	33	10	70	5	553	3	34
Future Vol, veh/h	12	103	22	6	206	33	10	70	5	553	3	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	108	23	6	217	35	11	74	5	582	3	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	252	0	0	131	0	0	412	410	120	432	404	235
Stage 1	-	-	-	-	-	-	146	146	-	247	247	-
Stage 2	-	-	-	-	-	-	266	264	-	185	157	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1313	-	-	1454	-	-	550	531	931	~ 534	536	804
Stage 1	-	-	-	-	-	-	857	776	-	757	702	-
Stage 2	-	-	-	-	-	-	739	690	-	817	768	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1313	-	-	1454	-	-	517	523	931	~ 468	527	804
Mov Cap-2 Maneuver	-	-	-	-	-	-	517	523	-	~ 468	527	-
Stage 1	-	-	-	-	-	-	848	767	-	749	698	-
Stage 2	-	-	-	-	-	-	699	687	-	726	760	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			13.1			172.1		
HCM LOS							B			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	536	1313	-	-	1454	-	-	480
HCM Lane V/C Ratio	0.167	0.01	-	-	0.004	-	-	1.294
HCM Control Delay (s)	13.1	7.8	0	-	7.5	0	-	172.1
HCM Lane LOS	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	26.4

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 With Project AM Peak Hour  
With Improvements

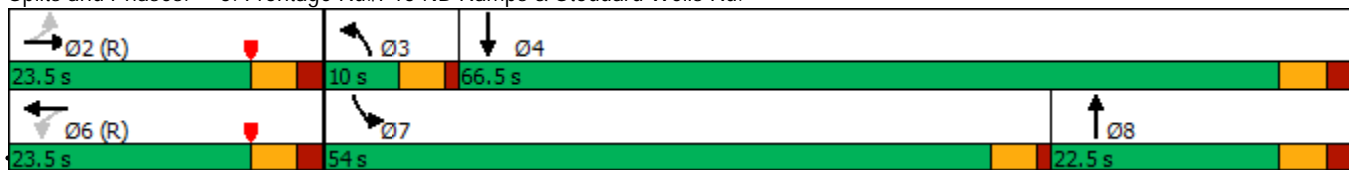


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↖	↗		↖	↗	
Traffic Volume (vph)	12	103	22	6	206	33	10	70	5	553	3	34
Future Volume (vph)	12	103	22	6	206	33	10	70	5	553	3	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	100		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30				30
Link Distance (ft)		889			1144			979				330
Travel Time (s)		13.5			17.3			22.3				7.5
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		10.0	22.5		10.0	22.5	
Total Split (s)	23.5	23.5		23.5	23.5		10.0	22.5		54.0	66.5	
Total Split (%)	23.5%	23.5%		23.5%	23.5%		10.0%	22.5%		54.0%	66.5%	
Maximum Green (s)	18.0	18.0		18.0	18.0		5.5	17.0		49.5	61.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5		4.5	5.5		4.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.





HCM 6th Signalized Intersection Summary  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 With Project AM Peak Hour  
 With Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	12	103	22	6	206	33	10	70	5	553	3	34
Future Volume (veh/h)	12	103	22	6	206	33	10	70	5	553	3	34
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	1870	1870	1870	1870	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	13	112	24	7	224	36	11	76	5	601	3	37
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	948	199	50	1091	170	22	169	11	642	56	687
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.01	0.10	0.10	0.38	0.46	0.46
Sat Flow, veh/h	206	2583	542	33	2973	463	1688	1734	114	1688	120	1479
Grp Volume(v), veh/h	78	0	71	141	0	126	11	0	81	601	0	40
Grp Sat Flow(s),veh/h/ln	1731	0	1600	1854	0	1615	1688	0	1848	1688	0	1599
Q Serve(g_s), s	0.0	0.0	2.9	0.0	0.0	5.3	0.6	0.0	4.1	34.3	0.0	1.4
Cycle Q Clear(g_c), s	2.8	0.0	2.9	5.2	0.0	5.3	0.6	0.0	4.1	34.3	0.0	1.4
Prop In Lane	0.17		0.34	0.05		0.29	1.00		0.06	1.00		0.93
Lane Grp Cap(c), veh/h	677	0	587	718	0	593	22	0	180	642	0	743
V/C Ratio(X)	0.12	0.00	0.12	0.20	0.00	0.21	0.50	0.00	0.45	0.94	0.00	0.05
Avail Cap(c_a), veh/h	677	0	587	718	0	593	93	0	314	835	0	975
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	21.0	21.7	0.0	21.7	49.0	0.0	42.6	29.8	0.0	14.7
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.6	0.0	0.8	16.0	0.0	1.8	15.0	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	0.0	1.1	2.3	0.0	2.0	0.4	0.0	2.0	16.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	0.0	21.4	22.3	0.0	22.5	65.0	0.0	44.4	44.8	0.0	14.7
LnGrp LOS	C	A	C	C	A	C	E	A	D	D	A	B
Approach Vol, veh/h		149			267			92				641
Approach Delay, s/veh		21.3			22.4			46.8				42.9
Approach LOS		C			C			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.2	5.8	52.0		42.2	42.6	15.2				
Change Period (Y+Rc), s		5.5	4.5	5.5		5.5	4.5	5.5				
Max Green Setting (Gmax), s		18.0	5.5	61.0		18.0	49.5	17.0				
Max Q Clear Time (g_c+I1), s		4.9	2.6	3.4		7.3	36.3	6.1				
Green Ext Time (p_c), s		0.5	0.0	0.2		0.9	1.8	0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			35.7									
HCM 6th LOS			D									

Lanes, Volumes, Timings  
 6: Stoddard Wells Rd. & Quarry Rd.

2040 With Project AM Peak Hour  
 With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔↔	
Traffic Volume (vph)	33	17	34	216	120	7
Future Volume (vph)	33	17	34	216	120	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	0				0	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Confl. Peds. (#/hr)	5			5	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	33	17	34	216	120	7
Future Vol, veh/h	33	17	34	216	120	7
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	18	37	235	130	8










Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	42	0	-	0	246 146
Stage 1	-	-	-	-	160 -
Stage 2	-	-	-	-	86 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1565	-	-	-	721 875
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	927 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1558	-	-	-	697 867
Mov Cap-2 Maneuver	-	-	-	-	697 -
Stage 1	-	-	-	-	828 -
Stage 2	-	-	-	-	922 -

Approach	EB	WB	SB
HCM Control Delay, s	4.9	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	705
HCM Lane V/C Ratio	0.023	-	-	-	0.196
HCM Control Delay (s)	7.4	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Lanes, Volumes, Timings  
7: Quarry Rd. & I-15 SB Ramps

2040 With Project AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	120	11	9	240	8	7
Future Volume (vph)	120	11	9	240	8	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
7: Quarry Rd. & I-15 SB Ramps

2040 With Project AM Peak Hour

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	120	11	9	240	8	7
Future Vol, veh/h	120	11	9	240	8	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	12	9	253	8	7

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	159	136	0	0	262
Stage 1	136	-	-	-	-
Stage 2	23	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	832	913	-	-	1302
Stage 1	890	-	-	-	-
Stage 2	1000	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	827	913	-	-	1302
Mov Cap-2 Maneuver	827	-	-	-	-
Stage 1	890	-	-	-	-
Stage 2	994	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	4.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	834	1302
HCM Lane V/C Ratio	-	-	0.165	0.006
HCM Control Delay (s)	-	-	10.2	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0

Lanes, Volumes, Timings  
 8: Navajo Rd. & Johnson Rd.

2040 With Project AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	238	54	45	122	24	39
Future Volume (vph)	238	54	45	122	24	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	45	
Link Distance (ft)	5314			5302	2660	
Travel Time (s)	80.5			80.3	40.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	238	54	45	122	24	39
Future Vol, veh/h	238	54	45	122	24	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	251	57	47	128	25	41

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	308	0	502
Stage 1	-	-	-	-	280
Stage 2	-	-	-	-	222
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1253	-	529
Stage 1	-	-	-	-	767
Stage 2	-	-	-	-	815
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1253	-	508
Mov Cap-2 Maneuver	-	-	-	-	508
Stage 1	-	-	-	-	767
Stage 2	-	-	-	-	782

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	639	-	-	1253	-
HCM Lane V/C Ratio	0.104	-	-	0.038	-
HCM Control Delay (s)	11.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lanes, Volumes, Timings  
8: Navajo Rd. & Johnson Rd.

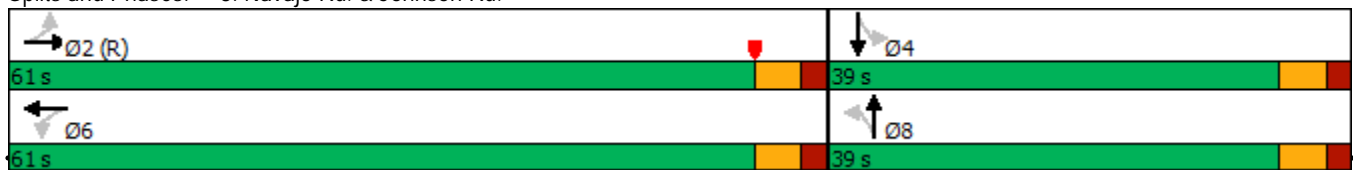
2040 With Project AM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	238	54	45	122	140	24	235	39	124	212	268
Future Volume (vph)	258	238	54	45	122	140	24	235	39	124	212	268
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			30	
Link Distance (ft)		5314			5302			2660			490	
Travel Time (s)		80.5			80.3			40.3			11.1	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	61.0	61.0		61.0	61.0		39.0	39.0		39.0	39.0	
Total Split (%)	61.0%	61.0%		61.0%	61.0%		39.0%	39.0%		39.0%	39.0%	
Maximum Green (s)	55.5	55.5		55.5	55.5		33.5	33.5		33.5	33.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 99 (99%), Referenced to phase 2:EBTL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated





















Splits and Phases: 8: Navajo Rd. & Johnson Rd.





















HCM 6th Signalized Intersection Summary  
8: Navajo Rd. & Johnson Rd.

2040 With Project AM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	238	54	45	122	140	24	235	39	124	212	268
Future Volume (veh/h)	258	238	54	45	122	140	24	235	39	124	212	268
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	280	259	59	49	133	152	26	255	42	135	230	291
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	598	1600	358	585	986	877	226	1025	166	380	595	529
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.67	0.67	0.67	0.34	0.34	0.34
Sat Flow, veh/h	1035	2884	645	1005	1777	1581	834	3058	497	1023	1777	1578
Grp Volume(v), veh/h	280	158	160	49	133	152	26	147	150	135	230	291
Grp Sat Flow(s),veh/h/ln	1035	1777	1752	1005	1777	1581	834	1777	1778	1023	1777	1578
Q Serve(g_s), s	18.3	4.3	4.5	2.5	3.6	4.7	2.1	3.3	3.4	10.6	9.9	15.0
Cycle Q Clear(g_c), s	23.0	4.3	4.5	7.0	3.6	4.7	17.1	3.3	3.4	14.0	9.9	15.0
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	598	986	972	585	986	877	226	595	596	380	595	529
V/C Ratio(X)	0.47	0.16	0.16	0.08	0.13	0.17	0.12	0.25	0.25	0.35	0.39	0.55
Avail Cap(c_a), veh/h	598	986	972	585	986	877	226	595	596	380	595	529
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)	0.77	0.77	0.77	0.77	0.77	0.77	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	10.9	10.9	12.6	10.7	11.0	18.9	11.5	11.5	28.1	25.4	27.1
Incr Delay (d2), s/veh	2.0	0.3	0.3	0.0	0.0	0.1	1.0	1.0	1.0	2.6	1.9	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	1.6	1.6	0.5	1.3	1.5	0.4	1.3	1.3	2.8	4.4	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	11.1	11.2	12.7	10.7	11.0	19.9	12.5	12.5	30.7	27.3	31.2
LnGrp LOS	B	B	B	B	B	B	B	B	B	C	C	C
Approach Vol, veh/h		598			334			323			656	
Approach Delay, s/veh		14.7			11.2			13.1			29.7	
Approach LOS		B			B			B			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		39.0		61.0		39.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		55.5		33.5		55.5		33.5				
Max Q Clear Time (g_c+I1), s		25.0		17.0		9.0		19.1				
Green Ext Time (p_c), s		3.1		3.7		1.9		1.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				19.0								
HCM 6th LOS				B								

Lanes, Volumes, Timings  
 9: Navajo Rd. & Lafayette St.

2040 With Project AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	396	66	67	345	20	83	61	68	22	62	179
Future Volume (vph)	189	396	66	67	345	20	83	61	68	22	62	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2596			1226			3048			2660	
Travel Time (s)		39.3			18.6			46.2			40.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th TWSC  
9: Navajo Rd. & Lafayette St.

2040 With Project AM Peak Hour

Intersection												
Int Delay, s/veh	1064.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	189	396	66	67	345	20	83	61	68	22	62	179
Future Vol, veh/h	189	396	66	67	345	20	83	61	68	22	62	179
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	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	199	417	69	71	363	21	87	64	72	23	65	188

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	671	515	159	722	573	100	253	0	0	136	0	0
Stage 1	205	205	-	274	274	-	-	-	-	-	-	-
Stage 2	466	310	-	448	299	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	370	464	886	342	430	956	1312	-	-	1448	-	-
Stage 1	797	732	-	732	683	-	-	-	-	-	-	-
Stage 2	577	659	-	590	666	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 63	422	886	~ 21	391	956	1312	-	-	1448	-	-
Mov Cap-2 Maneuver	~ 63	422	-	~ 21	391	-	-	-	-	-	-	-
Stage 1	740	718	-	679	634	-	-	-	-	-	-	-
Stage 2	224	612	-	224	653	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, \$	1509.3		1562.5		3.1		0.6	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1312	-	-	162	106	1448	-
HCM Lane V/C Ratio	0.067	-	-	4.23	4.29	0.016	-
HCM Control Delay (s)	7.9	0	\$ 1509	\$ 1562.5	7.5	0	-
HCM Lane LOS	A	A	-	F	F	A	A
HCM 95th %tile Q(veh)	0.2	-	-	69.1	47.2	0	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
 9: Navajo Rd. & Lafayette St.

2040 With Project AM Peak Hour  
 With Improvements

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	189	396	66	67	345	20	83	61	68	22	62	179
Future Volume (vph)	189	396	66	67	345	20	83	61	68	22	62	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2581			1226			3048			2660	
Travel Time (s)		39.1			18.6			46.2			40.3	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	66.0	66.0		66.0	66.0		34.0	34.0		34.0	34.0	
Total Split (%)	66.0%	66.0%		66.0%	66.0%		34.0%	34.0%		34.0%	34.0%	
Maximum Green (s)	61.5	61.5		61.5	61.5		29.5	29.5		29.5	29.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated

Splits and Phases: 9: Navajo Rd. & Lafayette St.



HCM 6th Signalized Intersection Summary  
 9: Navajo Rd. & Lafayette St.

















2040 With Project AM Peak Hour  
 With Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (veh/h)	189	396	66	67	345	20	83	61	68	22	62	179
Future Volume (veh/h)	189	396	66	67	345	20	83	61	68	22	62	179
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	417	69	71	363	21	87	64	72	23	65	188
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	669	120	154	896	58	489	399	481	239	654	726
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	585	1652	296	260	2213	142	839	791	953	384	1296	1438
Grp Volume(v), veh/h	301	0	384	208	0	247	108	0	115	88	0	188
Grp Sat Flow(s),veh/h/ln	885	0	1647	939	0	1676	1056	0	1527	1680	0	1438
Q Serve(g_s), s	23.7	0.0	18.1	7.6	0.0	10.3	4.7	0.0	4.0	0.0	0.0	7.4
Cycle Q Clear(g_c), s	34.0	0.0	18.1	25.7	0.0	10.3	12.2	0.0	4.0	2.4	0.0	7.4
Prop In Lane	0.66		0.18	0.34		0.08	0.81		0.62	0.26		1.00
Lane Grp Cap(c), veh/h	418	0	667	429	0	679	598	0	771	894	0	726
V/C Ratio(X)	0.72	0.00	0.58	0.48	0.00	0.36	0.18	0.00	0.15	0.10	0.00	0.26
Avail Cap(c_a), veh/h	667	0	1013	717	0	1031	598	0	771	894	0	726
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	1.00	0.00	1.00	0.93	0.00	0.93
Uniform Delay (d), s/veh	32.6	0.0	23.1	26.1	0.0	20.8	16.8	0.0	13.3	12.9	0.0	14.1
Incr Delay (d2), s/veh	2.3	0.0	0.8	0.9	0.0	0.3	0.7	0.0	0.4	0.2	0.0	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	6.7	0.0	6.6	4.1	0.0	3.8	1.5	0.0	1.4	1.0	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	0.0	23.9	27.0	0.0	21.1	17.4	0.0	13.7	13.1	0.0	14.9
LnGrp LOS	C	A	C	C	A	C	B	A	B	B	A	B
Approach Vol, veh/h		685			455			223				276
Approach Delay, s/veh		28.7			23.8			15.5				14.3
Approach LOS		C			C			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		45.0		55.0		45.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.5		61.5		29.5		61.5				
Max Q Clear Time (g_c+I1), s		14.2		36.0		9.4		27.7				
Green Ext Time (p_c), s		1.0		4.5		1.4		2.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				23.1								
HCM 6th LOS				C								

Lanes, Volumes, Timings  
 10: Central Rd. & Johnson Rd.

2040 With Project AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	251	50	179	50	50	50	153	383	50	50	324	241
Future Volume (vph)	251	50	179	50	50	50	153	383	50	50	324	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			31.4			14.4	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	619.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	251	50	179	50	50	50	153	383	50	50	324	241
Future Vol, veh/h	251	50	179	50	50	50	153	383	50	50	324	241
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	264	53	188	53	53	53	161	403	53	53	341	254

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1379	1352	468	1447	1453	430	595	0	0	456	0	0
Stage 1	574	574	-	752	752	-	-	-	-	-	-	-
Stage 2	805	778	-	695	701	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 122	150	595	109	130	625	981	-	-	1105	-	-
Stage 1	504	503	-	402	418	-	-	-	-	-	-	-
Stage 2	376	407	-	433	441	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 50	108	595	~ 37	94	625	981	-	-	1105	-	-
Mov Cap-2 Maneuver	~ 50	108	-	~ 37	94	-	-	-	-	-	-	-
Stage 1	392	465	-	313	325	-	-	-	-	-	-	-
Stage 2	~ 225	317	-	243	408	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, \$	2166.8		615.9		2.5		0.7	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	981	-	-	81	76	1105	-	-
HCM Lane V/C Ratio	0.164	-	-	5.588	2.078	0.048	-	-
HCM Control Delay (s)	9.4	0	\$ 2166.8	\$ 615.9	8.4	-	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	49.9	14.4	0.1	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
10: Central Rd. & Johnson Rd.

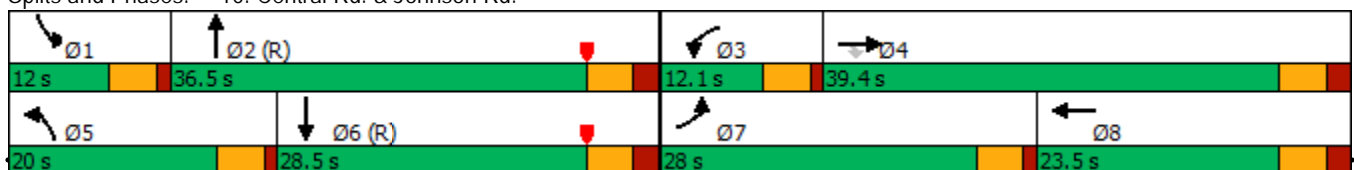
2040 With Project AM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	251	50	179	50	50	50	153	383	50	50	324	241
Future Volume (vph)	251	50	179	50	50	50	153	383	50	50	324	241
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			31.4			14.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.5	23.5	23.5	9.5	23.5		10.0	23.5		10.0	23.5	
Total Split (s)	28.0	39.4	39.4	12.1	23.5		20.0	36.5		12.0	28.5	
Total Split (%)	28.0%	39.4%	39.4%	12.1%	23.5%		20.0%	36.5%		12.0%	28.5%	
Maximum Green (s)	23.5	33.9	33.9	7.6	18.0		15.5	31.0		7.5	23.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5		4.5	5.5		4.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5	5		5			5			5	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated























Splits and Phases: 10: Central Rd. & Johnson Rd.





HCM 6th Signalized Intersection Summary  
10: Central Rd. & Johnson Rd.

2040 With Project AM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	50	179	50	50	50	153	383	50	50	324	241
Future Volume (veh/h)	251	50	179	50	50	50	153	383	50	50	324	241
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	264	53	188	53	53	53	161	403	53	53	341	254
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	463	390	67	94	94	192	1495	195	67	781	570
Arrive On Green	0.18	0.25	0.25	0.04	0.11	0.11	0.11	0.47	0.47	0.04	0.40	0.40
Sat Flow, veh/h	1688	1870	1575	1688	852	852	1688	3158	413	1688	1955	1428
Grp Volume(v), veh/h	264	53	188	53	0	106	161	226	230	53	309	286
Grp Sat Flow(s),veh/h/ln	1688	1870	1575	1688	0	1703	1688	1777	1794	1688	1777	1607
Q Serve(g_s), s	15.3	2.2	10.2	3.1	0.0	5.9	9.3	7.7	7.8	3.1	12.7	13.0
Cycle Q Clear(g_c), s	15.3	2.2	10.2	3.1	0.0	5.9	9.3	7.7	7.8	3.1	12.7	13.0
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.23	1.00		0.89
Lane Grp Cap(c), veh/h	298	463	390	67	0	188	192	841	849	67	710	642
V/C Ratio(X)	0.89	0.11	0.48	0.79	0.00	0.56	0.84	0.27	0.27	0.79	0.44	0.45
Avail Cap(c_a), veh/h	397	634	534	128	0	307	262	841	849	127	710	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)	0.98	0.98	0.98	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	29.1	32.1	47.6	0.0	42.2	43.4	15.9	15.9	47.6	21.8	21.9
Incr Delay (d2), s/veh	16.6	0.1	0.9	18.7	0.0	2.6	16.0	0.8	0.8	18.8	1.9	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	7.4	1.0	3.8	1.6	0.0	2.5	4.6	3.0	3.1	1.6	5.3	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	29.2	33.1	66.4	0.0	44.8	59.4	16.7	16.7	66.4	23.8	24.2
LnGrp LOS	E	C	C	E	A	D	E	B	B	E	C	C
Approach Vol, veh/h		505			159			617			648	
Approach Delay, s/veh		45.1			52.0			27.8			27.4	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	52.8	8.5	30.3	15.9	45.4	22.1	16.6				
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	4.5	5.5				
Max Green Setting (Gmax), s	7.5	31.0	7.6	33.9	15.5	23.0	23.5	18.0				
Max Q Clear Time (g_c+I1), s	5.1	9.8	5.1	12.2	11.3	15.0	17.3	7.9				
Green Ext Time (p_c), s	0.0	2.3	0.0	0.8	0.1	2.1	0.4	0.3				

Intersection Summary

HCM 6th Ctrl Delay	34.2
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.

Lanes, Volumes, Timings  
 11: Dale Evans Pkwy. & Burbank Av.

2040 With Project AM Peak Hour  
 With Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	21	5	1163	57	5	772
Future Volume (vph)	21	5	1163	57	5	772
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	305		1886			1385
Travel Time (s)	6.9		23.4			17.2
Confl. Peds. (#/hr)	5	5		5	5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		↑↓		↑↓	
Traffic Vol, veh/h	21	5	1163	57	5	772
Future Vol, veh/h	21	5	1163	57	5	772
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	5	1224	60	5	813

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1681	652	0	0	1289
Stage 1	1259	-	-	-	-
Stage 2	422	-	-	-	-
Critical Hdwy	5.9	6	-	-	4.14
Critical Hdwy Stg 1	5	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-
Follow-up Hdwy	3.3	3	-	-	2.22
Pot Cap-1 Maneuver	136	525	-	-	534
Stage 1	320	-	-	-	-
Stage 2	732	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	132	520	-	-	531
Mov Cap-2 Maneuver	132	-	-	-	-
Stage 1	318	-	-	-	-
Stage 2	716	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.4	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	154	531
HCM Lane V/C Ratio	-	-	0.178	0.01
HCM Control Delay (s)	-	-	33.4	11.8
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.6	0

Lanes, Volumes, Timings  
 12: Dachsund Av. & Lafayette St.

2040 With Project AM Peak Hour  
 With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↵	↵
Traffic Volume (vph)	639	145	49	499	102	39
Future Volume (vph)	639	145	49	499	102	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1800	1900
Storage Length (ft)		0	0		150	0
Storage Lanes		0	0		1	1
Taper Length (ft)			0		60	
Link Speed (mph)	45			45	30	
Link Distance (ft)	281			2581	276	
Travel Time (s)	4.3			39.1	6.3	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	639	145	49	499	102	39
Future Vol, veh/h	639	145	49	499	102	39
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	673	153	52	525	107	41

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	831	0	1127
Stage 1	-	-	-	-	755
Stage 2	-	-	-	-	372
Critical Hdwy	-	-	4.14	-	6.2
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.22	-	3.3
Pot Cap-1 Maneuver	-	-	797	-	251
Stage 1	-	-	-	-	530
Stage 2	-	-	-	-	768
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	793	-	225
Mov Cap-2 Maneuver	-	-	-	-	225
Stage 1	-	-	-	-	527
Stage 2	-	-	-	-	694

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	28.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	225	697	-	-	793	-
HCM Lane V/C Ratio	0.477	0.059	-	-	0.065	-
HCM Control Delay (s)	34.8	10.5	-	-	9.9	0.4
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	2.4	0.2	-	-	0.2	-

Lanes, Volumes, Timings  
 13: Dachsund Av. & Burbank Av.

2040 With Project AM Peak Hour  
 With Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	37	5	5	110	100	15
Future Volume (vph)	37	5	5	110	100	15
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	463			866	246	
Travel Time (s)	10.5			19.7	5.6	
Confl. Peds. (#/hr)	5	5	5			5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	5	5	110	100	15
Future Vol, veh/h	37	5	5	110	100	15
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	5	5	116	105	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	249	123	126	0	0
Stage 1	118	-	-	-	-
Stage 2	131	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	739	928	1460	-	-
Stage 1	907	-	-	-	-
Stage 2	895	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	729	919	1453	-	-
Mov Cap-2 Maneuver	729	-	-	-	-
Stage 1	899	-	-	-	-
Stage 2	891	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1453	-	747	-	-
HCM Lane V/C Ratio	0.004	-	0.059	-	-
HCM Control Delay (s)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lanes, Volumes, Timings  
14: Dwy. 1 & Lafayette St.

2040 With Project AM Peak Hour  
With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Volume (vph)	958	12	1	609	4	1
Future Volume (vph)	958	12	1	609	4	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	30	
Link Distance (ft)	344			2068	267	
Travel Time (s)	5.2			31.3	6.1	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					



Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	958	12	1	609	4	1
Future Vol, veh/h	958	12	1	609	4	1
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1041	13	1	662	4	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1059	0	1391
Stage 1	-	-	-	-	1053
Stage 2	-	-	-	-	338
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	653	-	133
Stage 1	-	-	-	-	297
Stage 2	-	-	-	-	694
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	650	-	131
Mov Cap-2 Maneuver	-	-	-	-	131
Stage 1	-	-	-	-	296
Stage 2	-	-	-	-	689

Approach	EB	WB	NB
HCM Control Delay, s	0	0	29.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	153	-	-	650	-
HCM Lane V/C Ratio	0.036	-	-	0.002	-
HCM Control Delay (s)	29.4	-	-	10.5	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings  
15: Dwy.2 & Lafayette St.

2040 With Project AM Peak Hour  
With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Volume (vph)	934	23	1	601	7	1
Future Volume (vph)	934	23	1	601	7	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	30	
Link Distance (ft)	2068			281	184	
Travel Time (s)	31.3			4.3	4.2	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	934	23	1	601	7	1
Future Vol, veh/h	934	23	1	601	7	1
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1015	25	1	653	8	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1045	0	1367
Stage 1	-	-	-	-	1033
Stage 2	-	-	-	-	334
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	661	-	138
Stage 1	-	-	-	-	304
Stage 2	-	-	-	-	697
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	658	-	136
Mov Cap-2 Maneuver	-	-	-	-	136
Stage 1	-	-	-	-	302
Stage 2	-	-	-	-	692

Approach	EB	WB	NB
HCM Control Delay, s	0	0	30.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	149	-	-	658	-
HCM Lane V/C Ratio	0.058	-	-	0.002	-
HCM Control Delay (s)	30.7	-	-	10.5	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings  
 16: Dachsund Av. & Dwy. 3

2040 With Project AM Peak Hour  
 With Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	3	10	130	155	39
Future Volume (vph)	12	3	10	130	155	39
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	265			384	276	
Travel Time (s)	6.0			8.7	6.3	
Confl. Peds. (#/hr)	5	5	5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	12	3	10	130	155	39
Future Vol, veh/h	12	3	10	130	155	39
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	3	11	141	168	42

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	362	199	215	0	-	0
Stage 1	194	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	637	842	1355	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	625	834	1349	-	-	-
Mov Cap-2 Maneuver	625	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1349	-	658	-	-
HCM Lane V/C Ratio	0.008	-	0.025	-	-
HCM Control Delay (s)	7.7	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings  
 17: Dachsund Av. & Dwy. 4

2040 With Project AM Peak Hour  
 With Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	2	8	135	142	16
Future Volume (vph)	5	2	8	135	142	16
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	254			446	384	
Travel Time (s)	5.8			10.1	8.7	
Confl. Peds. (#/hr)	5	5	5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	2	8	135	142	16
Future Vol, veh/h	5	2	8	135	142	16
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	9	147	154	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	338	173	176	0	-	0
Stage 1	168	-	-	-	-	-
Stage 2	170	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	658	871	1400	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	647	863	1393	-	-	-
Mov Cap-2 Maneuver	647	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	856	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1393	-	697	-	-
HCM Lane V/C Ratio	0.006	-	0.011	-	-
HCM Control Delay (s)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings  
 18: Dachsund Av. & Dwy. 5

2040 With Project AM Peak Hour  
 With Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	4	15	133	110	34
Future Volume (vph)	10	4	15	133	110	34
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	205			246	446	
Travel Time (s)	4.7			5.6	10.1	
Confl. Peds. (#/hr)	5	5	5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					



Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	4	15	133	110	34
Future Vol, veh/h	10	4	15	133	110	34
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	4	16	145	120	37

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	326	149	162	0	-	0
Stage 1	144	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	668	898	1417	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	653	889	1410	-	-	-
Mov Cap-2 Maneuver	653	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1410	-	707	-	-
HCM Lane V/C Ratio	0.012	-	0.022	-	-
HCM Control Delay (s)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings  
 19: Burbank Av. & Dwy. 6

2040 With Project AM Peak Hour  
 With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	42	20	1	1	2
Future Volume (vph)	8	42	20	1	1	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		1946	463		265	
Travel Time (s)		44.2	10.5		6.0	
Confl. Peds. (#/hr)	5			5	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	8	42	20	1	1	2
Future Vol, veh/h	8	42	20	1	1	2
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	46	22	1	1	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	28	0	-	0	97 33
Stage 1	-	-	-	-	28 -
Stage 2	-	-	-	-	69 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1585	-	-	-	902 1041
Stage 1	-	-	-	-	995 -
Stage 2	-	-	-	-	954 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1577	-	-	-	888 1031
Mov Cap-2 Maneuver	-	-	-	-	888 -
Stage 1	-	-	-	-	984 -
Stage 2	-	-	-	-	949 -

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1577	-	-	-	978
HCM Lane V/C Ratio	0.006	-	-	-	0.003
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings  
 20: Burbank Av. & Dwy. 7

2040 With Project AM Peak Hour  
 With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	50	22	1	1	4
Future Volume (vph)	12	50	22	1	1	4
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		305	1946		204	
Travel Time (s)		6.9	44.2		4.6	
Confl. Peds. (#/hr)	5			5	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	12	50	22	1	1	4
Future Vol, veh/h	12	50	22	1	1	4
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	54	24	1	1	4
























Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	30	0	-	0	115 35
Stage 1	-	-	-	-	30 -
Stage 2	-	-	-	-	85 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1583	-	-	-	881 1038
Stage 1	-	-	-	-	993 -
Stage 2	-	-	-	-	938 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1575	-	-	-	864 1028
Mov Cap-2 Maneuver	-	-	-	-	864 -
Stage 1	-	-	-	-	979 -
Stage 2	-	-	-	-	933 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	990
HCM Lane V/C Ratio	0.008	-	-	-	0.005
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings  
 1: Dale Evans Pkwy. & Johnson Rd.

2040 With Project PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	347	278	610	279	81	177	225	461	109	476	17
Future Volume (vph)	17	347	278	610	279	81	177	225	461	109	476	17
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Storage Length (ft)	150		0	150		165	100		0	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			1074	
Travel Time (s)		115.4			80.5			32.5			13.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th AWSC  
1: Dale Evans Pkwy. & Johnson Rd.

2040 With Project PM Peak Hour

Intersection	
Intersection Delay, s/veh	351.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↑	↵	↵	↑	↵	↵	↵	↵
Traffic Vol, veh/h	17	347	278	610	279	81	177	225	461	109	476	17
Future Vol, veh/h	17	347	278	610	279	81	177	225	461	109	476	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	365	293	642	294	85	186	237	485	115	501	18
Number of Lanes	1	1	0	1	1	1	1	1	1	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	580.9	383.3	162.4	328
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	56%	0%	100%	0%	0%	97%
Vol Right, %	0%	0%	100%	0%	44%	0%	0%	100%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	177	225	461	17	625	610	279	81	109	493
LT Vol	177	0	0	17	0	610	0	0	109	0
Through Vol	0	225	0	0	347	0	279	0	0	476
RT Vol	0	0	461	0	278	0	0	81	0	17
Lane Flow Rate	186	237	485	18	658	642	294	85	115	519
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.616	0.75	1.443	0.065	2.233	2.151	0.943	0.257	0.407	1.767
Departure Headway (Hd)	16.97	16.419	15.649	15.011	14.148	16.371	15.821	15.051	15.494	14.926
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	214	223	238	240	263	231	232	240	234	249
Service Time	14.67	14.119	13.349	12.711	11.848	14.071	13.521	12.751	13.194	12.626
HCM Lane V/C Ratio	0.869	1.063	2.038	0.075	2.502	2.779	1.267	0.354	0.491	2.084
HCM Control Delay	43.6	56.2	259.8	18.8	596.2	566	88.6	22.9	28.4	394.3
HCM Lane LOS	E	F	F	C	F	F	F	C	D	F
HCM 95th-tile Q	3.6	5.1	19.2	0.2	44.1	36.5	8.2	1	1.9	28.7

Lanes, Volumes, Timings  
1: Dale Evans Pkwy. & Johnson Rd.

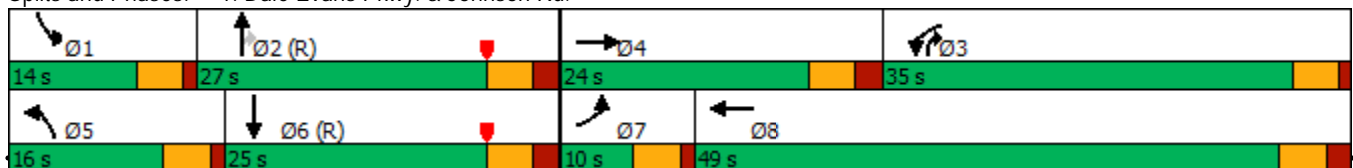
2040 With Project PM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	347	278	460	279	81	177	225	461	109	476	17
Future Volume (vph)	12	347	278	460	279	81	177	225	461	109	476	17
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		165	100		150	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5314			2620			528	
Travel Time (s)		115.4			80.5			32.5			6.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases						Free			2			
Detector Phase	7	4		3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	5.0	5.0	10.0	
Minimum Split (s)	10.0	23.5		10.0	23.5		10.0	23.5	10.0	10.0	23.5	
Total Split (s)	10.0	24.0		35.0	49.0		16.0	27.0	35.0	14.0	25.0	
Total Split (%)	10.0%	24.0%		35.0%	49.0%		16.0%	27.0%	35.0%	14.0%	25.0%	
Maximum Green (s)	5.5	18.5		30.5	43.5		11.5	21.5	30.5	9.5	19.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0	1.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	5.5		4.5	5.5		4.5	5.5	4.5	4.5	5.5	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated
























Splits and Phases: 1: Dale Evans Pkwy. & Johnson Rd.





HCM 6th Signalized Intersection Summary  
 1: Dale Evans Pkwy. & Johnson Rd.

2040 With Project PM Peak Hour  
 With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	347	278	460	279	81	177	225	461	109	476	17
Future Volume (veh/h)	12	347	278	460	279	81	177	225	461	109	476	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		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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	13	365	293	484	294	0	186	237	485	115	501	18
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	348	275	509	1801		194	1599	1189	141	1464	53
Arrive On Green	0.02	0.19	0.19	0.30	0.48	0.00	0.04	0.15	0.15	0.08	0.42	0.42
Sat Flow, veh/h	1688	1879	1486	1688	3741	1585	1688	3554	1580	1688	3499	126
Grp Volume(v), veh/h	13	345	313	484	294	0	186	237	485	115	254	265
Grp Sat Flow(s),veh/h/ln	1688	1777	1589	1688	1870	1585	1688	1777	1580	1688	1777	1847
Q Serve(g_s), s	0.8	18.5	18.5	28.1	4.4	0.0	11.0	5.8	6.8	6.7	9.7	9.7
Cycle Q Clear(g_c), s	0.8	18.5	18.5	28.1	4.4	0.0	11.0	5.8	6.8	6.7	9.7	9.7
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	26	329	294	509	1801		194	1599	1189	141	744	773
V/C Ratio(X)	0.51	1.05	1.07	0.95	0.16		0.96	0.15	0.41	0.81	0.34	0.34
Avail Cap(c_a), veh/h	93	329	294	515	1801		194	1599	1189	160	744	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.99	0.99	0.00	0.66	0.66	0.66	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	40.8	40.8	34.2	14.6	0.0	47.9	25.9	10.4	45.1	19.7	19.7
Incr Delay (d2), s/veh	9.6	53.1	60.6	27.4	0.0	0.0	41.2	0.1	0.7	24.2	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	0.4	12.5	11.8	14.6	1.7	0.0	6.9	2.3	4.6	3.6	3.9	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	93.9	101.4	61.6	14.6	0.0	89.1	26.0	11.1	69.3	21.0	20.9
LnGrp LOS	E	F	F	E	B		F	C	B	E	C	C
Approach Vol, veh/h		671			778			908			634	
Approach Delay, s/veh		96.7			43.8			31.0			29.7	
Approach LOS		F			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	51.2	35.7	24.0	16.0	48.0	6.0	53.7				
Change Period (Y+Rc), s	4.5	5.5	5.5	* 5.5	4.5	5.5	4.5	5.5				
Max Green Setting (Gmax), s	9.5	21.5	30.5	* 19	11.5	19.5	5.5	43.5				
Max Q Clear Time (g_c+I1), s	8.7	8.8	30.1	20.5	13.0	11.7	2.8	6.4				
Green Ext Time (p_c), s	0.0	2.5	0.1	0.0	0.0	1.6	0.0	1.8				

Intersection Summary












HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings  
 2: Dale Evans Pkwy. & Lafayette St.

2040 With Project PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	216	243	397	302	161	847
Future Volume (vph)	216	243	397	302	161	847
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400	415	
Storage Lanes	1	0		1	1	
Taper Length (ft)	90				90	
Link Speed (mph)	45		55			55
Link Distance (ft)	304		1385			2620
Travel Time (s)	4.6		17.2			32.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
2: Dale Evans Pkwy. & Lafayette St.

2040 With Project PM Peak Hour

Intersection						
Int Delay, s/veh	202.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑	↗↘	↘↗	↑
Traffic Vol, veh/h	216	243	397	302	161	847
Future Vol, veh/h	216	243	397	302	161	847
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	415	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	227	256	418	318	169	892

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1648	418	0	0	736
Stage 1	418	-	-	-	-
Stage 2	1230	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	~ 109	635	-	-	870
Stage 1	664	-	-	-	-
Stage 2	276	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 88	635	-	-	870
Mov Cap-2 Maneuver	~ 88	-	-	-	-
Stage 1	664	-	-	-	-
Stage 2	~ 222	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s\$	951.6	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	162	870
HCM Lane V/C Ratio	-	-	2.982	0.195
HCM Control Delay (s)	-	-	\$ 951.6	10.1
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	44.2	0.7

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
2: Dale Evans Pkwy. & Lafayette St.

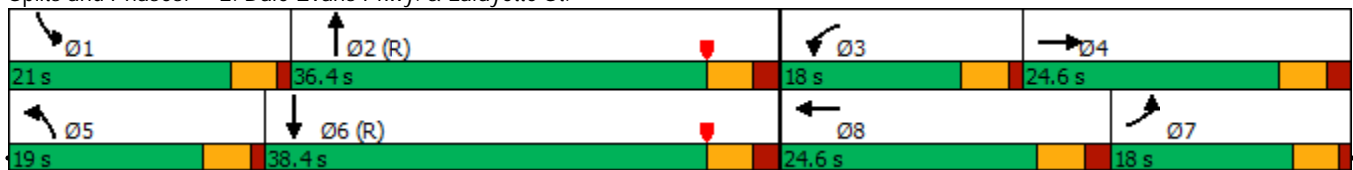
2040 With Project PM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	263	124	216	436	243	241	397	302	161	847	206
Future Volume (vph)	223	263	124	216	436	243	241	397	302	161	847	206
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	200		0	150		0	415		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			60			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			45			55			55	
Link Distance (ft)		634			344			1385			2620	
Travel Time (s)		14.4			5.2			17.2			32.5	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.5		10.0	23.5		10.0	23.5		10.0	23.5	
Total Split (s)	18.0	24.6		18.0	24.6		19.0	36.4		21.0	38.4	
Total Split (%)	18.0%	24.6%		18.0%	24.6%		19.0%	36.4%		21.0%	38.4%	
Maximum Green (s)	13.5	19.1		13.5	19.1		14.5	30.9		16.5	32.9	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.5		4.5	5.5		4.5	5.5		4.5	5.5	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	

Intersection Summary





















Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 26 (26%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Dale Evans Pkwy. & Lafayette St.



















HCM 6th Signalized Intersection Summary  
 2: Dale Evans Pkwy. & Lafayette St.

2040 With Project PM Peak Hour  
 With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	263	124	216	436	243	241	397	302	161	847	206
Future Volume (veh/h)	223	263	124	216	436	243	241	397	302	161	847	206
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	235	277	131	227	459	256	254	418	318	169	892	217
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	474	218	228	420	233	245	1325	1000	197	1867	454
Arrive On Green	0.13	0.20	0.20	0.14	0.19	0.19	0.14	0.69	0.69	0.23	1.00	1.00
Sat Flow, veh/h	1688	2358	1084	1688	2199	1218	1688	1927	1455	1688	2833	689
Grp Volume(v), veh/h	235	207	201	227	370	345	254	385	351	169	559	550
Grp Sat Flow(s),veh/h/ln	1688	1777	1666	1688	1777	1640	1688	1777	1605	1688	1777	1745
Q Serve(g_s), s	13.5	10.5	11.0	13.4	19.1	19.1	14.5	8.7	8.7	9.6	0.0	0.0
Cycle Q Clear(g_c), s	13.5	10.5	11.0	13.4	19.1	19.1	14.5	8.7	8.7	9.6	0.0	0.0
Prop In Lane	1.00		0.65	1.00		0.74	1.00		0.91	1.00		0.39
Lane Grp Cap(c), veh/h	228	357	335	228	339	313	245	1221	1103	197	1171	1150
V/C Ratio(X)	1.03	0.58	0.60	1.00	1.09	1.10	1.04	0.32	0.32	0.86	0.48	0.48
Avail Cap(c_a), veh/h	228	357	335	228	339	313	245	1221	1103	278	1171	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.48	0.48	0.48
Uniform Delay (d), s/veh	43.3	36.1	36.3	43.2	40.5	40.5	42.7	6.2	6.3	37.5	0.0	0.0
Incr Delay (d2), s/veh	68.1	2.3	3.0	58.5	75.5	80.6	67.8	0.7	0.8	9.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	4.7	4.7	9.1	15.0	14.3	10.2	2.5	2.3	3.8	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.3	38.4	39.3	101.8	115.9	121.0	110.5	6.9	7.0	46.5	0.7	0.7
LnGrp LOS	F	D	D	F	F	F	F	A	A	D	A	A
Approach Vol, veh/h		643			942			990			1278	
Approach Delay, s/veh		65.3			114.4			33.5			6.7	
Approach LOS		E			F			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	75.2	18.0	25.6	19.0	72.4	19.0	24.6				
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5				
Max Green Setting (Gmax), s	16.5	30.9	13.5	19.1	14.5	32.9	13.5	* 19				
Max Q Clear Time (g_c+I1), s	11.6	10.7	15.4	13.0	16.5	2.0	15.5	21.1				
Green Ext Time (p_c), s	0.2	4.0	0.0	1.2	0.0	7.2	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			49.7									
HCM 6th LOS			D									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Lanes, Volumes, Timings  
 3: Dale Evans Pkwy. & Corwin Rd.

2040 With Project PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	18	14	33	30	14	8	558	25	14	737	139
Future Volume (vph)	98	18	14	33	30	14	8	558	25	14	737	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection	
Intersection Delay, s/veh	152.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	98	18	14	33	30	14	8	558	25	14	737	139
Future Vol, veh/h	98	18	14	33	30	14	8	558	25	14	737	139
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	19	15	35	32	15	8	587	26	15	776	146
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.8	13.5	61.5	245.6
HCM LOS	B	B	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %		1%	75%	43%	2%
Vol Thru, %		94%	14%	39%	83%
Vol Right, %		4%	11%	18%	16%
Sign Control		Stop	Stop	Stop	Stop
Traffic Vol by Lane		591	130	77	890
LT Vol		8	98	33	14
Through Vol		558	18	30	737
RT Vol		25	14	14	139
Lane Flow Rate		622	137	81	937
Geometry Grp		1	1	1	1
Degree of Util (X)		0.994	0.286	0.173	1.49
Departure Headway (Hd)		6.387	8.449	8.711	5.727
Convergence, Y/N		Yes	Yes	Yes	Yes
Cap		572	428	414	637
Service Time		4.387	6.449	6.711	3.782
HCM Lane V/C Ratio		1.087	0.32	0.196	1.471
HCM Control Delay		61.5	14.8	13.5	245.6
HCM Lane LOS		F	B	B	F
HCM 95th-tile Q		14.3	1.2	0.6	45.7

Lanes, Volumes, Timings  
 3: Dale Evans Pkwy. & Corwin Rd.

2040 With Project PM Peak Hour  
 With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	18	14	33	30	14	8	558	25	14	737	139
Future Volume (vph)	98	18	14	33	30	14	8	558	25	14	737	139
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			1304			1135			747	
Travel Time (s)		17.0			16.2			14.1			9.3	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	20.0	31.0		12.0	23.0		10.0	47.0		10.0	47.0	
Total Split (%)	20.0%	31.0%		12.0%	23.0%		10.0%	47.0%		10.0%	47.0%	
Maximum Green (s)	15.5	26.5		7.5	18.5		5.5	42.5		5.5	42.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5			5			5			5	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated






















Splits and Phases: 3: Dale Evans Pkwy. & Corwin Rd.





HCM 6th Signalized Intersection Summary  
3: Dale Evans Pkwy. & Corwin Rd.

2040 With Project PM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	18	14	33	30	14	8	558	25	14	737	139
Future Volume (veh/h)	98	18	14	33	30	14	8	558	25	14	737	139
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		0.98	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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	103	19	15	35	32	15	8	587	26	15	776	146
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	221	153	52	157	68	17	2291	101	29	1993	375
Arrive On Green	0.08	0.11	0.11	0.03	0.07	0.07	0.01	0.66	0.66	0.02	0.67	0.67
Sat Flow, veh/h	1688	1992	1383	1688	2396	1036	1688	3466	153	1688	2983	561
Grp Volume(v), veh/h	103	17	17	35	23	24	8	301	312	15	462	460
Grp Sat Flow(s),veh/h/ln	1688	1777	1599	1688	1777	1655	1688	1777	1842	1688	1777	1768
Q Serve(g_s), s	6.0	0.8	1.0	2.1	1.2	1.4	0.5	6.9	6.9	0.9	11.7	11.7
Cycle Q Clear(g_c), s	6.0	0.8	1.0	2.1	1.2	1.4	0.5	6.9	6.9	0.9	11.7	11.7
Prop In Lane	1.00		0.87	1.00		0.63	1.00		0.08	1.00		0.32
Lane Grp Cap(c), veh/h	129	197	177	52	116	108	17	1175	1218	29	1187	1181
V/C Ratio(X)	0.80	0.08	0.10	0.67	0.20	0.22	0.48	0.26	0.26	0.52	0.39	0.39
Avail Cap(c_a), veh/h	262	471	424	127	329	306	93	1175	1218	93	1187	1181
HCM Platoon Ratio	1.00	1.00	1.00	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	45.4	39.9	40.0	47.9	44.2	44.3	49.2	6.9	6.9	48.7	7.4	7.4
Incr Delay (d2), s/veh	10.6	0.2	0.2	13.6	0.8	1.0	19.4	0.5	0.5	13.9	1.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.4	0.4	1.0	0.5	0.6	0.3	2.1	2.2	0.5	3.6	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	40.1	40.2	61.6	45.1	45.3	68.6	7.4	7.4	62.6	8.4	8.4
LnGrp LOS	E	D	D	E	D	D	E	A	A	E	A	A
Approach Vol, veh/h		137			82			621			937	
Approach Delay, s/veh		52.1			52.2			8.2			9.3	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	70.6	7.6	15.6	5.5	71.3	12.2	11.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	42.5	7.5	26.5	5.5	42.5	15.5	18.5				
Max Q Clear Time (g_c+I1), s	2.9	8.9	4.1	3.0	2.5	13.7	8.0	3.4				
Green Ext Time (p_c), s	0.0	3.3	0.0	0.1	0.0	5.5	0.1	0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.2								
HCM 6th LOS				B								

Lanes, Volumes, Timings  
 4: Stoddard Wells Rd. & Johnson Rd.

2040 With Project PM Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	325	148	182	477	165	368
Future Volume (vph)	325	148	182	477	165	368
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

HCM 6th TWSC  
4: Stoddard Wells Rd. & Johnson Rd.

2040 With Project PM Peak Hour

Intersection						
Int Delay, s/veh	195.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	325	148	182	477	165	368
Future Vol, veh/h	325	148	182	477	165	368
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	342	156	192	502	174	387

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1178	443	0	0	694
Stage 1	443	-	-	-	-
Stage 2	735	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	~ 211	615	-	-	901
Stage 1	647	-	-	-	-
Stage 2	474	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 159	615	-	-	901
Mov Cap-2 Maneuver	~ 159	-	-	-	-
Stage 1	647	-	-	-	-
Stage 2	357	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s\$	683.3	0	3.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	207	901
HCM Lane V/C Ratio	-	-	2.405	0.193
HCM Control Delay (s)	-	-	\$ 683.3	9.9
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	40.9	0.7

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
4: Stoddard Wells Rd. & Johnson Rd.

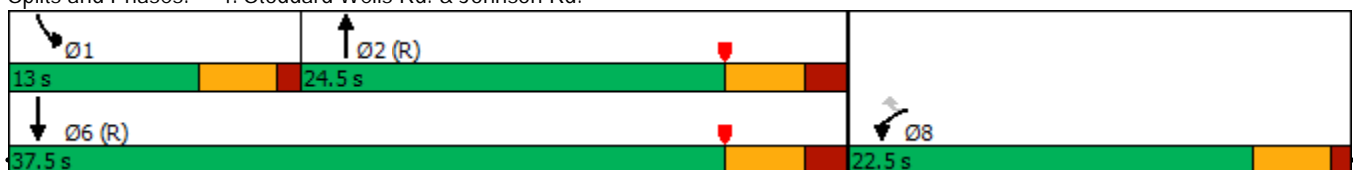
2040 With Project PM Peak Hour  
With Improvements

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	325	148	182	472	165	368
Future Volume (vph)	325	148	182	472	165	368
Ideal Flow (vphpl)	1800	1900	1900	1900	1800	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	0				90	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Confl. Peds. (#/hr)	5	5		5	5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases		8				
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0		5.0	10.0
Minimum Split (s)	22.5	22.5	23.5		10.0	23.5
Total Split (s)	22.5	22.5	24.5		13.0	37.5
Total Split (%)	37.5%	37.5%	40.8%		21.7%	62.5%
Maximum Green (s)	18.0	18.0	19.0		8.5	32.0
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	2.0		1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	5.5		4.5	5.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)			7.0			
Flash Dont Walk (s)			11.0			
Pedestrian Calls (#/hr)			5			

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Stoddard Wells Rd. & Johnson Rd.



HCM 6th Signalized Intersection Summary  
4: Stoddard Wells Rd. & Johnson Rd.

2040 With Project PM Peak Hour  
With Improvements



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	325	148	182	472	165	368
Future Volume (veh/h)	325	148	182	472	165	368
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	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	1772	1870	1870	1870	1772	1870
Adj Flow Rate, veh/h	342	156	192	497	174	387
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	402	378	699	619	214	2114
Arrive On Green	0.24	0.24	0.39	0.39	0.13	0.59
Sat Flow, veh/h	1688	1585	1870	1575	1688	3647
Grp Volume(v), veh/h	342	156	192	497	174	387
Grp Sat Flow(s),veh/h/ln	1688	1585	1777	1575	1688	1777
Q Serve(g_s), s	11.6	5.0	4.4	16.8	6.0	3.0
Cycle Q Clear(g_c), s	11.6	5.0	4.4	16.8	6.0	3.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	402	378	699	619	214	2114
V/C Ratio(X)	0.85	0.41	0.27	0.80	0.81	0.18
Avail Cap(c_a), veh/h	506	476	699	619	239	2114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	19.3	12.4	16.1	25.5	5.5
Incr Delay (d2), s/veh	9.7	0.6	1.0	10.6	17.5	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	1.6	1.6	6.6	3.2	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.5	19.9	13.4	26.7	43.0	5.7
LnGrp LOS	C	B	B	C	D	A
Approach Vol, veh/h	498		689			561
Approach Delay, s/veh	27.9		23.0			17.3
Approach LOS	C		C			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.1	29.1			41.2	18.8
Change Period (Y+Rc), s	4.5	5.5			5.5	4.5
Max Green Setting (Gmax), s	8.5	19.0			32.0	18.0
Max Q Clear Time (g_c+I1), s	8.0	18.8			5.0	13.6
Green Ext Time (p_c), s	0.0	0.1			2.3	0.7

Intersection Summary

HCM 6th Ctrl Delay			22.5			
HCM 6th LOS			C			

Lanes, Volumes, Timings  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 With Project PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	8	99	47	3	620	41	2	26	18	420	3	28
Future Volume (vph)	8	99	47	3	620	41	2	26	18	420	3	28
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Storage Length (ft)	0		0	0		0	100		0	150		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
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
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 With Project PM Peak Hour

Intersection												
Int Delay, s/veh	144.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	99	47	3	620	41	2	26	18	420	3	28
Future Vol, veh/h	8	99	47	3	620	41	2	26	18	420	3	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	104	49	3	653	43	2	27	19	442	3	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	696	0	0	153	0	0	842	847	129	849	850	675
Stage 1	-	-	-	-	-	-	145	145	-	681	681	-
Stage 2	-	-	-	-	-	-	697	702	-	168	169	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	900	-	-	1428	-	-	284	299	921	~ 281	298	454
Stage 1	-	-	-	-	-	-	858	777	-	~ 440	450	-
Stage 2	-	-	-	-	-	-	431	440	-	834	759	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	900	-	-	1428	-	-	261	295	921	~ 253	294	454
Mov Cap-2 Maneuver	-	-	-	-	-	-	261	295	-	~ 253	294	-
Stage 1	-	-	-	-	-	-	849	769	-	~ 436	449	-
Stage 2	-	-	-	-	-	-	399	439	-	780	751	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	15.3	\$ 418.9
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	399	900	-	-	1428	-	-	260
HCM Lane V/C Ratio	0.121	0.009	-	-	0.002	-	-	1.826
HCM Control Delay (s)	15.3	9	0	-	7.5	0	-	\$ 418.9
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	32.3

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 With Project PM Peak Hour  
With Improvements

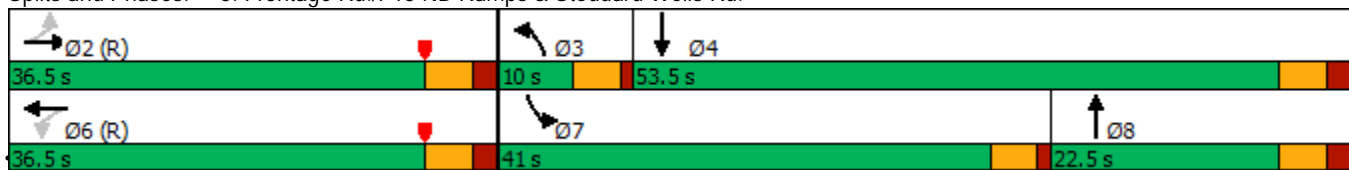


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↗	↘		↗	↘	
Traffic Volume (vph)	8	99	47	3	620	41	2	26	18	420	3	28
Future Volume (vph)	8	99	47	3	620	41	2	26	18	420	3	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	100		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30				30
Link Distance (ft)		889			1144			979				330
Travel Time (s)		13.5			17.3			22.3				7.5
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		2			6		3	8		7	4	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		10.0	22.5		10.0	22.5	
Total Split (s)	36.5	36.5		36.5	36.5		10.0	22.5		41.0	53.5	
Total Split (%)	36.5%	36.5%		36.5%	36.5%		10.0%	22.5%		41.0%	53.5%	
Maximum Green (s)	31.0	31.0		31.0	31.0		5.5	17.0		36.5	48.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5		4.5	5.5		4.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.





HCM 6th Signalized Intersection Summary  
 5: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

2040 With Project PM Peak Hour  
 With Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	8	99	47	3	620	41	2	26	18	420	3	28
Future Volume (veh/h)	8	99	47	3	620	41	2	26	18	420	3	28
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	1870	1870	1870	1870	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	12	150	71	5	939	62	3	39	27	636	5	42
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	704	348	38	1270	84	7	98	68	616	78	656
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.00	0.10	0.10	0.37	0.46	0.46
Sat Flow, veh/h	58	1834	905	4	3307	218	1688	1022	708	1688	171	1435
Grp Volume(v), veh/h	113	0	120	533	0	473	3	0	66	636	0	47
Grp Sat Flow(s),veh/h/ln	1265	0	1532	1868	0	1661	1688	0	1730	1688	0	1606
Q Serve(g_s), s	0.8	0.0	5.2	0.0	0.0	24.6	0.2	0.0	3.6	36.5	0.0	1.6
Cycle Q Clear(g_c), s	25.3	0.0	5.2	24.5	0.0	24.6	0.2	0.0	3.6	36.5	0.0	1.6
Prop In Lane	0.11		0.59	0.01		0.13	1.00		0.41	1.00		0.89
Lane Grp Cap(c), veh/h	525	0	588	754	0	638	7	0	166	616	0	734
V/C Ratio(X)	0.21	0.00	0.20	0.71	0.00	0.74	0.44	0.00	0.40	1.03	0.00	0.06
Avail Cap(c_a), veh/h	525	0	588	754	0	638	93	0	294	616	0	771
HCM Platoon Ratio	1.00	1.00	1.00	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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	20.6	26.5	0.0	26.5	49.7	0.0	42.5	31.8	0.0	15.2
Incr Delay (d2), s/veh	0.9	0.0	0.8	5.5	0.0	7.6	39.8	0.0	1.5	44.9	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	1.8	0.0	1.9	11.3	0.0	10.3	0.1	0.0	1.6	22.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	0.0	21.4	32.1	0.0	34.2	89.5	0.0	44.0	76.6	0.0	15.2
LnGrp LOS	C	A	C	C	A	C	F	A	D	F	A	B
Approach Vol, veh/h		233			1006			69				683
Approach Delay, s/veh		21.5			33.0			46.0				72.4
Approach LOS		C			C			D				E
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		43.9	4.9	51.2		43.9	41.0	15.1				
Change Period (Y+Rc), s		5.5	4.5	5.5		5.5	4.5	5.5				
Max Green Setting (Gmax), s		31.0	5.5	48.0		31.0	36.5	17.0				
Max Q Clear Time (g_c+I1), s		27.3	2.2	3.6		26.6	38.5	5.6				
Green Ext Time (p_c), s		0.4	0.0	0.3		2.3	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

Notes

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

Lanes, Volumes, Timings  
6: Stoddard Wells Rd. & Quarry Rd.

2040 With Project PM Peak Hour  
With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔↔	
Traffic Volume (vph)	25	26	34	616	128	12
Future Volume (vph)	25	26	34	616	128	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	0				0	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Confl. Peds. (#/hr)	5			5	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other  
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	25	26	34	616	128	12
Future Vol, veh/h	25	26	34	616	128	12
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	28	37	670	139	13










Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	42	0	-	0	450 364
Stage 1	-	-	-	-	377 -
Stage 2	-	-	-	-	73 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1565	-	-	-	538 633
Stage 1	-	-	-	-	663 -
Stage 2	-	-	-	-	941 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1558	-	-	-	523 627
Mov Cap-2 Maneuver	-	-	-	-	523 -
Stage 1	-	-	-	-	648 -
Stage 2	-	-	-	-	936 -

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	531
HCM Lane V/C Ratio	0.017	-	-	-	0.287
HCM Control Delay (s)	7.4	0	-	-	14.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

Lanes, Volumes, Timings  
7: Quarry Rd. & I-15 SB Ramps

2040 With Project PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	134	6	6	635	6	6
Future Volume (vph)	134	6	6	635	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	134	6	6	635	6	6
Future Vol, veh/h	134	6	6	635	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	6	6	668	6	6

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	358	340	0	0	674	0
Stage 1	340	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	640	702	-	-	917	-
Stage 1	721	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	636	702	-	-	917	-
Mov Cap-2 Maneuver	636	-	-	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	4.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	639	917
HCM Lane V/C Ratio	-	-	0.231	0.007
HCM Control Delay (s)	-	-	12.3	9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0

Lanes, Volumes, Timings  
 8: Navajo Rd. & Johnson Rd.

2040 With Project PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	354	43	82	203	23	84
Future Volume (vph)	354	43	82	203	23	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	45	
Link Distance (ft)	5314			5302	2660	
Travel Time (s)	80.5			80.3	40.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	354	43	82	203	23	84
Future Vol, veh/h	354	43	82	203	23	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	373	45	86	214	24	88

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	418	0	782	396
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	386	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1141	-	363	653
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	687	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1141	-	332	653
Mov Cap-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	628	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	541	-	-	1141	-
HCM Lane V/C Ratio	0.208	-	-	0.076	-
HCM Control Delay (s)	13.4	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Lanes, Volumes, Timings  
8: Navajo Rd. & Johnson Rd.

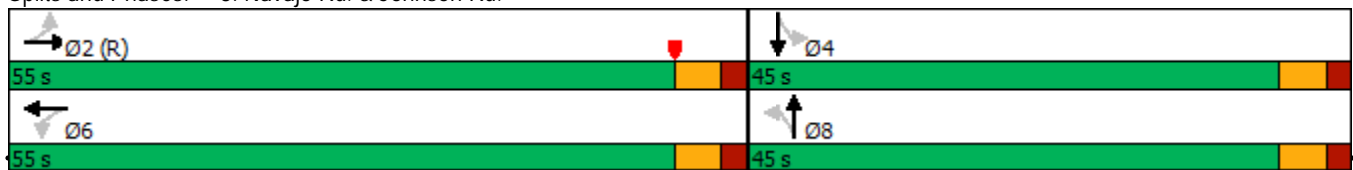
2040 With Project PM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	354	43	82	203	113	23	127	84	152	183	278
Future Volume (vph)	177	354	43	82	203	113	23	127	84	152	183	278
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45				30
Link Distance (ft)		5314			5302			2660				490
Travel Time (s)		80.5			80.3			40.3				11.1
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	55.0	55.0		55.0	55.0		45.0	45.0		45.0	45.0	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	49.5	49.5		49.5	49.5		39.5	39.5		39.5	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 99 (99%), Referenced to phase 2:EBTL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated





















Splits and Phases: 8: Navajo Rd. & Johnson Rd.





















HCM 6th Signalized Intersection Summary  
8: Navajo Rd. & Johnson Rd.

2040 With Project PM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	354	43	82	203	113	23	127	84	152	183	278
Future Volume (veh/h)	177	354	43	82	203	113	23	127	84	152	183	278
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	192	385	47	89	221	123	25	138	91	165	199	302
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	501	1579	191	457	1106	591	286	832	514	434	702	624
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.13	0.13	0.13	0.40	0.40	0.40
Sat Flow, veh/h	981	3189	387	905	2233	1195	850	2106	1301	1089	1777	1579
Grp Volume(v), veh/h	192	213	219	89	174	170	25	115	114	165	199	302
Grp Sat Flow(s),veh/h/ln	981	1777	1799	905	1777	1651	850	1777	1630	1089	1777	1579
Q Serve(g_s), s	13.7	6.9	7.0	6.3	5.5	5.8	2.7	5.7	6.2	11.9	7.6	14.3
Cycle Q Clear(g_c), s	19.5	6.9	7.0	13.3	5.5	5.8	17.0	5.7	6.2	18.1	7.6	14.3
Prop In Lane	1.00		0.21	1.00		0.72	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	501	880	891	457	880	817	286	702	644	434	702	624
V/C Ratio(X)	0.38	0.24	0.25	0.19	0.20	0.21	0.09	0.16	0.18	0.38	0.28	0.48
Avail Cap(c_a), veh/h	501	880	891	457	880	817	286	702	644	434	702	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	14.5	14.5	18.3	14.1	14.2	40.3	28.8	29.0	26.2	20.6	22.6
Incr Delay (d2), s/veh	1.3	0.4	0.4	0.1	0.1	0.1	0.6	0.5	0.6	2.5	1.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.6	2.7	1.2	2.0	2.0	0.7	2.5	2.5	3.3	3.3	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	14.9	14.9	18.5	14.2	14.3	40.9	29.3	29.6	28.8	21.6	25.3
LnGrp LOS	C	B	B	B	B	B	D	C	C	C	C	C
Approach Vol, veh/h		624			433			254			666	
Approach Delay, s/veh		16.8			15.1			30.6			25.1	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		45.0		55.0		45.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		49.5		39.5		49.5		39.5				
Max Q Clear Time (g_c+I1), s		21.5		20.1		15.3		19.0				
Green Ext Time (p_c), s		3.4		3.9		2.5		1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				21.0								
HCM 6th LOS				C								

Lanes, Volumes, Timings  
 9: Navajo Rd. & Lafayette St.

2040 With Project PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	246	108	75	371	24	64	89	73	20	80	162
Future Volume (vph)	120	246	108	75	371	24	64	89	73	20	80	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2596			1226			3048			2660	
Travel Time (s)		39.3			18.6			46.2			40.3	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

HCM 6th TWSC  
9: Navajo Rd. & Lafayette St.

2040 With Project PM Peak Hour

Intersection												
Int Delay, s/veh	551.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	120	246	108	75	371	24	64	89	73	20	80	162
Future Vol, veh/h	120	246	108	75	371	24	64	89	73	20	80	162
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	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	126	259	114	79	391	25	67	94	77	21	84	171

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	687	517	170	665	564	133	255	0	0	171	0	0
Stage 1	212	212	-	267	267	-	-	-	-	-	-	-
Stage 2	475	305	-	398	297	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	361	462	874	374	435	916	1310	-	-	1406	-	-
Stage 1	790	727	-	738	688	-	-	-	-	-	-	-
Stage 2	570	662	-	628	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 39	428	874	160	403	916	1310	-	-	1406	-	-
Mov Cap-2 Maneuver	~ 39	428	-	160	403	-	-	-	-	-	-	-
Stage 1	745	714	-	696	649	-	-	-	-	-	-	-
Stage 2	208	624	-	342	656	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, \$	1402.7		265.5		2.2		0.6	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1310	-	-	126	332	1406	-
HCM Lane V/C Ratio	0.051	-	-	3.96	1.49	0.015	-
HCM Control Delay (s)	7.9	0		\$ 1402.7	265.5	7.6	0
HCM Lane LOS	A	A	-	F	F	A	A
HCM 95th %tile Q(veh)	0.2	-	-	50.3	27.2	0	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
9: Navajo Rd. & Lafayette St.

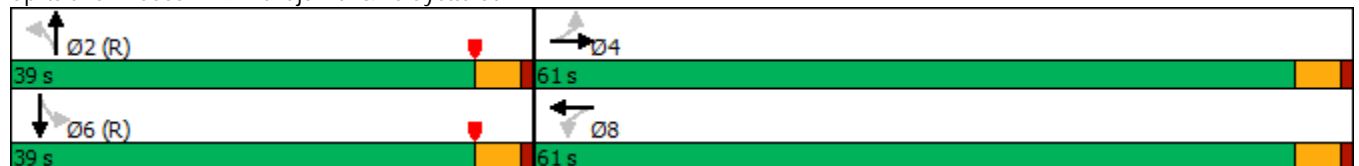
2040 With Project PM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	246	108	75	371	24	64	89	73	20	80	162
Future Volume (vph)	120	246	108	75	371	24	64	89	73	20	80	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2581			1226			3048			2660	
Travel Time (s)		39.1			18.6			46.2			40.3	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	61.0	61.0		61.0	61.0		39.0	39.0		39.0	39.0	
Total Split (%)	61.0%	61.0%		61.0%	61.0%		39.0%	39.0%		39.0%	39.0%	
Maximum Green (s)	56.5	56.5		56.5	56.5		34.5	34.5		34.5	34.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated

Splits and Phases: 9: Navajo Rd. & Lafayette St.



HCM 6th Signalized Intersection Summary  
 9: Navajo Rd. & Lafayette St.

















2040 With Project PM Peak Hour  
 With Improvements




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (veh/h)	120	246	108	75	371	24	64	89	73	20	80	162
Future Volume (veh/h)	120	246	108	75	371	24	64	89	73	20	80	162
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	259	114	79	391	25	67	94	77	21	84	171
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	441	218	140	748	52	461	656	573	213	829	839
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	422	1350	666	281	2290	161	694	1125	981	291	1421	1439
Grp Volume(v), veh/h	229	0	270	235	0	260	119	0	119	105	0	171
Grp Sat Flow(s),veh/h/ln	860	0	1579	1059	0	1672	1278	0	1522	1712	0	1439
Q Serve(g_s), s	15.1	0.0	13.9	9.6	0.0	12.4	2.2	0.0	3.5	0.0	0.0	5.6
Cycle Q Clear(g_c), s	27.5	0.0	13.9	23.5	0.0	12.4	7.8	0.0	3.5	2.5	0.0	5.6
Prop In Lane	0.55		0.42	0.34		0.10	0.57		0.64	0.20		1.00
Lane Grp Cap(c), veh/h	337	0	515	394	0	546	802	0	888	1042	0	839
V/C Ratio(X)	0.68	0.00	0.52	0.60	0.00	0.48	0.15	0.00	0.13	0.10	0.00	0.20
Avail Cap(c_a), veh/h	632	0	892	740	0	945	802	0	888	1042	0	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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.00	0.95
Uniform Delay (d), s/veh	35.3	0.0	27.4	31.7	0.0	26.9	10.3	0.0	9.4	9.2	0.0	9.8
Incr Delay (d2), s/veh	2.4	0.0	0.8	1.4	0.0	0.6	0.4	0.0	0.3	0.2	0.0	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	5.3	0.0	5.0	5.1	0.0	4.8	1.3	0.0	1.1	0.9	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	0.0	28.2	33.1	0.0	27.5	10.6	0.0	9.7	9.4	0.0	10.4
LnGrp LOS	D	A	C	C	A	C	B	A	A	A	A	B
Approach Vol, veh/h		499			495			238				276
Approach Delay, s/veh		32.5			30.2			10.2				10.0
Approach LOS		C			C			B				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.8		37.2		62.8		37.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		34.5		56.5		34.5		56.5				
Max Q Clear Time (g_c+I1), s		9.8		29.5		7.6		25.5				
Green Ext Time (p_c), s		1.3		3.2		1.5		3.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				24.1								
HCM 6th LOS				C								

Lanes, Volumes, Timings  
 10: Central Rd. & Johnson Rd.

2040 With Project PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	50	528	50	50	50	168	175	50	50	291	198
Future Volume (vph)	138	50	528	50	50	50	168	175	50	50	291	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			31.4			14.4	
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
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	661.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	138	50	528	50	50	50	168	175	50	50	291	198
Future Vol, veh/h	138	50	528	50	50	50	168	175	50	50	291	198
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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	150	54	574	54	54	54	183	190	54	54	316	215

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1169	1142	424	1429	1222	217	531	0	0	244	0	0
Stage 1	532	532	-	583	583	-	-	-	-	-	-	-
Stage 2	637	610	-	846	639	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	170	200	630	112	180	823	1036	-	-	1322	-	-
Stage 1	531	526	-	498	499	-	-	-	-	-	-	-
Stage 2	465	485	-	357	470	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 89	149	630	~ 6	134	823	1036	-	-	1322	-	-
Mov Cap-2 Maneuver	~ 89	149	-	~ 6	134	-	-	-	-	-	-	-
Stage 1	422	494	-	395	396	-	-	-	-	-	-	-
Stage 2	298	385	-	~ 27	442	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/\$	755.9		4306.1		3.9		0.7	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1036	-	-	279	17	1322	-	-
HCM Lane V/C Ratio	0.176	-	-	2.595	9.591	0.041	-	-
HCM Control Delay (s)	9.2	0	-	755.9	4306.1	7.8	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	60.1	21.1	0.1	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings  
10: Central Rd. & Johnson Rd.

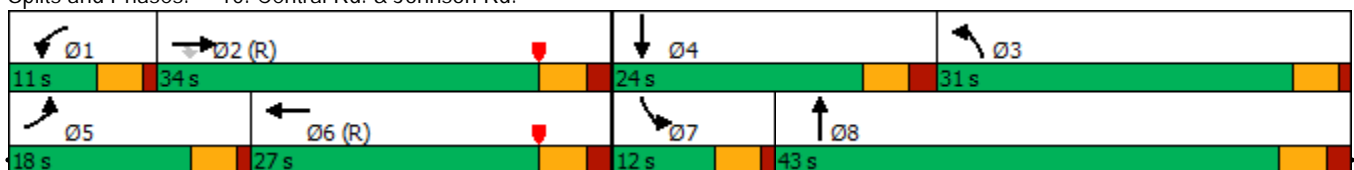
2040 With Project PM Peak Hour  
With Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	50	528	50	50	50	324	175	50	50	291	198
Future Volume (vph)	138	50	528	50	50	50	324	175	50	50	291	198
Ideal Flow (vphpl)	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	60			60			60			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		5302			713			2072			948	
Travel Time (s)		80.3			10.8			31.4			14.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		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
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2									
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.5	23.5	23.5	9.5	23.5		10.0	23.5		10.0	23.5	
Total Split (s)	18.0	34.0	34.0	11.0	27.0		31.0	43.0		12.0	24.0	
Total Split (%)	18.0%	34.0%	34.0%	11.0%	27.0%		31.0%	43.0%		12.0%	24.0%	
Maximum Green (s)	13.5	28.5	28.5	6.5	21.5		26.5	37.5		7.5	18.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5		4.5	5.5		4.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		5	5		5			5			5	

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 53.5 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated























Splits and Phases: 10: Central Rd. & Johnson Rd.





HCM 6th Signalized Intersection Summary  
10: Central Rd. & Johnson Rd.

2040 With Project PM Peak Hour  
With Improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	50	528	50	50	50	324	175	50	50	291	198
Future Volume (veh/h)	138	50	528	50	50	50	324	175	50	50	291	198
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	1772	1870	1870	1772	1870	1870	1772	1870	1870	1772	1870	1870
Adj Flow Rate, veh/h	145	53	556	53	53	53	341	184	53	53	306	208
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	643	543	67	240	240	374	1032	289	67	378	250
Arrive On Green	0.10	0.34	0.34	0.04	0.28	0.28	0.22	0.38	0.38	0.04	0.19	0.19
Sat Flow, veh/h	1688	1870	1578	1688	855	855	1688	2737	766	1688	2041	1350
Grp Volume(v), veh/h	145	53	556	53	0	106	341	118	119	53	265	249
Grp Sat Flow(s),veh/h/ln	1688	1870	1578	1688	0	1711	1688	1777	1726	1688	1777	1614
Q Serve(g_s), s	8.4	1.9	17.0	3.1	0.0	4.8	19.7	4.4	4.6	3.1	14.3	14.8
Cycle Q Clear(g_c), s	8.4	1.9	17.0	3.1	0.0	4.8	19.7	4.4	4.6	3.1	14.3	14.8
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.44	1.00		0.84
Lane Grp Cap(c), veh/h	174	643	543	67	0	479	374	670	651	67	329	299
V/C Ratio(X)	0.83	0.08	1.02	0.80	0.00	0.22	0.91	0.18	0.18	0.79	0.81	0.83
Avail Cap(c_a), veh/h	228	643	543	110	0	479	447	670	651	127	329	299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	22.2	8.0	47.6	0.0	27.6	38.0	20.8	20.8	47.6	39.0	39.3
Incr Delay (d2), s/veh	17.3	0.2	44.4	18.8	0.0	1.1	20.5	0.6	0.6	18.8	18.8	23.0
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	4.2	0.8	11.2	1.6	0.0	2.0	9.8	1.8	1.9	1.6	7.7	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	22.4	52.5	66.5	0.0	28.7	58.5	21.3	21.5	66.4	57.9	62.2
LnGrp LOS	E	C	F	E	A	C	E	C	C	E	E	E
Approach Vol, veh/h		754			159			578			567	
Approach Delay, s/veh		52.0			41.3			43.3			60.6	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	39.9	27.7	24.0	14.8	33.5	8.5	43.2				
Change Period (Y+Rc), s	4.5	5.5	5.5	* 5.5	4.5	5.5	4.5	5.5				
Max Green Setting (Gmax), s	6.5	28.5	26.5	* 19	13.5	21.5	7.5	37.5				
Max Q Clear Time (g_c+I1), s	5.1	19.0	21.7	16.8	10.4	6.8	5.1	6.6				
Green Ext Time (p_c), s	0.0	1.7	0.5	0.5	0.1	0.4	0.0	1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			51.1									
HCM 6th LOS			D									
<b>Notes</b>												
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.												

Lanes, Volumes, Timings  
 11: Dale Evans Pkwy. & Burbank Av.

2040 With Project PM Peak Hour  
 With Improvements



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	69	5	935	30	5	1182
Future Volume (vph)	69	5	935	30	5	1182
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	305		1886			1385
Travel Time (s)	6.9		23.4			17.2
Confl. Peds. (#/hr)	5	5		5	5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	69	5	935	30	5	1182
Future Vol, veh/h	69	5	935	30	5	1182
Conflicting Peds, #/hr	5	5	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	5	984	32	5	1244

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1642	518	0	0	1021
Stage 1	1005	-	-	-	-
Stage 2	637	-	-	-	-
Critical Hdwy	5.2	6	-	-	4.14
Critical Hdwy Stg 1	5	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-
Follow-up Hdwy	3.3	3	-	-	2.22
Pot Cap-1 Maneuver	197	623	-	-	675
Stage 1	413	-	-	-	-
Stage 2	595	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	190	617	-	-	672
Mov Cap-2 Maneuver	190	-	-	-	-
Stage 1	411	-	-	-	-
Stage 2	578	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.3	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	199	672
HCM Lane V/C Ratio	-	-	0.391	0.008
HCM Control Delay (s)	-	-	34.3	10.4
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	1.7	0

Lanes, Volumes, Timings  
 12: Dachshund Av. & Lafayette St.

2040 With Project PM Peak Hour  
 With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↘
Traffic Volume (vph)	523	136	47	689	162	47
Future Volume (vph)	523	136	47	689	162	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1800	1900
Storage Length (ft)		0	0		150	0
Storage Lanes		0	0		1	1
Taper Length (ft)			0		60	
Link Speed (mph)	45			45	30	
Link Distance (ft)	281			2581	276	
Travel Time (s)	4.3			39.1	6.3	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	523	136	47	689	162	47
Future Vol, veh/h	523	136	47	689	162	47
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	551	143	49	725	171	49

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	699	0	1094
Stage 1	-	-	-	-	628
Stage 2	-	-	-	-	466
Critical Hdwy	-	-	4.14	-	5.5
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.22	-	3.3
Pot Cap-1 Maneuver	-	-	893	-	325
Stage 1	-	-	-	-	600
Stage 2	-	-	-	-	702
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	889	-	292
Mov Cap-2 Maneuver	-	-	-	-	292
Stage 1	-	-	-	-	597
Stage 2	-	-	-	-	635

Approach	EB	WB	NB
HCM Control Delay, s	0	1	28.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	292	758	-	-	889	-
HCM Lane V/C Ratio	0.584	0.065	-	-	0.056	-
HCM Control Delay (s)	33.3	10.1	-	-	9.3	0.4
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	3.4	0.2	-	-	0.2	-

Lanes, Volumes, Timings  
 13: Dachshund Av. & Burbank Av.

2040 With Project PM Peak Hour  
 With Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	5	5	95	135	44
Future Volume (vph)	20	5	5	95	135	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	463			866	246	
Travel Time (s)	10.5			19.7	5.6	
Confl. Peds. (#/hr)	5	5	5			5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	5	5	95	135	44
Future Vol, veh/h	20	5	5	95	135	44
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	5	5	100	142	46

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	285	175	193	0	0
Stage 1	170	-	-	-	-
Stage 2	115	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	705	868	1380	-	-
Stage 1	860	-	-	-	-
Stage 2	910	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	695	860	1373	-	-
Mov Cap-2 Maneuver	695	-	-	-	-
Stage 1	852	-	-	-	-
Stage 2	905	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1373	-	723	-	-
HCM Lane V/C Ratio	0.004	-	0.036	-	-
HCM Control Delay (s)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings  
 14: Dwy. 1 & Lafayette St.

2040 With Project PM Peak Hour  
 With Improvements



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Volume (vph)	720	6	1	880	15	1
Future Volume (vph)	720	6	1	880	15	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	30	
Link Distance (ft)	344			2068	267	
Travel Time (s)	5.2			31.3	6.1	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized



Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	720	6	1	880	15	1
Future Vol, veh/h	720	6	1	880	15	1
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	783	7	1	957	16	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	795	0	1278
Stage 1	-	-	-	-	792
Stage 2	-	-	-	-	486
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	822	-	158
Stage 1	-	-	-	-	407
Stage 2	-	-	-	-	584
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	818	-	156
Mov Cap-2 Maneuver	-	-	-	-	156
Stage 1	-	-	-	-	405
Stage 2	-	-	-	-	579

Approach	EB	WB	NB
HCM Control Delay, s	0	0	29.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	164	-	-	818	-
HCM Lane V/C Ratio	0.106	-	-	0.001	-
HCM Control Delay (s)	29.5	-	-	9.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lanes, Volumes, Timings  
15: Dwy.2 & Lafayette St.

2040 With Project PM Peak Hour  
With Improvements

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘↙	
Traffic Volume (vph)	709	12	1	851	29	1
Future Volume (vph)	709	12	1	851	29	1
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	30	
Link Distance (ft)	2068			281	184	
Travel Time (s)	31.3			4.3	4.2	
Confl. Peds. (#/hr)		5	5		5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	709	12	1	851	29	1
Future Vol, veh/h	709	12	1	851	29	1
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	771	13	1	925	32	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	789	0	1253
Stage 1	-	-	-	-	783
Stage 2	-	-	-	-	470
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	827	-	164
Stage 1	-	-	-	-	411
Stage 2	-	-	-	-	595
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	823	-	162
Mov Cap-2 Maneuver	-	-	-	-	162
Stage 1	-	-	-	-	409
Stage 2	-	-	-	-	591

Approach	EB	WB	NB
HCM Control Delay, s	0	0	31.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	166	-	-	823	-
HCM Lane V/C Ratio	0.196	-	-	0.001	-
HCM Control Delay (s)	31.9	-	-	9.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Lanes, Volumes, Timings  
 16: Dachshund Av. & Dwy. 3

2040 With Project PM Peak Hour  
 With Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	48	12	5	161	164	18
Future Volume (vph)	48	12	5	161	164	18
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	265			384	276	
Travel Time (s)	6.0			8.7	6.3	
Confl. Peds. (#/hr)	5	5	5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	48	12	5	161	164	18
Future Vol, veh/h	48	12	5	161	164	18
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	13	5	175	178	20

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	383	198	203	0	-	0
Stage 1	193	-	-	-	-	-
Stage 2	190	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	620	843	1369	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	611	835	1362	-	-	-
Mov Cap-2 Maneuver	611	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1362	-	646	-	-
HCM Lane V/C Ratio	0.004	-	0.101	-	-
HCM Control Delay (s)	7.7	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Lanes, Volumes, Timings  
 17: Dachshund Av. & Dwy. 4

2040 With Project PM Peak Hour  
 With Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	10	4	146	168	8
Future Volume (vph)	19	10	4	146	168	8
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	254			446	384	
Travel Time (s)	5.8			10.1	8.7	
Confl. Peds. (#/hr)	5	5	5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	19	10	4	146	168	8
Future Vol, veh/h	19	10	4	146	168	8
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	11	4	159	183	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	365	198	197	0	-	0
Stage 1	193	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	635	843	1376	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	627	835	1369	-	-	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	854	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1369	-	686	-	-
HCM Lane V/C Ratio	0.003	-	0.046	-	-
HCM Control Delay (s)	7.6	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings  
 18: Dachshund Av. & Dwy. 5

2040 With Project PM Peak Hour  
 With Improvements



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	42	18	7	109	162	16
Future Volume (vph)	42	18	7	109	162	16
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	205			246	446	
Travel Time (s)	4.7			5.6	10.1	
Confl. Peds. (#/hr)	5	5	5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized



Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	42	18	7	109	162	16
Future Vol, veh/h	42	18	7	109	162	16
Conflicting Peds, #/hr	5	5	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	20	8	118	176	17

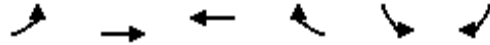
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	329	195	198	0	0
Stage 1	190	-	-	-	-
Stage 2	139	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	665	846	1375	-	-
Stage 1	842	-	-	-	-
Stage 2	888	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	654	838	1368	-	-
Mov Cap-2 Maneuver	654	-	-	-	-
Stage 1	833	-	-	-	-
Stage 2	884	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1368	-	700	-	-
HCM Lane V/C Ratio	0.006	-	0.093	-	-
HCM Control Delay (s)	7.6	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Lanes, Volumes, Timings  
 19: Burbank Av. & Dwy. 6

2040 With Project PM Peak Hour  
 With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	25	49	1	1	10
Future Volume (vph)	4	25	49	1	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		1946	463		265	
Travel Time (s)		44.2	10.5		6.0	
Confl. Peds. (#/hr)	5			5	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

**Intersection Summary**  
 Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	25	49	1	1	10
Future Vol, veh/h	4	25	49	1	1	10
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	27	53	1	1	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	59	0	-	0	99
Stage 1	-	-	-	-	59
Stage 2	-	-	-	-	40
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1545	-	-	-	900
Stage 1	-	-	-	-	964
Stage 2	-	-	-	-	982
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1538	-	-	-	888
Mov Cap-2 Maneuver	-	-	-	-	888
Stage 1	-	-	-	-	956
Stage 2	-	-	-	-	977

Approach	EB	WB	SB
HCM Control Delay, s	1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1538	-	-	-	980
HCM Lane V/C Ratio	0.003	-	-	-	0.012
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings  
 20: Burbank Av. & Dwy. 7

2040 With Project PM Peak Hour  
 With Improvements



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	29	59	1	1	15
Future Volume (vph)	6	29	59	1	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		305	1946		204	
Travel Time (s)		6.9	44.2		4.6	
Confl. Peds. (#/hr)	5			5	5	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	6	29	59	1	1	15
Future Vol, veh/h	6	29	59	1	1	15
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	32	64	1	1	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	70	0	-	0	121 75
Stage 1	-	-	-	-	70 -
Stage 2	-	-	-	-	51 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1531	-	-	-	874 986
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	971 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1524	-	-	-	861 977
Mov Cap-2 Maneuver	-	-	-	-	861 -
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	966 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1524	-	-	-	969
HCM Lane V/C Ratio	0.004	-	-	-	0.018
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

## **APPENDIX 6.3: HORIZON YEAR (2040) TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**

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### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP AM PEAK HOUR WARRANTS**

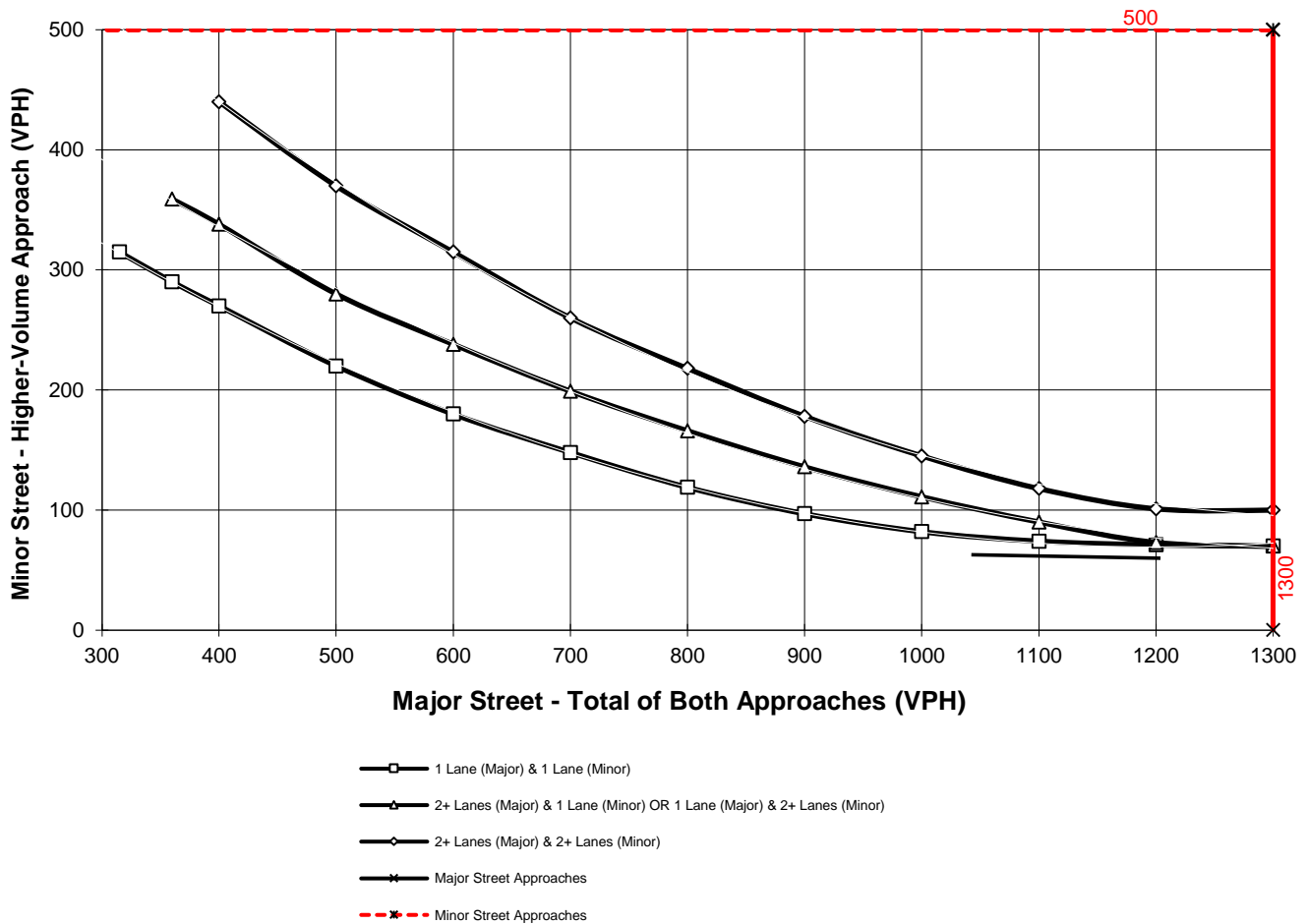
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **1,843**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **863**  
 Number of Approach Lanes Minor Street = **2**

#### WARRANTED FOR A SIGNAL



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2



**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP PM PEAK HOUR WARRANTS**

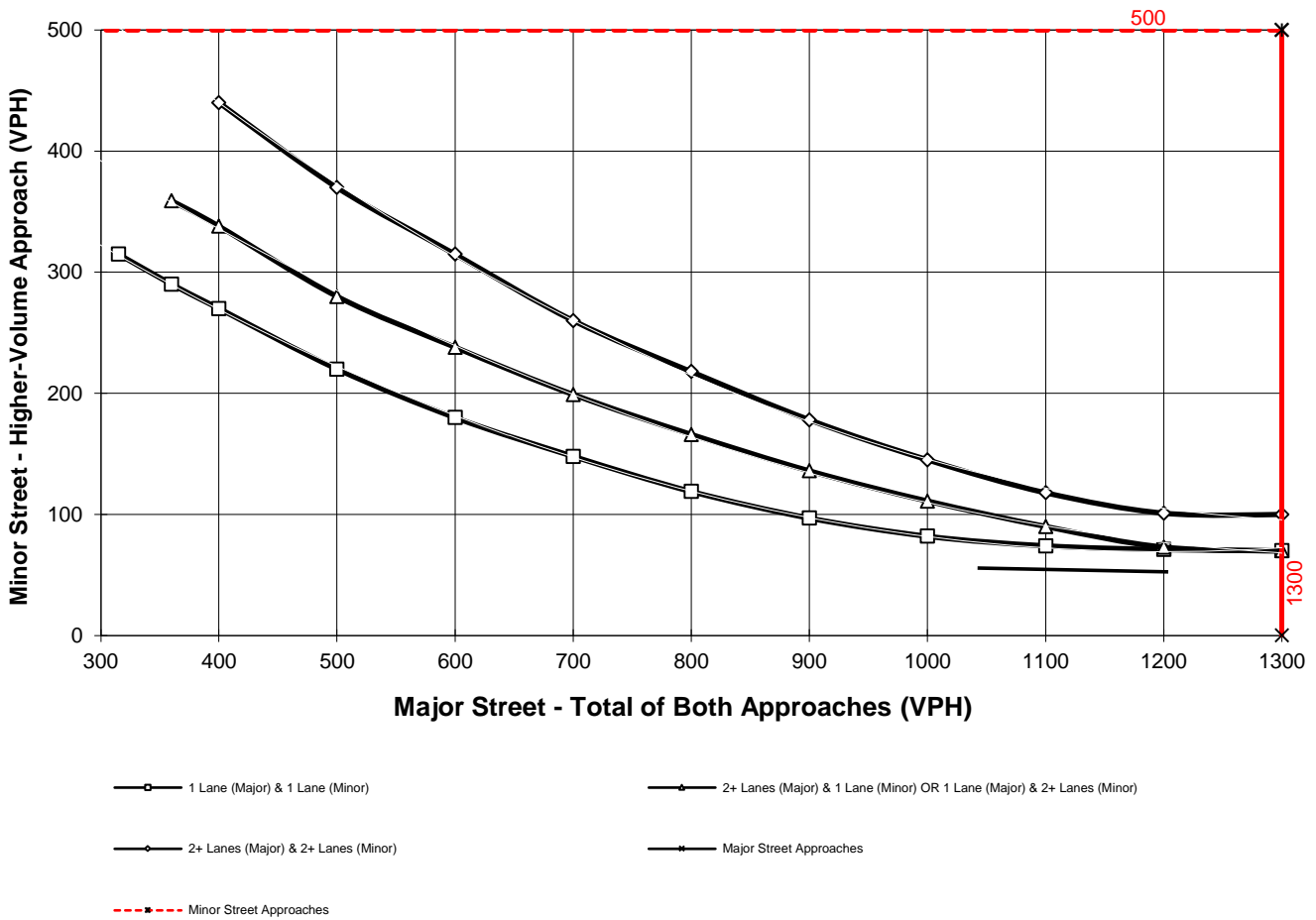
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **2,101**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Lafayette St.**

High Volume Approach (VPH) = **759**  
 Number of Approach Lanes Minor Street = **2**

**WARRANTED FOR A SIGNAL**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP AM PEAK HOUR WARRANTS**

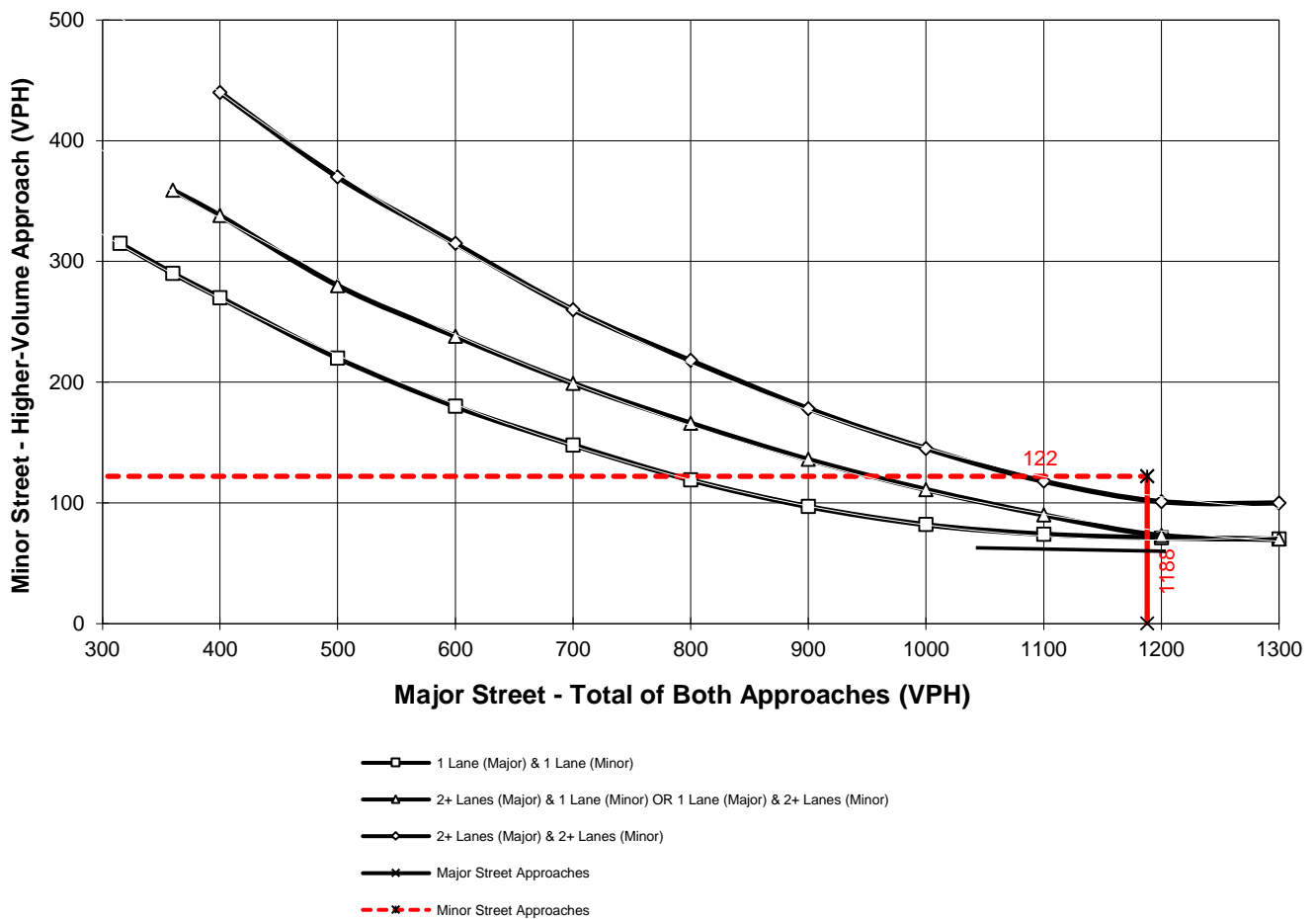
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **1,188**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Corwin Rd.**

High Volume Approach (VPH) = **122**  
 Number of Approach Lanes Minor Street = **2**

**WARRANTED FOR A SIGNAL**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP PM PEAK HOUR WARRANTS**

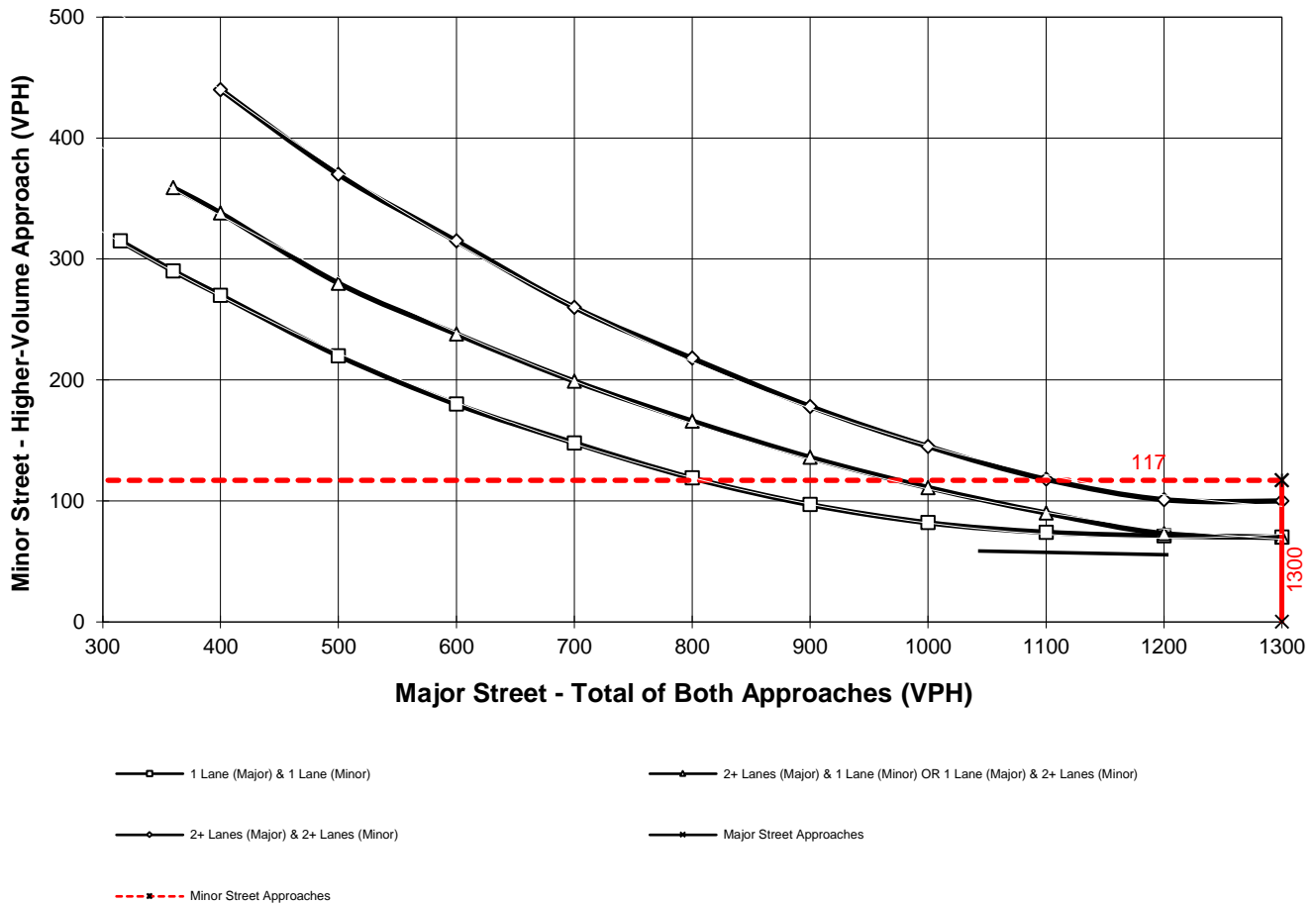
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **1,415**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Corwin Rd.**

High Volume Approach (VPH) = **117**  
 Number of Approach Lanes Minor Street = **2**

**WARRANTED FOR A SIGNAL**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP AM PEAK HOUR WARRANTS**

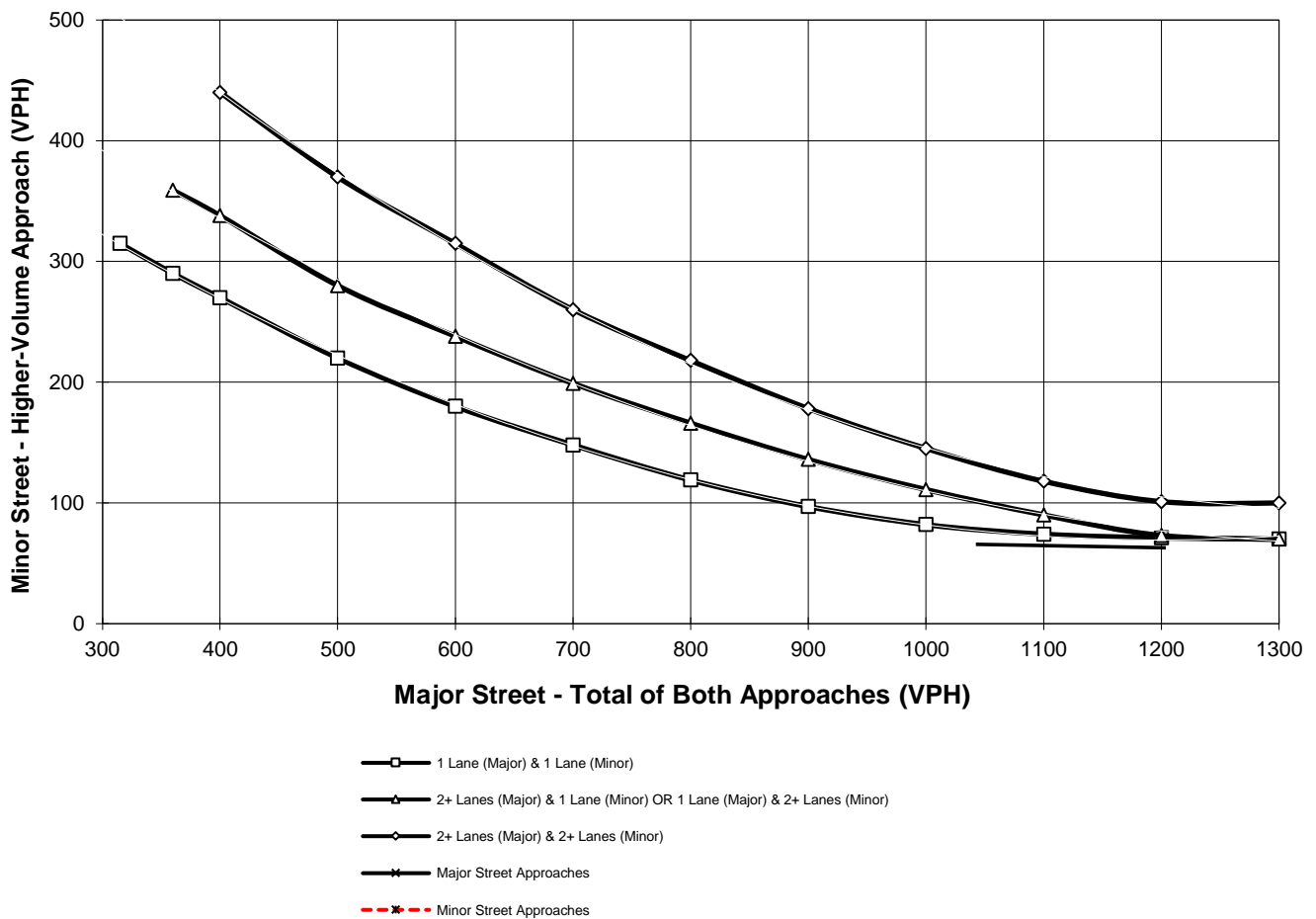
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **273**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Quarry Rd.**

High Volume Approach (VPH) = **127**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP PM PEAK HOUR WARRANTS**

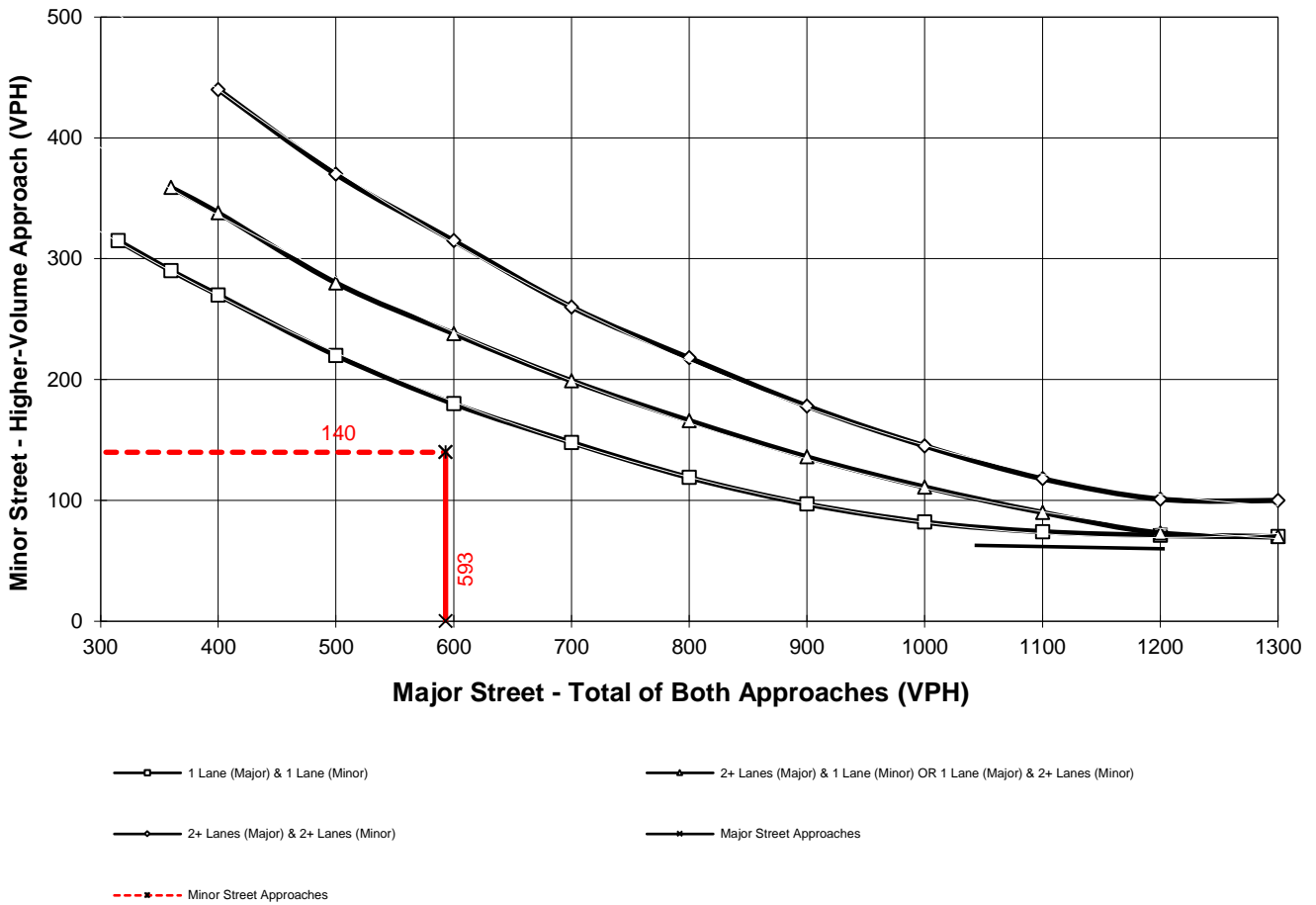
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **593**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Quarry Rd.**

High Volume Approach (VPH) = **140**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP AM PEAK HOUR WARRANTS**

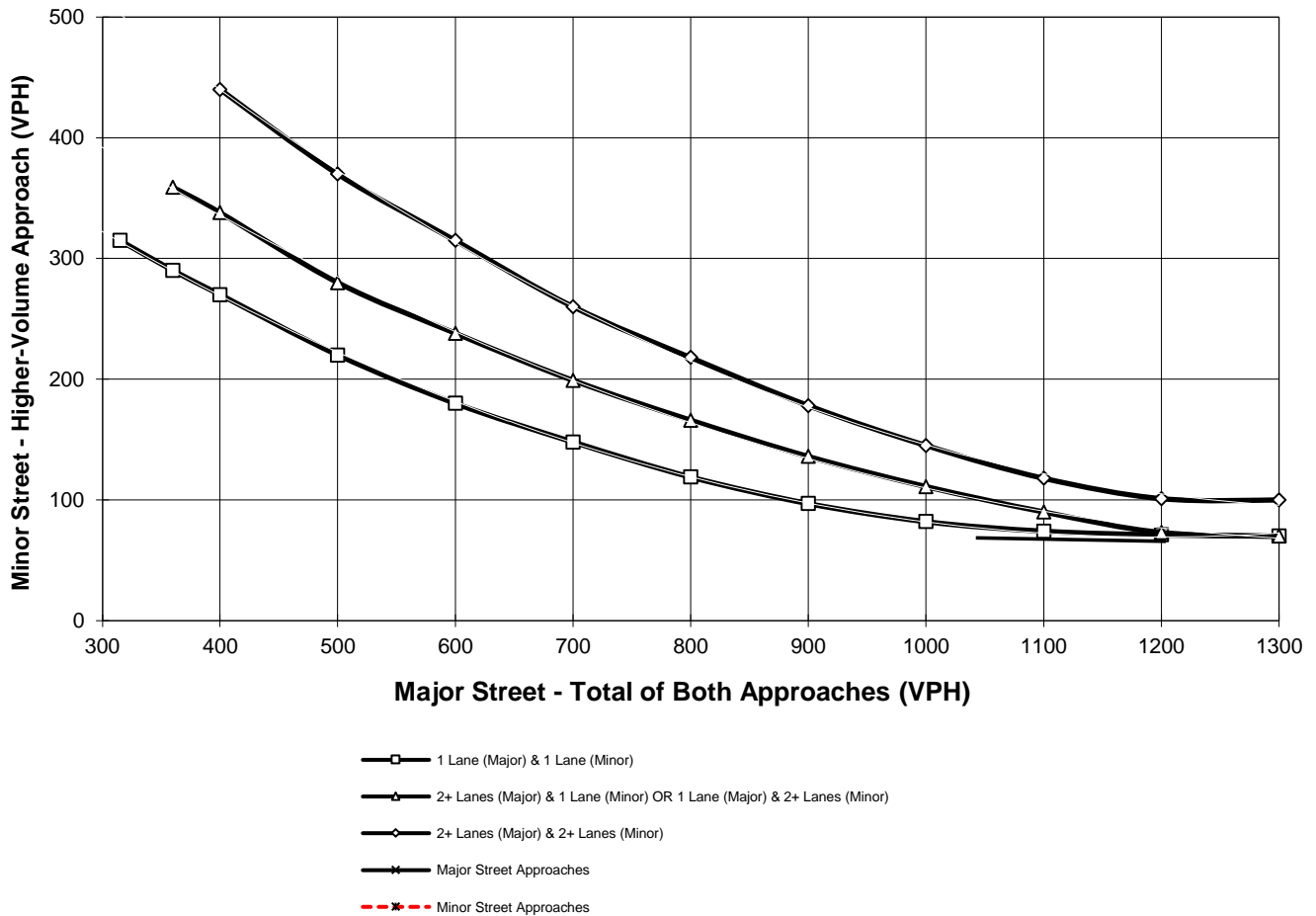
Major Street Name = **Quarry Rd.**

Total of Both Approaches (VPH) = **265**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**

High Volume Approach (VPH) = **130**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP PM PEAK HOUR WARRANTS**

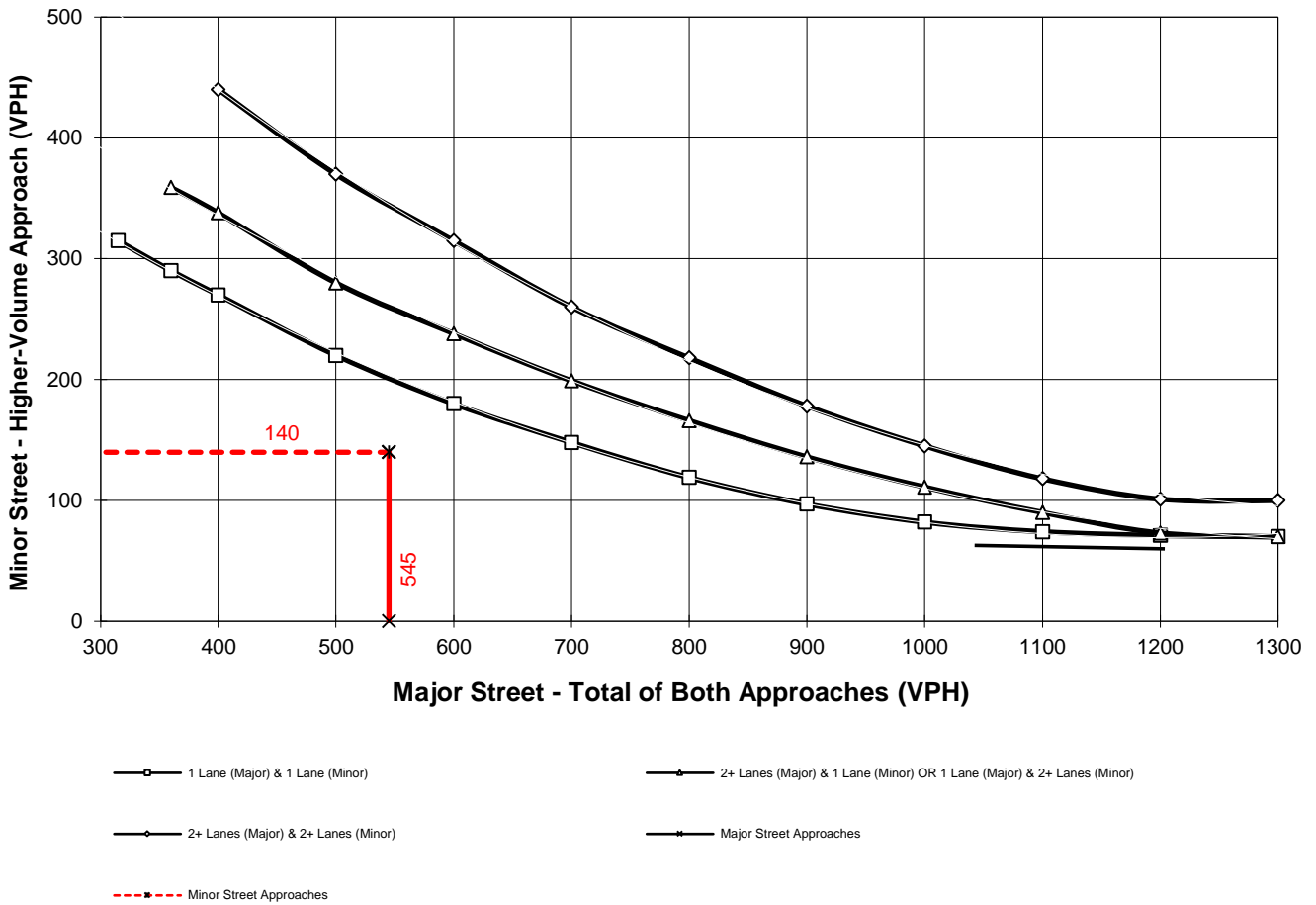
Major Street Name = **Quarry Rd.**

Total of Both Approaches (VPH) = **545**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**

High Volume Approach (VPH) = **140**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP AM PEAK HOUR WARRANTS**

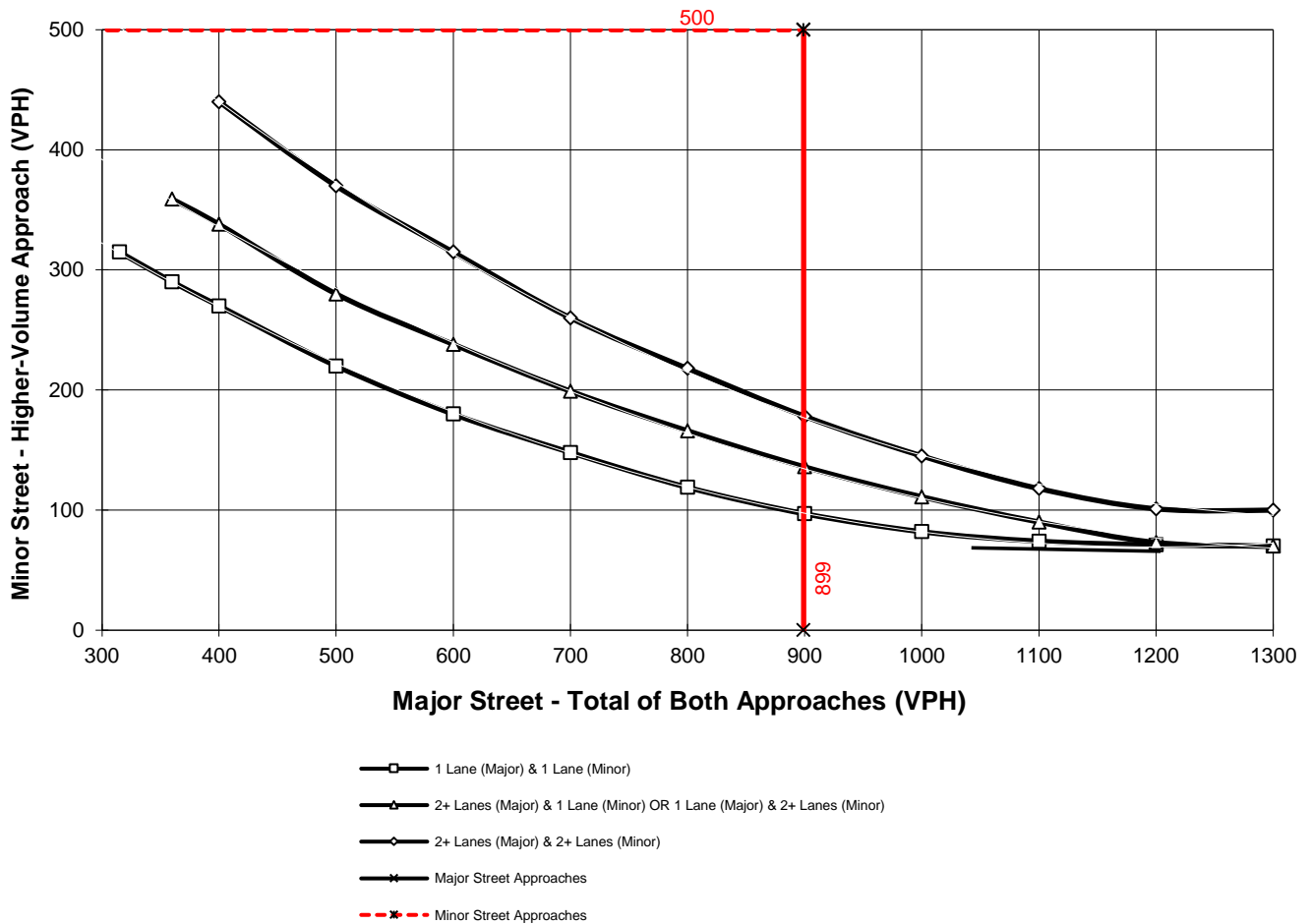
Major Street Name = **Navajo Rd.**

Total of Both Approaches (VPH) = **899**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **548**  
 Number of Approach Lanes Minor Street = **2**

**WARRANTED FOR A SIGNAL**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #8



### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP PM PEAK HOUR WARRANTS**

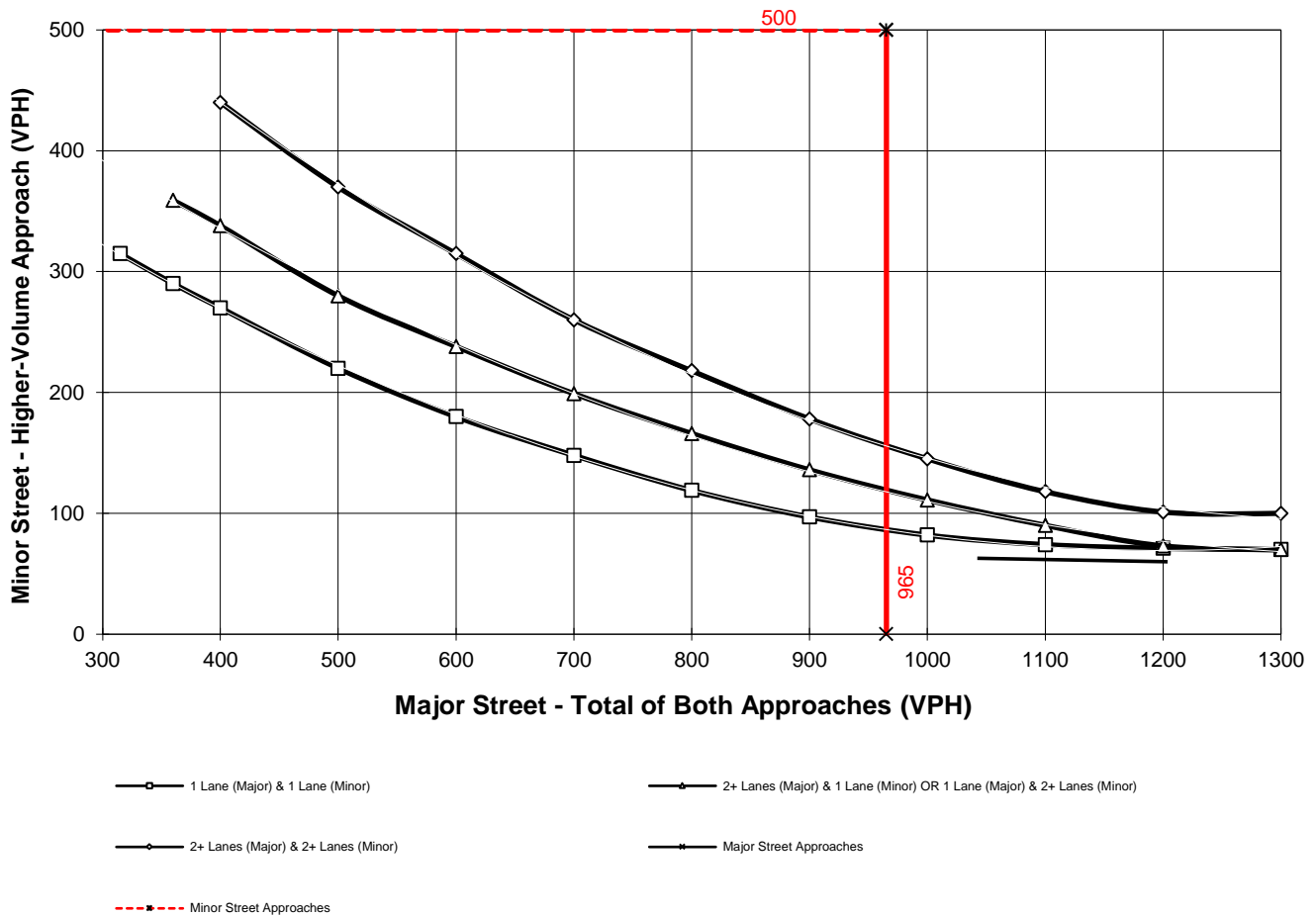
Major Street Name = **Johnson Rd.**

Total of Both Approaches (VPH) = **965**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Navajo Rd.**

High Volume Approach (VPH) = **613**  
 Number of Approach Lanes Minor Street = **2**

**WARRANTED FOR A SIGNAL**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #8

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP AM PEAK HOUR WARRANTS**

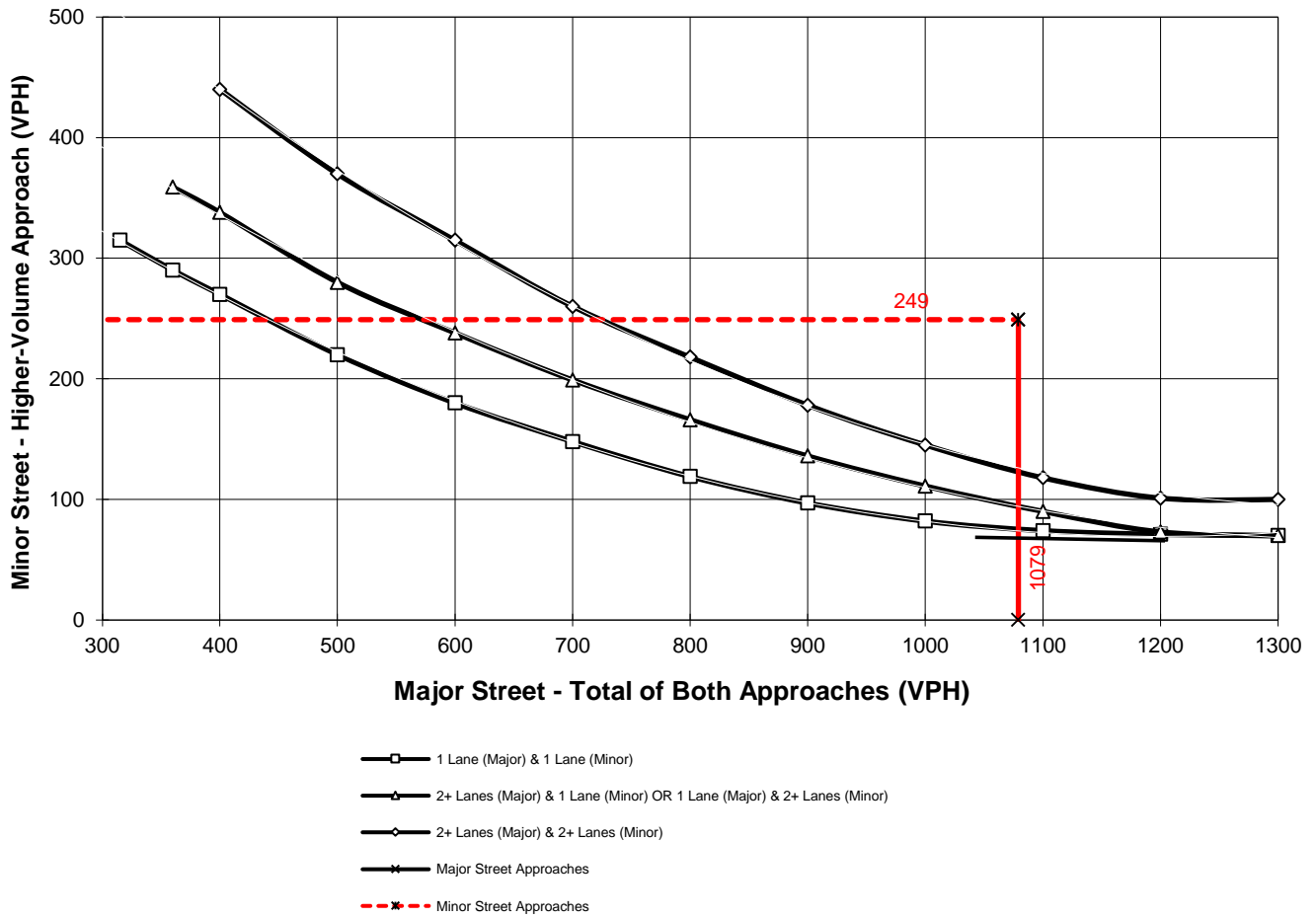
Major Street Name = **Lafayette St.**

Total of Both Approaches (VPH) = **1,079**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Navajo Rd.**

High Volume Approach (VPH) = **249**  
 Number of Approach Lanes Minor Street = **2**

**WARRANTED FOR A SIGNAL**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #9

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP PM PEAK HOUR WARRANTS**

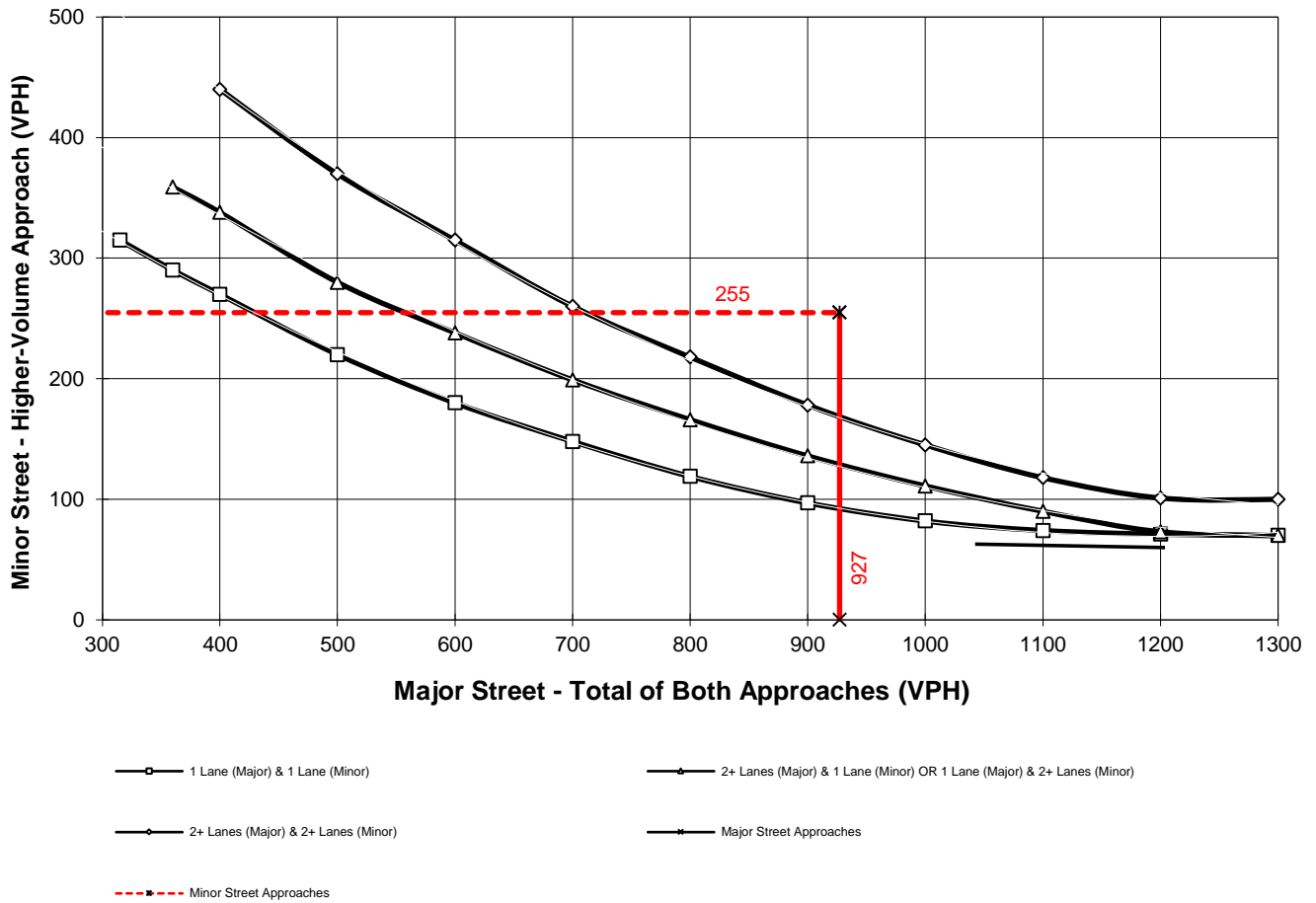
Major Street Name = **Lafayette St.**

Total of Both Approaches (VPH) = **927**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Navajo Rd.**

High Volume Approach (VPH) = **255**  
 Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #9

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP AM PEAK HOUR WARRANTS**

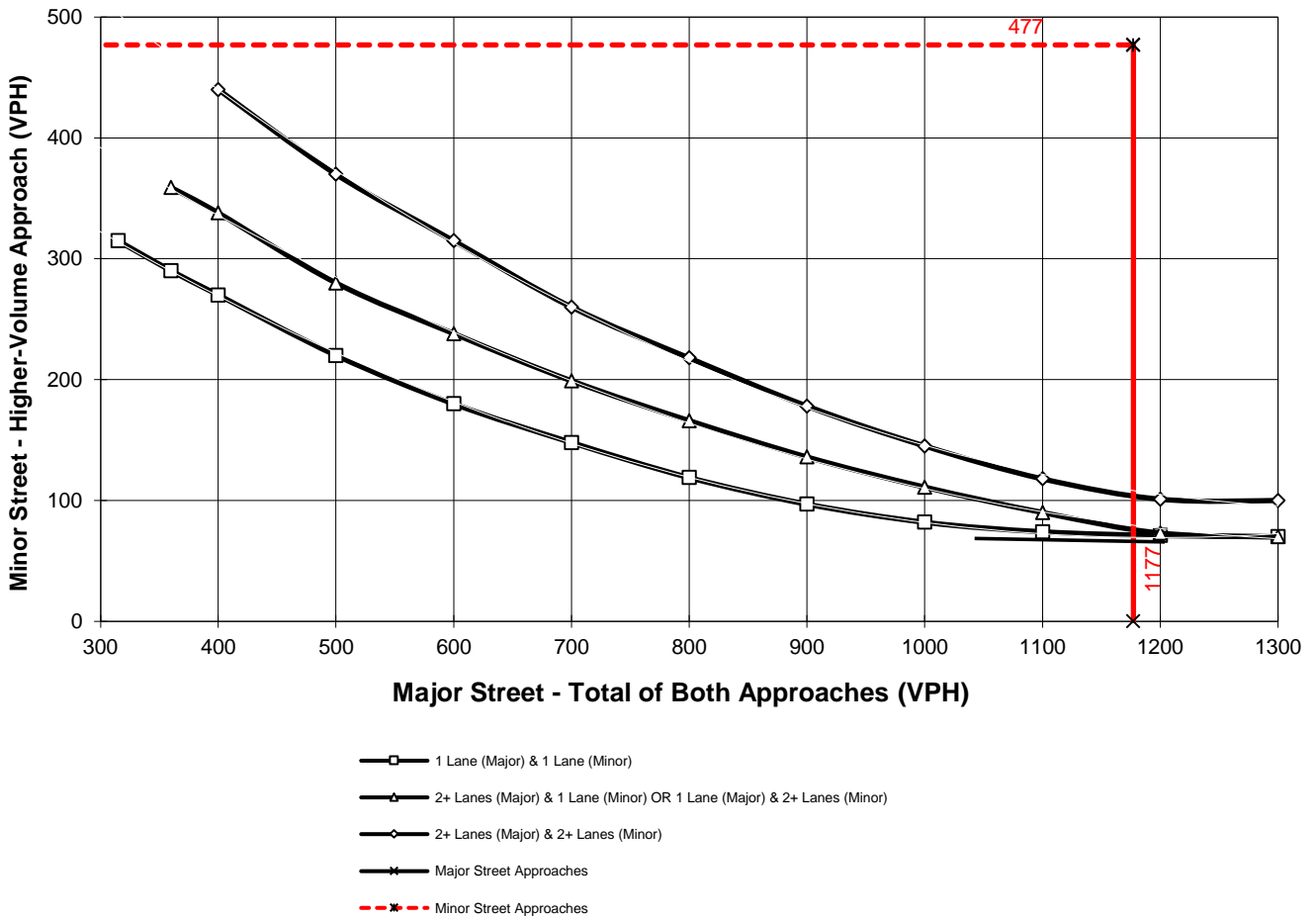
Major Street Name = **Central Rd.**

Total of Both Approaches (VPH) = **1,177**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **477**  
 Number of Approach Lanes Minor Street = **2**

**WARRANTED FOR A SIGNAL**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040NP PM PEAK HOUR WARRANTS**

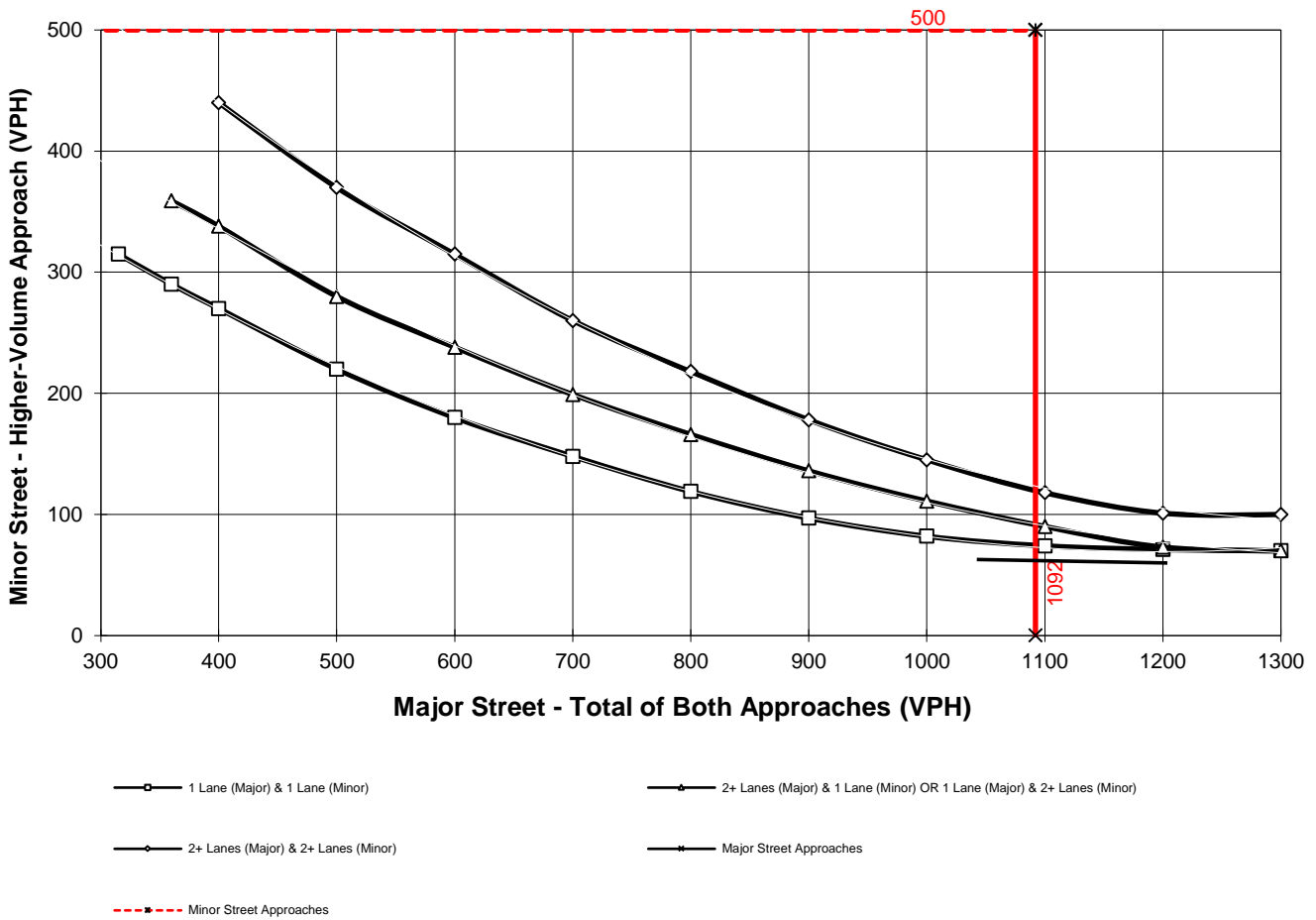
Major Street Name = **Central Rd.**

Total of Both Approaches (VPH) = **1,092**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Johnson Rd.**

High Volume Approach (VPH) = **701**  
 Number of Approach Lanes Minor Street = **2**

**WARRANTED FOR A SIGNAL**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040WP AM PEAK HOUR WARRANTS**

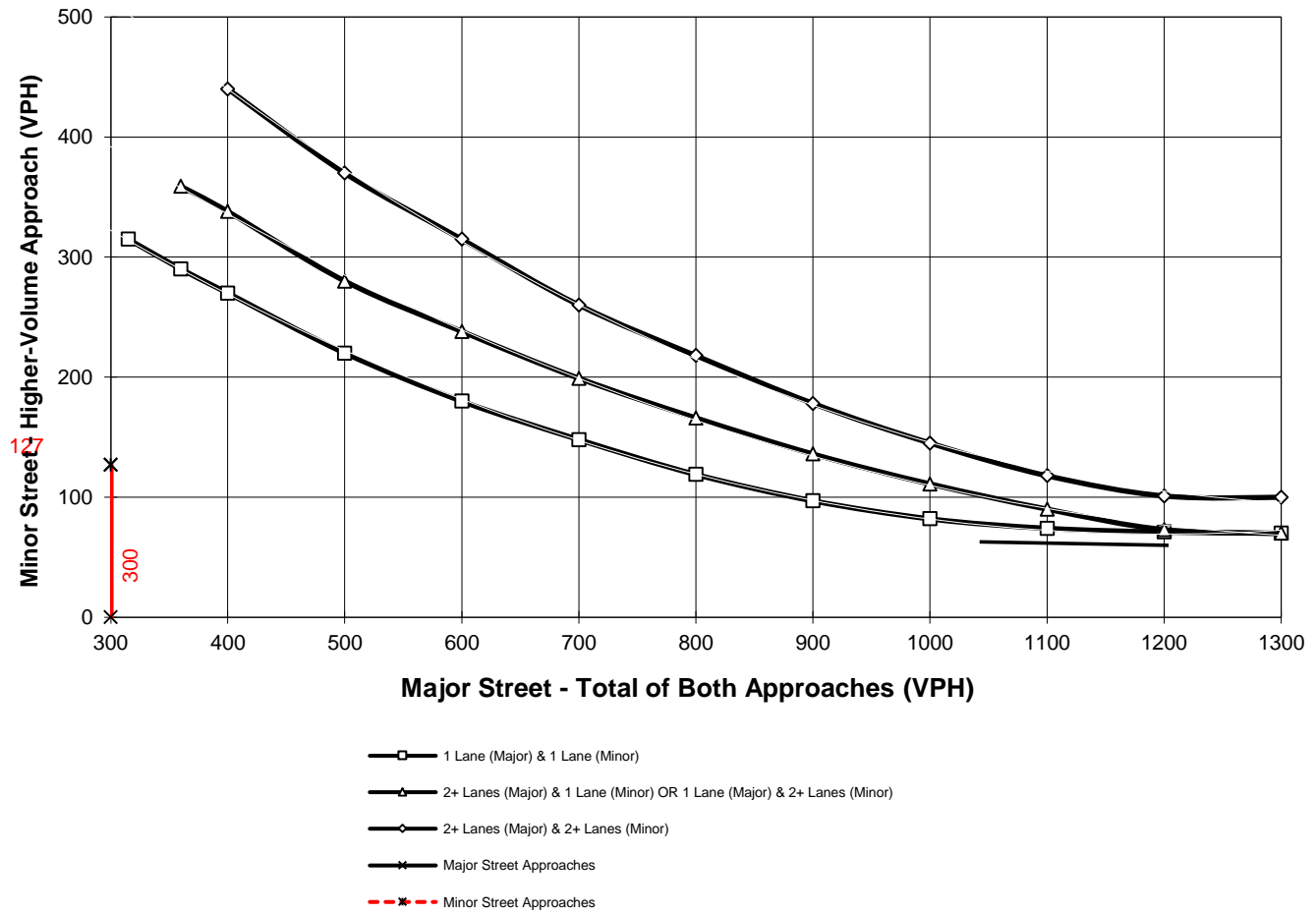
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **300**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Quarry Rd.**

High Volume Approach (VPH) = **127**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040WP PM PEAK HOUR WARRANTS**

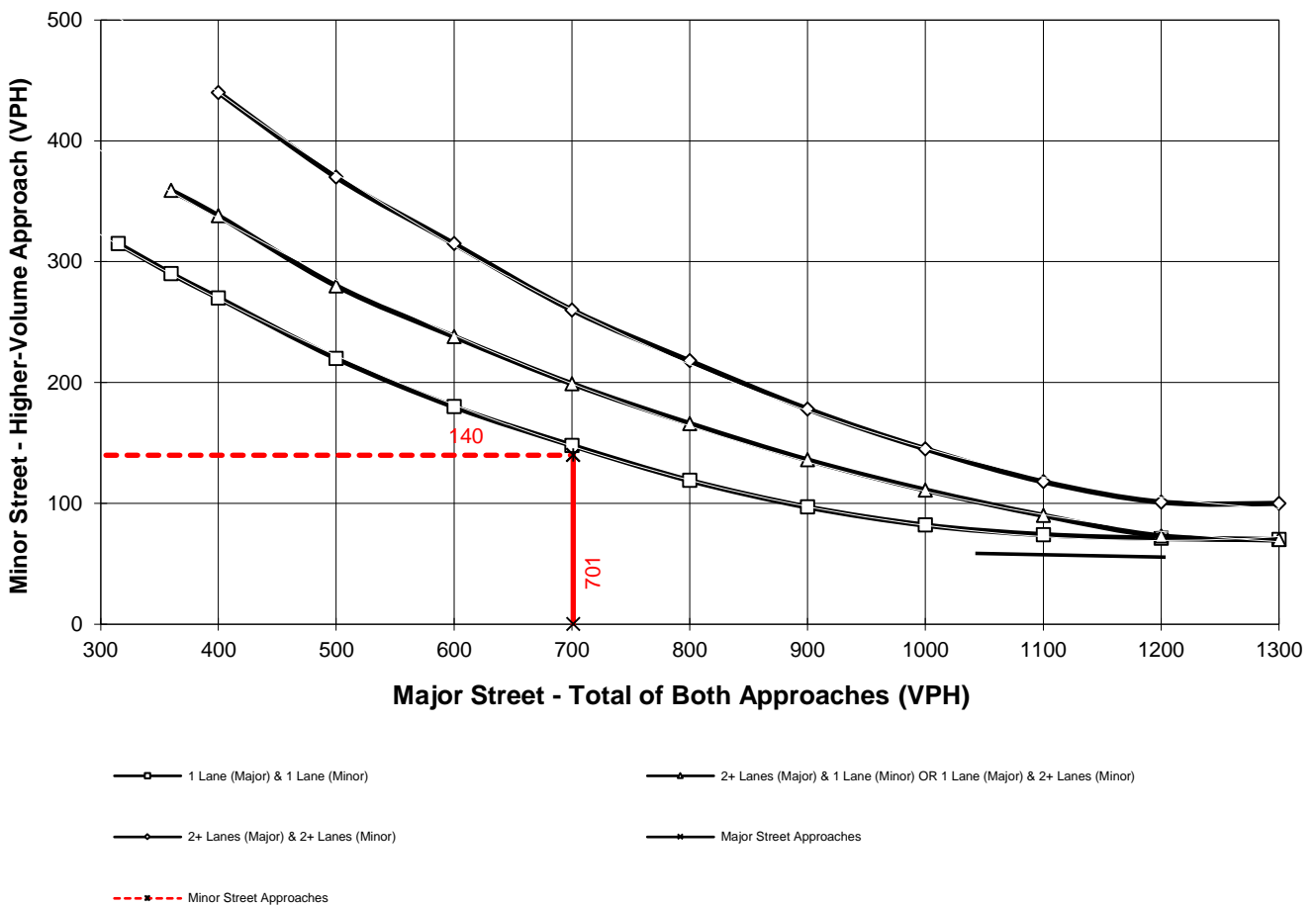
Major Street Name = **Stoddard Wells Rd.**

Total of Both Approaches (VPH) = **701**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Quarry Rd.**

High Volume Approach (VPH) = **140**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040WP AM PEAK HOUR WARRANTS**

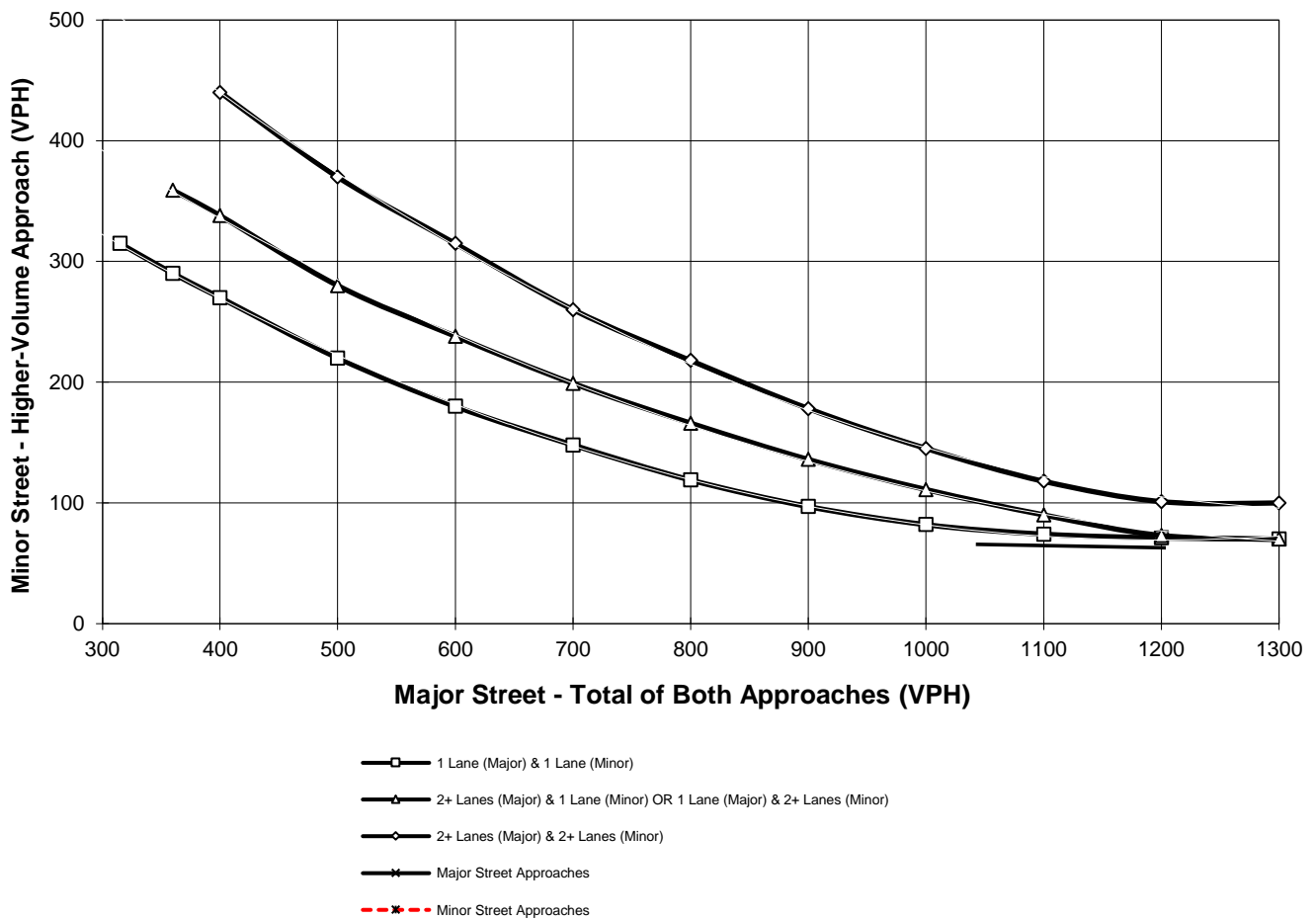
Major Street Name = **Quarry Rd.**

Total of Both Approaches (VPH) = **292**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**

High Volume Approach (VPH) = **130**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7



### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2040WP PM PEAK HOUR WARRANTS**

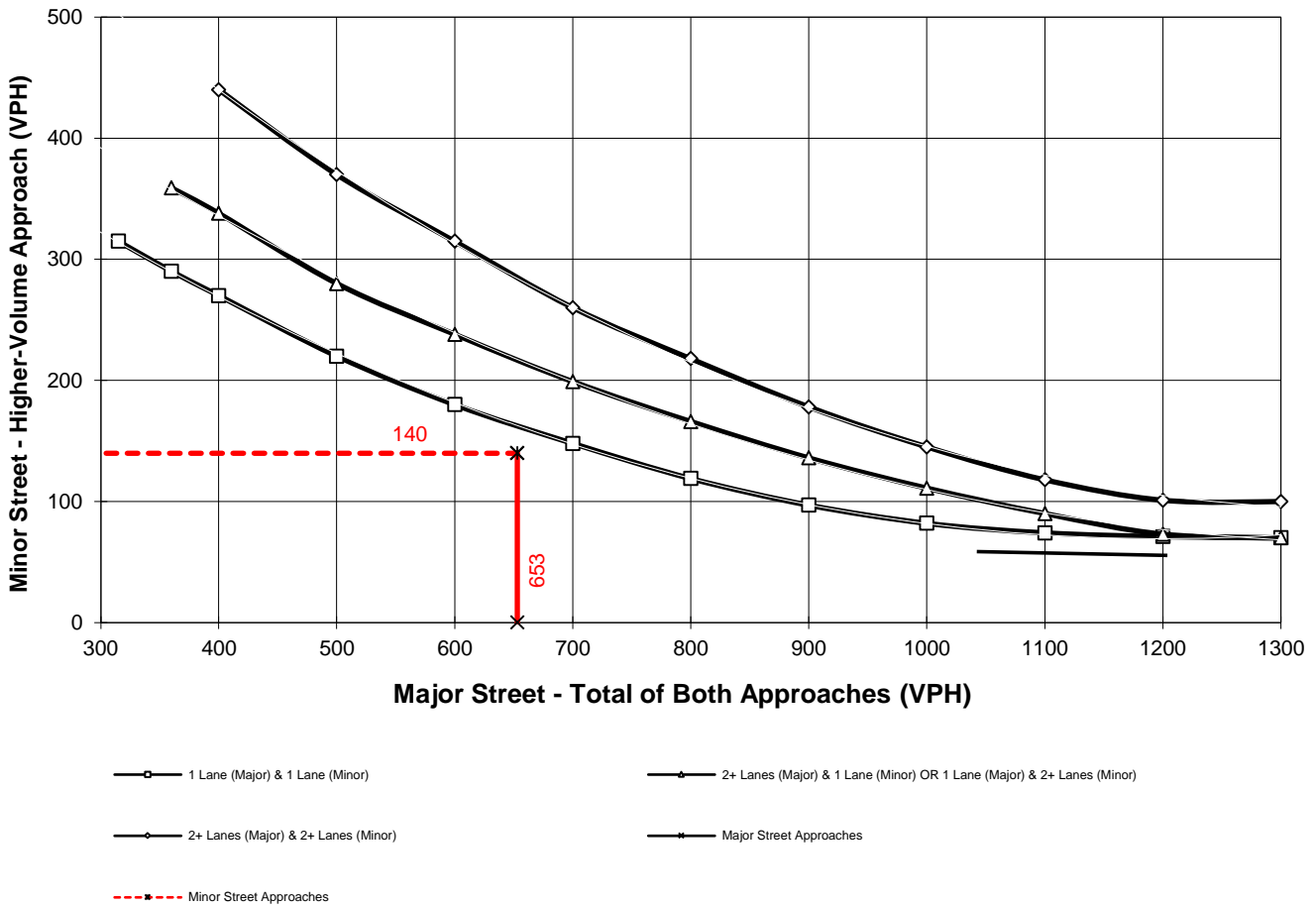
Major Street Name = **Quarry Rd.**

Total of Both Approaches (VPH) = **653**  
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**

High Volume Approach (VPH) = **140**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7

### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2040WP AM PEAK HOUR WARRANTS**

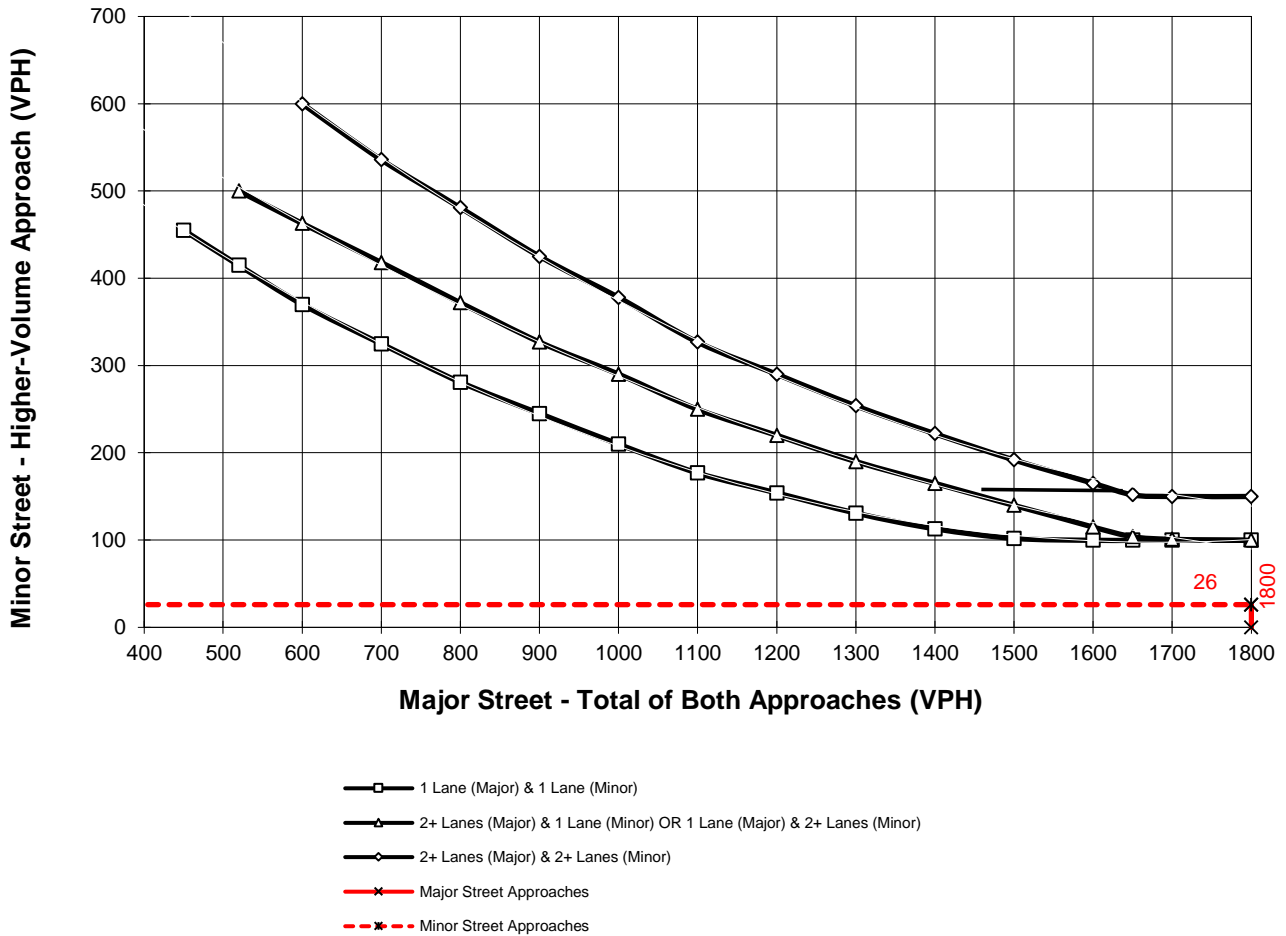
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **1,997**  
 Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Burbank St.**

High Volume Approach (VPH) = **26**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #11

### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2040WP PM PEAK HOUR WARRANTS**

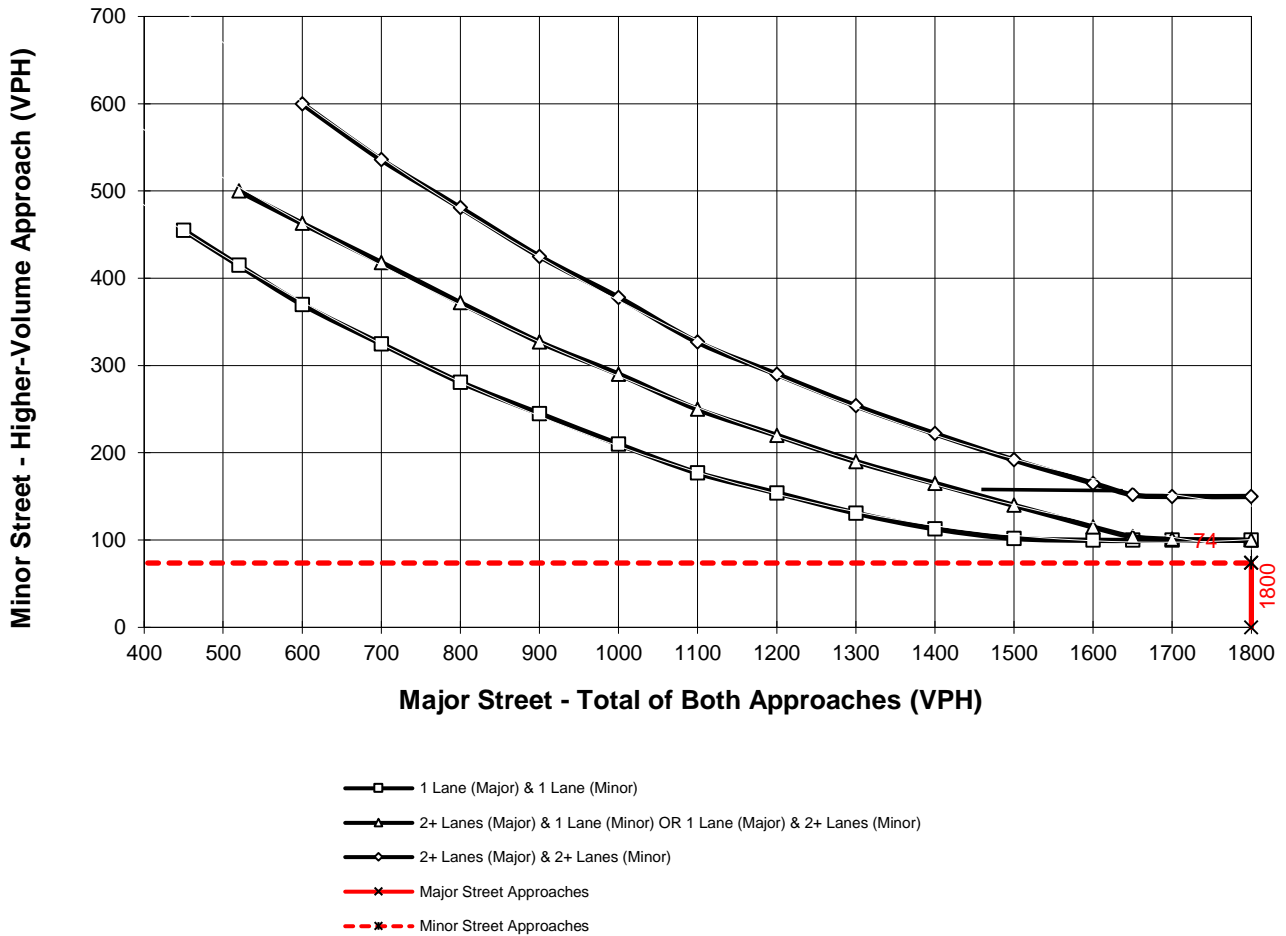
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **2,152**  
 Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Burbank St.**

High Volume Approach (VPH) = **74**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #11

### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2040WP AM PEAK HOUR WARRANTS**

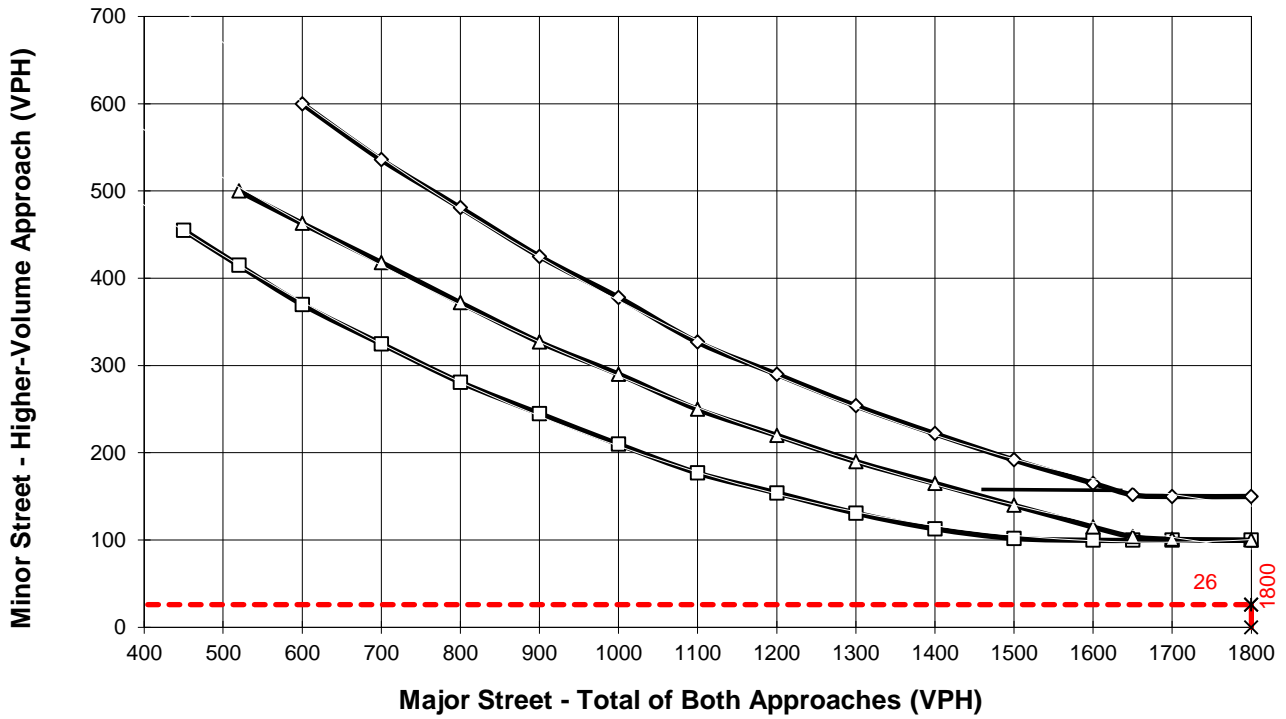
Major Street Name = **Dale Evans Pkwy.**

Total of Both Approaches (VPH) = **1,997**  
 Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Burbank St.**

High Volume Approach (VPH) = **26**  
 Number of Approach Lanes On Minor Street = **2**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x- - Minor Street Approaches

\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #11

### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2040WP PM PEAK HOUR WARRANTS**

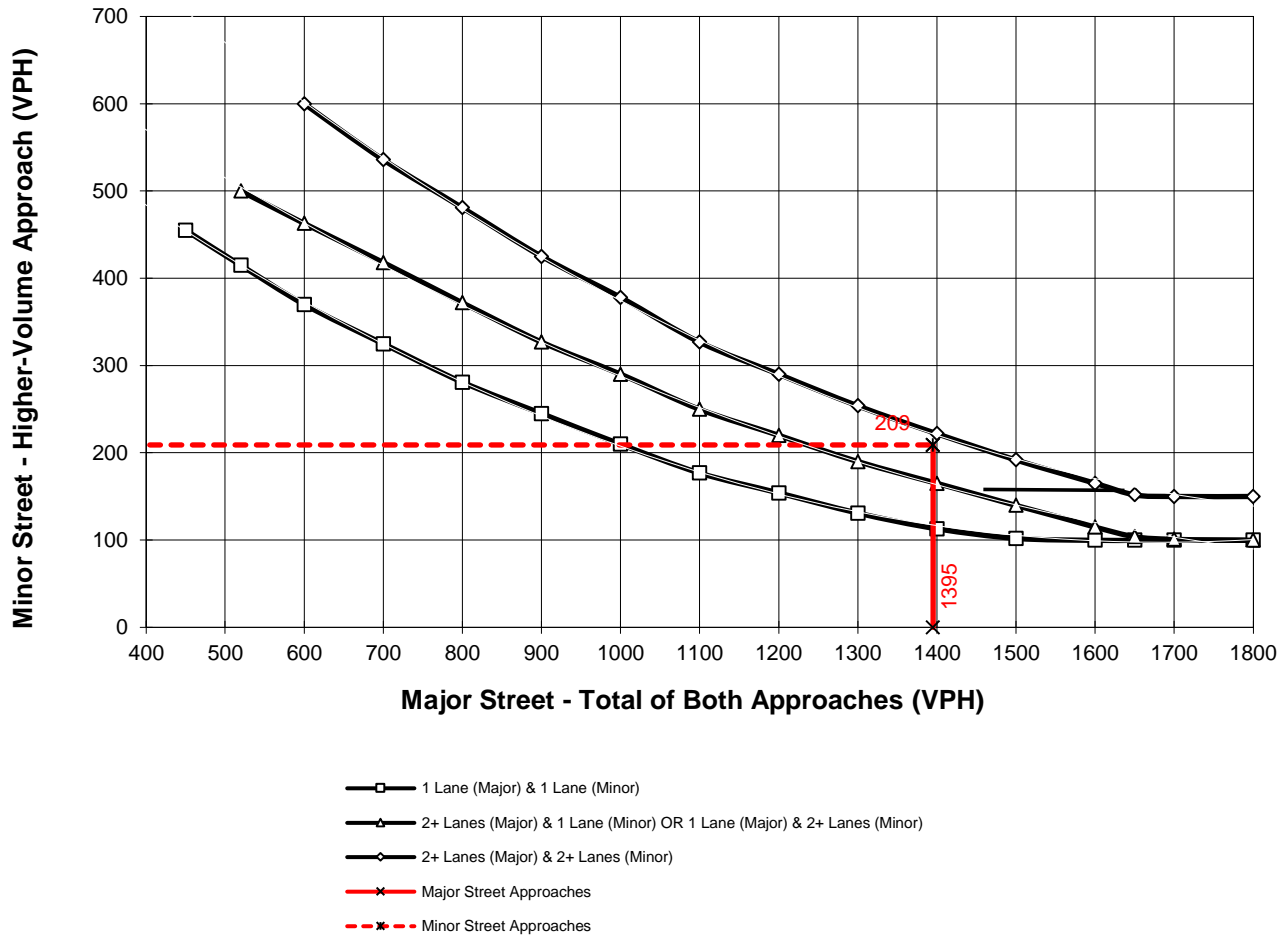
Major Street Name = **Lafayette St.**

Total of Both Approaches (VPH) = **1,395**  
 Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Dachsund Av.**

High Volume Approach (VPH) = **209**  
 Number of Approach Lanes On Minor Street = **2**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #12

### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2040WP AM PEAK HOUR WARRANTS**

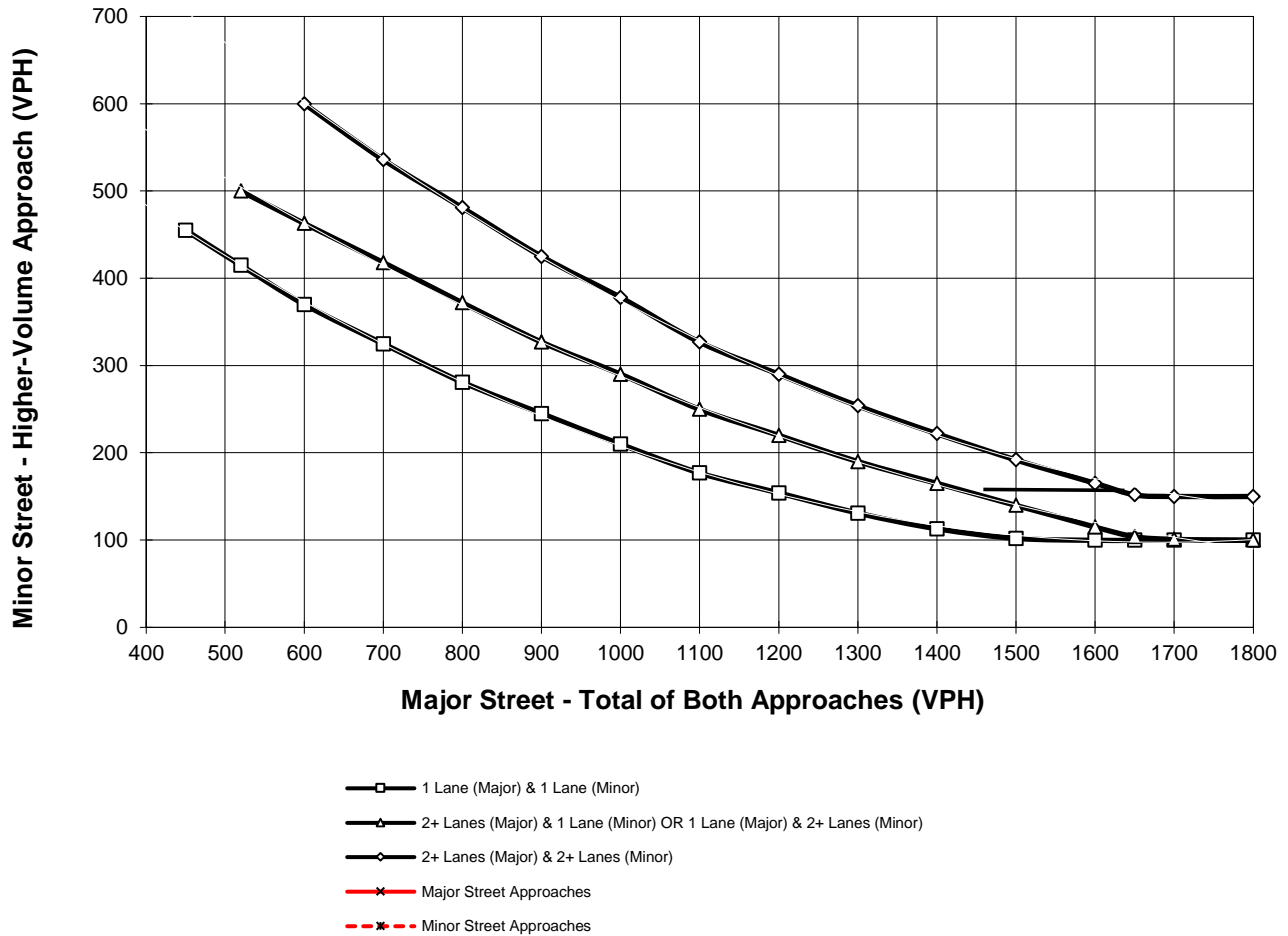
Major Street Name = **Dachsund Av.**

Total of Both Approaches (VPH) = **230**  
 Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Burbank St.**

High Volume Approach (VPH) = **42**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #13

### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2040WP PM PEAK HOUR WARRANTS**

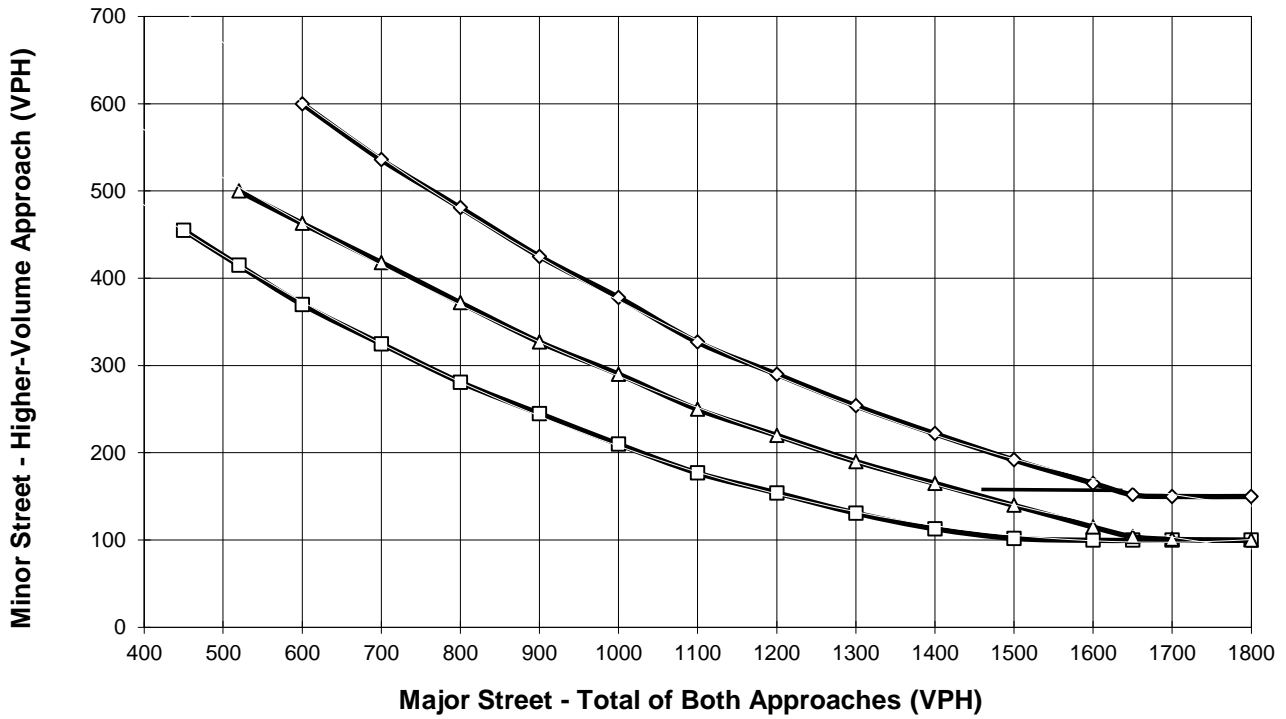
Major Street Name = **Dachsund Av.**

Total of Both Approaches (VPH) = **279**  
 Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Burbank St.**

High Volume Approach (VPH) = **25**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- \*— Minor Street Approaches

\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #13

### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<b>2040WP</b>
Jurisdiction: <u>Town of Apple Valley</u>				CALC <u>JC</u>	DATE <u>11/10/22</u>
Major Street: <u>Lafayette St.</u>				CHK _____	DATE _____
Minor Street: <u>Dwy. 1</u>				Critical Approach Speed (Major) _____	<u>45</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph

Major Street Approach Lanes = 2 lane                      Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 19,594 vpd                      Minor Street Future ADT = 134 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....  or  **RURAL (R)**

In built up area of isolated community of < 10,000 population .....

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements ADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	<b>XX</b>				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1</u>	<u>1</u>	8,000	5,600	2,400	1,680
<u>2 + 19,594</u>	<u>1 134</u>	9,600	6,720 *	2,400	1,680
<u>2 +</u>	<u>2 +</u>	9,600	6,720	3,200	2,240
<u>1</u>	<u>2 +</u>	8,000	5,600	3,200	2,240
<b>CONDITION B - Interruption of Continuous Traffic</b>		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	<b>XX</b>				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1</u>	<u>1</u>	12,000	8,400	1,200	850
<u>2 + 19,594</u>	<u>1 134</u>	14,400	10,080 *	1,200	850
<u>2 +</u>	<u>2 +</u>	14,400	10,080	1,600	1,120
<u>1</u>	<u>2 +</u>	12,000	8,400	1,600	1,120
<b>Combination of CONDITIONS A + B</b>		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more .....	<b>XX</b>				
	<b>A</b>				
	<b>8%</b>				
	<b>B</b>				
	<b>16%</b>				

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<b>2040WP</b>
Jurisdiction: <u>Town of Apple Valley</u>				CALC <u>JC</u>	DATE <u>11/10/22</u>
Major Street: <u>Lafayette St.</u>				CHK _____	DATE _____
Minor Street: <u>Dwy. 2</u>				Critical Approach Speed (Major) _____	<u>45</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph

Major Street Approach Lanes = 2 lane                      Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 19,192 vpd                      Minor Street Future ADT = 268 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....  or  **RURAL (R)**

In built up area of isolated community of < 10,000 population .....

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements ADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	<b>XX</b>				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1</u>	<u>1</u>	8,000	5,600	2,400	1,680
<u>2 + 19,192</u>	<u>1 268</u>	9,600	6,720 *	2,400	1,680
<u>2 +</u>	<u>2 +</u>	9,600	6,720	3,200	2,240
<u>1</u>	<u>2 +</u>	8,000	5,600	3,200	2,240
<b>CONDITION B - Interruption of Continuous Traffic</b>		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	<b>XX</b>				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1</u>	<u>1</u>	12,000	8,400	1,200	850
<u>2 + 19,192</u>	<u>1 268</u>	14,400	10,080 *	1,200	850
<u>2 +</u>	<u>2 +</u>	14,400	10,080	1,600	1,120
<u>1</u>	<u>2 +</u>	12,000	8,400	1,600	1,120
<b>Combination of CONDITIONS A + B</b>		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more .....	<b>XX</b>				
	<b>A</b>				
	<b>16%</b>				
	<b>B</b>				
	<b>32%</b>				

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<b>2040WP</b>
Jurisdiction: <u>Town of Apple Valley</u>				CALC <u>JC</u>	DATE <u>11/10/22</u>
Major Street: <u>Dachsund Av.</u>				CHK _____	DATE _____
Minor Street: <u>Dwy. 3</u>				Critical Approach Speed (Major) _____	<u>35</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =		<u>4,596</u>	vpd	Minor Street Future ADT =	<u>566</u> vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....  **URBAN (U)**

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
<b>XX</b>		ADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach		8,000	5,600	2,400	1,680
<u>Major Street</u>	<u>Minor Street</u>	9,600	6,720	2,400	1,680
<u>1 4,596</u>	<u>1 566</u>	9,600	6,720	3,200	2,240
<u>2 +</u>	<u>1</u>	8,000	5,600	3,200	2,240
<u>2 +</u>	<u>2 +</u>	<b>CONDITION B - Interruption of Continuous Traffic</b>			
<u>1</u>	<u>2 +</u>	Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<b>XX</b>		12,000	8,400	1,200	850
Number of lanes for moving traffic on each approach		14,400	10,080	1,200	850
<u>Major Street</u>	<u>Minor Street</u>	14,400	10,080	1,600	1,120
<u>1 4,596</u>	<u>1 566</u>	12,000	8,400	1,600	1,120
<u>2 +</u>	<u>1</u>	<b>Combination of CONDITIONS A + B</b>			
<u>2 +</u>	<u>2 +</u>	2 CONDITIONS		2 CONDITIONS	
<u>1</u>	<u>2 +</u>	80%		80%	
<u>Satisfied</u>		No one condition satisfied, but following conditions fulfilled 80% of more .....			
<u>Not Satisfied</u>					
<b>XX</b>		<u>A</u>		<u>B</u>	
		<b>24%</b>		<b>38%</b>	

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

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### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<b>2040WP</b>
Jurisdiction: <u>Town of Apple Valley</u>				CALC <u>JC</u>	DATE <u>11/10/22</u>
Major Street: <u>Dachsund Av.</u>				CHK _____	DATE _____
Minor Street: <u>Dwy. 4</u>				Critical Approach Speed (Major) _____	<u>35</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph

Major Street Approach Lanes = 1 lane      Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 4,166 vpd      Minor Street Future ADT = 268 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....  **URBAN (U)**

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
<b>XX</b>		ADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach		8,000	5,600	2,400	1,680
<u>Major Street</u>	<u>Minor Street</u>	9,600	6,720	2,400	1,680
1 <b>4,166</b>	1 <b>268</b>	9,600	6,720	3,200	2,240
2 +	1	8,000	5,600	3,200	2,240
2 +	2 +	<b>CONDITION B - Interruption of Continuous Traffic</b>			
1	2 +	Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<b>XX</b>		12,000	8,400	1,200	850
Number of lanes for moving traffic on each approach		14,400	10,080	1,200	850
<u>Major Street</u>	<u>Minor Street</u>	14,400	10,080	1,600	1,120
1 <b>4,166</b>	1 <b>268</b>	12,000	8,400	1,600	1,120
2 +	1	<b>Combination of CONDITIONS A + B</b>			
2 +	2 +	2 CONDITIONS		2 CONDITIONS	
1	2 +	80%		80%	
<u>Satisfied</u>		No one condition satisfied, but following conditions fulfilled 80% of more .....			
<u>Not Satisfied</u>					
<b>XX</b>		<u>A</u>		<u>B</u>	
		<b>11%</b>		<b>22%</b>	

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<b>2040WP</b>
Jurisdiction: <u>Town of Apple Valley</u>				CALC <u>JC</u>	DATE <u>11/10/22</u>
Major Street: <u>Dachsund Av.</u>				CHK _____	DATE _____
Minor Street: <u>Dwy. 5</u>				Critical Approach Speed (Major) _____	<u>35</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph

Major Street Approach Lanes = <u>1</u> lane	Minor Street Approach Lanes: <u>1</u> lane
Major Street Future ADT = <u>3,852</u> vpd	Minor Street Future ADT = <u>566</u> vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....  **URBAN (U)**

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
<b>XX</b>		ADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<b>XX</b>					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 <b>3,852</b>	1 <b>566</b>	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
<b>CONDITION B - Interruption of Continuous Traffic</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<b>XX</b>					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 <b>3,852</b>	1 <b>566</b>	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
<b>Combination of CONDITIONS A + B</b>		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>		80%		80%	
<u>Not Satisfied</u>					
<b>XX</b>					
No one condition satisfied, but following conditions fulfilled 80% of more .....					
	<u>A</u>				
	<b>24%</b>				
	<u>B</u>				
	<b>32%</b>				

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<b>2040WP</b>
Jurisdiction: <u>Town of Apple Valley</u>				CALC <u>JC</u>	DATE <u>11/10/22</u>
Major Street: <u>Burbank St.</u>				CHK _____	DATE _____
Minor Street: <u>Dwy. 6</u>				Critical Approach Speed (Major) _____	<u>35</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph

Major Street Approach Lanes = <u>1</u> lane	Minor Street Approach Lanes: <u>1</u> lane
Major Street Future ADT = <u>1,073</u> vpd	Minor Street Future ADT = <u>89</u> vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....  **URBAN (U)**

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements ADT			
<b>XX</b>					
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	<b>XX</b>				
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
1 <b>1,073</b>	1 <b>89</b>	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
<b>CONDITION B - Interruption of Continuous Traffic</b>		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	<b>XX</b>				
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
1 <b>1,073</b>	1 <b>89</b>	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
<b>Combination of CONDITIONS A + B</b>		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	<b>XX</b>				
No one condition satisfied, but following conditions fulfilled 80% of more .....					
	<u>A</u>				
	<b>4%</b>				
	<u>B</u>				
	<b>7%</b>				

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<b>2040WP</b>
Jurisdiction: <u>Town of Apple Valley</u>				CALC <u>JC</u>	DATE <u>11/10/22</u>
Major Street: <u>Burbank St.</u>				CHK _____	DATE _____
Minor Street: <u>Dwy. 7</u>				Critical Approach Speed (Major) _____	<u>35</u> mph
				Critical Approach Speed (Minor) _____	<u>35</u> mph

Major Street Approach Lanes = 1 lane      Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 1,298 vpd      Minor Street Future ADT = 134 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....  **URBAN (U)**

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
<b>XX</b>		ADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach		8,000	5,600	2,400	1,680
<u>Major Street</u>	<u>Minor Street</u>	9,600	6,720	2,400	1,680
1 <b>1,298</b>	1 <b>134</b>	9,600	6,720	3,200	2,240
2 +	1	8,000	5,600	3,200	2,240
2 +	2 +	<b>CONDITION B - Interruption of Continuous Traffic</b>			
1	2 +	Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Not Satisfied</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<b>XX</b>		12,000	8,400	1,200	850
Number of lanes for moving traffic on each approach		14,400	10,080	1,200	850
<u>Major Street</u>	<u>Minor Street</u>	14,400	10,080	1,600	1,120
1 <b>1,298</b>	1 <b>134</b>	12,000	8,400	1,600	1,120
2 +	1	<b>Combination of CONDITIONS A + B</b>			
2 +	2 +	2 CONDITIONS		2 CONDITIONS	
1	2 +	80%		80%	
<u>Satisfied</u>		No one condition satisfied, but following conditions fulfilled 80% of more .....			
<u>Not Satisfied</u>					
<b>XX</b>		<u>A</u>		<u>B</u>	
		<b>6%</b>		<b>11%</b>	

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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**APPENDIX 6.4: HORIZON YEAR (2040) WITH PROJECT CONDITIONS  
QUEUING ANALYSIS WORKSHEETS**



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**Intersection: 2: Dale Evans Pkwy. & Lafayette St.**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	218	278	266	162	144	180	238	501	585	190	189	206
Average Queue (ft)	175	205	192	109	112	138	150	317	427	149	130	158
95th Queue (ft)	249	287	303	177	152	200	270	564	716	238	220	247
Link Distance (ft)		586	586		264	264		1316	1316		2525	2525
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			200			150			415		
Storage Blk Time (%)	20	13		1			16	21				
Queuing Penalty (veh)	42	37		2			51	39				

**Intersection: 12: Dachsund Av. & Lafayette St.**

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	LT	T	L	R
Maximum Queue (ft)	6	7	45	8	62	42
Average Queue (ft)	1	1	27	2	44	26
95th Queue (ft)	9	12	55	13	67	51
Link Distance (ft)	226	226	2499	2499		200
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150					
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 13: Dachsund Av. & Burbank Av.**

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	46	8
Average Queue (ft)	27	2
95th Queue (ft)	54	13
Link Distance (ft)	400	844
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 14: Dwy. 1 & Lafayette St.**

Movement	EB	EB	WB	WB	NB
Directions Served	T	TR	LT	T	LR
Maximum Queue (ft)	15	8	8	21	8
Average Queue (ft)	3	2	2	4	2
95th Queue (ft)	18	13	12	26	13
Link Distance (ft)	264	264	2011	2011	221
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 15: Dwy.2 & Lafayette St.**

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	8	19	8	15
Average Queue (ft)	2	4	3	6
95th Queue (ft)	13	23	15	25
Link Distance (ft)	2011	2011	226	144
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 16: Dachsund Av. & Dwy. 3**

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	36	37
Average Queue (ft)	19	9
95th Queue (ft)	46	35
Link Distance (ft)	230	327
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 17: Dachsund Av. & Dwy. 4**

Movement	EB
Directions Served	LR
Maximum Queue (ft)	15
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	225
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 18: Dachsund Av. & Dwy. 5**

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	36	22
Average Queue (ft)	17	6
95th Queue (ft)	44	25
Link Distance (ft)	176	189
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 19: Burbank Av. & Dwy. 6**

Movement	SB
Directions Served	LR
Maximum Queue (ft)	15
Average Queue (ft)	4
95th Queue (ft)	21
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 20: Burbank Av. & Dwy. 7

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Movement	SB
Directions Served	LR
Maximum Queue (ft)	15
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	176
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Zone Summary

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Zone wide Queuing Penalty: 171

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**Intersection: 2: Dale Evans Pkwy. & Lafayette St.**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	194	237	201	169	260	285	218	256	337	129	280	317
Average Queue (ft)	156	166	122	133	203	249	161	137	213	106	212	240
95th Queue (ft)	239	315	243	197	269	303	251	258	346	140	295	329
Link Distance (ft)		586	586		264	264		1316	1316		2525	2525
Upstream Blk Time (%)					1	9						
Queuing Penalty (veh)					5	39						
Storage Bay Dist (ft)	150			200			150			415		
Storage Blk Time (%)	24	1		1	8		15	4				
Queuing Penalty (veh)	31	2		2	18		29	9				

**Intersection: 12: Dachsund Av. & Lafayette St.**

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	LT	T	L	R
Maximum Queue (ft)	9	18	53	17	82	36
Average Queue (ft)	2	4	20	3	56	29
95th Queue (ft)	13	26	56	25	85	44
Link Distance (ft)	226	226	2499	2499		200
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 13: Dachsund Av. & Burbank Av.**

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	14
95th Queue (ft)	39
Link Distance (ft)	400
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 14: Dwy. 1 & Lafayette St.**

Movement	WB	WB	NB
Directions Served	LT	T	LR
Maximum Queue (ft)	25	89	45
Average Queue (ft)	5	37	15
95th Queue (ft)	36	105	47
Link Distance (ft)	2011	2011	221
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 15: Dwy.2 & Lafayette St.**

Movement	EB	NB
Directions Served	TR	LR
Maximum Queue (ft)	18	30
Average Queue (ft)	4	20
95th Queue (ft)	25	41
Link Distance (ft)	2011	144
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 16: Dachsund Av. & Dwy. 3**

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	45	10
Average Queue (ft)	33	2
95th Queue (ft)	46	15
Link Distance (ft)	230	327
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 17: Dachsund Av. & Dwy. 4**

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	9	10
Average Queue (ft)	4	2
95th Queue (ft)	19	15
Link Distance (ft)	225	327
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 18: Dachsund Av. & Dwy. 5**

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	47	10
Average Queue (ft)	31	2
95th Queue (ft)	51	15
Link Distance (ft)	176	390
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 19: Burbank Av. & Dwy. 6**

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



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Intersection: 20: Burbank Av. & Dwy. 7

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Movement	SB
Directions Served	LR
Maximum Queue (ft)	20
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	176
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Zone Summary

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Zone wide Queuing Penalty: 135

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