

# LECANGS DAKOTA APPLE VALLEY INDUSTRIAL

## TRAFFIC ANALYSIS

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## LIST OF ABBREVIATED TERMS

|          |                                                      |
|----------|------------------------------------------------------|
| (1)      | Reference                                            |
| ADT      | Average Daily Traffic                                |
| CA MUTCD | California Manual on Uniform Traffic Control Devices |
| Caltrans | California Department of Transportation              |
| CMP      | Congestion Management Program                        |
| DIF      | Development Impact Fee                               |
| HCM      | Highway Capacity Manual                              |
| HDM      | Highway Design Manual                                |
| ITE      | Institute of Transportation Engineers                |
| LOS      | Level of Service                                     |
| NAVISP   | North Apple Valley Industrial Specific Plan          |
| PCE      | Passenger Car Equivalent                             |
| PHF      | Peak Hour Factor                                     |
| Project  | Lecangs Dakota Apple Valley Industrial               |
| SBCTA    | San Bernardino County Transportation Authority       |
| TA       | Traffic Analysis                                     |
| v/c      | Volume to Capacity                                   |
| vphgpl   | Vehicles per Hour Green per Lane                     |
| VTA      | Victor Valley Transit Authority                      |

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# 1 SUMMARY OF FINDINGS

This report presents the results of the Traffic Analysis (TA) for the Lecangs Dakota Apple Valley Industrial (**Project**), which consists of the development of a 627,200 square foot industrial warehouse and distribution building located within the North Apple Valley Industrial Specific Plan (NAVISP) in the Town of Apple Valley, as shown on Exhibit 1-1.

The purpose of this TA is to evaluate the potential circulation system deficiencies that may result when the Project is developed and where circulation system (intersection and/or roadway) improvements are needed to maintain acceptable levels of service consistent with the Town's General Plan level of service goals and policies. As the Town has not adopted their own traffic analysis guidelines, they utilize to the San Bernardino County Transportation Impact Study Guidelines (July 9, 2019) (**County Guidelines**).

The scope of analysis included in this evaluation is based on County Guidelines and consultation with Town of Apple Valley staff during the TA scoping process. (1) (2) The TA Scoping Agreement is included in Appendix 1.1 and has been reviewed and approved by the Town of Apple Valley.

## 1.1 PROJECT OVERVIEW

### 1.1.1 LAND USE

The Project consists of the development of a 627,200 square foot industrial warehouse and distribution building. The site is located between Dachshund Avenue (which becomes Dakota Road south of Fresno Road) and Ramona Road, south of Gustine Street and north of Fresno Road.

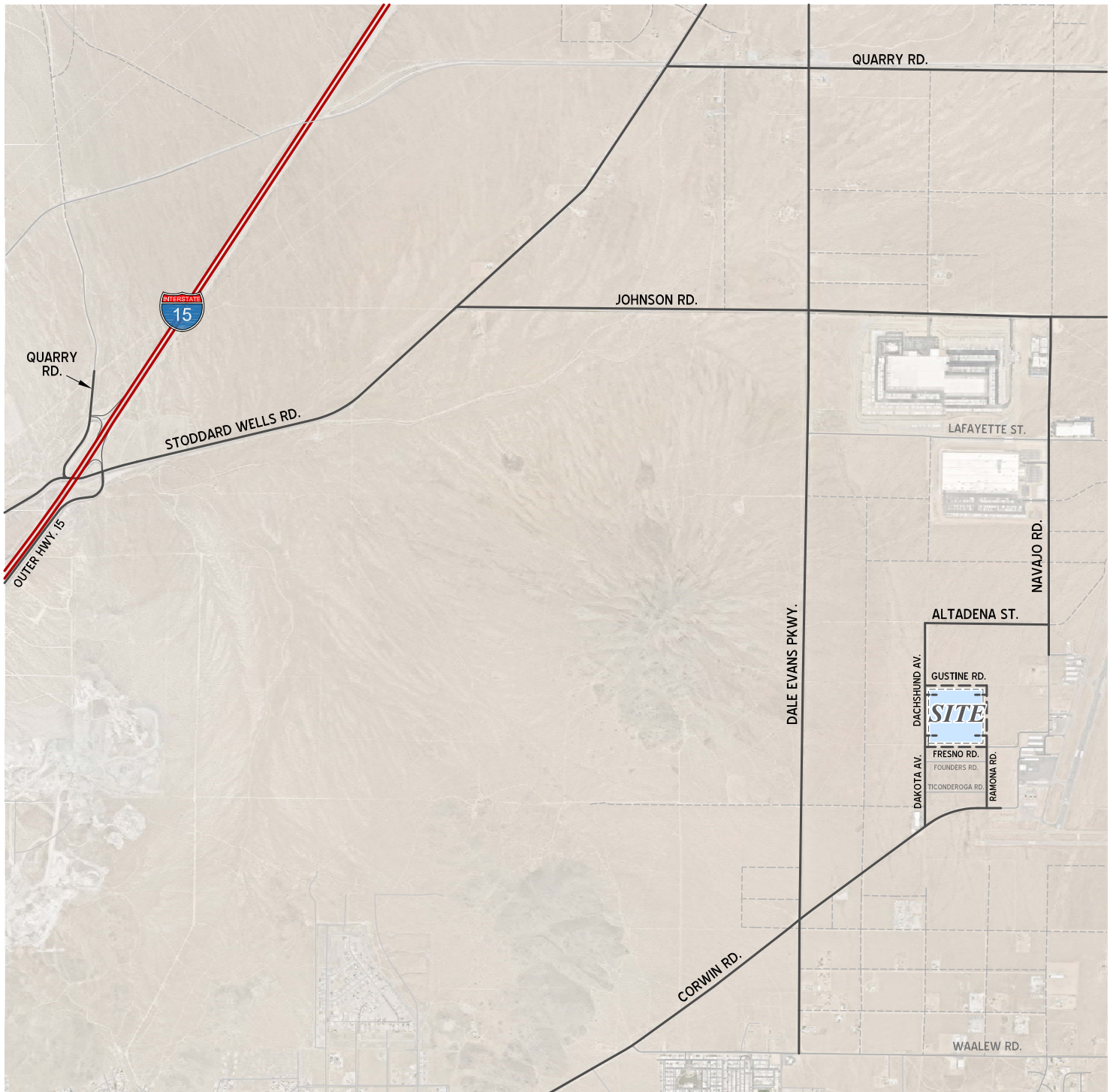
The preliminary site plan for the Project is shown on Exhibit 1-2. Access to the site will be accommodated via two driveways along Dachshund Avenue and two driveways on Ramona Road. All driveways are assumed to allow for full access (no turn restrictions). The Project is anticipated to have an Opening Year of 2027. Regional access to the Project site is accommodated from the I-15 Freeway.

### 1.1.2 TRIP GENERATION

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.

The Project is anticipated to generate a total of 1,335 two-way vehicle trip-ends per day with 77 AM peak hour trips and 104 PM peak hour trips (actual vehicles). The Project is anticipated to generate a total of 2,138 Passenger Car Equivalent (PCE) trip-ends per day with 123 AM PCE peak vehicle hour trips and 167 PM PCE peak hour vehicle trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

**EXHIBIT 1-1: LOCATION MAP**





[illegible]

## 1.2 ANALYSIS SCENARIOS

For the purposes of this TA, potential deficiencies to intersection LOS have been assessed for each of the following conditions:

- Existing (2024) Conditions
- Opening Year Cumulative (2027) Without Project Conditions
- Opening Year Cumulative (2027) With Project Conditions

### 1.2.1 EXISTING (2024) CONDITIONS

Information for Existing (2024) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared. Local schools were in session with in-person instruction at the time of the traffic counts. Traffic counts were conducted in April and late August, 2024.

### 1.2.2 OPENING YEAR CUMULATIVE (2027) CONDITIONS

Consistent with County Guidelines, Opening Year Cumulative (2027) traffic conditions analysis determines the potential opening year cumulative circulation system deficiencies. To account for growth in traffic between Existing (2024) traffic conditions and the Project Opening Year Cumulative (2027), a growth rate of 2 percent was assumed (2.0% per year compounded over 3 years or  $1.02^3$  years for a total of 6.12%). The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. Conservatively, this TA estimates the area ambient traffic growth and then adds traffic generated by other known or probable related projects. These related projects are at least in part already accounted for in the assumed ambient growth rates; and some of these related projects may not be implemented and operational within the 2027 Opening Year timeframe assumed for the Project. The resulting traffic growth utilized in the TA (traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2027 traffic conditions.

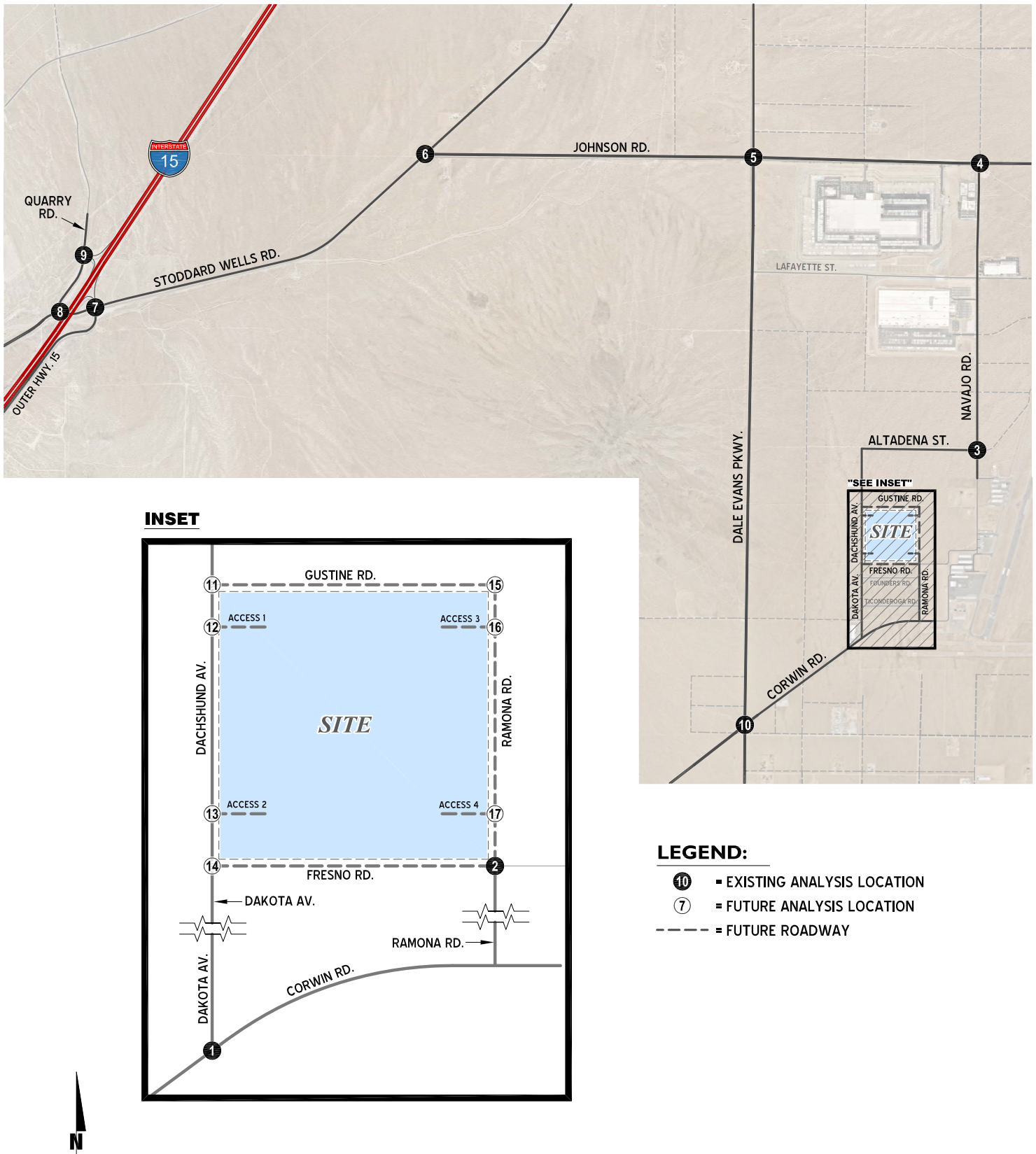
Consistent with County Guidelines, a list of known and reasonably foreseeable cumulative development projects has been compiled based on information provided by the Town of Apple Valley Planning Department.

## 1.3 STUDY AREA

For the purposes of this TA, a total of 17 study area intersections were selected for evaluation based on County Guidelines and consultation with Town of Apple Valley staff. The study area is shown graphically on Exhibit 1-3 and the intersections included for study are also listed in Table 1-1. At a minimum, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the County's Guidelines. The "50 peak hour trip" criterion represents a minimum number of trips at which a typical intersection would have the potential to be affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within San Bernardino County (including the Town of Apple Valley) for estimating a potential area of influence (i.e., study area).



**EXHIBIT 1-3: TRAFFIC ANALYSIS STUDY AREA**



**TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS**

| # | Intersection                       | #  | Intersection                  |
|---|------------------------------------|----|-------------------------------|
| 1 | Dakota Av. / Corwin Rd.            | 10 | Dale Evans Pkwy. / Corwin Rd. |
| 2 | Ramona Rd. / Fresno Rd.            | 11 | Dachshund Av. / Gustine Rd.   |
| 3 | Navajo Rd. / Altadena St.          | 12 | Dachshund Av. / Access 1      |
| 4 | Navajo Rd. / Johnson Rd.           | 13 | Dachshund Av. / Access 2      |
| 5 | Dale Evans Pkwy. / Johnson Rd.     | 14 | Dachshund Av. / Fresno Rd.    |
| 6 | Stoddard Wells Rd. / Johnson Rd.   | 15 | Ramona Rd. / Gustine Rd.      |
| 7 | I-15 NB Ramps / Stoddard Wells Rd. | 16 | Ramona Rd. / Access 3         |
| 8 | Quarry Rd. / Stoddard Wells Rd.    | 17 | Ramona Rd. / Access 4         |
| 9 | Quarry Rd. / I-15 SB Ramps         |    |                               |

## 1.4 GENERAL PLAN CONSISTENCY REQUIREMENTS FOR INTERSECTIONS

This section provides a brief overview of the intersection level of service (LOS) deficiencies identified in this report. The LOS standards used for this assessment are consistent with those identified in the Town of Apple Valley General Plan. Section 2 *Methodologies* provides a detailed explanation on the methodologies used for this assessment, while Section 3 *Area Conditions* and Section 5 *Opening Year Cumulative (2027) Traffic Conditions* include the operations analysis results for each analysis scenario. Additionally, a summary of the peak hour LOS analysis results is presented in Table 1-2.

### 1.4.1 EXISTING (2024) CONDITIONS

The assessment of existing (2024) traffic conditions is performed to establish a baseline of current LOS operations from which the effects of the Project's future contribution of traffic can be measured. The study area intersections were found to currently operate at an acceptable LOS (i.e., at or above the Town of Apple Valley's adopted General Plan thresholds) during the peak hours.

### 1.4.2 OPENING YEAR CUMULATIVE (2027) CONDITIONS

An assessment of opening year cumulative traffic conditions is performed to identify whether the traffic contribution associated with both the proposed Project and that of other reasonably foreseeable future development projects in the area have the potential to cause intersection LOS to fall below the Town's adopted thresholds. The Project's contribution to these forecasted LOS deficiencies is typically addressed through fee payments to an established fee program (both local and regional).

The results of the LOS assessments for cumulative traffic conditions are also summarized in Table 1-2, while Section 5 *Opening Year Cumulative (2027) Traffic Conditions* of the report provide a more detailed list of the forecast LOS deficiencies.

**TABLE 1-2: LEVEL OF SERVICE (LOS) SUMMARY**

| # Intersection                       | Existing 2024 |     | 2027 Without Project |     | 2027 With Project |    |
|--------------------------------------|---------------|-----|----------------------|-----|-------------------|----|
|                                      | AM            | PM  | AM                   | PM  | AM                | PM |
| 1 Dakota Av. / Corwin Rd.            | ●             | ●   | ●                    | ●   | ●                 | ●  |
| 2 Ramona Rd. / Fresno Rd.            | ●             | ●   | ●                    | ●   | ●                 | ●  |
| 3 Navajo Rd. / Altadena St.          | ●             | ●   | ●                    | ●   | ●                 | ●  |
| 4 Navajo Rd. / Johnson Rd.           | ●             | ●   | ●                    | ●   | ●                 | ●  |
| 5 Dale Evans Pkwy. / Johnson Rd.     | ●             | ●   | ●                    | ●   | ●                 | ●  |
| 6 Stoddard Wells Rd. / Johnson Rd.   | ●             | ●   | ●                    | ●   | ●                 | ●  |
| 7 I-15 NB Ramps / Stoddard Wells Rd. | ●             | ●   | ●                    | ●   | ●                 | ●  |
| 8 Quarry Rd. / Stoddard Wells Rd.    | ●             | ●   | ●                    | ●   | ●                 | ●  |
| 9 Quarry Rd. / I-15 SB Ramps         | ●             | ●   | ●                    | ●   | ●                 | ●  |
| 10 Dale Evans Pkwy. / Corwin Rd.     | ●             | ●   | ●                    | ●   | ●                 | ●  |
| 11 Dachshund Av. / Gustine Rd.       | N/A           | N/A | N/A                  | N/A | ●                 | ●  |
| 12 Dachshund Av. / Access 1          | N/A           | N/A | N/A                  | N/A | ●                 | ●  |
| 13 Dachshund Av. / Access 2          | N/A           | N/A | N/A                  | N/A | ●                 | ●  |
| 14 Dachshund Av. / Fresno Rd.        | N/A           | N/A | N/A                  | N/A | ●                 | ●  |
| 15 Ramona Rd. / Gustine Rd.          | N/A           | N/A | N/A                  | N/A | ●                 | ●  |
| 16 Ramona Rd. / Access 3             | N/A           | N/A | N/A                  | N/A | ●                 | ●  |
| 17 Ramona Rd. / Access 4             | N/A           | N/A | N/A                  | N/A | ●                 | ●  |

**Legend:**

● = A - D     
 ● = E     
 ● = F

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## 1.5 RECOMMENDATIONS

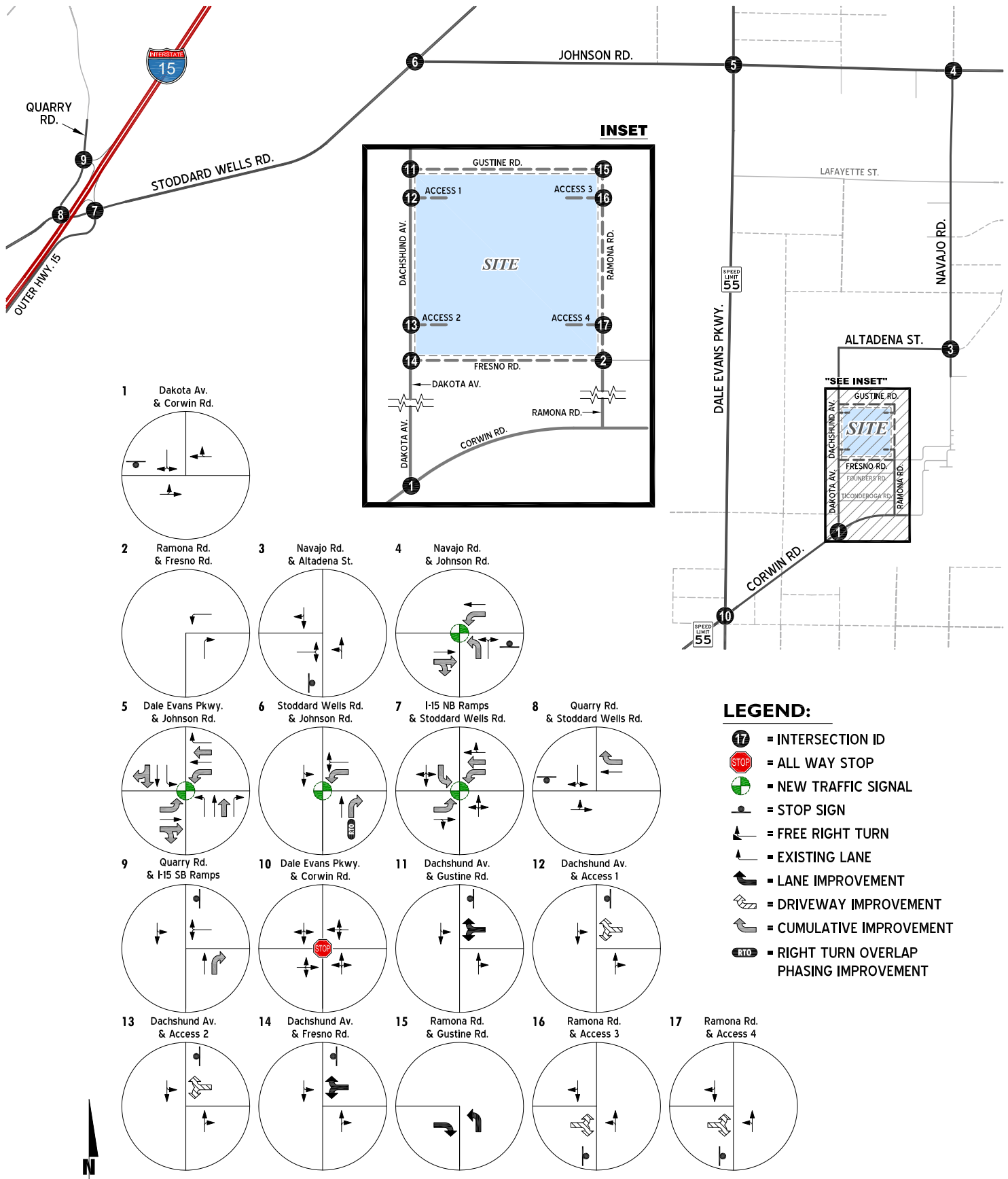
### 1.5.1 INTERSECTION IMPROVEMENT RECOMMENDATIONS NECESSARY TO MAINTAIN GENERAL PLAN CONSISTENCY

Based on the results of this TA, intersection improvement recommendations necessary to maintain the Town of Apple Valley General Plan LOS standards are listed Table 1-3 shown on Exhibit 1-4.

**TABLE 1-3: IMPROVEMENTS TO MAINTAIN GENERAL PLAN CONSISTENCY**

| # | Intersection Location              | Jurisdiction                   | Opening Year Cumulative (2027) |              |
|---|------------------------------------|--------------------------------|--------------------------------|--------------|
|   |                                    |                                | Without Project                | With Project |
| 4 | Navajo Rd. & Johnson Rd.           | Town of Apple Valley           | Install a traffic signal       | Same         |
|   |                                    |                                | Add 2nd EB through lane        | Same         |
|   |                                    |                                | Add WB left turn lane          | Same         |
|   |                                    |                                | Add NB left turn lane          | Same         |
| 5 | Dale Evans Pkwy. & Johnson Rd.     | Town of Apple Valley, County   | Install a traffic signal       | Same         |
|   |                                    |                                | Add 2nd NB through lane        | Same         |
|   |                                    |                                | Add 2nd SB through lane        | Same         |
|   |                                    |                                | Add 2nd EB through lane        | Same         |
|   |                                    |                                | Add 2nd WB through lane        | Same         |
|   |                                    |                                | Add EB left turn lane          | Same         |
|   |                                    |                                | Add WB left turn lane          | Same         |
| 6 | Stoddard Wells Rd. & Johnson Rd.   | Town of Apple Valley, County   | Install a traffic signal       | Same         |
|   |                                    |                                | Add NB right turn lane         | Same         |
|   |                                    |                                | Add WB left turn lane          | Same         |
|   |                                    |                                | Provide NBR overlap phase      | Same         |
| 7 | I-15 NB Ramps & Stoddard Wells Rd. | Town of Apple Valley, Caltrans | Install a traffic signal       | Same         |
|   |                                    |                                | Add 2nd WB through lane        | Same         |
|   |                                    |                                | Add SB left turn lane          | Same         |
|   |                                    |                                | Add EB left turn lane          | Same         |
|   |                                    |                                | Add WB left turn lane          | Same         |
| 8 | Quarry Rd. & Stoddard Wells Rd.    | County                         | Add WB right turn lane         | Same         |
| 9 | Quarry Rd. & I-15 SB Ramps         | County, Caltrans               | Add NB right turn lane         | Same         |

**EXHIBIT 1-4: OPENING YEAR (2027)  
RECOMMENDED TRAFFIC CONTROLS AND INTERSECTION LANE CONFIGURATIONS**



### 1.5.2 ON-SITE CIRCULATION RECOMMENDATIONS

The following recommendations are based on the improvements needed to accommodate site access and maintain acceptable peak hour LOS at site access and on-site intersections are described below and shown on Exhibit 1-5. The site adjacent queuing analysis worksheets are provided in Appendix 1.2 for Opening Year Cumulative (2027) With Project traffic conditions. No site adjacent queues are anticipated with the proposed improvements.

**Recommendation 1 – Dachshund Avenue & Access 1 (#12)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane (Project driveway).

**Recommendation 2 – Dachshund Avenue & Access 2 (#13)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane (Project driveway).

**Recommendation 3 – Ramona Road & Access 3 (#16)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and construct a shared left-right turn lane (Project driveway).
- Project to construct a northbound shared through-left turn lane.
- Project to construct a southbound shared through-right turn lane.

**Recommendation 4 – Ramona Road & Access 4 (#17)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and construct a shared left-right turn lane (Project driveway).
- Project to construct a northbound shared through-left turn lane.
- Project to construct a southbound shared through-right turn lane.

**Recommendation 5 – Dachshund Avenue & Gustine Road (#11)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane.

**Recommendation 6 – Dachshund Avenue & Fresno Road (#14)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane.

**Recommendation 7 – Ramona Road & Gustine Road (#15)** – The following improvements are necessary to accommodate site access:

- Project to construct a northbound left turn lane.
- Project to construct an eastbound right turn lane.

**Recommendation 8 – Ramona Road & Fresno Road (#2)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound and westbound approaches and construct a shared eastbound left-right turn lane.

**Recommendation 9 – Dachshund Avenue** is a north-south oriented roadway located along the site's western boundary. The Project is to construct Dachshund Avenue from the site's northern boundary (Gustine Road) to the site's southern boundary (Fresno Road) at its ultimate half-section width as a secondary roadway (ultimate 88-foot right-of-way), consistent with the Town's standards.

**Recommendation 10 – Ramona Road** is a north-south oriented roadway located along the site's eastern boundary. The Project is to construct Ramona Road from the site's northern boundary (Gustine Road) to the site's southern boundary (Fresno Road) as a 2-lane local roadway.

**Recommendation 11 – Gustine Road** is an east-west oriented roadway located along the site's northern boundary. The Project is to construct Gustine Road from the Project's western boundary (Dachshund Avenue) to the site's eastern boundary (Ramona Road) at its ultimate half-section width as a secondary roadway (ultimate 88-foot right-of-way), consistent with the Town's standards. The Project will also provide an additional 12 feet of pavement width to accommodate one westbound lane from the Project's eastern boundary to Dachshund Avenue to facilitate site access.

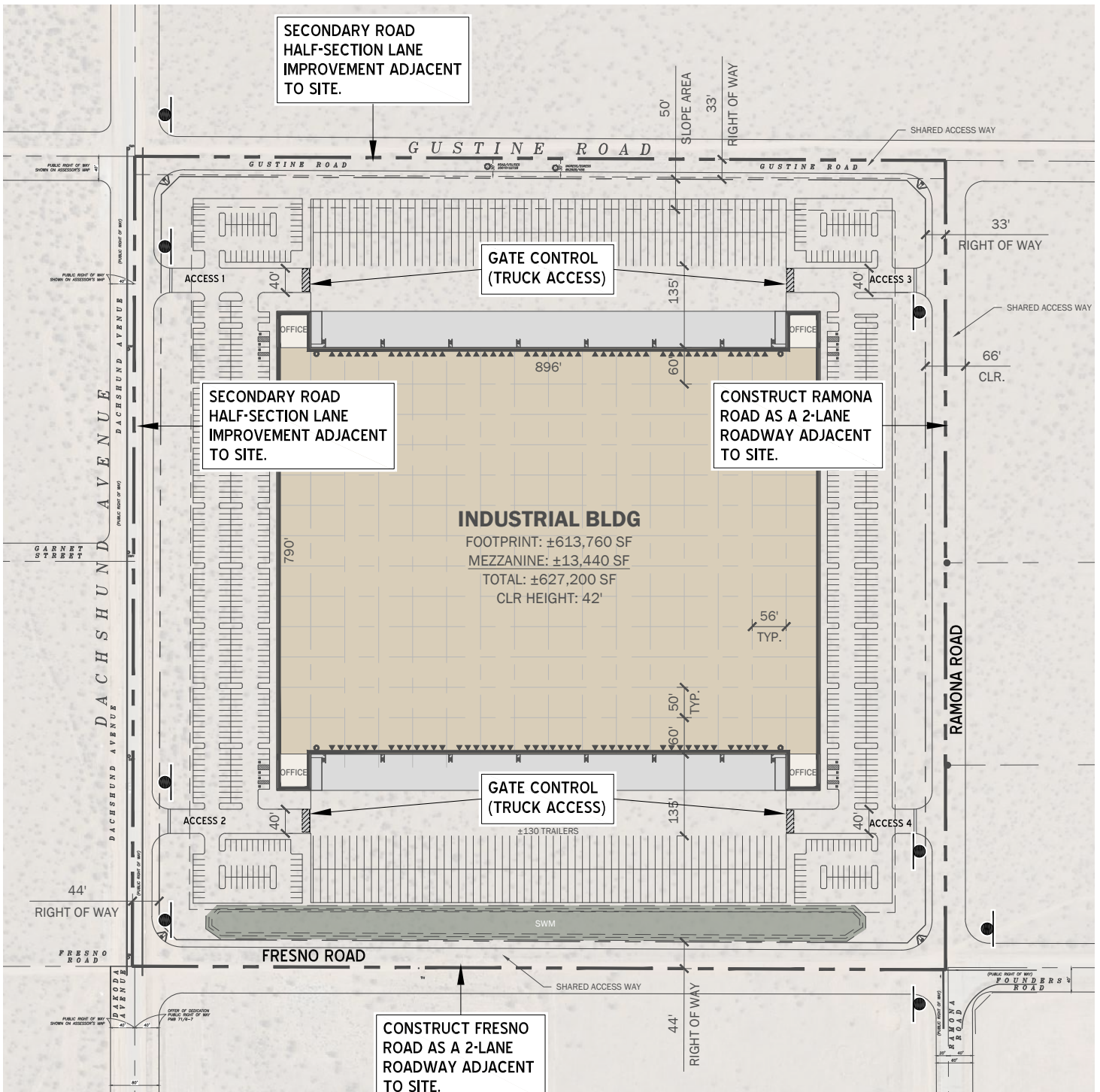
**Recommendation 12 – Fresno Road** is an east-west oriented roadway located along the site's southern boundary. The Project is to construct Fresno Road from the Project's western boundary (Dachshund Avenue) to the site's eastern boundary (Ramona Road) as a 2-lane local roadway.

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard California Department of Transportation (Caltrans) and Town of Apple Valley sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.



**EXHIBIT 1-5: SITE ACCESS RECOMMENDATIONS**





## 1.6 QUEUING ANALYSIS

The traffic modeling and signal timing optimization software package SimTraffic has been utilized to assess the queues, for both on-site roadways (Project design features) and off-site interchange off-ramp queues, for Opening Year (2027) With Improvement conditions. SimTraffic is designed to model networks of signalized and unsignalized intersections, with the primary purpose of checking and fine-tuning signal operations. SimTraffic uses the input parameters from Synchro to generate random simulations. These random simulations generated by SimTraffic have been utilized to determine the 95<sup>th</sup> percentile queue lengths observed for each applicable turn lane. A SimTraffic simulation has been recorded up to 5 times, during the weekday AM and weekday PM peak hours, and has been seeded for 5-minute periods with 15-minute recording intervals.

### 1.6.1 OFF-SITE QUEUING

#### *Existing (2024) Conditions*

Although not required by County Guidelines, a review of freeway off-ramp queues has also been included at the request of Caltrans. Based on the results of this analysis, there are currently no freeway off-ramp movements found to exceed available off-ramp storage capacity during the weekday AM or PM peak 95th percentile traffic flows.

#### *Cumulative Traffic Conditions*

The following movements are anticipated to exceed available off-ramp storage capacity during the weekday AM or PM peak 95th percentile traffic flows under Opening Year Cumulative (2027) Without Project traffic conditions:

- I-15 Northbound Ramps & Stoddard Wells Road (#7) – Southbound shared left-through-right – AM and PM peak hours

### 1.6.2 ON-SITE QUEUING

The results of the queuing analysis worksheets for the weekday AM and PM peak hours are provided in Appendix 1.2 of this report for Opening Year Cumulative (2027) With Project traffic conditions and have been used to verify the recommended pocket lengths for each of the Project access intersections, as discussed in Section 1.5 *Recommendations*.

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## 2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with Town of Apple Valley's Traffic Study Guidelines.

### 2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing a breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

### 2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 7<sup>th</sup> Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (4) The HCM uses different procedures depending on the type of intersection control.

#### 2.2.1 SIGNALIZED INTERSECTIONS

The Town of Apple Valley requires signalized intersection operations analysis based on the methodology described in the HCM. (4) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1. The saturation flow rates utilized are consistent with the rates identified in the San Bernardino County CMP.

The traffic modeling and signal timing optimization software package Synchro (Version 11) is utilized to analyze signalized intersections within the study area. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

**TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS**

| Description                                                                                                                                                                                                         | Average Control Delay<br>(Seconds), $V/C \leq 1.0$ | Level of Service,<br>$V/C \leq 1.0^1$ |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|---------------------------------------|
| Operations with very low delay occurring with favorable progression and/or short cycle length.                                                                                                                      | 0 to 10.00                                         | A                                     |
| Operations with low delay occurring with good progression and/or short cycle lengths.                                                                                                                               | 10.01 to 20.00                                     | B                                     |
| Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.                                                                              | 20.01 to 35.00                                     | C                                     |
| Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.                             | 35.01 to 55.00                                     | D                                     |
| Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay. | 55.01 to 80.00                                     | E                                     |
| Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.                                                                                  | 80.01 and up                                       | F                                     |

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g.,  $PHF = [Hourly Volume] / [4 \times Peak 15\text{-minute Flow Rate}]$ ). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour.

## 2.2.2 UNSIGNALIZED INTERSECTIONS

The Town of Apple Valley requires the operations of unsignalized intersections to be evaluated using the methodology described in the HCM. (4) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). 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. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop-controlled intersections, LOS is computed for the intersection as a whole (average delay).

**TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS**

| Description                                                 | Average Control Delay<br>(Seconds), $V/C \leq 1.0$ | Level of Service,<br>$V/C \leq 1.0^1$ |
|-------------------------------------------------------------|----------------------------------------------------|---------------------------------------|
| Little or no delays.                                        | 0 to 10.00                                         | A                                     |
| Short traffic delays.                                       | 10.01 to 15.00                                     | B                                     |
| Average traffic delays.                                     | 15.01 to 25.00                                     | C                                     |
| Long traffic delays.                                        | 25.01 to 35.00                                     | D                                     |
| Very long traffic delays.                                   | 35.01 to 50.00                                     | E                                     |
| Extreme traffic delays with intersection capacity exceeded. | > 50.00                                            | F                                     |

## 2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term “signal warrants” refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the California Department of Transportation (Caltrans) California Manual on Uniform Traffic Control Devices (CA MUTCD) for all study area intersections. (6)

The signal warrant criteria for Existing conditions are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (6) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing study area intersections for all analysis scenarios. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with urban characteristics (e.g., adjacent major streets operating at or below 40 miles per hour) or rural characteristics (e.g., adjacent major streets operating above 40 miles per hour). For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets.

The traffic signal warrant analysis for Existing (2024) conditions are presented in Section 3 *Area Conditions*. The traffic signal warrant analyses for future conditions are presented in Section 5 *Opening Year Cumulative (2027) Traffic Conditions*.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

## 2.4 QUEUING ANALYSIS

The 95th percentile queuing of vehicles has been assessed at the Project access driveways to determine appropriate turn lane lengths. The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the Project access intersections. Storage (turn-pocket) length recommendations at the driveways have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays. The 95th percentile queue is derived from the average queue plus 1.65 standard deviations. The 95th percentile queue is not necessarily ever observed, it is simply based on statistical calculations.

## 2.5 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

According to the Town of Apple Valley's General Plan, LOS C or better is preferable, but LOS D is the minimum acceptable condition that should be maintained during the peak commute hours, where feasible. Therefore, for the purposes of this traffic analysis, LOS D has also been considered the acceptable threshold for all study area intersections.

## 2.6 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. Per the County's Traffic Study Guidelines, at intersections where the LOS falls below, or is expected to fall below an acceptable threshold with or without the addition of the Project, feasible measures shall be identified to mitigate the Project's impacts for all Project scenario conditions. The TA calculates the Project's fair share towards each improvement required to serve cumulative conditions with or without the Project.

## 2.7 PROJECT FAIR SHARE CALCULATION METHODOLOGY

In cases where this TA identifies that the Project would contribute additional traffic volumes to traffic deficiencies, Project fair share costs of improvements necessary to address deficiencies have been identified. The Project's fair share cost of improvements is determined based on the following equation, which is the ratio of Project traffic to new future traffic, and new future traffic is Project traffic plus future development traffic:

$$\text{Project Fair Share \%} = \text{Project AM/PM Traffic} / (\text{2027 With Project AM/PM Total Traffic} - \text{Existing AM/PM Traffic})$$

The Project fair share percentage has been calculated for both the AM peak hour and PM peak hour and the higher of the two has been selected. The Project fair share contribution calculations are presented in Section 6 *Local and Regional Funding Mechanisms* of this TA.

### 3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the Town of Apple Valley General Plan Circulation Network, and a review of existing peak hour intersection operations, traffic signal warrant, and freeway off-ramp queuing analyses.

#### 3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with Town of Apple Valley staff (Appendix 1.1), the study area includes a total of 17 existing and future intersections as shown previously on Exhibit 1-3. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

#### 3.2 TOWN OF APPLE VALLEY GENERAL PLAN CIRCULATION ELEMENT

The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified on the Town of Apple Valley General Plan Circulation Element, are described subsequently. Exhibit 3-2 shows the Town of Apple Valley General Plan Circulation Element. Exhibit 3-3 illustrates the Town of Apple Valley General Plan roadway cross-sections.

**Major Divided Parkways** are designed to accommodate six travel lanes with a 20-foot center median and 15-foot parkways on each side of the roadway, within a 142-foot right-of-way. Dale Evans Parkway is classified as a Major Divided Parkway in the Town of Apple Valley.

**Major Divided Arterials** are designed to accommodate six travel lanes with a 12-foot center turn lane or median and 10-foot bike or parking lanes on each side of the roadway, within a 128-foot right-of-way. Stoddard Wells Road, south of Johnson Road is classified as a Major Divided Arterial in the Town of Apple Valley.

**Major Roads** are designed to accommodate four travel lanes with a 12-foot center turn lane or median and two bike or parking lanes, within a 104-foot right-of-way. The following study area roadways within the Town of Apple Valley are classified as Major Roads:

- Stoddard Wells Road, north of Johnson Road
- Johnson Road
- Corwin Road
- Dakota Road, south of Fresno Road

**Secondary Roads** are designed to accommodate four travel lanes with a bike or parking lane, within an 88-foot right-of-way. The following study area roadways within the Town of Apple Valley are classified as Secondary Roads:

- Navajo Road
- Dachshund Avenue
- Gustine Road

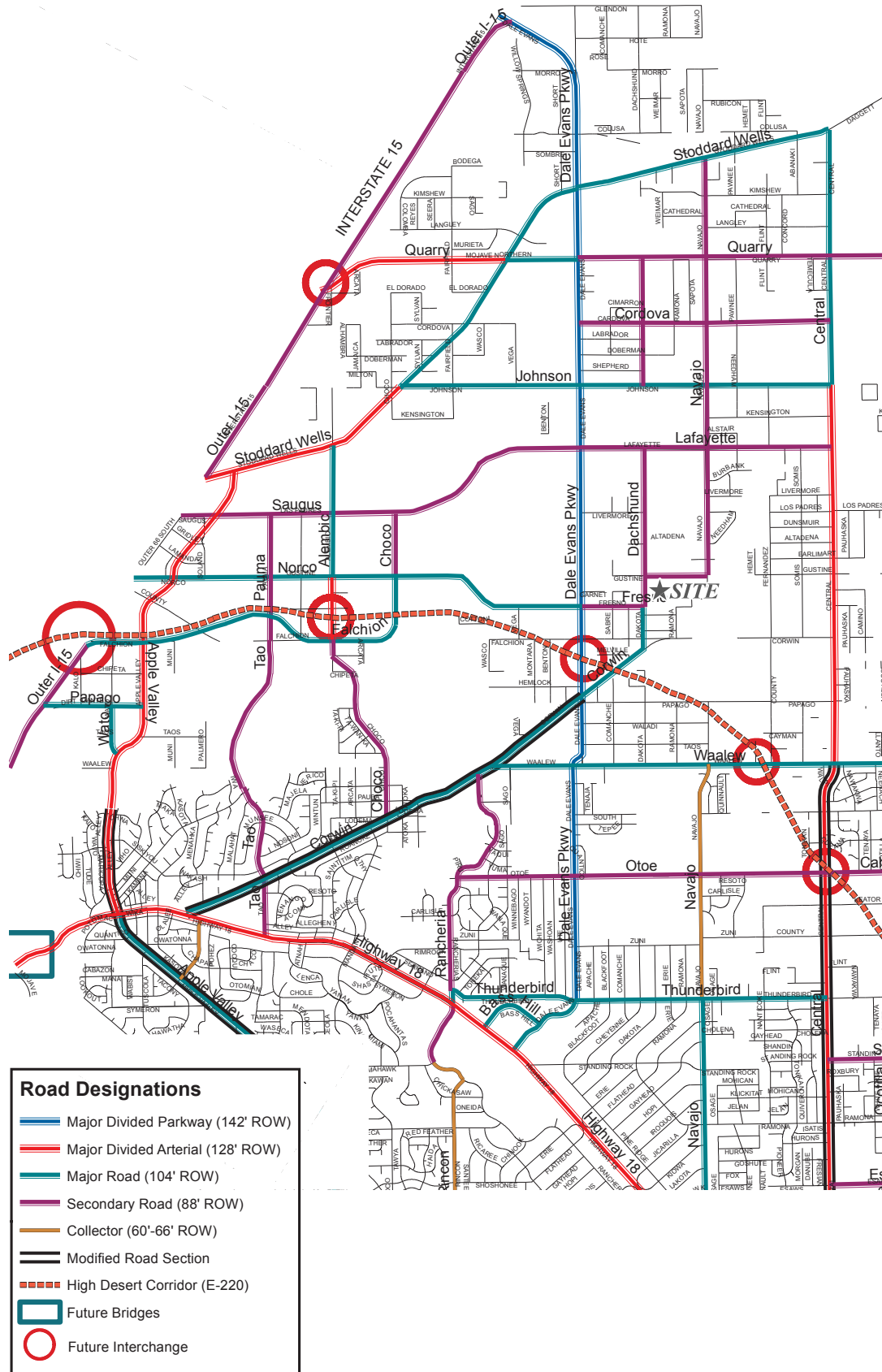


The plan illustrates the proposed site and its context within the local road network. The main map shows the site's location relative to major roads like I-15, Stoddard Wells Rd., Johnson Rd., and Dale Evans Pkwy. An inset map provides a closer look at the site's boundaries and access points. A legend defines symbols for intersection IDs, stop signs, free right turns, divided/undivided roads, and future intersections. A north arrow is located in the bottom left corner.

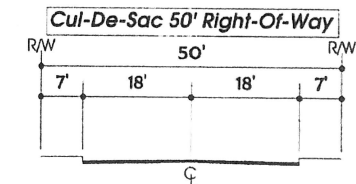
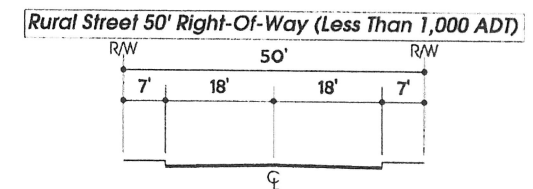
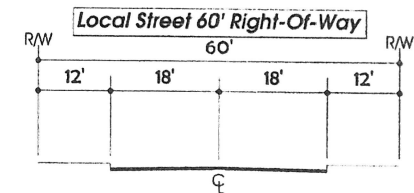
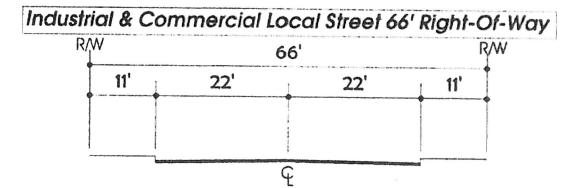
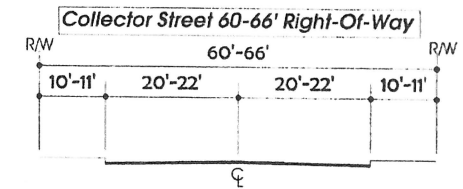
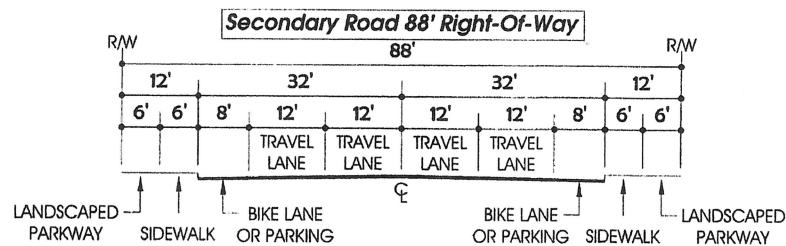
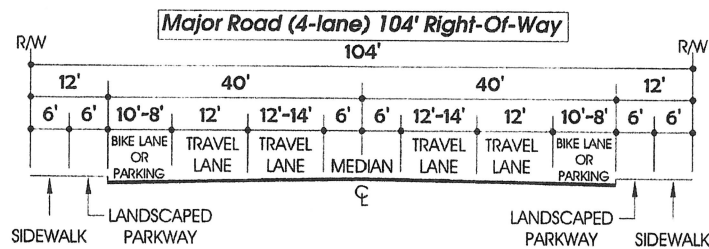
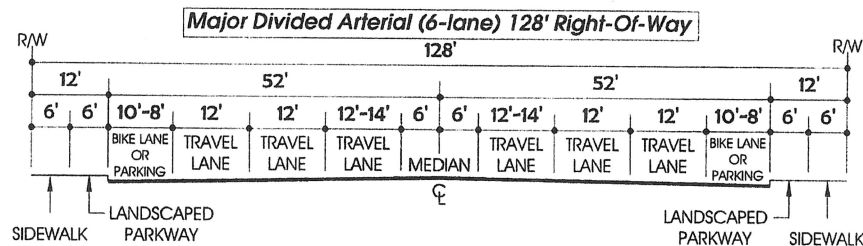
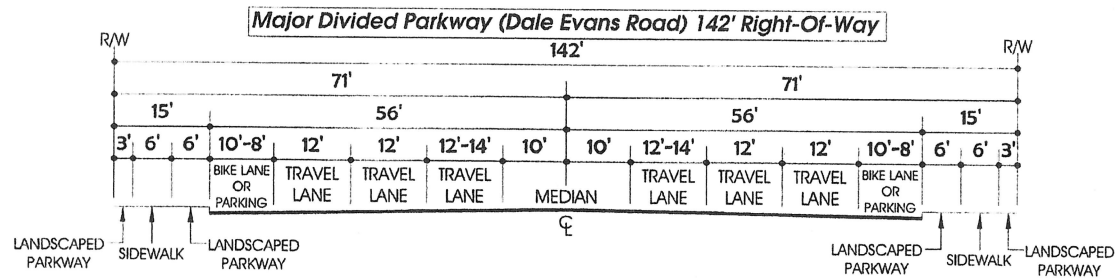
**LEGEND:**

- 17 = INTERSECTION ID
- STOP = ALL WAY STOP
- STOP SIGN = STOP SIGN
- FREE RIGHT TURN = FREE RIGHT TURN
- 4 = FREE RIGHT TURN
- D = DIVIDED
- U = UNDIVIDED

EXHIBIT 3-2: TOWN OF APPLE VALLEY GENERAL PLAN STREET SYSTEM



### EXHIBIT 3-3: TOWN OF APPLE VALLEY GENERAL PLAN ROADWAY CROSS-SECTIONS



### 3.3 BICYCLE AND PEDESTRIAN FACILITIES

Exhibit 3-4 illustrates the Town of Apple Valley bike paths. As shown at Exhibit 3-4, there are proposed Class II bike lanes on Dale Evans Parkway (between Fresno and Corwin Road), and Class I bike paths along Stoddard Wells Road, Dale Evans Parkway, and Corwin Road. There are no pedestrian facilities in close proximity to the Project. Field observations indicate nominal pedestrian and bicycle activity within the study area.

### 3.4 TRANSIT SERVICE

The study area is currently served by Victor Valley Transit Authority (VTA), a public transit agency serving various jurisdictions within San Bernardino County. The existing transit routes within the study area are shown on Exhibit 3-5. Route 42 currently runs along Dale Evans Parkway, Johnson Road, and Corwin Road.

Transit service is reviewed and updated by VTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. As such, it is recommended that the applicant work in conjunction with VTA to potentially provide bus service to the site.

### 3.5 TRUCK ROUTES

The Town of Apple Valley truck routes are shown on Exhibit 3-6. Through truck routes are included on Dale Evans Parkway, and Johnson Road east of Dale Evans Parkway in the study area. Local Truck Routes are also shown on Stoddard Wells Road, Johnson Road west of Dale Evans Parkway, Navajo Road, Fresno Road. These designated truck routes have been utilized for both the proposed Project and future cumulative development projects for the purposes of this TA.

### 3.6 EXISTING (2024) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in April 2024 and late August 2024. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The 2024 weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1. Existing weekday AM and weekday PM peak hour intersection volumes are also shown on Exhibit 3-7. Existing weekday ADT volumes are shown on Exhibit 3-7. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected using the following formula for each intersection leg:

$$\text{Weekday PM Peak Hour (Approach Volume + Exit Volume)} \times 8.00 = \text{Leg Volume}$$



EXHIBIT 3-4: TOWN OF APPLE VALLEY EXISTING AND PLANNED BICYCLE FACILITIES

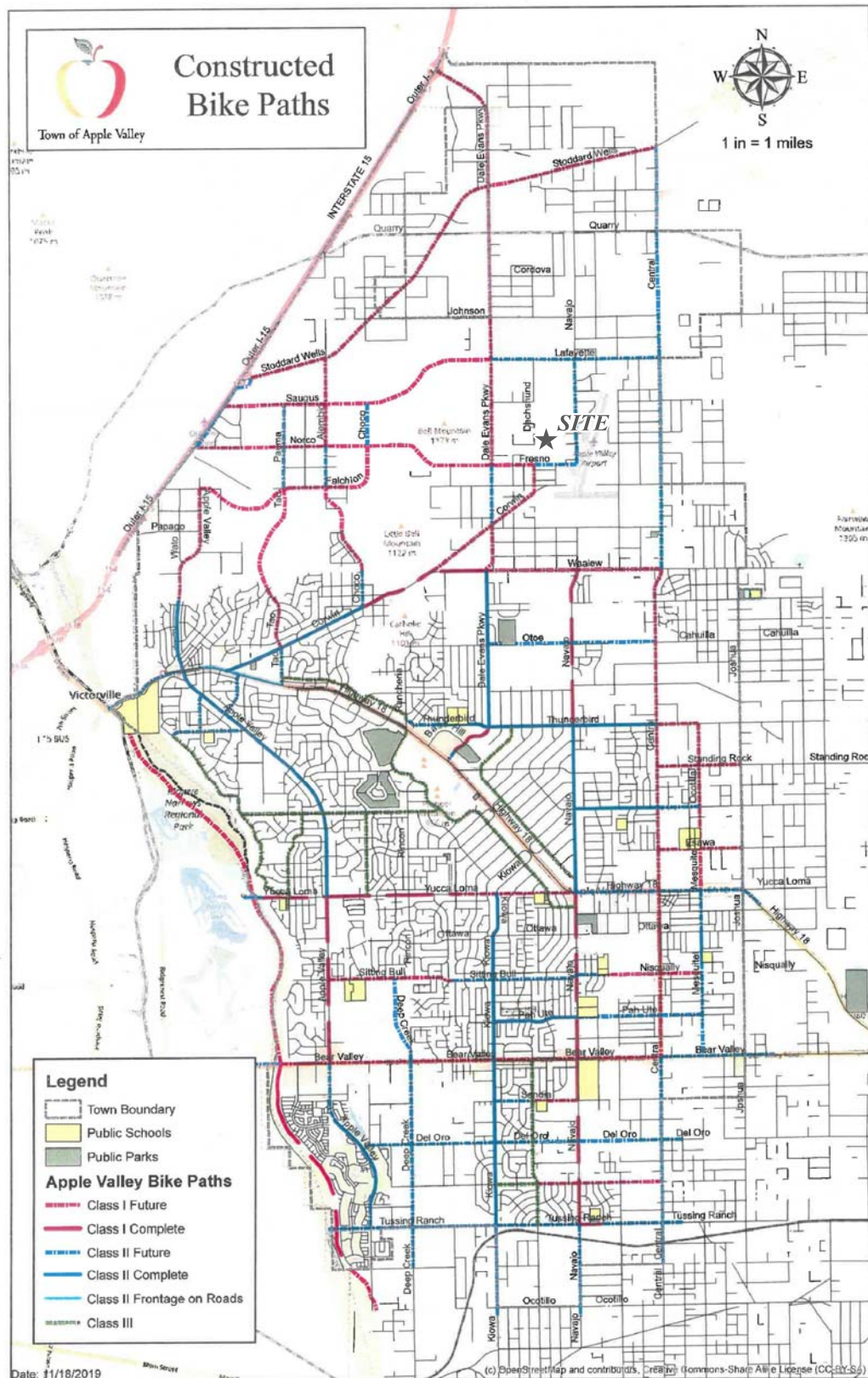
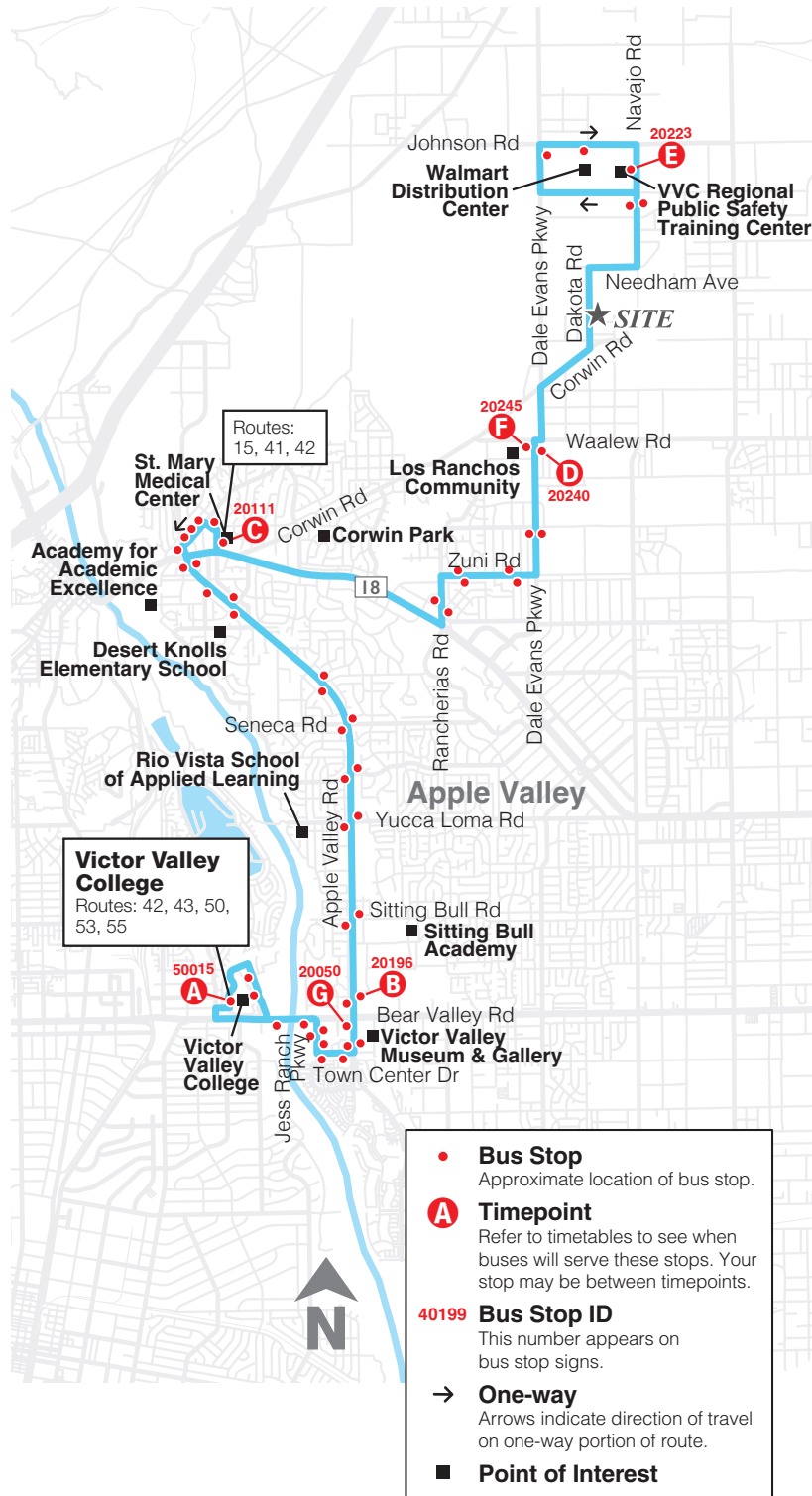


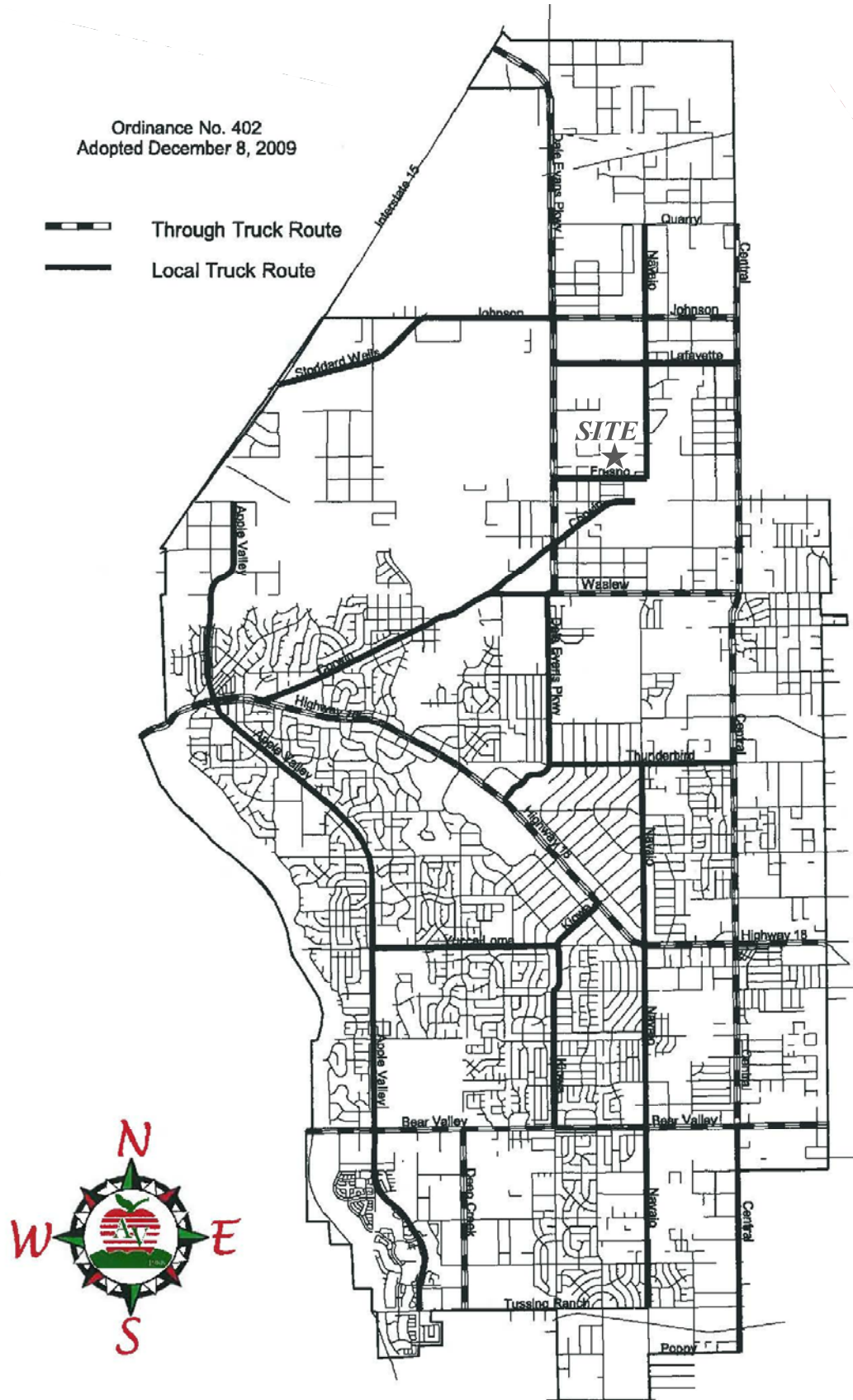
EXHIBIT 3-5: EXISTING TRANSIT ROUTES

42

# Apple Valley Road

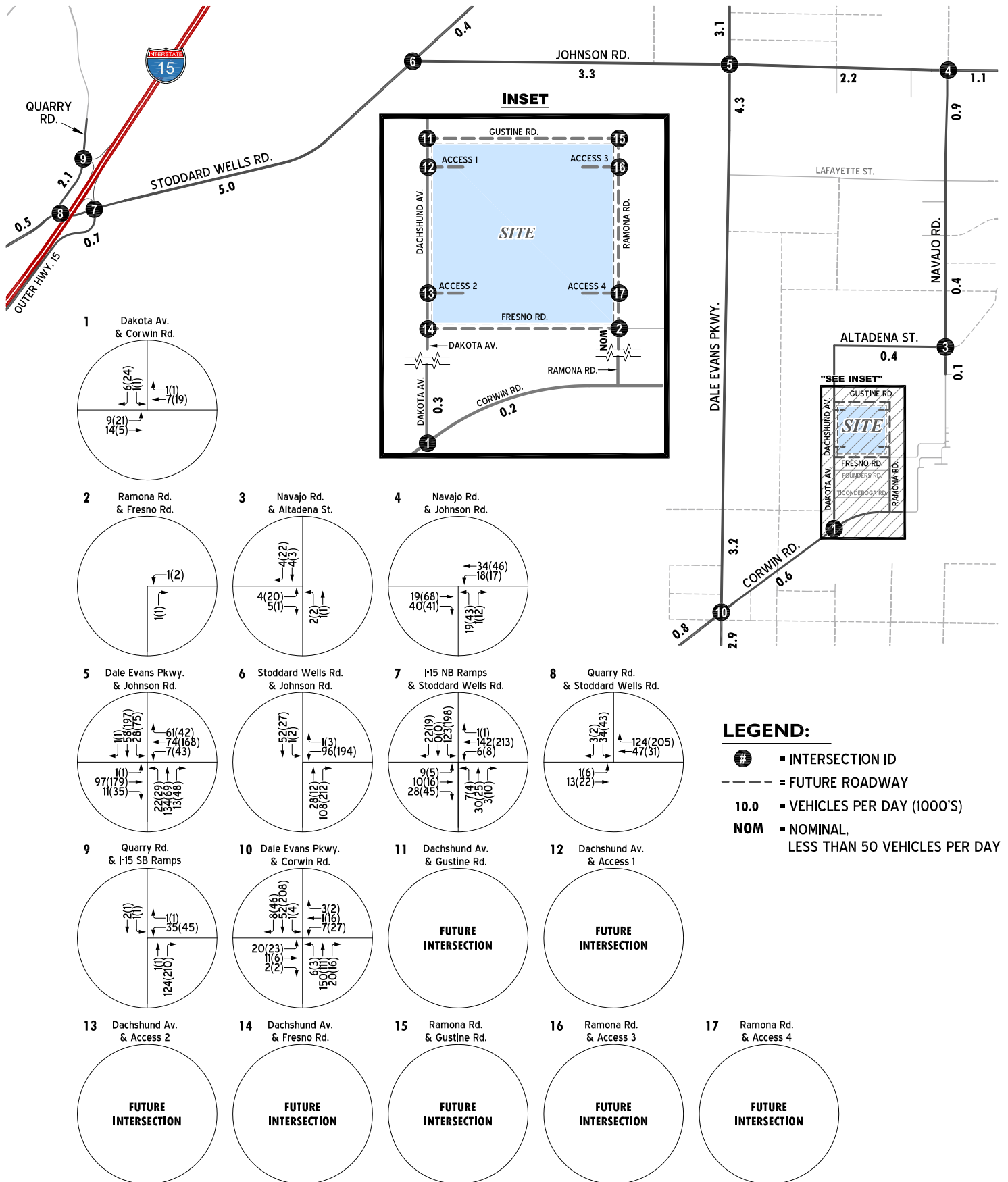


Ordinance No. 402  
Adopted December 8, 2009





**EXHIBIT 3-7: EXISTING (2024) TRAFFIC VOLUMES  
(PASSENGER CAR EQUIVALENT)**



A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicate that the peak-to-daily relationship is approximately 12.50 percent. As such, the above equation utilizing a factor of 8.00 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 10.35 percent (i.e.,  $1/0.1250 = 8.00$ ) and was assumed to sufficiently estimate ADT volumes for planning-level analyses.

### 3.7 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1, which indicates that all the study area intersections are currently operating at an acceptable LOS during the peak hours. The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

**TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2024) CONDITIONS**

| #  | Intersection                       | Traffic Control <sup>1</sup> | Delay <sup>2</sup><br>(secs.) |      | Level of Service |    |
|----|------------------------------------|------------------------------|-------------------------------|------|------------------|----|
|    |                                    |                              | AM                            | PM   | AM               | PM |
| 1  | Dakota Av. / Corwin Rd.            | CSS                          | 8.5                           | 8.6  | A                | A  |
| 2  | Ramona Rd. / Fresno Rd.            | CSS                          | 8.5                           | 8.5  | A                | A  |
| 3  | Navajo Rd. / Altadena St.          | CSS                          | 8.5                           | 8.7  | A                | A  |
| 4  | Navajo Rd. / Johnson Rd.           | CSS                          | 9.4                           | 10.0 | A                | B  |
| 5  | Dale Evans Pkwy. / Johnson Rd.     | AWS                          | 9.8                           | 16.5 | A                | C  |
| 6  | Stoddard Wells Rd. / Johnson Rd.   | CSS                          | 10.0                          | 12.5 | B                | B  |
| 7  | I-15 NB Ramps / Stoddard Wells Rd. | CSS                          | 11.2                          | 21.7 | B                | C  |
| 8  | Quarry Rd. / Stoddard Wells Rd.    | CSS                          | 9.4                           | 10.7 | A                | B  |
| 9  | Quarry Rd. / I-15 SB Ramps         | CSS                          | 9.1                           | 10.0 | A                | B  |
| 10 | Dale Evans Pkwy. / Corwin Rd.      | AWS                          | 7.9                           | 8.7  | A                | A  |
| 11 | Dachshund Av. / Gustine Rd.        | <u>CSS</u>                   | Future Intersection           |      |                  |    |
| 12 | Dachshund Av. / Access 1           | <u>CSS</u>                   | Future Intersection           |      |                  |    |
| 13 | Dachshund Av. / Access 2           | <u>CSS</u>                   | Future Intersection           |      |                  |    |
| 14 | Dachshund Av. / Fresno Rd.         | <u>CSS</u>                   | Future Intersection           |      |                  |    |
| 15 | Ramona Rd. / Gustine Rd.           | <u>CSS</u>                   | Future Intersection           |      |                  |    |
| 16 | Ramona Rd. / Access 3              | <u>CSS</u>                   | Future Intersection           |      |                  |    |
| 17 | Ramona Rd. / Access 4              | <u>CSS</u>                   | Future Intersection           |      |                  |    |

\* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

<sup>1</sup> AWS = All-Way Stop; CSS = Cross-Street Stop; CSS = Improvement

<sup>2</sup> Per the Highway Capacity Manual (7th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

### 3.8 TRAFFIC SIGNAL WARRANT ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. The following unsignalized study area intersection currently warrants a traffic signal for Existing traffic conditions:

- Dale Evans Parkway & Johnson Road (#5)

Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

### 3.9 QUEUING ANALYSIS

Queuing analysis findings are presented in Table 3-2. As shown in Table 3-2, there are currently no study area off-ramps experiencing queuing issues during the peak hours under Existing (2024) traffic conditions. Worksheets for Existing traffic conditions queuing analysis are provided in Appendix 3.4.

**TABLE 3-2: PEAK HOUR QUEUING SUMMARY FOR EXISTING (2024) CONDITIONS**

| # | Intersection                       | Movement | Available Stacking Distance (Feet) | 95th Percentile Queue (Feet) |              | Acceptable? <sup>1</sup> |     |
|---|------------------------------------|----------|------------------------------------|------------------------------|--------------|--------------------------|-----|
|   |                                    |          |                                    | AM Peak Hour                 | PM Peak Hour | AM                       | PM  |
| 7 | I-15 NB Ramps / Stoddard Wells Rd. | SBL/T/R  | 1,000                              | 20                           | 100          | Yes                      | Yes |
| 9 | Quarry Rd. / I-15 SB Ramps         | WBL/R    | 1,000                              | 5                            | 8            | Yes                      | Yes |

<sup>1</sup> Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

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## 4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. The Project consists of the development of a 627,200 square foot industrial warehouse and distribution building.

The site is located between Dachshund Avenue (which becomes Dakota Road south of Fresno Road) and Ramona Road, south of Gustine Street and north of Fresno Road.

Access to the site will be accommodated via two driveways along Dachshund Avenue and two driveways on Ramona Road. All driveways are assumed to allow for full access (no turn restrictions). The Project is anticipated to have an Opening Year of 2027.

### 4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to, and produced by, a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to, and produced by, the specific land uses being proposed for a given development. 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 vehicle mix (passenger cars versus trucks) has been obtained from the ITE's Trip Generation Manual.

Table 4-1 shows the trip generation rates and resulting Project trip generation summary, which shows the Project is anticipated to generate a net total of 1,335 two-way vehicle trip-ends per day with 77 AM peak hour trips and 104 PM peak hour trips (actual vehicles).

PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). 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. The PCE factors are consistent with the recommended PCE factors in the County's Guidelines.

Table 4-2 shows the resulting Project trip generation summary in PCE, which shows the Project is anticipated to generate a total of 2,138 Passenger Car Equivalent (PCE) trip-ends per day with 123 AM PCE peak vehicle hour trips and 167 PM PCE peak hour vehicle trips.

### 4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project trip distribution represents the directional orientation of traffic to and from the Project site. The Project trip distributions are shown on Exhibit 4-1 for trucks and Exhibit 4-2 for passenger cars. The Project truck trip distribution patterns adhere to the Town's approved truck routes and were part of the TA scoping process (see Appendix 1.1).

**TABLE 4-1: 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 |
| High-Cube Warehouse <sup>3</sup>                    | -           | 627.200 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 |

| Proposed Project Trip Generation Results           |             |                       |              |    |    |              |    |     |       |
|----------------------------------------------------|-------------|-----------------------|--------------|----|----|--------------|----|-----|-------|
| Land Use                                           | ITE LU Code | Quantity <sup>2</sup> | AM Peak Hour |    |    | PM Peak Hour |    |     | Daily |
| High-Cube Warehouse                                | -           | 627.200 TSF           |              |    |    |              |    |     |       |
| - Passenger Cars                                   |             |                       | 41           | 13 | 54 | 21           | 52 | 73  | 934   |
| - Truck Trips (Actual)                             |             |                       | 18           | 5  | 23 | 9            | 22 | 31  | 401   |
| PROJECT TOTAL TRIPS (ACTUAL VEHICLES) <sup>4</sup> |             |                       | 59           | 18 | 77 | 30           | 74 | 104 | 1,335 |

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

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**TABLE 4-2: PROJECT TRIP GENERATION SUMMARY  
PASSENGER CAR EQUIVALENT (PCE)**

| Land Use                         | ITE LU Code | Quantity <sup>2</sup>           | Project Trip Generation Rates <sup>1</sup> |       |       | AM Peak Hour |       |       | PM Peak Hour |     |       | Daily |
|----------------------------------|-------------|---------------------------------|--------------------------------------------|-------|-------|--------------|-------|-------|--------------|-----|-------|-------|
|                                  |             |                                 | In                                         | Out   | Total | In           | Out   | Total | In           | Out | Total |       |
| High-Cube Warehouse <sup>3</sup> | -           | 627.200 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        |     |       |       |

| Land Use                                        | ITE LU Code | Quantity <sup>2</sup> | Project Trip Generation Results |     |       | AM Peak Hour |     |       | PM Peak Hour |     |       | Daily |
|-------------------------------------------------|-------------|-----------------------|---------------------------------|-----|-------|--------------|-----|-------|--------------|-----|-------|-------|
|                                                 |             |                       | In                              | Out | Total | In           | Out | Total | In           | Out | Total |       |
| High-Cube Warehouse                             | -           | 627.200 TSF           |                                 |     |       |              |     |       |              |     |       |       |
| - Passenger Cars                                |             |                       | 41                              | 13  | 54    | 21           | 52  | 73    | 934          |     |       |       |
| - Truck Trips (PCE = 3.0)                       |             |                       | 53                              | 16  | 69    | 26           | 68  | 94    | 1,204        |     |       |       |
| PROJECT TOTAL EXTERNAL TRIPS (PCE) <sup>4</sup> |             |                       | 94                              | 29  | 123   | 47           | 120 | 167   | 2,138        |     |       |       |

<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

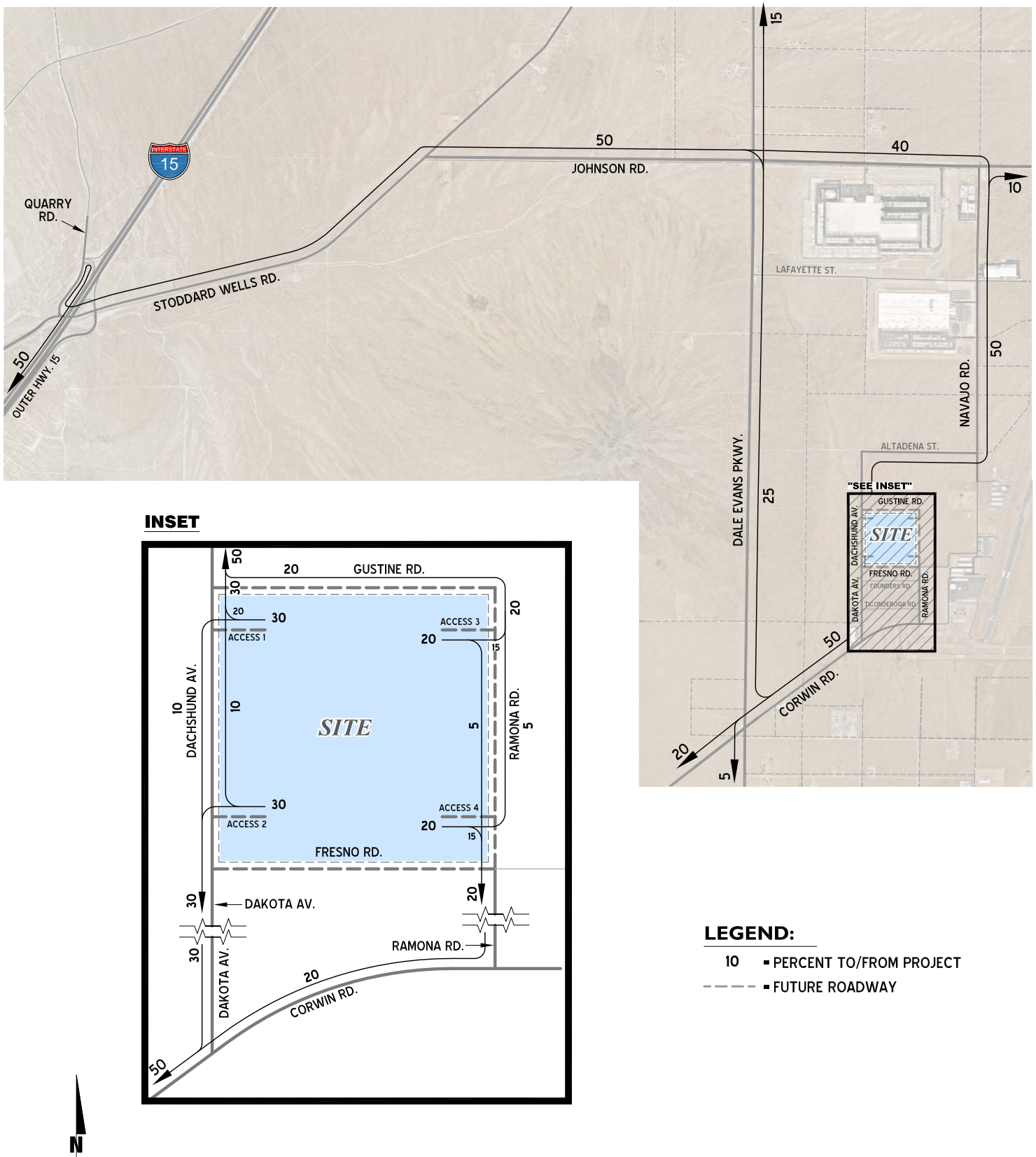
Truck Daily Rate Source: Notice of Preparation of a Draft Environmental Impact Report for the Proposed Potrero Logistics Center.

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

<sup>4</sup> Total Net Trips (PCE) = Passenger Cars + Net Truck Trips (Passenger Car Equivalent).

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EXHIBIT 4-1: PROJECT (TRUCK) TRIP DISTRIBUTION



**INSET**

20 DACHSUND AV.

30

15

15 GUSTINE RD.

30

ACCESS 1

20

ACCESS 3

15

5

*SITE*

5

RAMONA RD.

JOHNSON RD.

50

STODDARD WELLS RD.

QUARRY RD.

50

OUTER HWY. 15

INTERSTATE 15

DALE EVANS PKWY.

25

25

30

5

LAFAYETTE ST.

NAVajo RD.

ALTADENA ST.

"SEE INSET"

GUSTINE RD.

*SITE*

FRESNO RD.

FOUNDERS RD.

TCONDEROGA RD.

RAMONA RD.

DACHSUND AV.

DAKOTA AV.

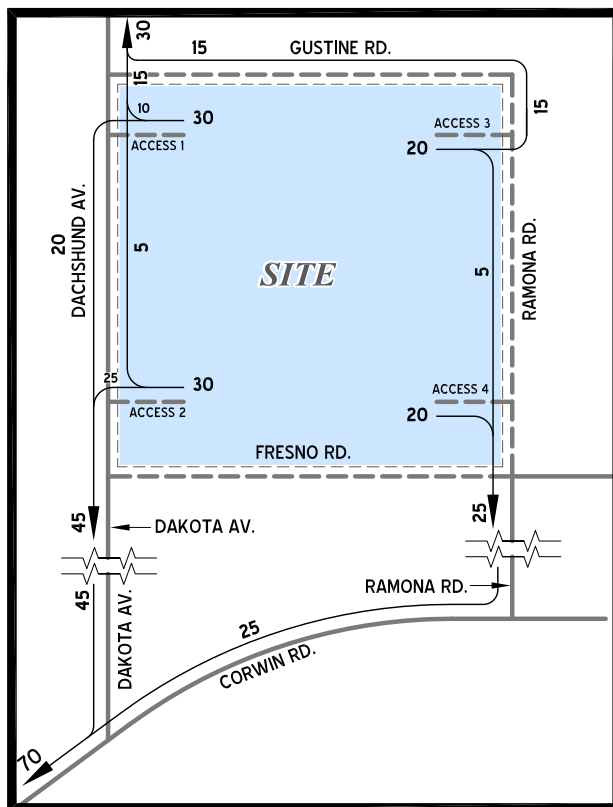
70

CORWIN RD.

15

30

### INSET



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

### 4.3 MODAL SPLIT

The potential for Project trips to be reduced by the use of public transit, walking, or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

### 4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project weekday peak hour intersection turn movement volumes and ADT, in actual vehicles, are shown on Exhibit 4-3.

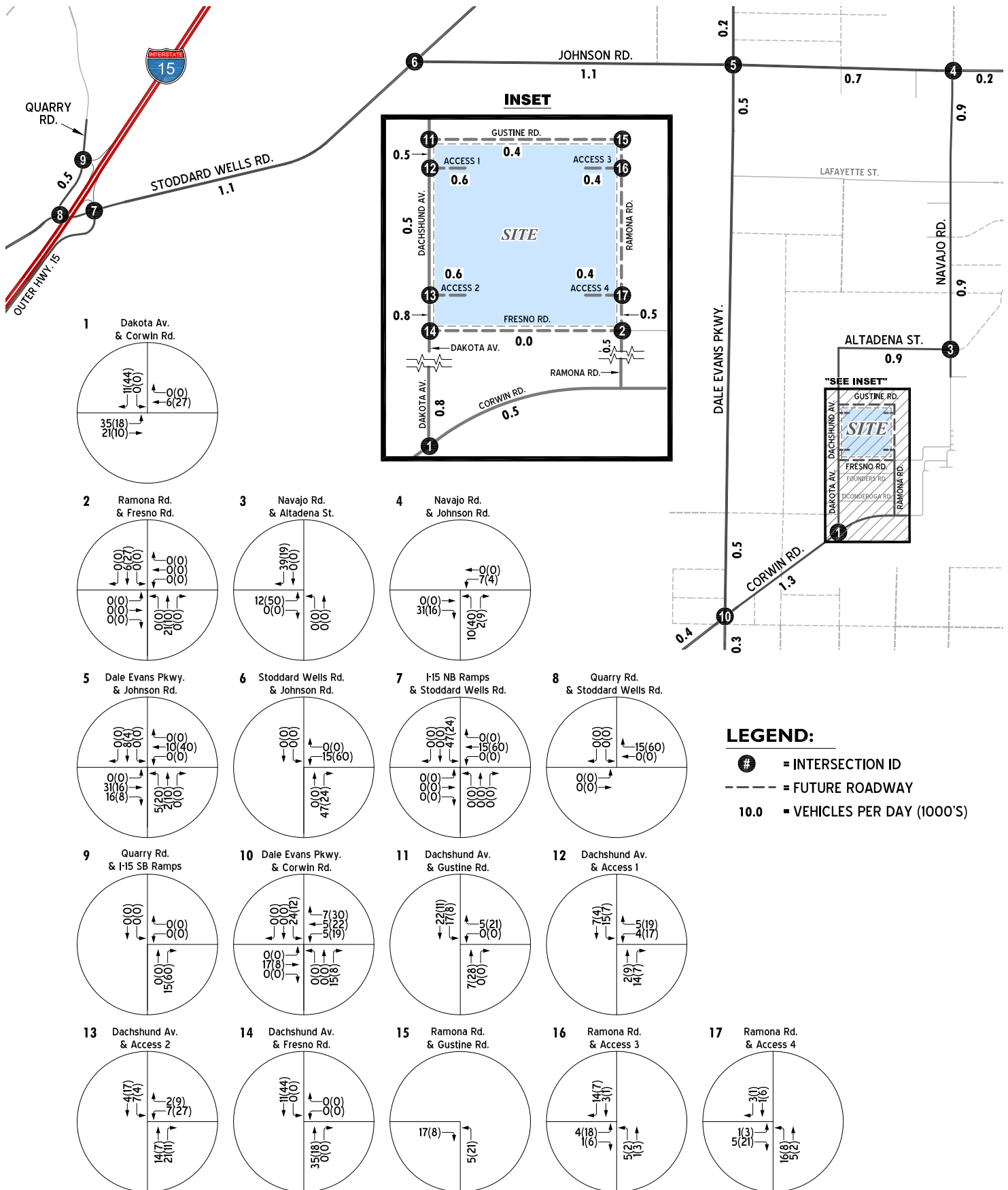
### 4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 2.0% per year, compounded annually. The total ambient growth is 6.12% for 2027 traffic. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. The traffic generated by the proposed Project is manually added to the base volume to determine Opening Year Cumulative forecasts.

The traffic analysis includes the following traffic conditions, with the various traffic components:

- Opening Year Cumulative (2027) Without Project
  - o Existing 2024 volumes
  - o Ambient growth traffic (6.12%)
  - o Cumulative Development traffic
- Opening Year Cumulative (2027) With Project
  - o Existing 2024 volumes
  - o Ambient growth traffic (6.12%)
  - o Cumulative Development traffic
  - o Project Traffic

**EXHIBIT 4-3: PROJECT ONLY TRAFFIC VOLUMES  
(PASSENGER CAR EQUIVALENT)**





## 4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the Town of Apple Valley. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Exhibit 4-4 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown in Table 4-3. If applicable, the traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative (2027) forecasts to ensure that traffic generated by the listed cumulative development projects in Table 4-3 is reflected as part of the background traffic. In an effort to conduct a conservative analysis, the cumulative projects are added in conjunction with the ambient growth identified in Section 4.5 *Background Traffic*. Cumulative peak hour intersection turning movement volumes and ADT are shown on Exhibits 4-6.

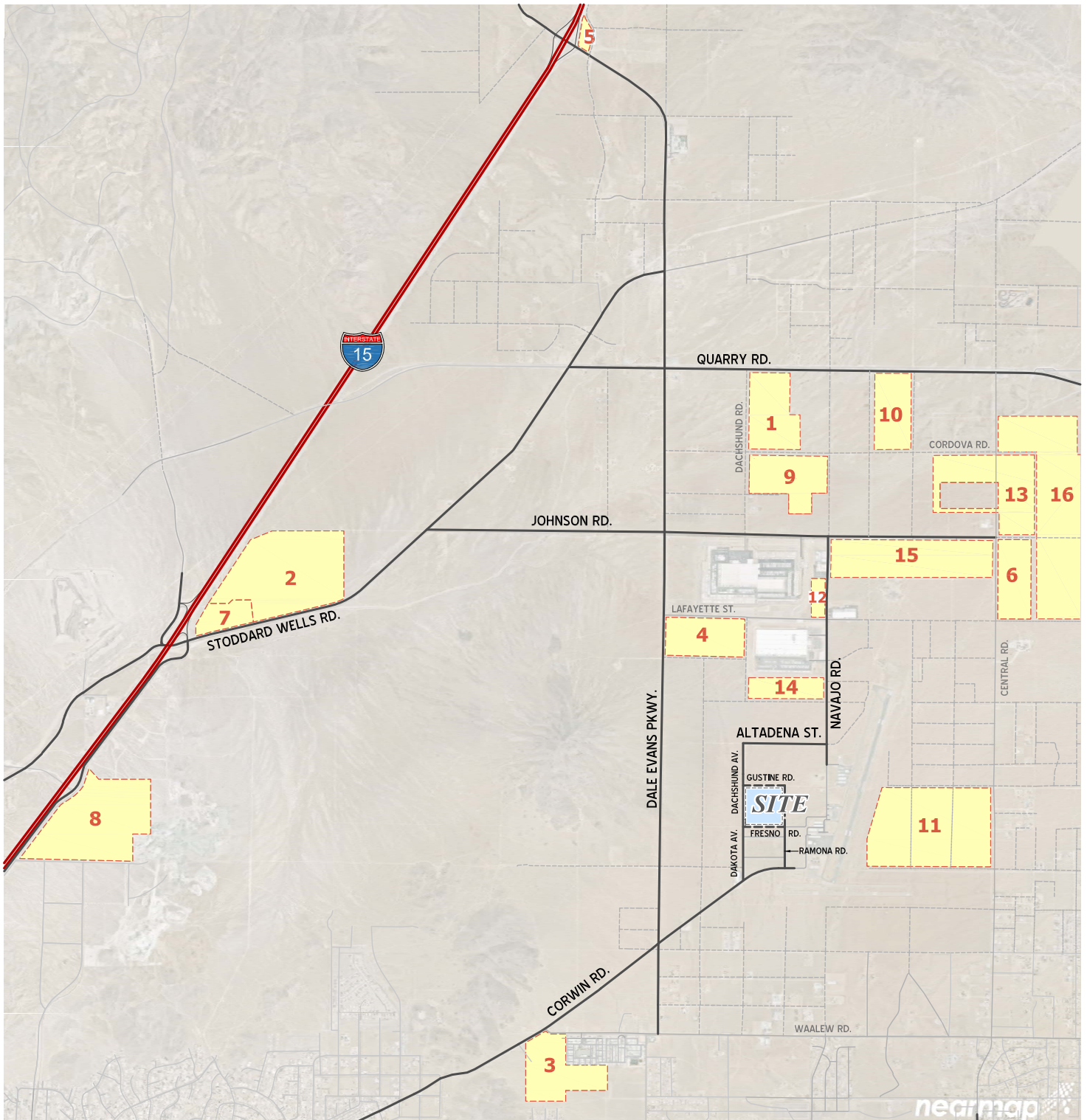
**TABLE 4-3: CUMULATIVE DEVELOPMENT LAND USE SUMMARY**

| TAZ | Project                                                                                          | Land Use                                    | Quantity  | Units <sup>1</sup> |
|-----|--------------------------------------------------------------------------------------------------|---------------------------------------------|-----------|--------------------|
| 1   | Cordova Road Logistics<br>(SEC Dachshund Av. & Quarry Rd.)                                       | High-Cube Fulfillment Center                | 1,144.33  | TSF                |
|     |                                                                                                  | High-Cube Cold Storage                      | 201.94    | TSF                |
| 2   | Apple Valley 143                                                                                 | Industrial/Warehouse                        | 2,518.50  | TSF                |
| 3   | TTM 20306<br>(south of Waalew & east of Corwin)                                                  | Single Family Residential                   | 160       | DU                 |
| 4   | Lafayette Street Logistics<br>(Redwood West)                                                     | High-Cube Warehouse                         | 1,026.41  | TSF                |
|     |                                                                                                  | High-Cube Cold Storage                      | 181.13    | TSF                |
| 5   | Apple Valley Gateway Center<br>(north of Dale Evans & east of I-15)                              | Pad A - Hotel                               | 84        | RM                 |
|     |                                                                                                  | Pad B - Fast-Food Restaurant w/ Drive-Thru  | 5.769     | TSF                |
|     |                                                                                                  | Pad C - Gas Station with C-Store (5 TSF)    | 16        | VFP                |
|     |                                                                                                  | Pad D - Gas Station with C-Store (3.35 TSF) | 12        | VFP                |
|     |                                                                                                  | Pad E - Fast-Food Restaurant w/ Drive-Thru  | 4.00      | TSF                |
|     |                                                                                                  | Pad F - Fast-Food Restaurant w/ Drive-Thru  | 4.20      | TSF                |
|     |                                                                                                  | Pad G - Restaurant                          | 4.00      | TSF                |
|     |                                                                                                  | Pad H - Shops                               | 10.261    | TSF                |
|     |                                                                                                  | Pad I - Fast-Food Restaurant w/ Drive-Thru  | 2.80      | TSF                |
| 6   | 1M Warehouse<br>(east of Central Road,<br>between Johnson Road & Lafayette Street)               | High Cube Fulfillment Center Warehouse      | 1,080.125 | TSF                |
| 7   | Apple Valley I-15 Travel Center<br>(Love's Travel Stop - north of Stoddard Wells & east of I-15) | RV Park                                     | 80        | Spaces             |
|     |                                                                                                  | Gas Station with C-Store (9.66 TSF)         | 26        | VFP                |
|     |                                                                                                  | Fast-Food Restaurant w/ Drive-Thru          | 3.043     | TSF                |
|     |                                                                                                  | Truck Maintenance/Tire Building             | 13.786    | TSF                |
| 8   | Inland Empire North Logistics Ctr.<br>(north of Falchion Road & east of I-5)                     | Industrial/Warehouse                        | 2,604.446 | TSF                |
| 9   | Cordova Quarry                                                                                   | High-Cube Cold Storage                      | 1,559.952 | TSF                |
| 10  | Quarry at Pawnee                                                                                 | High-Cube Cold Storage                      | 1,462.342 | TSF                |
| 11  | Lake Creek Logistics Center<br>(Apple Valley Logistics Center)                                   | General Light Industrial (10%)              | 348.074   | TSF                |
|     |                                                                                                  | High-Cube Cold Storage (10%)                | 348.074   | TSF                |
|     |                                                                                                  | High-Cube Fulfillment (80%)                 | 2,784.588 | TSF                |
| 12  | Green Trucking Solutions                                                                         | High-Cube Cold Storage                      | 385.004   | TSF                |
| 13  | Apple Valley 3PL Center                                                                          | Industrial/Warehouse                        | 2,134.000 | TSF                |
| 14  | Watson High Desert Logistics West                                                                | High-Cube Fulfillment Center (Non-Sort)     | 896.500   | TSF                |
| 15  | Watson High Desert Logistics East                                                                | High-Cube Fulfillment Center (Non-Sort)     | 2,832.600 | TSF                |
| 16  | North Apple Valley Industrial Park                                                               | Warehousing                                 | 5,821.709 | TSF                |

<sup>1</sup> DU = Dwelling Units; TSF = Thousand Square Feet; RM = Room; VFP = Vehicle Fueling Positions



**EXHIBIT 4-4: CUMULATIVE DEVELOPMENT LOCATION MAP**

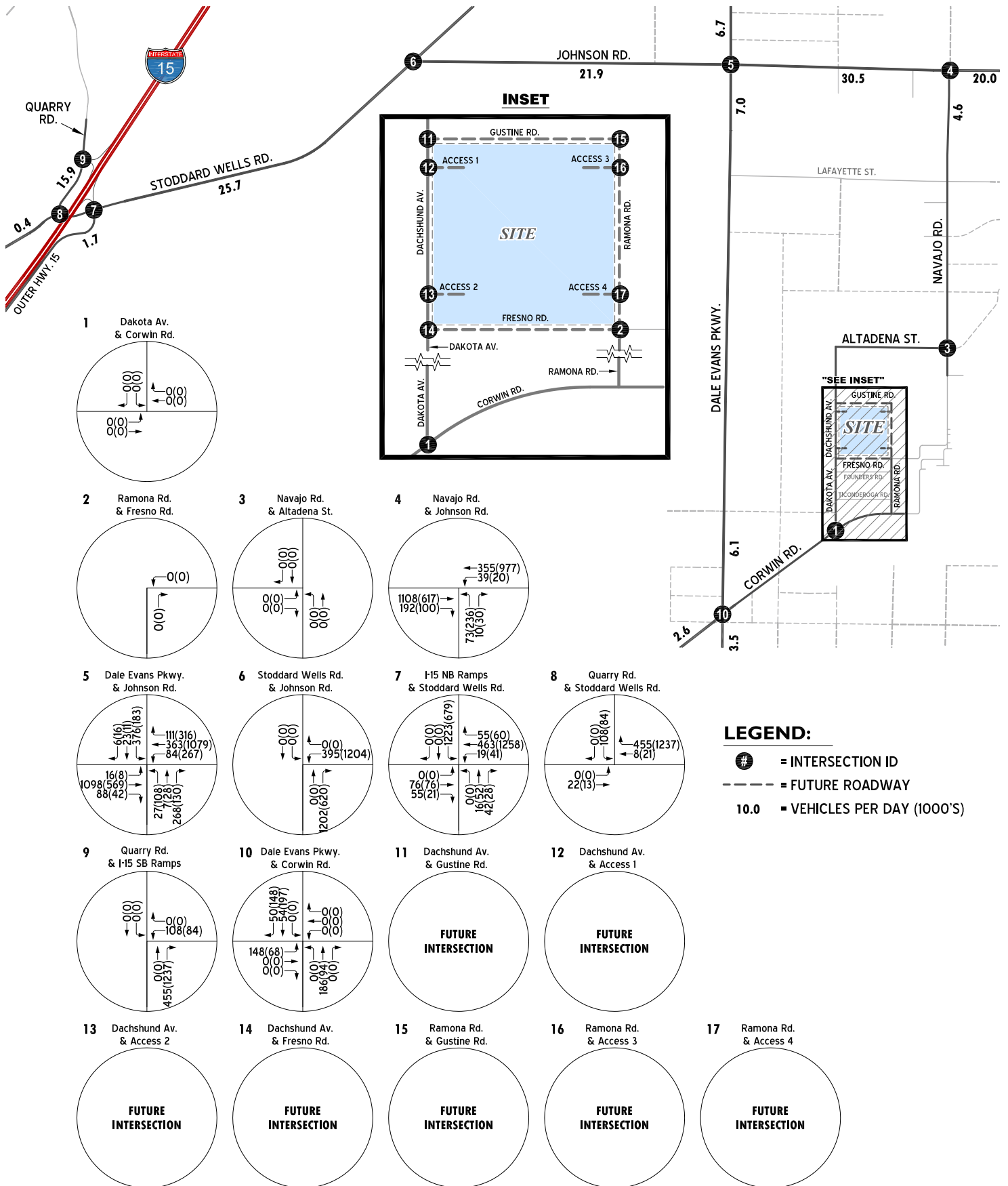


**LEGEND:**

 = CUMULATIVE DEVELOPMENT ID



EXHIBIT 4-5: CUMULATIVE ONLY TRAFFIC VOLUMES



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## 5 OPENING YEAR CUMULATIVE (2027) TRAFFIC CONDITIONS

This section discusses the methods used to develop Opening Year Cumulative (2027) Without and With Project traffic forecasts, and the resulting intersection operations, and traffic signal warrant analyses.

### 5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2027) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of Project and Cumulative project driveways and those facilities assumed to be constructed by the Project or Cumulative projects to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements along the Project's or Cumulative project's frontage and driveways).

### 5.2 WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes, plus an ambient growth rate of 6.12%, plus traffic from pending and approved but not yet constructed known development projects in the area. The weekday AM and PM peak hour volumes which can be expected for Opening Year Cumulative (2027) Without Project traffic conditions are shown on Exhibit 5-1. The weekday ADT which can be expected for Opening Year Cumulative (2027) Without Project traffic conditions are shown on Exhibit 5-1.

### 5.3 WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Opening Year Cumulative (2027) Without Project traffic in conjunction with the addition of Project traffic. The weekday AM and PM peak hour volumes which can be expected for Opening Year Cumulative (2027) With Project traffic conditions are shown on Exhibit 5-2. The weekday ADT which can be expected for Opening Year Cumulative (2027) With Project traffic conditions are shown on Exhibit 5-2.

### 5.4 INTERSECTION OPERATIONS ANALYSIS

#### 5.4.1 OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT TRAFFIC CONDITIONS

LOS calculations were conducted for the study intersections to evaluate their operations under Opening Year Cumulative (2027) Without Project conditions with roadway and intersection geometrics consistent with Section 5.1 *Roadway Improvements*. As shown in Table 5-1, the following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2027) Without Project traffic conditions:

- Navajo Road & Johnson Road (#4) – LOS F AM and PM peak hours
- Dale Evans Parkway & Johnson Road (#5) – LOS F AM and PM peak hours
- Stoddard Wells Road & Johnson Road (#6) – LOS F AM and PM peak hours
- I-15 Northbound Ramps & Stoddard Wells Road (#7) – LOS F AM and PM peak hours
- Quarry Road & Stoddard Wells Road (#8) – LOS F PM peak hour only
- Quarry Road & I-15 Southbound Ramps (#9) – LOS F PM peak hour only

EXHIBIT 5-1: OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT TRAFFIC VOLUMES

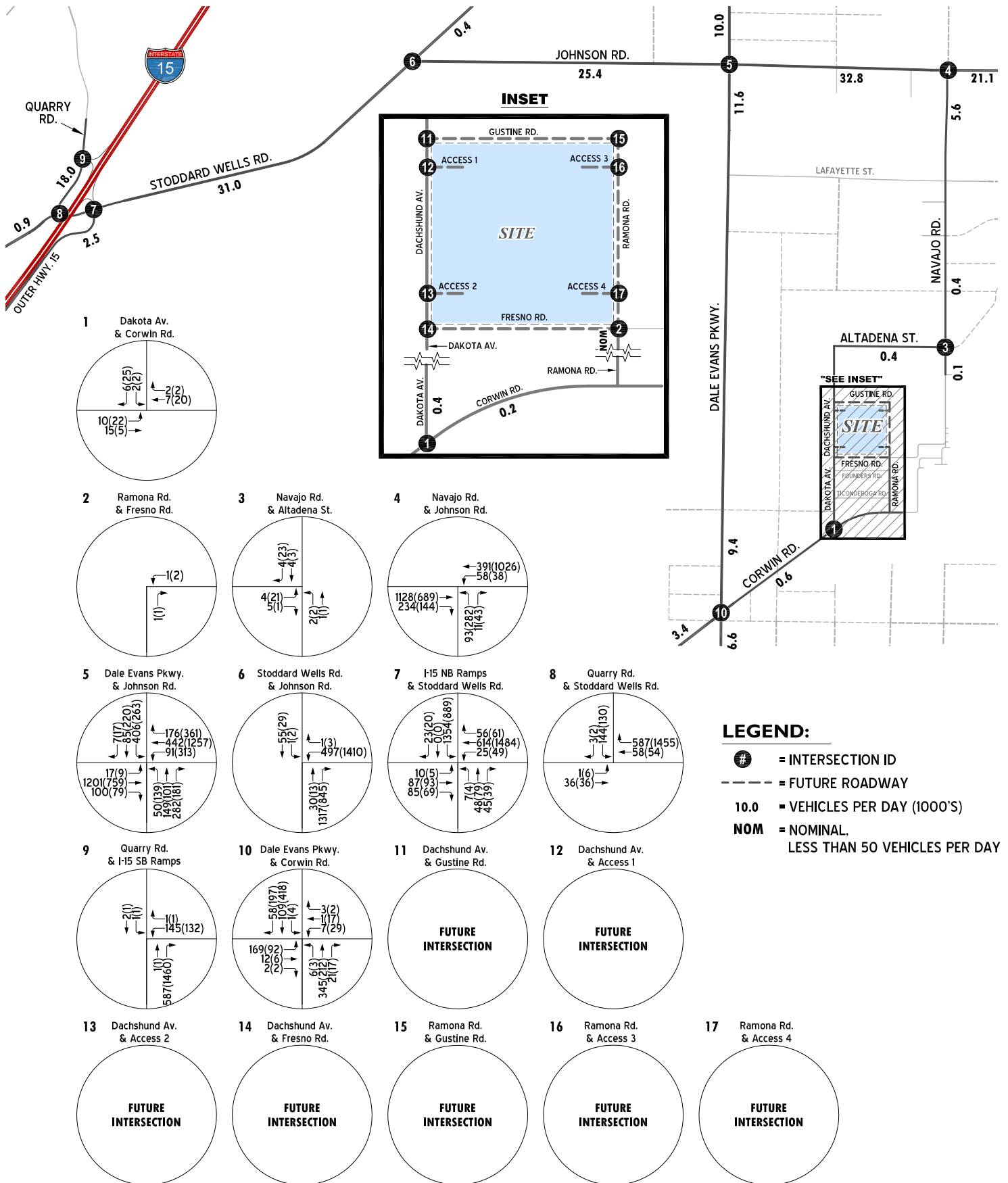
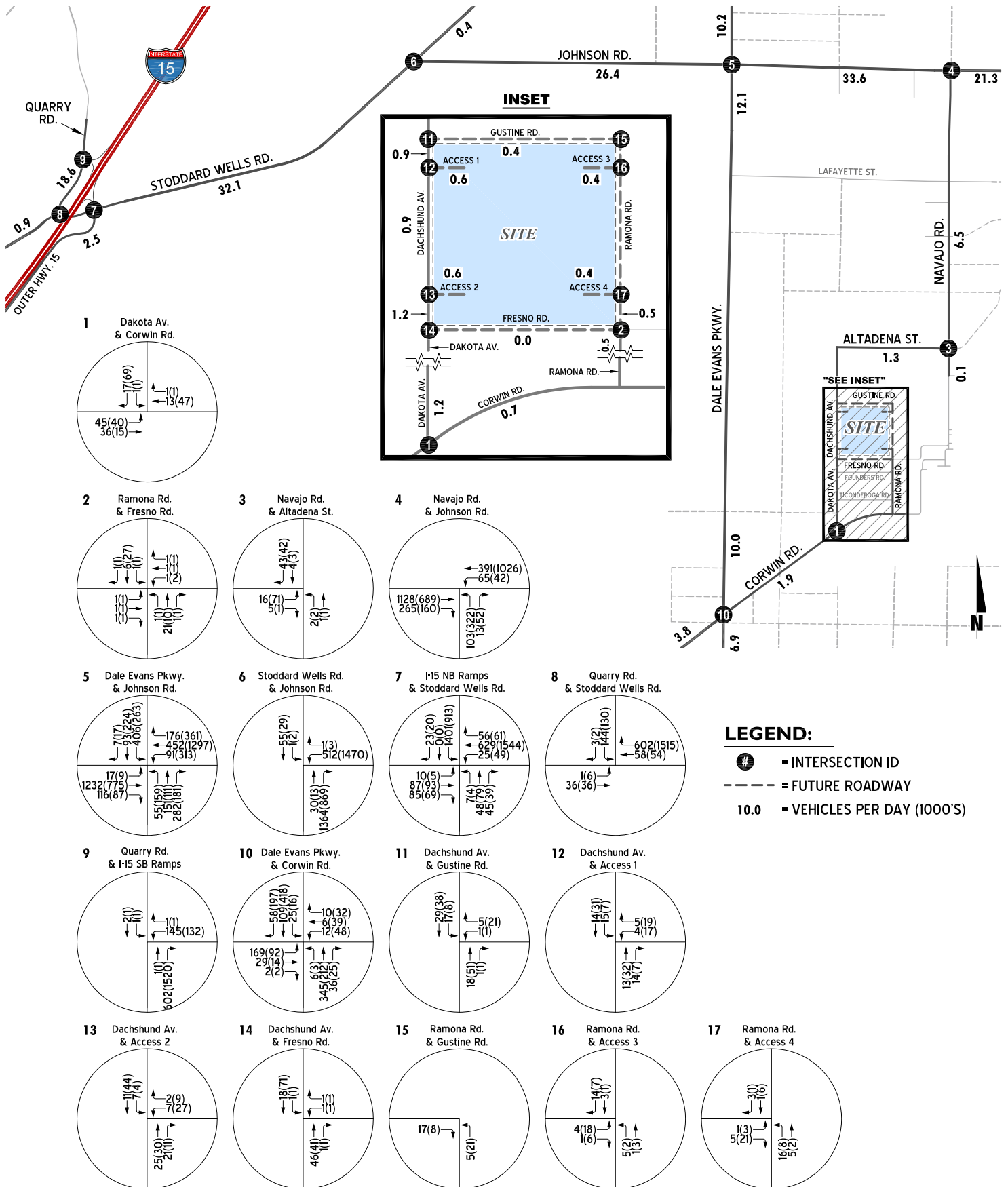


EXHIBIT 5-2: OPENING YEAR CUMULATIVE (2027) WITH PROJECT TRAFFIC VOLUMES





The intersection operations analysis worksheets for Opening Year Cumulative (2027) Without Project traffic conditions are included in Appendix 5.1 of this TA.

#### 5.4.2 OPENING YEAR CUMULATIVE (2027) WITH PROJECT TRAFFIC CONDITIONS

As shown in Table 5-1, there are no additional study area intersections that are anticipated to operate at an unacceptable LOS with the addition of Project traffic under Opening Year Cumulative (2027) With Project traffic conditions. The intersection operations analysis worksheets for Opening Year Cumulative (2027) With Project traffic conditions are included in Appendix 5.2 of this TA.

**TABLE 5-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2027) CONDITIONS**

| #  | Intersection                       | Traffic Control <sup>1</sup> | 2027 Without Project          |        |                  |    | 2027 With Project             |        |                  |    |
|----|------------------------------------|------------------------------|-------------------------------|--------|------------------|----|-------------------------------|--------|------------------|----|
|    |                                    |                              | Delay <sup>2</sup><br>(secs.) |        | Level of Service |    | Delay <sup>2</sup><br>(secs.) |        | Level of Service |    |
|    |                                    |                              | AM                            | PM     | AM               | PM | AM                            | PM     | AM               | PM |
| 1  | Dakota Av. / Corwin Rd.            | CSS                          | 8.5                           | 8.6    | A                | A  | 8.6                           | 9.0    | A                | A  |
| 2  | Ramona Rd. / Fresno Rd.            | CSS                          | 8.5                           | 8.5    | A                | A  | 8.9                           | 9.0    | A                | A  |
| 3  | Navajo Rd. / Altadena St.          | CSS                          | 8.5                           | 8.7    | A                | A  | 8.8                           | 9.1    | A                | A  |
| 4  | Navajo Rd. / Johnson Rd.           | CSS                          | >100.0                        | >100.0 | F                | F  | >100.0                        | >100.0 | F                | F  |
| 5  | Dale Evans Pkwy. / Johnson Rd.     | AWS                          | >100.0                        | >100.0 | F                | F  | >100.0                        | >100.0 | F                | F  |
| 6  | Stoddard Wells Rd. / Johnson Rd.   | CSS                          | >100.0                        | >100.0 | F                | F  | >100.0                        | >100.0 | F                | F  |
| 7  | I-15 NB Ramps / Stoddard Wells Rd. | CSS                          | >100.0                        | >100.0 | F                | F  | >100.0                        | >100.0 | F                | F  |
| 8  | Quarry Rd. / Stoddard Wells Rd.    | CSS                          | 14.3                          | >100.0 | B                | F  | 14.5                          | >100.0 | B                | F  |
| 9  | Quarry Rd. / I-15 SB Ramps         | CSS                          | 13.1                          | >100.0 | B                | F  | 13.3                          | >100.0 | B                | F  |
| 10 | Dale Evans Pkwy. / Corwin Rd.      | AWS                          | 11.7                          | 21.3   | B                | C  | 12.8                          | 28.6   | B                | D  |
| 11 | Dachshund Av. / Gustine Rd.        | <u>CSS</u>                   | Future Intersection           |        |                  |    | 8.5                           | 8.7    | A                | A  |
| 12 | Dachshund Av. / Access 1           | <u>CSS</u>                   | Future Intersection           |        |                  |    | 8.6                           | 8.8    | A                | A  |
| 13 | Dachshund Av. / Access 2           | <u>CSS</u>                   | Future Intersection           |        |                  |    | 8.8                           | 9.0    | A                | A  |
| 14 | Dachshund Av. / Fresno Rd.         | <u>CSS</u>                   | Future Intersection           |        |                  |    | 8.7                           | 8.8    | A                | A  |
| 15 | Ramona Rd. / Gustine Rd.           | <u>CSS</u>                   | Future Intersection           |        |                  |    | 8.4                           | 8.3    | A                | A  |
| 16 | Ramona Rd. / Access 3              | <u>CSS</u>                   | Future Intersection           |        |                  |    | 8.6                           | 8.6    | A                | A  |
| 17 | Ramona Rd. / Access 4              | <u>CSS</u>                   | Future Intersection           |        |                  |    | 8.4                           | 8.5    | A                | A  |

\* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

<sup>1</sup> AWS = All-Way Stop; CSS = Cross-Street Stop; CSS = Improvement

<sup>2</sup> Per the Highway Capacity Manual (7th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

## 5.5 TRAFFIC SIGNAL WARRANT ANALYSIS

Traffic signal warrants have been performed for Opening Year Cumulative (2027) traffic conditions based on peak hour intersection turning movements volumes or planning level (ADT) volumes. The following study area intersections are anticipated to meet a traffic signal warrant under Opening Year Cumulative (2027) Without Project traffic conditions:

- Navajo Road & Johnson Road (#4)
- Stoddard Wells Road & Johnson Road (#6)
- I-15 Northbound Ramps & Stoddard Wells Road (#7)
- Quarry Rd. & Stoddard Wells Rd (#8)
- Quarry Rd. & I-15 SB Ramps (#9)

With the addition of Project traffic, the intersection of Dale Evans Parkway & Corwin (#10) Road is anticipated to meet a traffic signal warrant under Opening Year Cumulative (2027) With Project traffic conditions.

As mentioned previously, meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

The Opening Year Cumulative (2027) Without Project and With Project traffic conditions traffic signal warrant analysis worksheets are provided in Appendices 5.3 and 5.4, respectively.

## 5.6 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for Opening Year Cumulative (2027) Without Project are presented in Table 5-2. As shown in Table 5-2, the southbound shared left-through-right lane for the intersection of I-15 Northbound Ramps & Stoddard Wells Road (#7) is anticipated to experience queueing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2027) Without Project traffic conditions. The addition of Project traffic is not anticipated to result in additional off-ramp queueing issue during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2027) With Project traffic conditions.

Worksheets for Opening Year Cumulative (2027) Without Project and With Project traffic conditions queueing analysis are provided in Appendices 5.5 and 5.6, respectively.

**TABLE 5-2: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2027) CONDITIONS**

| # | Intersection                       | Movement | Available Stacking Distance (Feet) | 2027 Without Project         |              |                          |     | 2027 With Project            |              |                          |     |
|---|------------------------------------|----------|------------------------------------|------------------------------|--------------|--------------------------|-----|------------------------------|--------------|--------------------------|-----|
|   |                                    |          |                                    | 95th Percentile Queue (Feet) |              | Acceptable? <sup>1</sup> |     | 95th Percentile Queue (Feet) |              | Acceptable? <sup>1</sup> |     |
|   |                                    |          |                                    | AM Peak                      | PM Peak      | AM                       | PM  | AM Peak                      | PM Peak      | AM                       | PM  |
| 7 | I-15 NB Ramps / Stoddard Wells Rd. | SBL/T/R  | 1,000                              | <b>3,913</b>                 | <b>4,203</b> | No                       | No  | <b>4,085</b>                 | <b>4,320</b> | No                       | No  |
| 9 | Quarry Rd. / I-15 SB Ramps         | WBL/R    | 1,000                              | 30                           | 353          | Yes                      | Yes | 30                           | 380          | Yes                      | Yes |

<sup>1</sup>Stacking distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. **BOLD** = 95th percentile queue exceeds the available storage.

## 5.7 INTERSECTION DEFICIENCIES AND CUMULATIVE IMPROVEMENTS

The effectiveness of the recommended improvement strategies to address Opening Year Cumulative (2027) traffic deficiencies are presented in Table 5-3 to achieve pre-project delay or better. Worksheets for Opening Year Cumulative (2027) With Project conditions, with improvements, HCM calculation worksheets are provided in Appendix 5.7.

### 5.7.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

The following cumulative intersection improvements are recommended:

| # | Intersection Location              | Jurisdiction                   | Opening Year Cumulative (2027) |              |
|---|------------------------------------|--------------------------------|--------------------------------|--------------|
|   |                                    |                                | Without Project                | With Project |
| 4 | Navajo Rd. & Johnson Rd.           | Town of Apple Valley           | Install a traffic signal       | Same         |
|   |                                    |                                | Add 2nd EB through lane        | Same         |
|   |                                    |                                | Add WB left turn lane          | Same         |
|   |                                    |                                | Add NB left turn lane          | Same         |
| 5 | Dale Evans Pkwy. & Johnson Rd.     | Town of Apple Valley, County   | Install a traffic signal       | Same         |
|   |                                    |                                | Add 2nd NB through lane        | Same         |
|   |                                    |                                | Add 2nd SB through lane        | Same         |
|   |                                    |                                | Add 2nd EB through lane        | Same         |
|   |                                    |                                | Add 2nd WB through lane        | Same         |
|   |                                    |                                | Add EB left turn lane          | Same         |
|   |                                    |                                | Add WB left turn lane          | Same         |
| 6 | Stoddard Wells Rd. & Johnson Rd.   | Town of Apple Valley, County   | Install a traffic signal       | Same         |
|   |                                    |                                | Add NB right turn lane         | Same         |
|   |                                    |                                | Add WB left turn lane          | Same         |
|   |                                    |                                | Provide NBR overlap phase      | Same         |
| 7 | I-15 NB Ramps & Stoddard Wells Rd. | Town of Apple Valley, Caltrans | Install a traffic signal       | Same         |
|   |                                    |                                | Add 2nd WB through lane        | Same         |
|   |                                    |                                | Add SB left turn lane          | Same         |
|   |                                    |                                | Add EB left turn lane          | Same         |
|   |                                    |                                | Add WB left turn lane          | Same         |
| 8 | Quarry Rd. & Stoddard Wells Rd.    | County                         | Add WB right turn lane         | Same         |
| 9 | Quarry Rd. & I-15 SB Ramps         | County, Caltrans               | Add NB right turn lane         | Same         |

**TABLE 5-3: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2027) CONDITIONS  
WITH IMPROVEMENTS**

| # | Intersection                       | Traffic Control <sup>1</sup> | Intersection Approach Lanes <sup>2</sup> |          |              |            |          |   |           |          |   |            |          |          | Delay <sup>3</sup><br>(secs.) |        | Level of Service |    |
|---|------------------------------------|------------------------------|------------------------------------------|----------|--------------|------------|----------|---|-----------|----------|---|------------|----------|----------|-------------------------------|--------|------------------|----|
|   |                                    |                              | Northbound                               |          |              | Southbound |          |   | Eastbound |          |   | Westbound  |          |          | AM                            | PM     | A                | PM |
|   |                                    |                              | L                                        | T        | R            | L          | T        | R | L         | T        | R | L          | T        | R        |                               |        |                  |    |
| 4 | Navajo Rd. / Johnson Rd.           |                              |                                          |          |              |            |          |   |           |          |   |            |          |          |                               |        |                  |    |
|   | - Without Improvements             | CSS                          | 0                                        | 1        | 0            | 0          | 0        | 0 | 0         | 1        | 0 | 0          | 1        | 0        | >100.0                        | >100.0 | F                | F  |
|   | - With Improvements                | <b>TS</b>                    | <b>1.5</b>                               | 0        | 0.5          | 0          | 0        | 0 | 0         | <b>2</b> | 0 | <b>1</b>   | 1        | 0        | 12.2                          | 35.9   | B                | D  |
| 5 | Dale Evans Pkwy. / Johnson Rd.     |                              |                                          |          |              |            |          |   |           |          |   |            |          |          |                               |        |                  |    |
|   | - Without Improvements             | AWS                          | 1                                        | 1        | 1            | 1          | 1        | 0 | 0         | 1!       | 0 | 0          | 1        | 1>>      | >100.0                        | >100.0 | F                | F  |
|   | - With Improvements                | <b>TS</b>                    | 1                                        | <b>2</b> | 1            | 1          | <b>2</b> | 0 | <b>1</b>  | <b>2</b> | 0 | <b>1</b>   | <b>2</b> | 1        | 54.9                          | 53.6   | D                | D  |
| 6 | Stoddard Wells Rd. / Johnson Rd.   |                              |                                          |          |              |            |          |   |           |          |   |            |          |          |                               |        |                  |    |
|   | - Without Improvements             | CSS                          | 0                                        | 1        | 0            | 0          | 1        | 0 | 0         | 0        | 0 | 0          | 1        | 0        | >100.0                        | >100.0 | F                | F  |
|   | - With Improvements                | <b>TS</b>                    | 0                                        | 1        | <b>1&gt;</b> | 0          | 1        | 0 | 0         | 0        | 0 | <b>1.5</b> | 0        | 0.5      | 21.4                          | 16.3   | C                | B  |
| 7 | I-15 NB Ramps / Stoddard Wells Rd. |                              |                                          |          |              |            |          |   |           |          |   |            |          |          |                               |        |                  |    |
|   | - Without Improvements             | CSS                          | 0                                        | 1        | 0            | 0          | 1        | 0 | 0         | 1        | 0 | 0          | 1        | 0        | >100.0                        | >100.0 | F                | F  |
|   | - With Improvements                | <b>TS</b>                    | 0                                        | 1!       | 0            | <b>1</b>   | 1!       | 0 | <b>1</b>  | 1        | 0 | <b>1</b>   | <b>2</b> | 0        | 24.7                          | 45.0   | C                | D  |
| 8 | Quarry Rd. / Stoddard Wells Rd.    |                              |                                          |          |              |            |          |   |           |          |   |            |          |          |                               |        |                  |    |
|   | - Without Improvements             | CSS                          | 0                                        | 0        | 0            | 0          | 1        | 0 | 0         | 1        | 0 | 0          | 1        | 0        | 14.5                          | >100.0 | B                | F  |
|   | - With Improvements                | CSS                          | 0                                        | 0        | 0            | 0          | 1        | 0 | 0         | 1        | 0 | 0          | 1        | <b>1</b> | 10.0                          | 30.1   | B                | D  |
| 9 | Quarry Rd. / I-15 SB Ramps         |                              |                                          |          |              |            |          |   |           |          |   |            |          |          |                               |        |                  |    |
|   | - Without Improvements             | CSS                          | 0                                        | 1        | 0            | 0          | 1        | 0 | 0         | 0        | 0 | 0          | 1        | 0        | 13.3                          | >100.0 | B                | F  |
|   | - With Improvements                | CSS                          | 0                                        | 1        | <b>1</b>     | 0          | 1        | 0 | 0         | 0        | 0 | 0          | 1        | 0        | 9.3                           | 28.9   | A                | D  |

\* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

<sup>1</sup> TS = Traffic Signal; CSS = Cross-Street Stop; AWS = All Way Stop

<sup>2</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane; >> = Free-Right Turn;

> = Right Turn Overlap Phasing; **1** = Improvement

<sup>3</sup> Per the Highway Capacity Manual (7th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

## 5.7.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES FOR OFF-RAMP QUEUES

The effectiveness of the recommended improvement strategies to address Opening Year Cumulative (2027) off-ramp deficiencies are presented in Table 5-4 based on queues calculated in Synchro. Table 5-5 presents the queueing analysis results for both off-ramp and project access intersections using random simulations generated by SimTraffic to determine the 95th percentile queue lengths observed for each applicable turn lane.

**TABLE 5-4: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2027) CONDITIONS WITH IMPROVEMENTS**

| # | Intersection                       | Movement   | Available Stacking Distance (Feet) | 2027 With Project            |                  |                          |     |
|---|------------------------------------|------------|------------------------------------|------------------------------|------------------|--------------------------|-----|
|   |                                    |            |                                    | 95th Percentile Queue (Feet) |                  | Acceptable? <sup>1</sup> |     |
|   |                                    |            |                                    | AM Peak                      | PM Peak          | AM                       | PM  |
| 7 | I-15 NB Ramps / Stoddard Wells Rd. | <u>SBL</u> | 1,000                              | 750 <sup>2</sup>             | 625 <sup>2</sup> | Yes                      | Yes |
|   |                                    | SBL/T/R    | 1,000                              | 556                          | 486 <sup>2</sup> | Yes                      | Yes |

Underline = Improvement

<sup>1</sup> Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

<sup>2</sup> 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

The improvements are consistent with the intersection improvements identified in Table 5-3. Worksheets for Opening Year Cumulative (2027) With Project conditions, with improvements, off-ramp queueing analysis worksheets are provided in Appendix 5.8.

## 5.8 SITE ACCESS IMPROVEMENTS

**Dachshund Avenue & Access 1 (#12)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane (Project driveway).

**Dachshund Avenue & Access 2 (#13)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane (Project driveway).

**Ramona Road & Access 3 (#16)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and construct a shared left-right turn lane (Project driveway).
- Project to construct a northbound shared through-left turn lane.
- Project to construct a southbound shared through-right turn lane.

**TABLE 5-5: SIMTRAFFIC QUEUEING SUMMARY  
FOR OPENING YEAR CUMULATIVE (2027) CONDITIONS WITH IMPROVEMENTS**

| ID             | Intersection                       | Movement | # of Lanes | 2027 With Project Peak Hour Volume |      |       |        | Available Stacking Distance (Feet) | 95th Percentile Queue Length (ft.) <sup>1,3</sup> |     | Acceptable? <sup>1</sup> |     |  |
|----------------|------------------------------------|----------|------------|------------------------------------|------|-------|--------|------------------------------------|---------------------------------------------------|-----|--------------------------|-----|--|
|                |                                    |          |            | AM                                 | PM   | Pk Hr | Volume |                                    | AM                                                | PM  | AM                       | AM  |  |
| FREEWAY RAMPs  |                                    |          |            |                                    |      |       |        |                                    |                                                   |     |                          |     |  |
| 7              | I-15 NB Ramps / Stoddard Wells Rd. |          |            |                                    |      |       |        |                                    |                                                   |     |                          |     |  |
|                |                                    | SBL      | 1          | ±980                               | ±640 | PM    | 980    | 1,000                              | 324                                               | 309 | Yes                      | Yes |  |
|                |                                    | SB L/T/R | 1          | ±444                               | ±293 | PM    | 444    | 1,000                              | 358                                               | 329 | Yes                      | Yes |  |
| 9              | Quarry Rd. / I-15 SB Ramps         |          |            |                                    |      |       |        |                                    |                                                   |     |                          |     |  |
|                |                                    | WB L/R   | 1          | 145                                | 132  | AM    | 145    | 1,000                              | 55                                                | 199 | Yes                      | Yes |  |
| PROJECT ACCESS |                                    |          |            |                                    |      |       |        |                                    |                                                   |     |                          |     |  |
| 12             | Dachshund Av. / Access 1           |          |            |                                    |      |       |        |                                    |                                                   |     |                          |     |  |
|                |                                    | NB T/R   | 1          | 27                                 | 39   | PM    | 39     | >200                               | NOM                                               | NOM | Yes                      | Yes |  |
|                |                                    | SB L/T   | 1          | 29                                 | 38   | PM    | 38     | >150                               | NOM                                               | 8   | Yes                      | Yes |  |
|                |                                    | WB L/R   | 1          | 9                                  | 36   | PM    | 36     | ≥50                                | 28                                                | 49  | Yes                      | Yes |  |
| 13             | Dachshund Av. / Access 2           |          |            |                                    |      |       | 0      |                                    |                                                   |     |                          |     |  |
|                |                                    | NB T/R   | 1          | 46                                 | 41   | AM    | 46     | >200                               | NOM                                               | NOM | Yes                      | Yes |  |
|                |                                    | SB L/T   | 1          | 18                                 | 48   | PM    | 48     | >150                               | NOM                                               | NOM | Yes                      | Yes |  |
|                |                                    | WB L/R   | 1          | 9                                  | 36   | PM    | 36     | ≥50                                | 29                                                | 43  | Yes                      | Yes |  |
| 16             | Ramona Rd. / Access 3              |          |            |                                    |      |       |        |                                    |                                                   |     |                          |     |  |
|                |                                    | NB L/T   | 1          | 6                                  | 5    | AM    | 6      | >200                               | NOM                                               | NOM | Yes                      | Yes |  |
|                |                                    | SB T/R   | 1          | 17                                 | 8    | AM    | 17     | >150                               | NOM                                               | NOM | Yes                      | Yes |  |
|                |                                    | EB L/R   | 1          | 5                                  | 24   | PM    | 24     | ≥50                                | 23                                                | 43  | Yes                      | Yes |  |
| 17             | Ramona Rd. / Access 4              |          |            |                                    |      |       | 0      |                                    |                                                   |     |                          |     |  |
|                |                                    | NB L/T   | 1          | 21                                 | 10   | AM    | 21     | >200                               | NOM                                               | NOM | Yes                      | Yes |  |
|                |                                    | SB T/R   | 1          | 4                                  | 7    | PM    | 7      | >150                               | NOM                                               | NOM | Yes                      | Yes |  |
|                |                                    | EB L/R   | 1          | 6                                  | 24   | PM    | 24     | ≥50                                | 22                                                | 34  | Yes                      | Yes |  |

Underline = Improvement

<sup>1</sup> Queue length calculated using SimTraffic.

<sup>2</sup> Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

<sup>3</sup> NOM = Nominal, less than 5 feet.

<sup>4</sup> Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

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**Ramona Road & Access 4 (#17)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and construct a shared left-right turn lane (Project driveway).
- Project to construct a northbound shared through-left turn lane.
- Project to construct a southbound shared through-right turn lane.

**Dachshund Avenue & Gustine Road (#11)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane.

**Dachshund Avenue & Fresno Road (#14)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane.

**Ramona Road & Gustine Road (#15)** – The following improvements are necessary to accommodate site access:

- Project to construct a northbound left turn lane.
- Project to construct an eastbound right turn lane.

**Ramona Road & Fresno Road (#2)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound and westbound approaches and construct a shared eastbound left-right turn lane.

**Dachshund Avenue** is a north-south oriented roadway located along the site's western boundary. The Project is to construct Dachshund Avenue from the site's northern boundary (Gustine Road) to the site's southern boundary (Fresno Road) at its ultimate half-section width as a secondary roadway (ultimate 88-foot right-of-way), consistent with the Town's standards.

**Ramona Road** is a north-south oriented roadway located along the site's eastern boundary. The Project is to construct Ramona Road from the site's northern boundary (Gustine Road) to the site's southern boundary (Fresno Road) as a 2-lane local roadway.

**Gustine Road** is an east-west oriented roadway located along the site's northern boundary. The Project is to construct Gustine Road from the Project's western boundary (Dachshund Avenue) to the site's eastern boundary (Ramona Road) at its ultimate half-section width as a secondary roadway (ultimate 88-foot right-of-way), consistent with the Town's standards. The Project will also provide an additional 12 feet of pavement width to accommodate one westbound lane from the Project's eastern boundary to Dachshund Avenue to facilitate site access.

***Fresno Road*** is an east-west oriented roadway located along the site's southern boundary. The Project is to construct Fresno Road from the Project's western boundary (Dachshund Avenue) to the site's eastern boundary (Ramona Road) as a 2-lane local roadway.

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## 6 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the Town of Apple Valley are funded through a combination of direct project mitigation, development impact fee programs or fair share contributions, such as the Town of Apple Valley Development Impact Fee (DIF) program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

### 6.1 TOWN OF APPLE VALLEY DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The Town of Apple Valley has implemented a DIF program. This program collects fees from new single-family residential, multi-family residential, commercial, office use, and industrial developments. These fees serve to fund compliant facilities such as law enforcement, storm drainage, sanitary sewer, and general government fees. Fees are also allocated to finance parks and Apple Valley fire. Under the Town's DIF program, the Town may grant developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

### 6.2 MEASURE "I" FUNDS

In 2004, the voters of San Bernardino County approved the 30-year extension of Measure "I", a one-half of one percent sales tax on retail transactions, through the year 2040, for transportation projects including, but not limited to, infrastructure improvements, commuter rail, public transit, and other identified improvements. The Measure "I" extension requires that a regional traffic impact fee be created to ensure development is paying its fair share. A regional Nexus study was prepared by San Bernardino County Transportation Authority (SBCTA) and concluded that each jurisdiction should include a regional fee component in their local programs to meet the Measure "I" requirement. The regional component assigns specific facilities and cost sharing formulas to each jurisdiction and was most recently updated in September 2017. Revenues collected through these programs are used in tandem with Measure "I" funds to deliver projects identified in the Nexus Study.

While Measure "I" is a self-executing sales tax administered by SBCTA, it bears discussion here because the funds raised through Measure "I" have funded, and will continue to fund, new transportation facilities in San Bernardino County, including within the Town of Apple Valley.

### 6.3 FAIR SHARE CONTRIBUTION

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the Town's discretion).

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each Project site and peak hour, has been provided in Table 6-1 for the applicable deficient study area intersections.

**TABLE 6-1: PROJECT FAIR SHARE CALCULATIONS**

| # | Intersection                       | Existing<br>(2024)<br>Traffic | 2027<br>w/ Project<br>Traffic | Project<br>Only<br>Traffic | Total New<br>Traffic <sup>1</sup> | Project<br>Fair Share<br>(%) <sup>2</sup> |
|---|------------------------------------|-------------------------------|-------------------------------|----------------------------|-----------------------------------|-------------------------------------------|
| 4 | Navajo Rd. / Johnson Rd.           |                               |                               |                            |                                   |                                           |
|   | • AM Peak Hour                     | 130                           | 2,891                         | 50                         | 2,761                             | 1.8%                                      |
|   | • PM Peak Hour                     | 227                           | 3,046                         | 69                         | 2,819                             | <b>2.4%</b>                               |
| 5 | Dale Evans Pkwy. / Johnson Rd.     |                               |                               |                            |                                   |                                           |
|   | • AM Peak Hour                     | 506                           | 3,185                         | 72                         | 2,679                             | 2.7%                                      |
|   | • PM Peak Hour                     | 885                           | 4,096                         | 98                         | 3,211                             | <b>3.1%</b>                               |
| 6 | Stoddard Wells Rd. / Johnson Rd.   |                               |                               |                            |                                   |                                           |
|   | • AM Peak Hour                     | 284                           | 2,023                         | 62                         | 1,739                             | 3.6%                                      |
|   | • PM Peak Hour                     | 450                           | 2,439                         | 84                         | 1,989                             | <b>4.2%</b>                               |
| 7 | I-15 NB Ramps / Stoddard Wells Rd. |                               |                               |                            |                                   |                                           |
|   | • AM Peak Hour                     | 380                           | 4,924                         | 62                         | 4,544                             | 1.4%                                      |
|   | • PM Peak Hour                     | 543                           | 5,519                         | 84                         | 4,976                             | <b>1.7%</b>                               |
| 8 | Quarry Rd. / Stoddard Wells Rd.    |                               |                               |                            |                                   |                                           |
|   | • AM Peak Hour                     | 222                           | 2,195                         | 15                         | 1,973                             | 0.8%                                      |
|   | • PM Peak Hour                     | 309                           | 3,352                         | 60                         | 3,043                             | <b>2.0%</b>                               |
| 9 | Quarry Rd. / I-15 SB Ramps         |                               |                               |                            |                                   |                                           |
|   | • AM Peak Hour                     | 164                           | 1,600                         | 15                         | 1,436                             | 1.0%                                      |
|   | • PM Peak Hour                     | 257                           | 2,897                         | 60                         | 2,640                             | <b>2.3%</b>                               |

<sup>1</sup> Total New Traffic = (2027 With Project - Existing Traffic)

<sup>2</sup> Project Fair Share % = (Project Only Traffic / Total New Traffic)

## 7 REFERENCES

1. **County of San Bernardino.** *County of San Bernardino Transportation Impact Study Guidelines*. County of San Bernardino : s.n., July 2019.
2. **San Bernardino Associated Governments.** *Congestion Management Program for County of San Bernardino*. County of San Bernardino : s.n., Updated June 2016.
3. **Transportation Research Board.** *Highway Capacity Manual (HCM)*. 6th Edition. s.l. : National Academy of Sciences, 2022.
4. **Caltrans.** California Manual on Uniform Traffic Control Devices (MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CAMUTCD)*. 2017.

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

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**DATE:** August 19, 2024  
**TO:** Richard Hirsch, Town of Apple Valley  
**FROM:** John Kain, AICP and Marlie Whiteman, P.E., Urban Crossroads  
**JOB NO:** 16091-01 TA Scope.docx

## **LECANGS DAKOTA APPLE VALLEY INDUSTRIAL SCOPING AGREEMENT**

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the traffic analysis for Lecangs Dakota Apple Valley Industrial development (**Project**), which is located within the North Apple Valley Industrial Specific Plan (**NAVISP**) in the Town of Apple Valley. This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations. The following scoping agreement has been prepared in accordance with the County's Transportation Impact Study Guidelines, dated July 9, 2019 (since the Town uses the County guidelines).

### **PROJECT DESCRIPTION**

The Project consists of the development of a 627,200 square foot industrial warehouse and distribution building. The site is located between Dachshund Avenue (which becomes Dakota Road south of Fresno Road) and Ramona Road, south of Gustine Street and north of Fresno Road. 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.

A preliminary site plan for the proposed Project is shown on Exhibit 1. Access to the site will be accommodated via two driveways along Dachshund Avenue and two driveways on Ramona Road. All driveways are assumed to allow for full access (no turn restrictions). The Project is anticipated to have an Opening Year of 2026.

### **TRIP GENERATION**

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development

[illegible]

Refinements to the raw trip generation estimates for the Project have been made to provide a more detailed breakdown of trips by vehicle type (passenger cars or trucks). 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 trip generation rates and resulting Project trip generation summary, which shows the Project is anticipated to generate a net total of 1,335 two-way vehicle trip-ends per day with 77 AM peak hour trips and 104 PM peak hour trips (actual vehicles).

Passenger car equivalent (**PCE**) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). 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. The PCE factors are consistent with the recommended PCE factors in the County’s Guidelines.

Table 2 shows the resulting Project trip generation summary in PCE, which shows the Project is anticipated to generate a net total of 2,138 two-way PCE vehicle trip-ends per day with 123 PCE AM peak hour trips and 167 PCE PM peak hour trips. Consistent with the County requirements, the peak hour intersection operations analysis will be conducted using the PCE volumes shown in Table 2.

## TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project trip distribution represents the directional orientation of traffic to and from the Project site. The proposed Project trip distributions are shown in Exhibit 2 for passenger cars and Exhibit 3 for trucks. The Project truck trip distribution patterns adhere to the Town’s approved truck routes.

## ANALYSIS SCENARIOS

Consistent with the County’s Guidelines, intersection analysis will be provided for the following analysis scenarios during the AM and PM peak hours (7-9 AM and 4-6 PM):

1. Existing (2024) Conditions
2. Opening Year Cumulative (2026) Without Project Conditions
3. Opening Year Cumulative (2026) With Project Conditions

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 7<sup>th</sup> Edition analysis methodology. The study area that is proposed to be evaluated is shown on Exhibit 4.

Exhibit 5 shows the Town of Apple Valley General Plan Street System and Exhibit 6 illustrates the Town of Apple Valley General Plan roadway cross-sections.

**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 |
| High-Cube Warehouse <sup>3</sup>                    | -           | 627.200 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 |

| Proposed Project Trip Generation Results           |             |                       |              |    |    |              |    |     |       |
|----------------------------------------------------|-------------|-----------------------|--------------|----|----|--------------|----|-----|-------|
| Land Use                                           | ITE LU Code | Quantity <sup>2</sup> | AM Peak Hour |    |    | PM Peak Hour |    |     | Daily |
| High-Cube Warehouse                                | -           | 627.200 TSF           |              |    |    |              |    |     |       |
| - Passenger Cars                                   |             |                       | 41           | 13 | 54 | 21           | 52 | 73  | 934   |
| - Truck Trips (Actual)                             |             |                       | 18           | 5  | 23 | 9            | 22 | 31  | 401   |
| PROJECT TOTAL TRIPS (ACTUAL VEHICLES) <sup>4</sup> |             |                       | 59           | 18 | 77 | 30           | 74 | 104 | 1,335 |

<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> 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)**

| Land Use                         | ITE LU Code | Quantity <sup>2</sup>           | Project Trip Generation Rates <sup>1</sup><br>AM Peak Hour |       |       | PM Peak Hour |       |       | Daily |
|----------------------------------|-------------|---------------------------------|------------------------------------------------------------|-------|-------|--------------|-------|-------|-------|
|                                  |             |                                 | In                                                         | Out   | Total | In           | Out   | Total |       |
| High-Cube Warehouse <sup>3</sup> | -           | 627.200 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 |

| Land Use                                        | ITE LU Code | Quantity <sup>2</sup> | Project Trip Generation Results<br>AM Peak Hour |     |       | PM Peak Hour |     |       | Daily |
|-------------------------------------------------|-------------|-----------------------|-------------------------------------------------|-----|-------|--------------|-----|-------|-------|
|                                                 |             |                       | In                                              | Out | Total | In           | Out | Total |       |
| High-Cube Warehouse                             | -           | 627.200 TSF           |                                                 |     |       |              |     |       |       |
| - Passenger Cars                                |             |                       | 41                                              | 13  | 54    | 21           | 52  | 73    | 934   |
| - Truck Trips (PCE = 3.0)                       |             |                       | 53                                              | 16  | 69    | 26           | 68  | 94    | 1,204 |
| PROJECT TOTAL EXTERNAL TRIPS (PCE) <sup>4</sup> |             |                       | 94                                              | 29  | 123   | 47           | 120 | 167   | 2,138 |

<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.

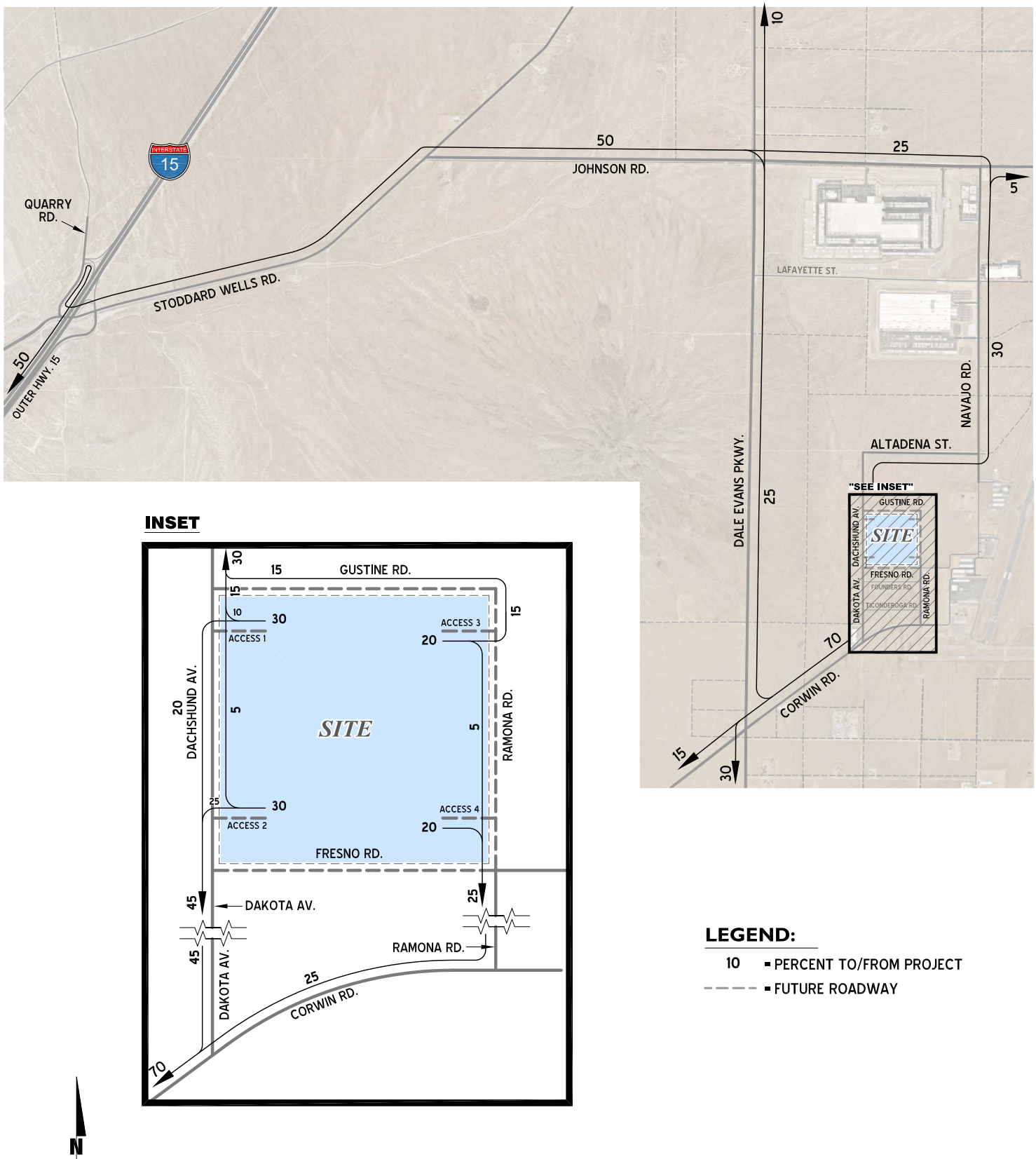
Prepared by South Coast Air Quality Management District (SCAQMD), June 2020.

<sup>4</sup> Total Net Trips (PCE) = Passenger Cars + Net Truck Trips (Passenger Car Equivalent).

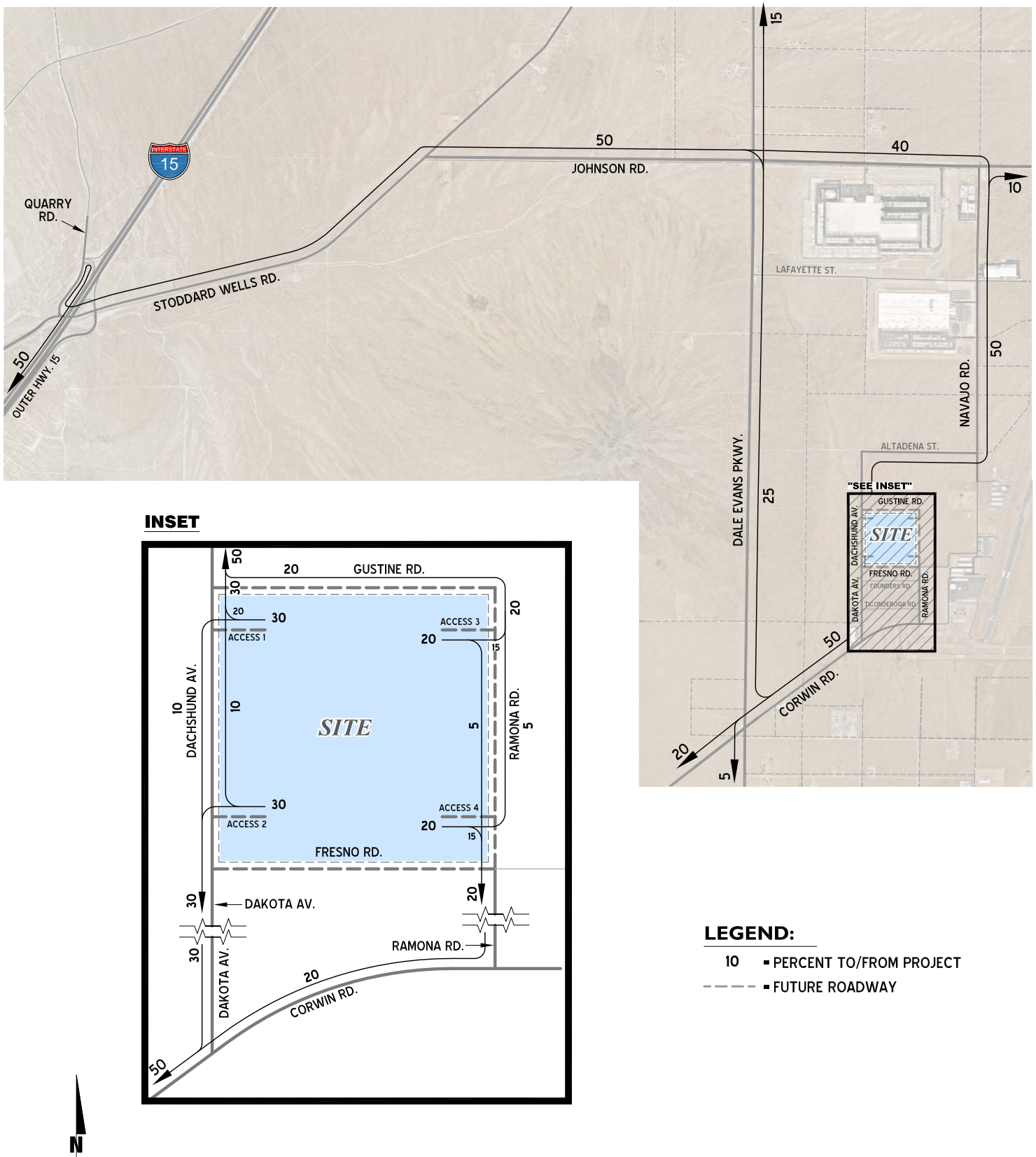
F:\UXR\jobs\15600\_16000\16000\16091\02\_LOS\Excel\16091 - Scope.xlsx\16091 TG - PCE



## EXHIBIT 2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



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



**EXHIBIT 4: TRAFFIC ANALYSIS STUDY AREA**

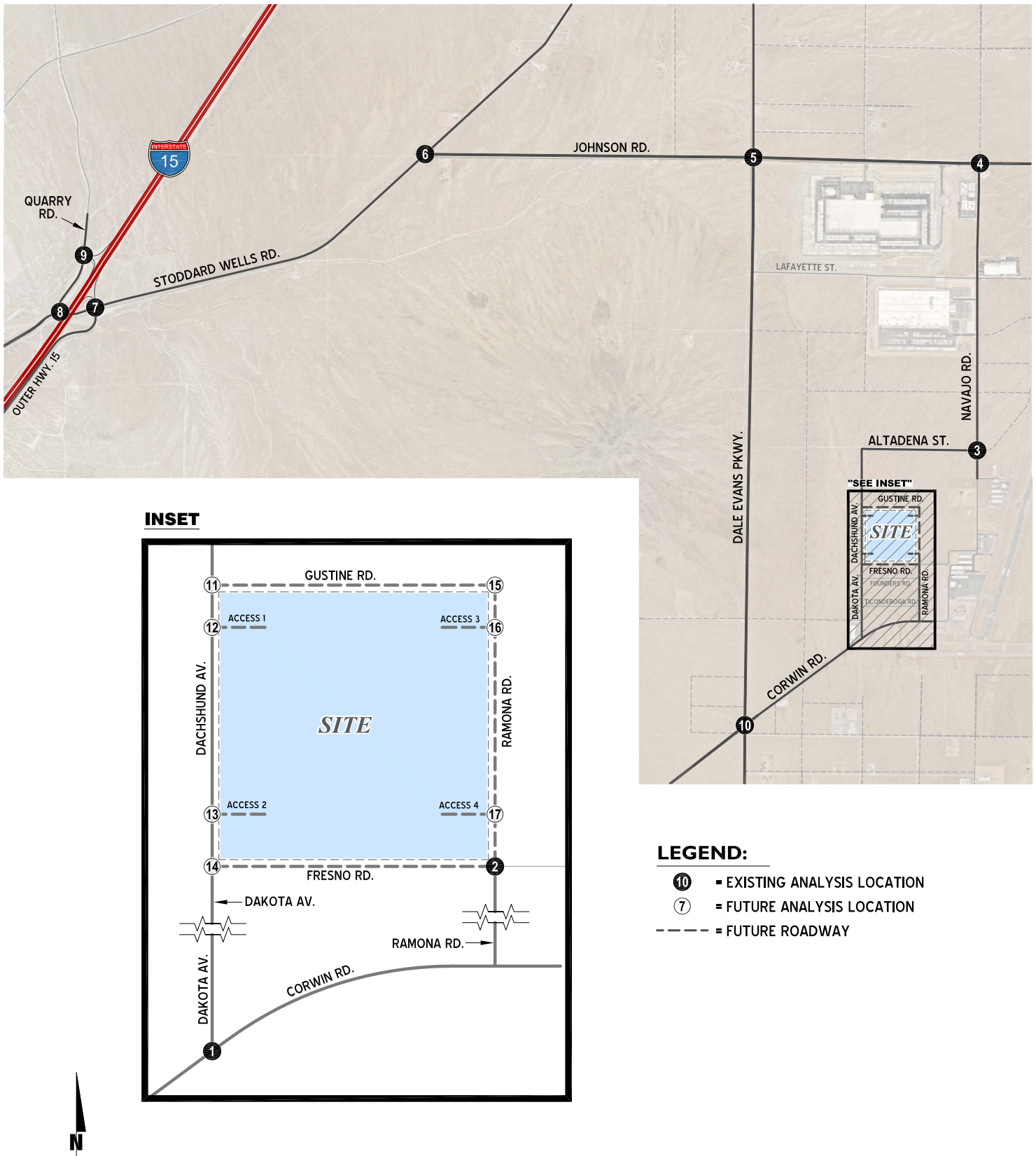
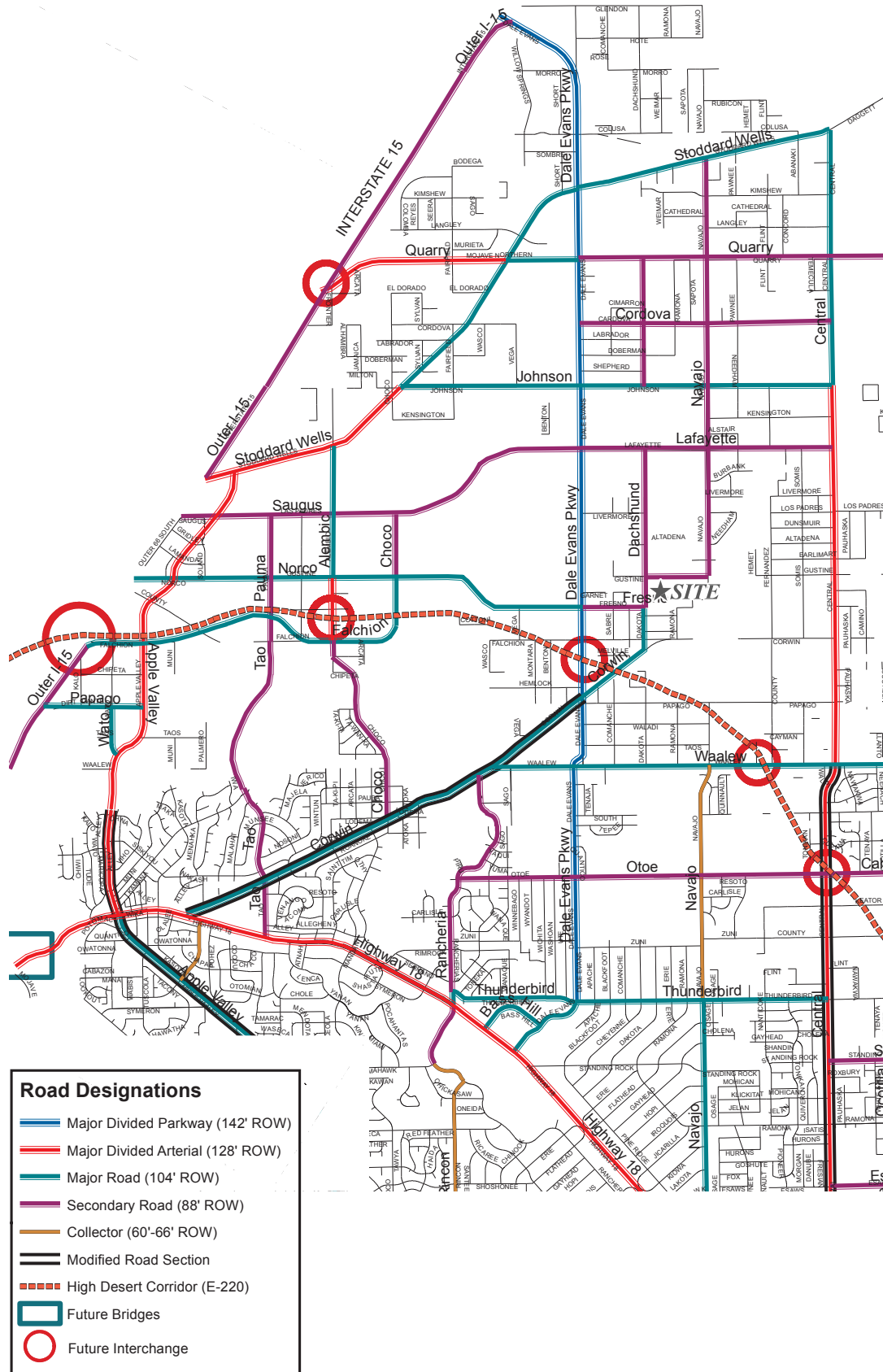
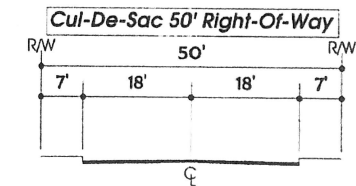
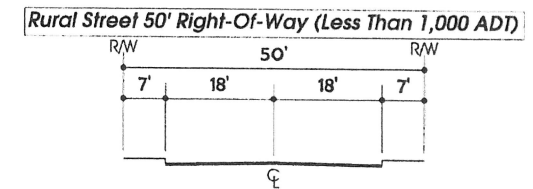
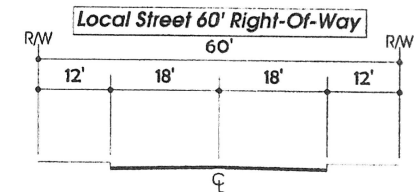
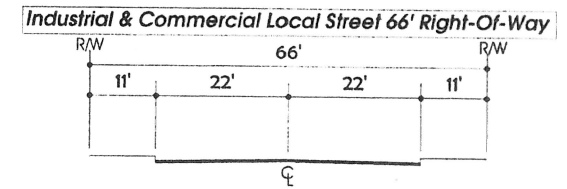
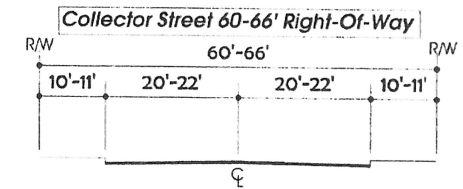
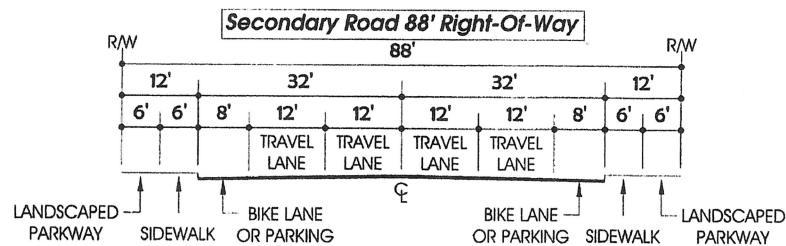
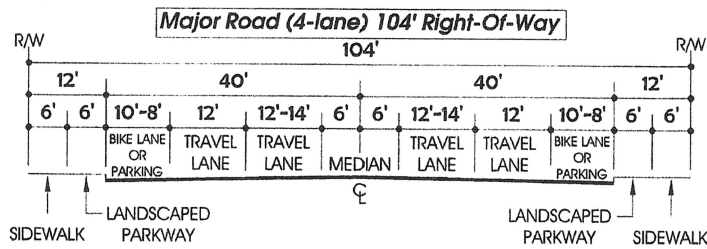
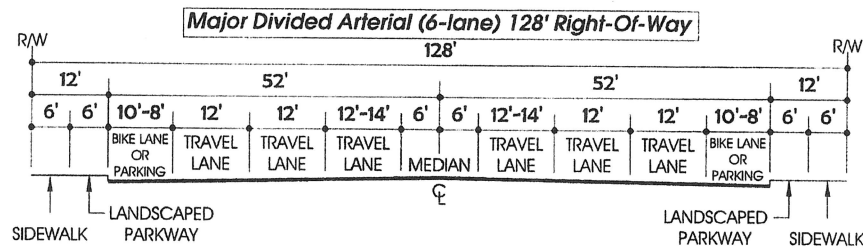
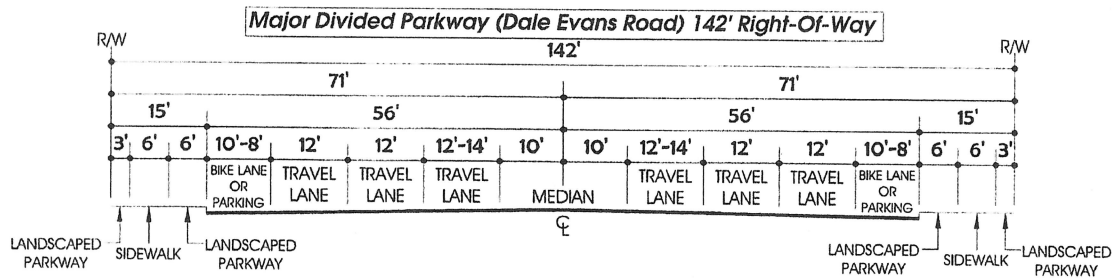




EXHIBIT 5: TOWN OF APPLE VALLEY GENERAL PLAN STREET SYSTEM



# EXHIBIT 6: TOWN OF APPLE VALLEY GENERAL PLAN ROADWAY CROSS-SECTIONS



## TRAFFIC COUNTS

Majority of the traffic counts within the study area were collected in January 2024 and April 2024. New traffic counts (classified by vehicle type) will be conducted for the remaining intersections while local schools are in session and operating on a typical bell schedule. No adjustments are proposed to the traffic counts for the baseline traffic condition with the exception of any adjustments to account for volume balancing between closely spaced intersections.

## AMBIENT GROWTH

Future year traffic forecasts will include background (ambient) growth at 2.0% per year, compounded annually. The total ambient growth is 4.04% for 2026 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate will be added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects.

## CUMULATIVE PROJECTS

Exhibit 5 shows the locations of the cumulative projects listed on Table 3. It is requested that the Town review the list and also provide any additional current cumulative projects within the study area for inclusion in the Traffic Analysis.

## IDENTIFYING DEFICIENCIES

The identification of project deficiencies is designed to identify potential level of service (**LOS**) problems and to address them before they occur. This will provide a framework for establishing transportation-related project conditions by the Town.

A project deficiency occurs when a signalized or unsignalized intersection is forecast to degrade intersection operations below the Town's acceptable LOS standard, which is identified in the Town's Circulation Element, or if a project adds five seconds of delay or more to an intersection that operates below acceptable standards without the addition of project traffic. Additionally, all unsignalized intersections shall be evaluated for a peak hour traffic signal warrant based on the California Manual on Uniform Transportation Control Devices (**MUTCD**). Any unsignalized intersection that meets the peak hour signal warrant is considered deficient.

## IDENTIFYING IMPROVEMENTS AND COST ESTIMATES

Physical improvements shall be identified at all intersections that are forecast to operate deficiently. Improvements under future year conditions must bring intersection operations to acceptable standards, while improvements under opening year conditions must bring intersection operations to better than pre-project conditions.

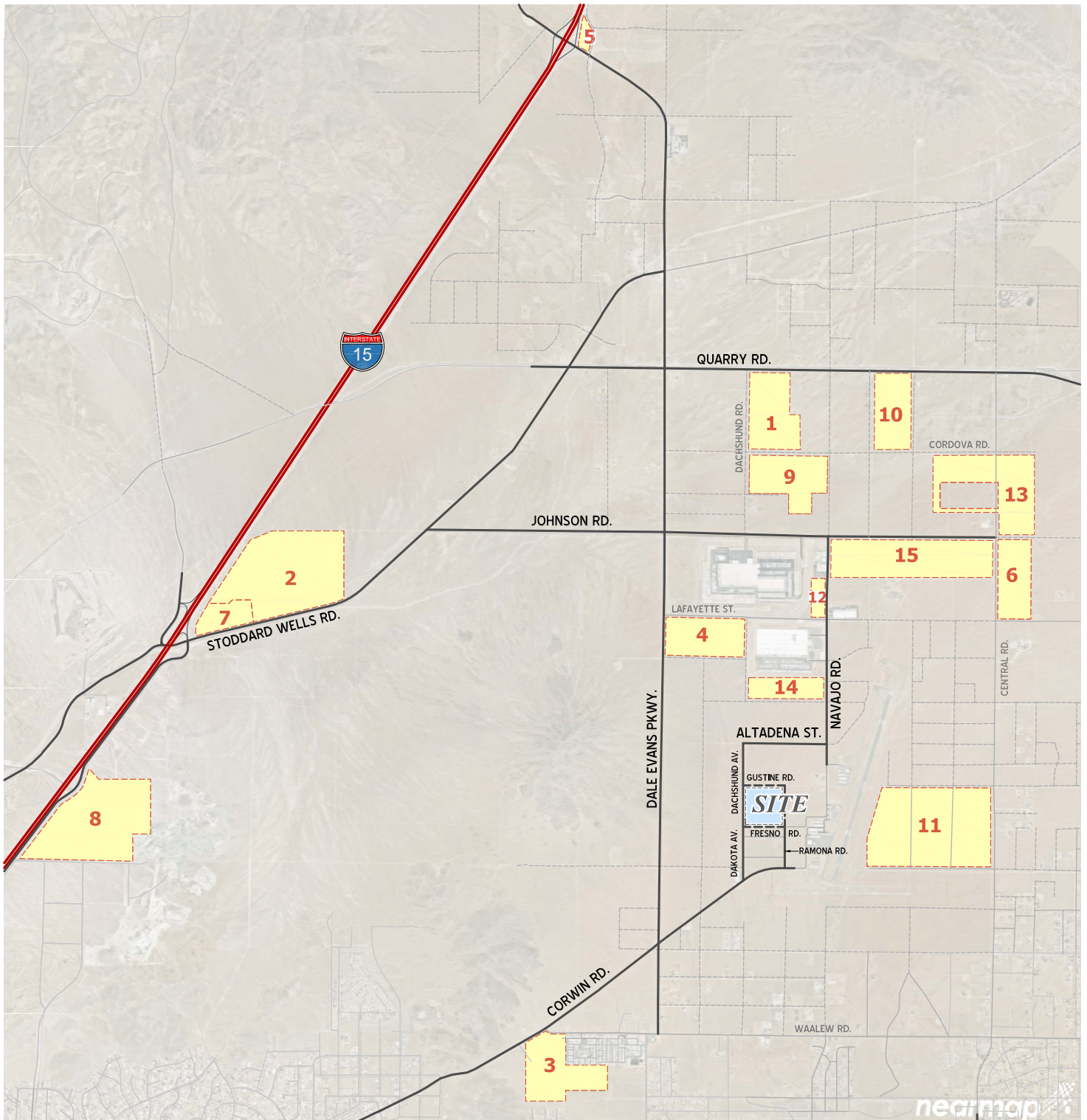
**TABLE 3: LIST OF CUMULATIVE PROJECTS**

| TAZ | Project                                                                                             | Land Use                                    | Quantity  | Units <sup>1</sup> |
|-----|-----------------------------------------------------------------------------------------------------|---------------------------------------------|-----------|--------------------|
| 1   | Cordova Road Logistics<br>(SEC Dachshund Av. & Quarry Rd.)                                          | High-Cube Fulfillment Center                | 1,144.33  | TSF                |
|     |                                                                                                     | High-Cube Cold Storage                      | 201.94    | TSF                |
| 2   | Apple Valley 143                                                                                    | Industrial/Warehouse                        | 2,518.50  | TSF                |
| 3   | TTM 20306<br>(south of Waalew & east of Corwin)                                                     | Single Family Residential                   | 160       | DU                 |
| 4   | Lafayette Street Logistics<br>(Redwood West)                                                        | High-Cube Warehouse                         | 1,026.41  | TSF                |
|     |                                                                                                     | High-Cube Cold Storage                      | 181.13    | TSF                |
| 5   | Apple Valley Gateway Center<br>(north of Dale Evans & east of I-15)                                 | Pad A - Hotel                               | 84        | RM                 |
|     |                                                                                                     | Pad B - Fast-Food Restaurant w/ Drive-Thru  | 5.769     | TSF                |
|     |                                                                                                     | Pad C - Gas Station with C-Store (5 TSF)    | 16        | VFP                |
|     |                                                                                                     | Pad D - Gas Station with C-Store (3.35 TSF) | 12        | VFP                |
|     |                                                                                                     | Pad E - Fast-Food Restaurant w/ Drive-Thru  | 4.00      | TSF                |
|     |                                                                                                     | Pad F - Fast-Food Restaurant w/ Drive-Thru  | 4.20      | TSF                |
|     |                                                                                                     | Pad G - Restaurant                          | 4.00      | TSF                |
|     |                                                                                                     | Pad H - Shops                               | 10.261    | TSF                |
|     |                                                                                                     | Pad I - Fast-Food Restaurant w/ Drive-Thru  | 2.80      | TSF                |
| 6   | 1M Warehouse<br>(east of Central Road,<br>between Johnson Road & Lafayette Street)                  | High Cube Fulfillment Center Warehouse      | 1,080.125 | TSF                |
| 7   | Apple Valley I-15 Travel Center<br>(Love's Travel Stop - north of Stoddard<br>Wells & east of I-15) | RV Park                                     | 80        | Spaces             |
|     |                                                                                                     | Gas Station with C-Store (9.66 TSF)         | 26        | VFP                |
|     |                                                                                                     | Fast-Food Restaurant w/ Drive-Thru          | 3.043     | TSF                |
|     |                                                                                                     | Truck Maintenance/Tire Building             | 13.786    | TSF                |
| 8   | Inland Empire North Logistics Ctr.<br>(north of Falchion Road & east of I-5)                        | Industrial/Warehouse                        | 2,604.446 | TSF                |
| 9   | Cordova Quarry                                                                                      | High-Cube Cold Storage                      | 1,559.952 | TSF                |
| 10  | Quarry at Pawnee                                                                                    | High-Cube Cold Storage                      | 1,462.342 | TSF                |
| 11  | Lake Creek Logistics Center<br>(Apple Valley Logistics Center)                                      | General Light Industrial (10%)              | 348.074   | TSF                |
|     |                                                                                                     | High-Cube Cold Storage (10%)                | 348.074   | TSF                |
|     |                                                                                                     | High-Cube Fulfillment (80%)                 | 2,784.588 | TSF                |
| 12  | Green Trucking Solutions                                                                            | High-Cube Cold Storage                      | 385.004   | TSF                |
| 13  | Apple Valley 3PL Center                                                                             | Industrial/Warehouse                        | 2,134.000 | TSF                |
| 14  | Watson High Desert Logistics West                                                                   | High-Cube Fulfillment Center (Non-Sort)     | 896.500   | TSF                |
| 15  | Watson High Desert Logistics East                                                                   | High-Cube Fulfillment Center (Non-Sort)     | 2,832.600 | TSF                |

<sup>1</sup> DU = Dwelling Units; TSF = Thousand Square Feet; RM = Room; VFP = Vehicle Fueling Positions



**EXHIBIT 7: CUMULATIVE DEVELOPMENT LOCATION MAP**



**LEGEND:**

 = CUMULATIVE DEVELOPMENT ID



Opening year improvement costs are the sole responsibility of the project, and future year improvement costs are based on a fair share contribution calculation. The project's fair share contribution for future year improvements can be estimated using the following equation:

$$\text{Fair Share Percentage} = \frac{\text{Project Trips}}{\text{Future Year With Project} - \text{Existing}}$$

## SITE ACCESS AND CHARACTERISTICS

LOS shall be estimated at all project driveways to ensure they are sized accordingly. The site should be reviewed to ensure that it does not have any design characteristics that would promote inefficient circulation. For example, proposed driveways should provide sufficient length so that vehicles entering the site will not cause subsequent vehicles entering the site to spill back into the Town transportation system. Additionally, driveways should have adequate space between existing/proposed driveways and other existing intersections to limit adverse effects at adjacent facilities and discourage weaving. Finally, the project's parking supply shall satisfy requirements set forth by the Town.

## SPECIAL ISSUES

The following special issues will also be addressed:

- **Queuing Analysis:** conduct 95<sup>th</sup> percentile queuing assessment to ensure turn pockets can accommodate the anticipated peak hour queues at the Project driveways and at site adjacent intersections.
- **Traffic Signal Warrant Analysis:** Conduct traffic signal warrant analysis for all existing and future unsignalized study area intersections, which also includes all Project driveways.

## SIGNAL TIMING

It is requested that the Town provide signal timing for any signalized Town-controlled intersections.

If you have any questions or comments, we can be reached at [jkain@urbanxroads.com](mailto:jkain@urbanxroads.com) for John or [mwhiteman@urbanxroads.com](mailto:mwhiteman@urbanxroads.com) for Marlie

## **APPENDIX 1.2: SITE ADJACENT QUEUES**

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## Intersection: 12: Dachshund Av. &amp; Access 1

| Movement              | WB  |
|-----------------------|-----|
| Directions Served     | LR  |
| Maximum Queue (ft)    | 25  |
| Average Queue (ft)    | 7   |
| 95th Queue (ft)       | 28  |
| Link Distance (ft)    | 324 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

## Intersection: 13: Dachshund Av. &amp; Access 2

| Movement              | WB  |
|-----------------------|-----|
| Directions Served     | LR  |
| Maximum Queue (ft)    | 24  |
| Average Queue (ft)    | 8   |
| 95th Queue (ft)       | 29  |
| Link Distance (ft)    | 333 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

## Intersection: 16: Ramona Rd. &amp; Access 3

| Movement              | EB  |
|-----------------------|-----|
| Directions Served     | LR  |
| Maximum Queue (ft)    | 18  |
| Average Queue (ft)    | 5   |
| 95th Queue (ft)       | 23  |
| Link Distance (ft)    | 313 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

---

Intersection: 17: Ramona Rd. & Access 4

---

|                       |     |
|-----------------------|-----|
| Movement              | EB  |
| Directions Served     | LR  |
| Maximum Queue (ft)    | 23  |
| Average Queue (ft)    | 5   |
| 95th Queue (ft)       | 22  |
| Link Distance (ft)    | 339 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

---

Zone Summary

---

Zone wide Queuing Penalty: 0

---

## Intersection: 12: Dachshund Av. &amp; Access 1

| Movement              | WB  | SB  |
|-----------------------|-----|-----|
| Directions Served     | LR  | LT  |
| Maximum Queue (ft)    | 40  | 5   |
| Average Queue (ft)    | 22  | 1   |
| 95th Queue (ft)       | 49  | 8   |
| Link Distance (ft)    | 324 | 169 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

## Intersection: 13: Dachshund Av. &amp; Access 2

| Movement              | WB  |
|-----------------------|-----|
| Directions Served     | LR  |
| Maximum Queue (ft)    | 30  |
| Average Queue (ft)    | 20  |
| 95th Queue (ft)       | 43  |
| Link Distance (ft)    | 333 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

## Intersection: 16: Ramona Rd. &amp; Access 3

| Movement              | EB  |
|-----------------------|-----|
| Directions Served     | LR  |
| Maximum Queue (ft)    | 36  |
| Average Queue (ft)    | 16  |
| 95th Queue (ft)       | 43  |
| Link Distance (ft)    | 313 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |



---

Intersection: 17: Ramona Rd. & Access 4

---

|                       |     |
|-----------------------|-----|
| Movement              | EB  |
| Directions Served     | LR  |
| Maximum Queue (ft)    | 31  |
| Average Queue (ft)    | 11  |
| 95th Queue (ft)       | 34  |
| Link Distance (ft)    | 339 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

---

Zone Summary

---

Zone wide Queuing Penalty: 0

---

## **APPENDIX 3.1: TRAFFIC COUNTS**

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City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

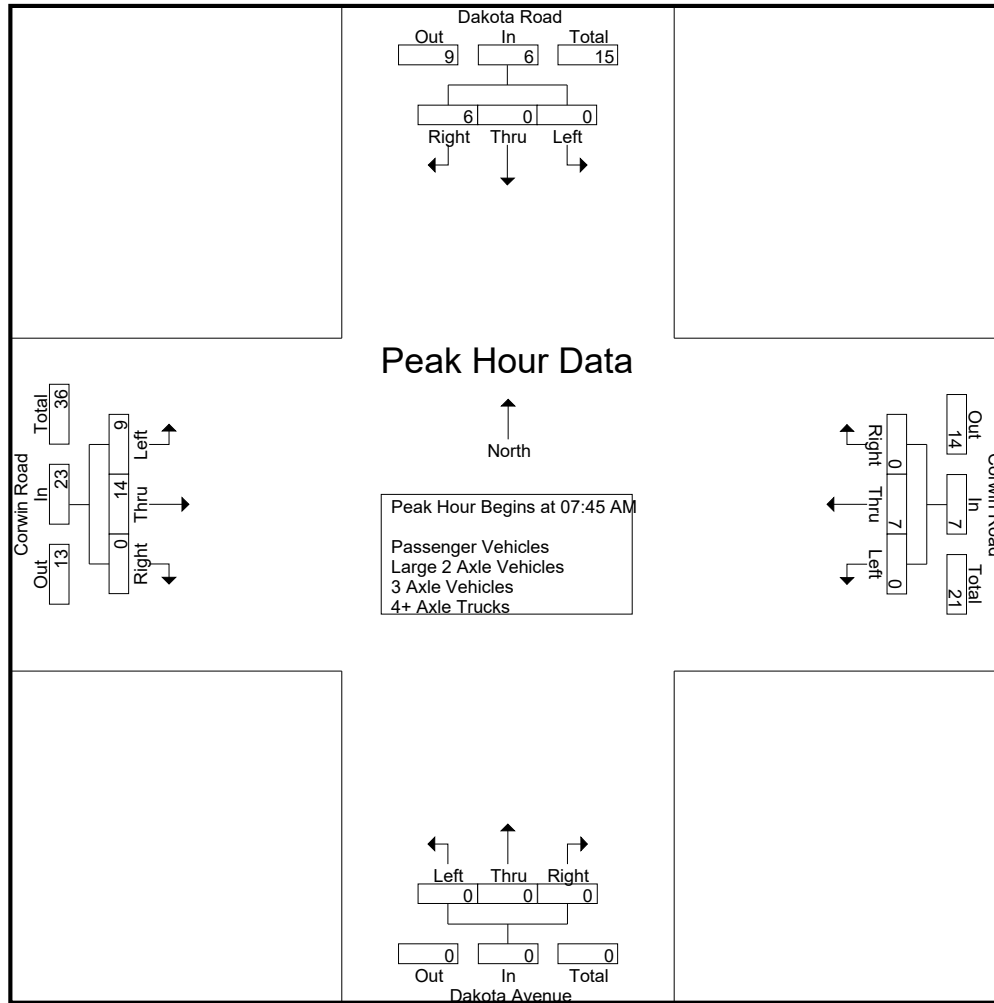
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

|                         | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|-------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time              | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| 07:00 AM                | 0                      | 0    | 1     | 1          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 3                     | 5    | 0     | 8          | 10         |
| 07:15 AM                | 0                      | 0    | 2     | 2          | 0                     | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 3                     | 2    | 0     | 5          | 9          |
| 07:30 AM                | 0                      | 0    | 1     | 1          | 0                     | 3    | 0     | 3          | 0                        | 0    | 0     | 0          | 0                     | 1    | 0     | 1          | 5          |
| 07:45 AM                | 0                      | 0    | 0     | 0          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 2                     | 6    | 0     | 8          | 9          |
| Total                   | 0                      | 0    | 4     | 4          | 0                     | 7    | 0     | 7          | 0                        | 0    | 0     | 0          | 8                     | 14   | 0     | 22         | 33         |
| 08:00 AM                | 0                      | 0    | 1     | 1          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 3                     | 3    | 0     | 6          | 7          |
| 08:15 AM                | 0                      | 0    | 2     | 2          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 1                     | 2    | 0     | 3          | 6          |
| 08:30 AM                | 0                      | 0    | 3     | 3          | 0                     | 5    | 0     | 5          | 0                        | 0    | 0     | 0          | 3                     | 3    | 0     | 6          | 14         |
| 08:45 AM                | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 1                     | 2    | 0     | 3          | 3          |
| Total                   | 0                      | 0    | 6     | 6          | 0                     | 6    | 0     | 6          | 0                        | 0    | 0     | 0          | 8                     | 10   | 0     | 18         | 30         |
| Grand Total             | 0                      | 0    | 10    | 10         | 0                     | 13   | 0     | 13         | 0                        | 0    | 0     | 0          | 16                    | 24   | 0     | 40         | 63         |
| Apprch %                | 0                      | 0    | 100   |            | 0                     | 100  | 0     |            | 0                        | 0    | 0     |            | 40                    | 60   | 0     |            |            |
| Total %                 | 0                      | 0    | 15.9  | 15.9       | 0                     | 20.6 | 0     | 20.6       | 0                        | 0    | 0     | 0          | 25.4                  | 38.1 | 0     | 63.5       |            |
| Passenger Vehicles      | 0                      | 0    | 10    | 10         | 0                     | 13   | 0     | 13         | 0                        | 0    | 0     | 0          | 16                    | 24   | 0     | 40         | 63         |
| % Passenger Vehicles    | 0                      | 0    | 100   | 100        | 0                     | 100  | 0     | 100        | 0                        | 0    | 0     | 0          | 100                   | 100  | 0     | 100        | 100        |
| 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                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |
| % 3 Axle Vehicles       | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |
| 4+ Axle Trucks          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |
| % 4+ Axle Trucks        | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |

|                                                            | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                        |      |       |            |                       |      |       |            |                          |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |       |            |                       |      |       |            |                          |      |       |            |                       |      |       |            |            |
| 07:45 AM                                                   | 0                      | 0    | 0     | 0          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 2                     | 6    | 0     | 8          | 9          |
| 08:00 AM                                                   | 0                      | 0    | 1     | 1          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 3                     | 3    | 0     | 6          | 7          |
| 08:15 AM                                                   | 0                      | 0    | 2     | 2          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 1                     | 2    | 0     | 3          | 6          |
| 08:30 AM                                                   | 0                      | 0    | 3     | 3          | 0                     | 5    | 0     | 5          | 0                        | 0    | 0     | 0          | 3                     | 3    | 0     | 6          | 14         |
| Total Volume                                               | 0                      | 0    | 6     | 6          | 0                     | 7    | 0     | 7          | 0                        | 0    | 0     | 0          | 9                     | 14   | 0     | 23         | 36         |
| % App. Total                                               | 0                      | 0    | 100   |            | 0                     | 100  | 0     |            | 0                        | 0    | 0     |            | 39.1                  | 60.9 | 0     |            |            |
| PHF                                                        | .000                   | .000 | .500  | .500       | .000                  | .350 | .000  | .350       | .000                     | .000 | .000  | .000       | .750                  | .583 | .000  | .719       | .643       |

City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor AM  
Site Code : 05124741  
Start Date : 8/27/2024  
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:

|              | 07:45 AM |      |          |          | 07:00 AM |          |      |          | 07:00 AM |      |      |      | 07:45 AM |          |      |          |
|--------------|----------|------|----------|----------|----------|----------|------|----------|----------|------|------|------|----------|----------|------|----------|
| +0 mins.     | 0        | 0    | 0        | 0        | 0        | 1        | 0    | 1        | 0        | 0    | 0    | 0    | 2        | <b>6</b> | 0    | <b>8</b> |
| +15 mins.    | 0        | 0    | 1        | 1        | 0        | 2        | 0    | 2        | 0        | 0    | 0    | 0    | <b>3</b> | 3        | 0    | 6        |
| +30 mins.    | 0        | 0    | 2        | 2        | 0        | <b>3</b> | 0    | <b>3</b> | 0        | 0    | 0    | 0    | 1        | 2        | 0    | 3        |
| +45 mins.    | 0        | 0    | <b>3</b> | <b>3</b> | 0        | 1        | 0    | 1        | 0        | 0    | 0    | 0    | 3        | 3        | 0    | 6        |
| Total Volume | 0        | 0    | 6        | 6        | 0        | 7        | 0    | 7        | 0        | 0    | 0    | 0    | 9        | 14       | 0    | 23       |
| % App. Total | 0        | 0    | 100      |          | 0        | 100      | 0    |          | 0        | 0    | 0    |      | 39.1     | 60.9     | 0    |          |
| PHF          | .000     | .000 | .500     | .500     | .000     | .583     | .000 | .583     | .000     | .000 | .000 | .000 | .750     | .583     | .000 | .719     |

Counts Unlimited, Inc.  
PO Box 1178  
Corona, CA 92878  
(951) 268-6268

City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

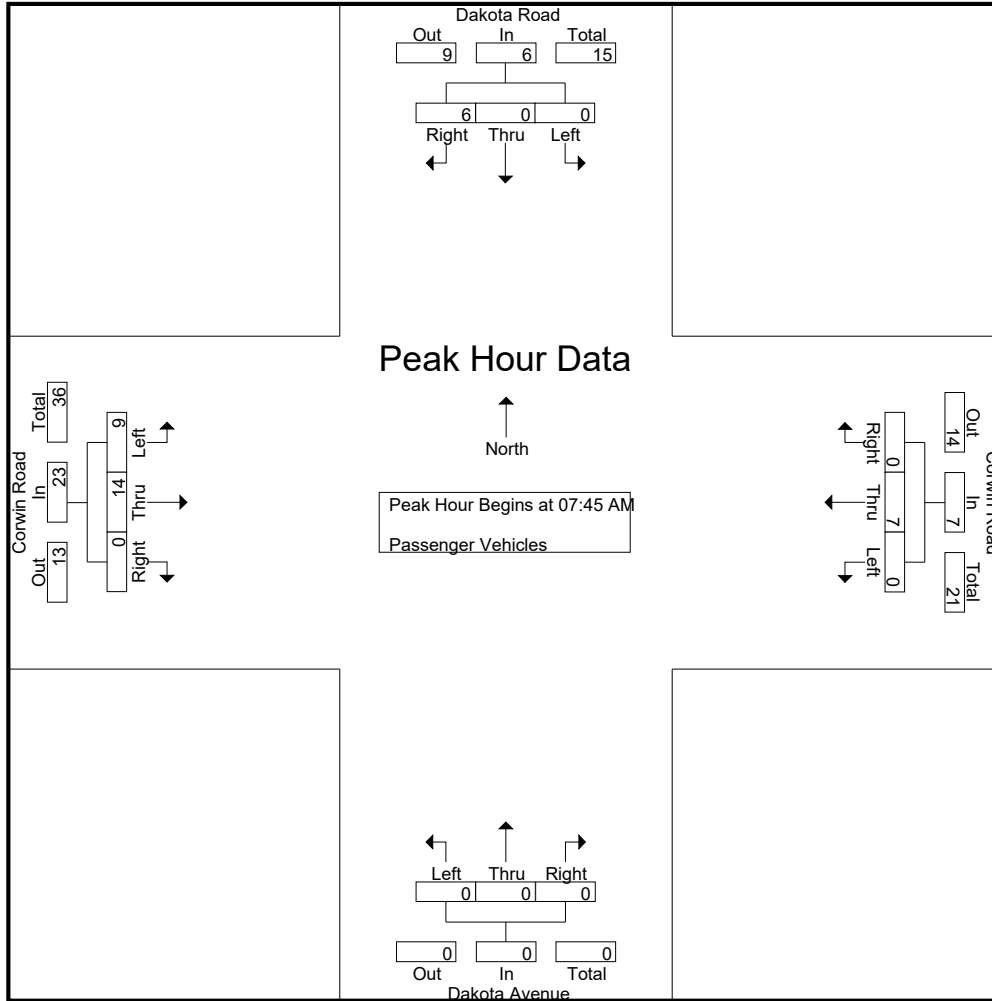
Groups Printed- Passenger Vehicles

|             | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| 07:00 AM    | 0                      | 0    | 1     | 1          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 3                     | 5    | 0     | 8          | 10         |
| 07:15 AM    | 0                      | 0    | 2     | 2          | 0                     | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 3                     | 2    | 0     | 5          | 9          |
| 07:30 AM    | 0                      | 0    | 1     | 1          | 0                     | 3    | 0     | 3          | 0                        | 0    | 0     | 0          | 0                     | 1    | 0     | 1          | 5          |
| 07:45 AM    | 0                      | 0    | 0     | 0          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 2                     | 6    | 0     | 8          | 9          |
| Total       | 0                      | 0    | 4     | 4          | 0                     | 7    | 0     | 7          | 0                        | 0    | 0     | 0          | 8                     | 14   | 0     | 22         | 33         |
| 08:00 AM    | 0                      | 0    | 1     | 1          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 3                     | 3    | 0     | 6          | 7          |
| 08:15 AM    | 0                      | 0    | 2     | 2          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 1                     | 2    | 0     | 3          | 6          |
| 08:30 AM    | 0                      | 0    | 3     | 3          | 0                     | 5    | 0     | 5          | 0                        | 0    | 0     | 0          | 3                     | 3    | 0     | 6          | 14         |
| 08:45 AM    | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 1                     | 2    | 0     | 3          | 3          |
| Total       | 0                      | 0    | 6     | 6          | 0                     | 6    | 0     | 6          | 0                        | 0    | 0     | 0          | 8                     | 10   | 0     | 18         | 30         |
| Grand Total | 0                      | 0    | 10    | 10         | 0                     | 13   | 0     | 13         | 0                        | 0    | 0     | 0          | 16                    | 24   | 0     | 40         | 63         |
| Apprch %    | 0                      | 0    | 100   |            | 0                     | 100  | 0     |            | 0                        | 0    | 0     |            | 40                    | 60   | 0     |            |            |
| Total %     | 0                      | 0    | 15.9  | 15.9       | 0                     | 20.6 | 0     | 20.6       | 0                        | 0    | 0     | 0          | 25.4                  | 38.1 | 0     | 63.5       |            |

|                                                            | Dakota Road Southbound |      |          |            | Corwin Road Westbound |          |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |          |       |            |            |
|------------------------------------------------------------|------------------------|------|----------|------------|-----------------------|----------|-------|------------|--------------------------|------|-------|------------|-----------------------|----------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right    | App. Total | Left                  | Thru     | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru     | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 |                        |      |          |            |                       |          |       |            |                          |      |       |            |                       |          |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |          |            |                       |          |       |            |                          |      |       |            |                       |          |       |            |            |
| 07:45 AM                                                   | 0                      | 0    | 0        | 0          | 0                     | 1        | 0     | 1          | 0                        | 0    | 0     | 0          | 2                     | <b>6</b> | 0     | <b>8</b>   | 9          |
| 08:00 AM                                                   | 0                      | 0    | 1        | 1          | 0                     | 0        | 0     | 0          | 0                        | 0    | 0     | 0          | <b>3</b>              | 3        | 0     | 6          | 7          |
| 08:15 AM                                                   | 0                      | 0    | 2        | 2          | 0                     | 1        | 0     | 1          | 0                        | 0    | 0     | 0          | 1                     | 2        | 0     | 3          | 6          |
| 08:30 AM                                                   | 0                      | 0    | <b>3</b> | <b>3</b>   | 0                     | <b>5</b> | 0     | <b>5</b>   | 0                        | 0    | 0     | 0          | 3                     | 3        | 0     | 6          | <b>14</b>  |
| Total Volume                                               | 0                      | 0    | 6        | 6          | 0                     | 7        | 0     | 7          | 0                        | 0    | 0     | 0          | 9                     | 14       | 0     | 23         | 36         |
| % App. Total                                               | 0                      | 0    | 100      |            | 0                     | 100      | 0     |            | 0                        | 0    | 0     |            | 39.1                  | 60.9     | 0     |            |            |
| PHF                                                        | .000                   | .000 | .500     | .500       | .000                  | .350     | .000  | .350       | .000                     | .000 | .000  | .000       | .750                  | .583     | .000  | .719       | .643       |

City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |          |          | 07:45 AM |          |      |          | 07:45 AM |      |      |      | 07:45 AM |          |      |          |
|--------------|----------|------|----------|----------|----------|----------|------|----------|----------|------|------|------|----------|----------|------|----------|
| +0 mins.     | 0        | 0    | 0        | 0        | 0        | 1        | 0    | 1        | 0        | 0    | 0    | 0    | 2        | <b>6</b> | 0    | <b>8</b> |
| +15 mins.    | 0        | 0    | 1        | 1        | 0        | 0        | 0    | 0        | 0        | 0    | 0    | 0    | <b>3</b> | 3        | 0    | 6        |
| +30 mins.    | 0        | 0    | 2        | 2        | 0        | 1        | 0    | 1        | 0        | 0    | 0    | 0    | 1        | 2        | 0    | 3        |
| +45 mins.    | 0        | 0    | <b>3</b> | <b>3</b> | 0        | <b>5</b> | 0    | <b>5</b> | 0        | 0    | 0    | 0    | 3        | 3        | 0    | 6        |
| Total Volume | 0        | 0    | 6        | 6        | 0        | 7        | 0    | 7        | 0        | 0    | 0    | 0    | 9        | 14       | 0    | 23       |
| % App. Total | 0        | 0    | 100      |          | 0        | 100      | 0    |          | 0        | 0    | 0    |      | 39.1     | 60.9     | 0    |          |
| PHF          | .000     | .000 | .500     | .500     | .000     | .350     | .000 | .350     | .000     | .000 | .000 | .000 | .750     | .583     | .000 | .719     |



City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

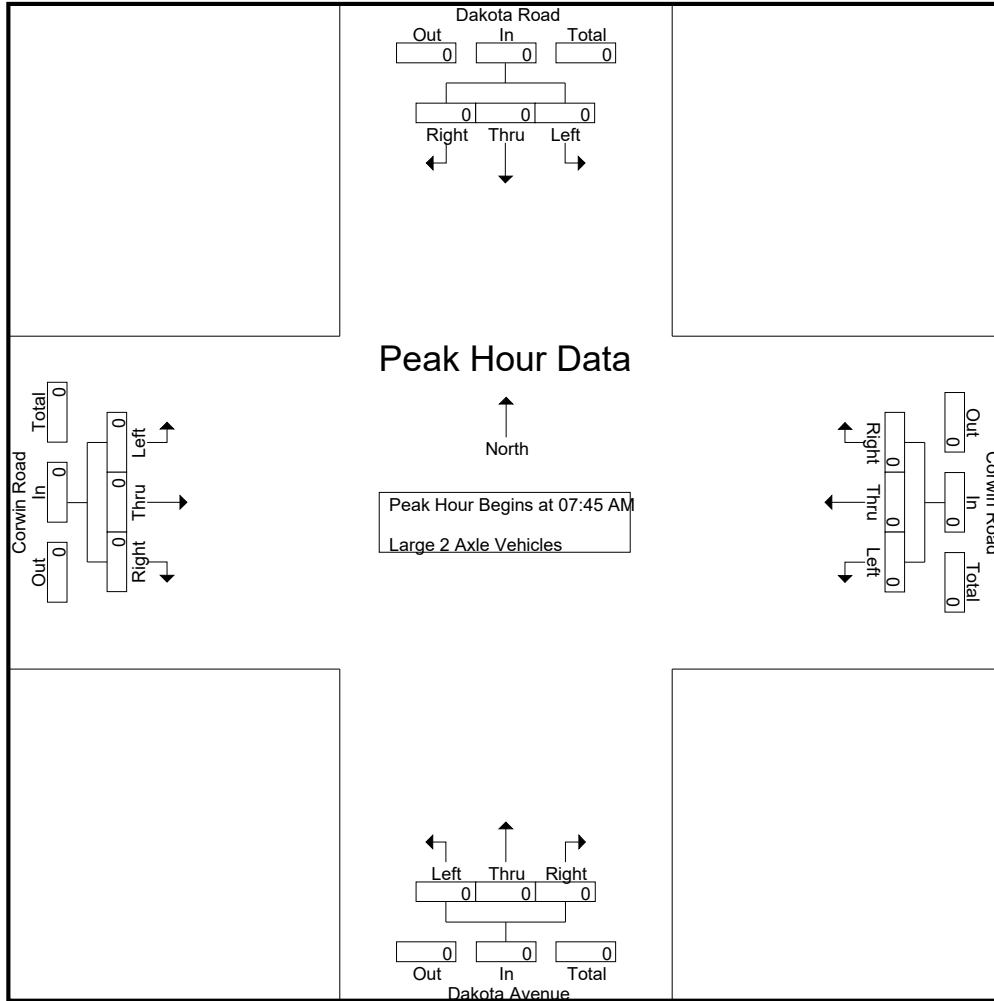
Groups Printed- Large 2 Axle Vehicles

|             | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                        | 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 %     |                        |      |       |            |                       |      |       |            |                          |      |       |            |                       |      |       |            |            |

|                                                            | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 |                        |      |       |            |                       |      |       |            |                          |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |       |            |                       |      |       |            |                          |      |       |            |                       |      |       |            |            |
| 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          |
| 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          |
| 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       |

City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 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: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

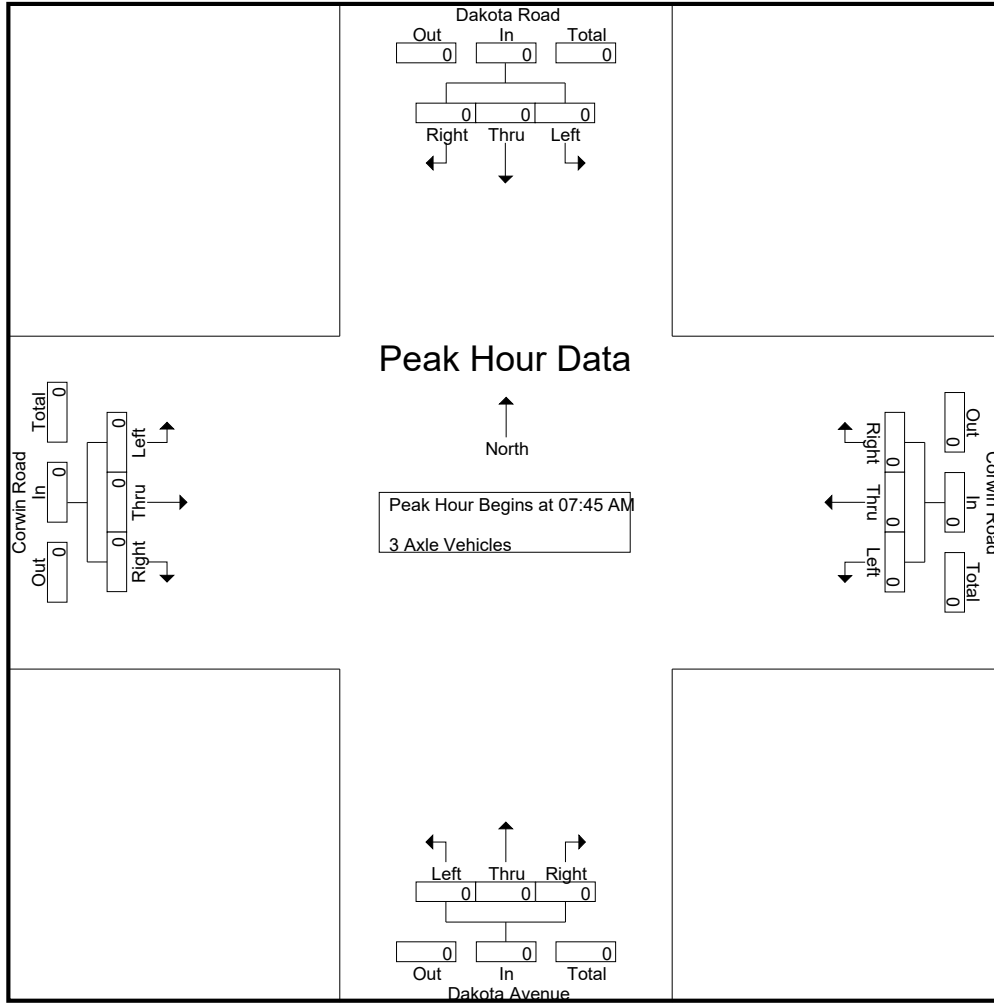
Groups Printed- 3 Axle Vehicles

|             | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                        | 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 %     |                        |      |       |            |                       |      |       |            |                          |      |       |            |                       |      |       |            |            |

|                                                            | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 |                        |      |       |            |                       |      |       |            |                          |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |       |            |                       |      |       |            |                          |      |       |            |                       |      |       |            |            |
| 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          |
| 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          |
| 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       |

City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 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: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

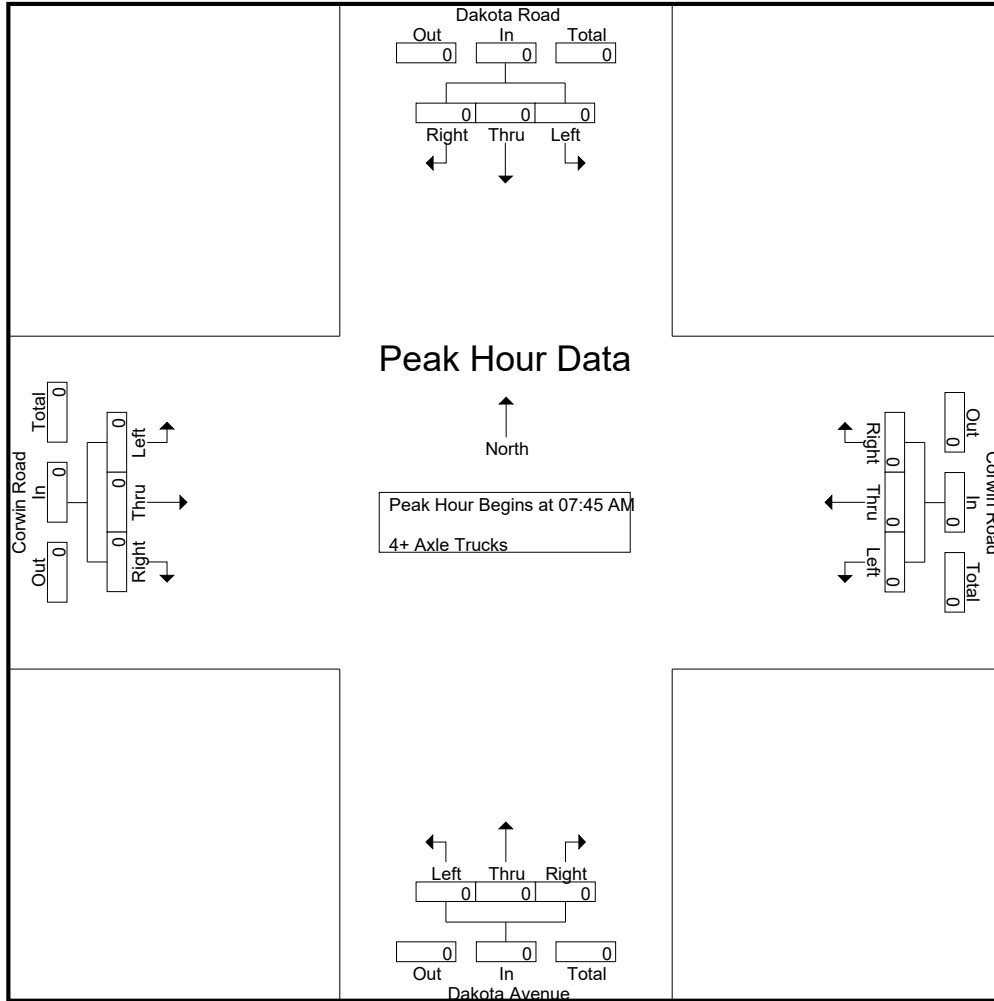
Groups Printed- 4+ Axle Trucks

|             | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                        | 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 %     |                        |      |       |            |                       |      |       |            |                          |      |       |            |                       |      |       |            |            |

|                                                            | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 |                        |      |       |            |                       |      |       |            |                          |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |       |            |                       |      |       |            |                          |      |       |            |                       |      |       |            |            |
| 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          |
| 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          |
| 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       |

City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 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: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor PM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

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

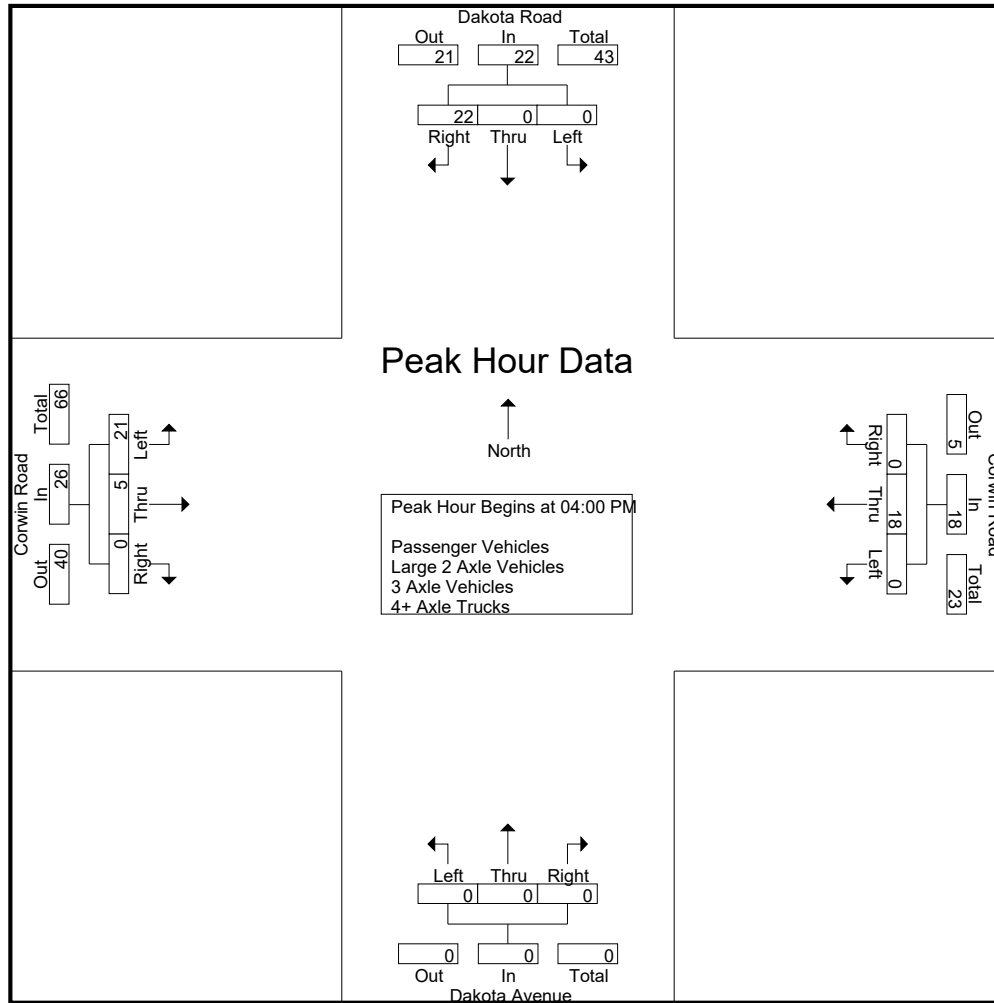
|                         | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|-------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time              | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| 04:00 PM                | 0                      | 0    | 7     | 7          | 0                     | 8    | 0     | 8          | 0                        | 0    | 0     | 0          | 7                     | 2    | 0     | 9          | 24         |
| 04:15 PM                | 0                      | 0    | 7     | 7          | 0                     | 4    | 0     | 4          | 0                        | 0    | 0     | 0          | 7                     | 1    | 0     | 8          | 19         |
| 04:30 PM                | 0                      | 0    | 6     | 6          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 2                     | 0    | 0     | 2          | 9          |
| 04:45 PM                | 0                      | 0    | 2     | 2          | 0                     | 5    | 0     | 5          | 0                        | 0    | 0     | 0          | 5                     | 2    | 0     | 7          | 14         |
| Total                   | 0                      | 0    | 22    | 22         | 0                     | 18   | 0     | 18         | 0                        | 0    | 0     | 0          | 21                    | 5    | 0     | 26         | 66         |
| 05:00 PM                | 0                      | 0    | 5     | 5          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                     | 2    | 0     | 2          | 8          |
| 05:15 PM                | 0                      | 0    | 1     | 1          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                     | 1    | 0     | 1          | 3          |
| 05:30 PM                | 0                      | 0    | 6     | 6          | 0                     | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 9          |
| 05:45 PM                | 0                      | 0    | 1     | 1          | 0                     | 2    | 0     | 2          | 0                        | 1    | 0     | 1          | 0                     | 0    | 0     | 0          | 4          |
| Total                   | 0                      | 0    | 13    | 13         | 0                     | 6    | 0     | 6          | 0                        | 1    | 0     | 1          | 1                     | 3    | 0     | 4          | 24         |
| Grand Total             | 0                      | 0    | 35    | 35         | 0                     | 24   | 0     | 24         | 0                        | 1    | 0     | 1          | 22                    | 8    | 0     | 30         | 90         |
| Apprch %                | 0                      | 0    | 100   |            | 0                     | 100  | 0     |            | 0                        | 100  | 0     |            | 73.3                  | 26.7 | 0     |            |            |
| Total %                 | 0                      | 0    | 38.9  | 38.9       | 0                     | 26.7 | 0     | 26.7       | 0                        | 1.1  | 0     | 1.1        | 24.4                  | 8.9  | 0     | 33.3       |            |
| Passenger Vehicles      | 0                      | 0    | 34    | 34         | 0                     | 23   | 0     | 23         | 0                        | 1    | 0     | 1          | 22                    | 8    | 0     | 30         | 88         |
| % Passenger Vehicles    | 0                      | 0    | 97.1  | 97.1       | 0                     | 95.8 | 0     | 95.8       | 0                        | 100  | 0     | 100        | 100                   | 100  | 0     | 100        | 97.8       |
| Large 2 Axle Vehicles   | 0                      | 0    | 1     | 1          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 2          |
| % Large 2 Axle Vehicles | 0                      | 0    | 2.9   | 2.9        | 0                     | 4.2  | 0     | 4.2        | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 2.2        |
| 3 Axle Vehicles         | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |
| % 3 Axle Vehicles       | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |
| 4+ Axle Trucks          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |
| % 4+ Axle Trucks        | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |

|                                                            | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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    | 7     | 7          | 0                     | 8    | 0     | 8          | 0                        | 0    | 0     | 0          | 7                     | 2    | 0     | 9          | 24         |
| 04:15 PM                                                   | 0                      | 0    | 7     | 7          | 0                     | 4    | 0     | 4          | 0                        | 0    | 0     | 0          | 7                     | 1    | 0     | 8          | 19         |
| 04:30 PM                                                   | 0                      | 0    | 6     | 6          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 2                     | 0    | 0     | 2          | 9          |
| 04:45 PM                                                   | 0                      | 0    | 2     | 2          | 0                     | 5    | 0     | 5          | 0                        | 0    | 0     | 0          | 5                     | 2    | 0     | 7          | 14         |
| Total Volume                                               | 0                      | 0    | 22    | 22         | 0                     | 18   | 0     | 18         | 0                        | 0    | 0     | 0          | 21                    | 5    | 0     | 26         | 66         |
| % App. Total                                               | 0                      | 0    | 100   |            | 0                     | 100  | 0     |            | 0                        | 0    | 0     |            | 80.8                  | 19.2 | 0     |            |            |
| PHF                                                        | .000                   | .000 | .786  | .786       | .000                  | .563 | .000  | .563       | .000                     | .000 | .000  | .000       | .750                  | .625 | .000  | .722       | .688       |



City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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    | 7    | 7    | 0        | 8    | 0    | 8    | 0        | 0    | 0    | 0    | 7        | 2    | 0    | 9    |
| +15 mins.    | 0        | 0    | 7    | 7    | 0        | 4    | 0    | 4    | 0        | 0    | 0    | 0    | 7        | 1    | 0    | 8    |
| +30 mins.    | 0        | 0    | 6    | 6    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 2        | 0    | 0    | 2    |
| +45 mins.    | 0        | 0    | 2    | 2    | 0        | 5    | 0    | 5    | 0        | 1    | 0    | 1    | 5        | 2    | 0    | 7    |
| Total Volume | 0        | 0    | 22   | 22   | 0        | 18   | 0    | 18   | 0        | 1    | 0    | 1    | 21       | 5    | 0    | 26   |
| % App. Total | 0        | 0    | 100  |      | 0        | 100  | 0    |      | 0        | 100  | 0    |      | 80.8     | 19.2 | 0    |      |
| PHF          | .000     | .000 | .786 | .786 | .000     | .563 | .000 | .563 | .000     | .250 | .000 | .250 | .750     | .625 | .000 | .722 |

City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor PM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

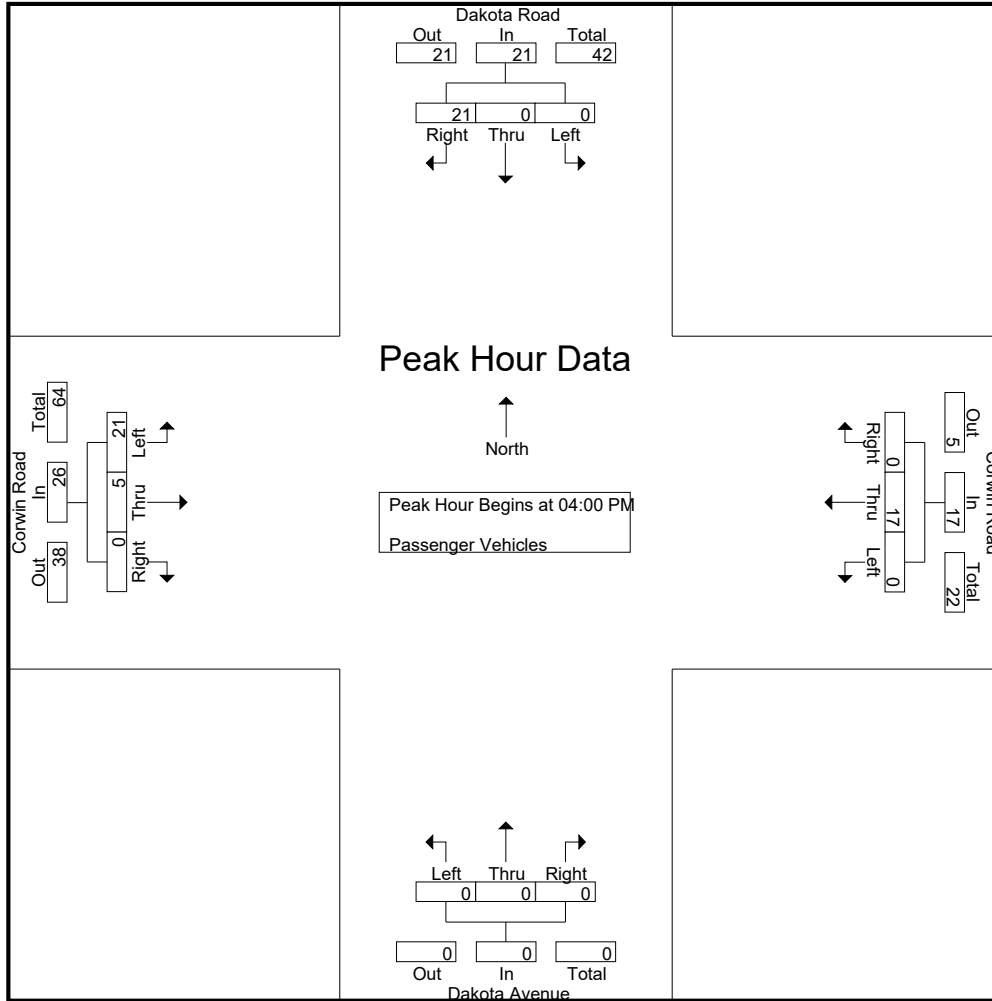
Groups Printed- Passenger Vehicles

|             | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 0                      | 0    | 7     | 7          | 0                     | 7    | 0     | 7          | 0                        | 0    | 0     | 0          | 7                     | 2    | 0     | 9          | 23         |
| 04:15 PM    | 0                      | 0    | 6     | 6          | 0                     | 4    | 0     | 4          | 0                        | 0    | 0     | 0          | 7                     | 1    | 0     | 8          | 18         |
| 04:30 PM    | 0                      | 0    | 6     | 6          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 2                     | 0    | 0     | 2          | 9          |
| 04:45 PM    | 0                      | 0    | 2     | 2          | 0                     | 5    | 0     | 5          | 0                        | 0    | 0     | 0          | 5                     | 2    | 0     | 7          | 14         |
| Total       | 0                      | 0    | 21    | 21         | 0                     | 17   | 0     | 17         | 0                        | 0    | 0     | 0          | 21                    | 5    | 0     | 26         | 64         |
| 05:00 PM    | 0                      | 0    | 5     | 5          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                     | 2    | 0     | 2          | 8          |
| 05:15 PM    | 0                      | 0    | 1     | 1          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                     | 1    | 0     | 1          | 3          |
| 05:30 PM    | 0                      | 0    | 6     | 6          | 0                     | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 9          |
| 05:45 PM    | 0                      | 0    | 1     | 1          | 0                     | 2    | 0     | 2          | 0                        | 1    | 0     | 1          | 0                     | 0    | 0     | 0          | 4          |
| Total       | 0                      | 0    | 13    | 13         | 0                     | 6    | 0     | 6          | 0                        | 1    | 0     | 1          | 1                     | 3    | 0     | 4          | 24         |
| Grand Total | 0                      | 0    | 34    | 34         | 0                     | 23   | 0     | 23         | 0                        | 1    | 0     | 1          | 22                    | 8    | 0     | 30         | 88         |
| Apprch %    | 0                      | 0    | 100   |            | 0                     | 100  | 0     |            | 0                        | 100  | 0     |            | 73.3                  | 26.7 | 0     |            |            |
| Total %     | 0                      | 0    | 38.6  | 38.6       | 0                     | 26.1 | 0     | 26.1       | 0                        | 1.1  | 0     | 1.1        | 25                    | 9.1  | 0     | 34.1       |            |

|                                                            | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                      | 0    | 7     | 7          | 0                     | 7    | 0     | 7          | 0                        | 0    | 0     | 0          | 7                     | 2    | 0     | 9          | 23         |
| 04:15 PM                                                   | 0                      | 0    | 6     | 6          | 0                     | 4    | 0     | 4          | 0                        | 0    | 0     | 0          | 7                     | 1    | 0     | 8          | 18         |
| 04:30 PM                                                   | 0                      | 0    | 6     | 6          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 2                     | 0    | 0     | 2          | 9          |
| 04:45 PM                                                   | 0                      | 0    | 2     | 2          | 0                     | 5    | 0     | 5          | 0                        | 0    | 0     | 0          | 5                     | 2    | 0     | 7          | 14         |
| Total Volume                                               | 0                      | 0    | 21    | 21         | 0                     | 17   | 0     | 17         | 0                        | 0    | 0     | 0          | 21                    | 5    | 0     | 26         | 64         |
| % App. Total                                               | 0                      | 0    | 100   |            | 0                     | 100  | 0     |            | 0                        | 0    | 0     |            | 80.8                  | 19.2 | 0     |            |            |
| PHF                                                        | .000                   | .000 | .750  | .750       | .000                  | .607 | .000  | .607       | .000                     | .000 | .000  | .000       | .750                  | .625 | .000  | .722       | .696       |

City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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    | 7    | 7    | 0        | 7    | 0    | 7    | 0        | 0    | 0    | 0    | 7        | 2    | 0    | 9    |
| +15 mins.    | 0        | 0    | 6    | 6    | 0        | 4    | 0    | 4    | 0        | 0    | 0    | 0    | 7        | 1    | 0    | 8    |
| +30 mins.    | 0        | 0    | 6    | 6    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 2        | 0    | 0    | 2    |
| +45 mins.    | 0        | 0    | 2    | 2    | 0        | 5    | 0    | 5    | 0        | 0    | 0    | 0    | 5        | 2    | 0    | 7    |
| Total Volume | 0        | 0    | 21   | 21   | 0        | 17   | 0    | 17   | 0        | 0    | 0    | 0    | 21       | 5    | 0    | 26   |
| % App. Total | 0        | 0    | 100  |      | 0        | 100  | 0    |      | 0        | 0    | 0    |      | 80.8     | 19.2 | 0    |      |
| PHF          | .000     | .000 | .750 | .750 | .000     | .607 | .000 | .607 | .000     | .000 | .000 | .000 | .750     | .625 | .000 | .722 |

City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor PM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

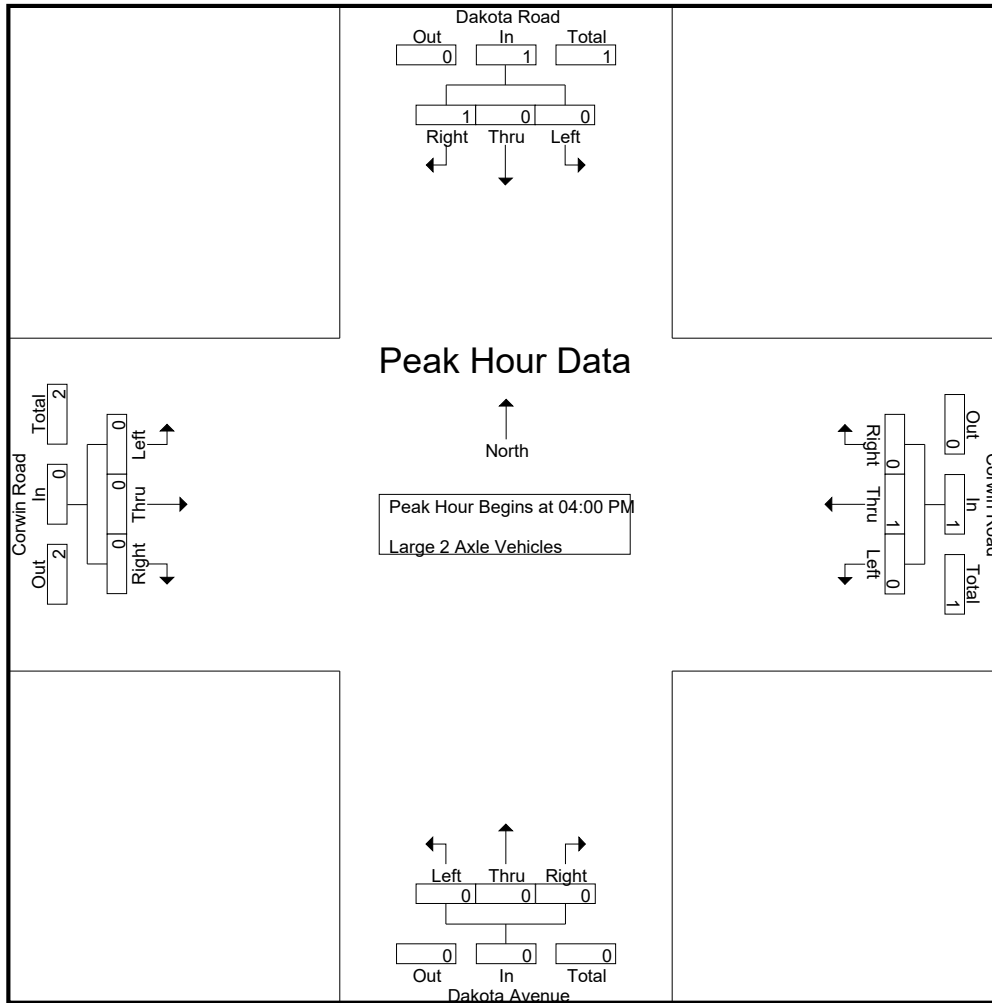
Groups Printed- Large 2 Axle Vehicles

|             | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 0                      | 0    | 0     | 0          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| 04:15 PM    | 0                      | 0    | 1     | 1          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 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    | 1     | 1          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 2          |
| 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    | 1     | 1          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 2          |
| Apprch %    | 0                      | 0    | 100   |            | 0                     | 100  | 0     |            | 0                        | 0    | 0     |            | 0                     | 0    | 0     |            |            |
| Total %     | 0                      | 0    | 50    | 50         | 0                     | 50   | 0     | 50         | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          |            |

|                                                            | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                      | 0    | 0     | 0          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| 04:15 PM                                                   | 0                      | 0    | 1     | 1          | 0                     | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 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    | 1     | 1          | 0                     | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 2          |
| % App. Total                                               | 0                      | 0    | 100   |            | 0                     | 100  | 0     |            | 0                        | 0    | 0     |            | 0                     | 0    | 0     |            |            |
| PHF                                                        | .000                   | .000 | .250  | .250       | .000                  | .250 | .000  | .250       | .000                     | .000 | .000  | .000       | .000                  | .000 | .000  | .000       | .500       |

City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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    | 0    |
| +15 mins.    | 0        | 0    | 1    | 1    | 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    | 1    | 1    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| % App. Total | 0        | 0    | 100  |      | 0        | 100  | 0    |      | 0        | 0    | 0    |      | 0        | 0    | 0    |      |
| PHF          | .000     | .000 | .250 | .250 | .000     | .250 | .000 | .250 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 |

City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor PM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

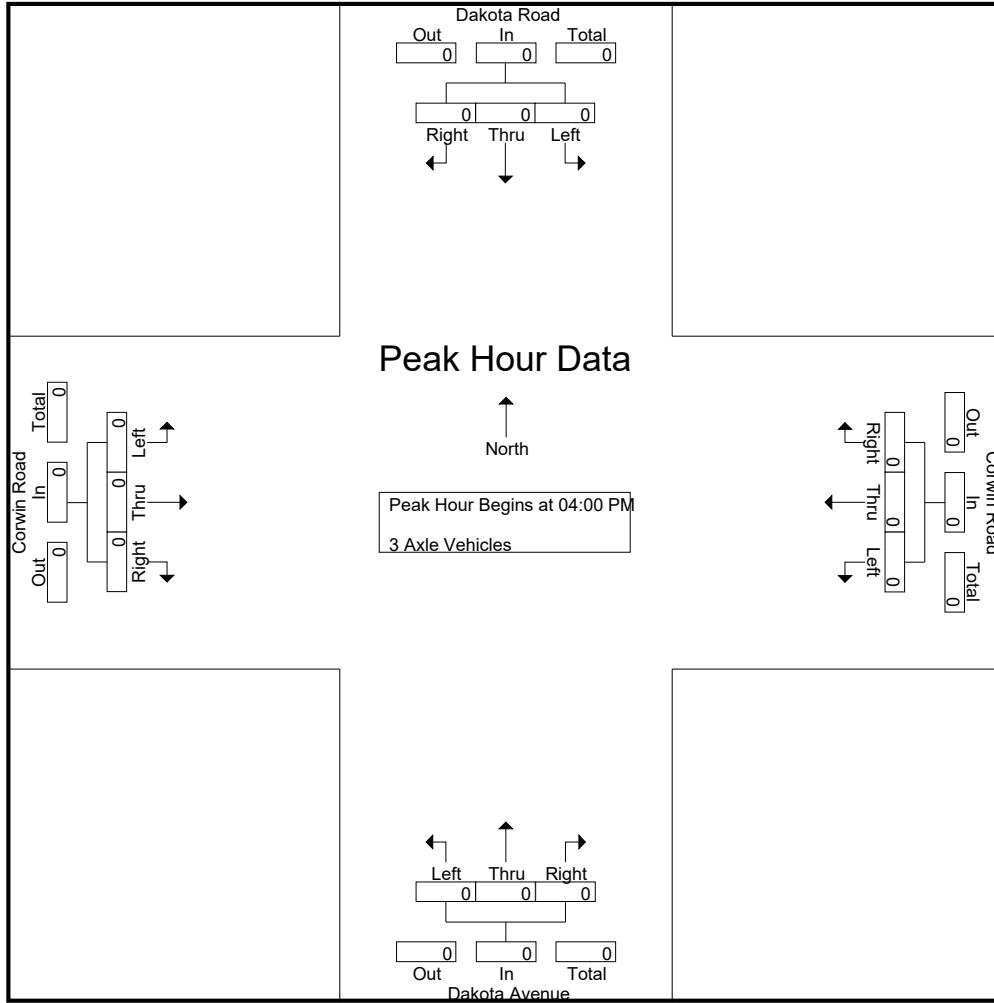
Groups Printed- 3 Axle Vehicles

|             | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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 %     |                        |      |       |            |                       |      |       |            |                          |      |       |            |                       |      |       |            |            |

|                                                            | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                      | 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       |

City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor PM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

Groups Printed- 4+ Axle Trucks

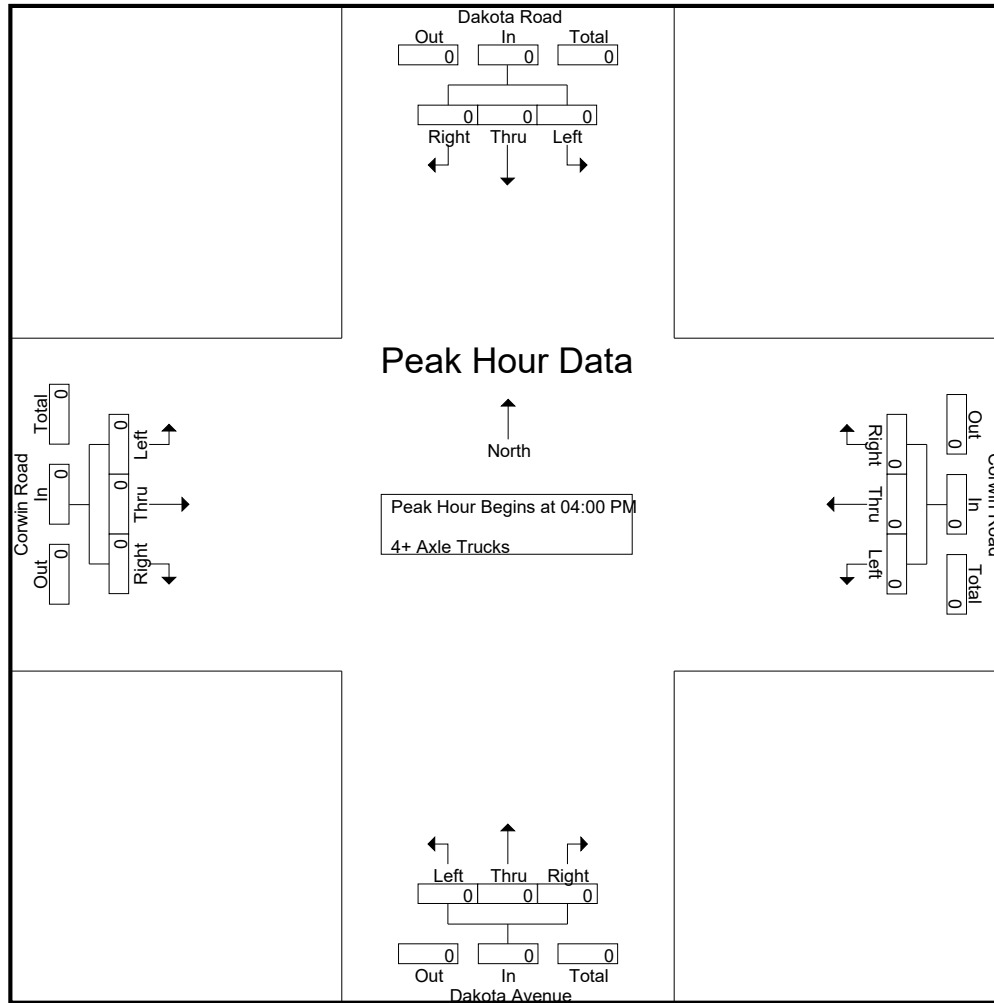
|             | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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 %     |                        |      |       |            |                       |      |       |            |                          |      |       |            |                       |      |       |            |            |

|                                                            | Dakota Road Southbound |      |       |            | Corwin Road Westbound |      |       |            | Dakota Avenue Northbound |      |       |            | Corwin Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                      | 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       |



City of Apple Valley  
N/S: Dakota Avenue  
E/W: Corwin Road  
Weather: Clear

File Name : 01\_APV\_Dak\_Cor PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

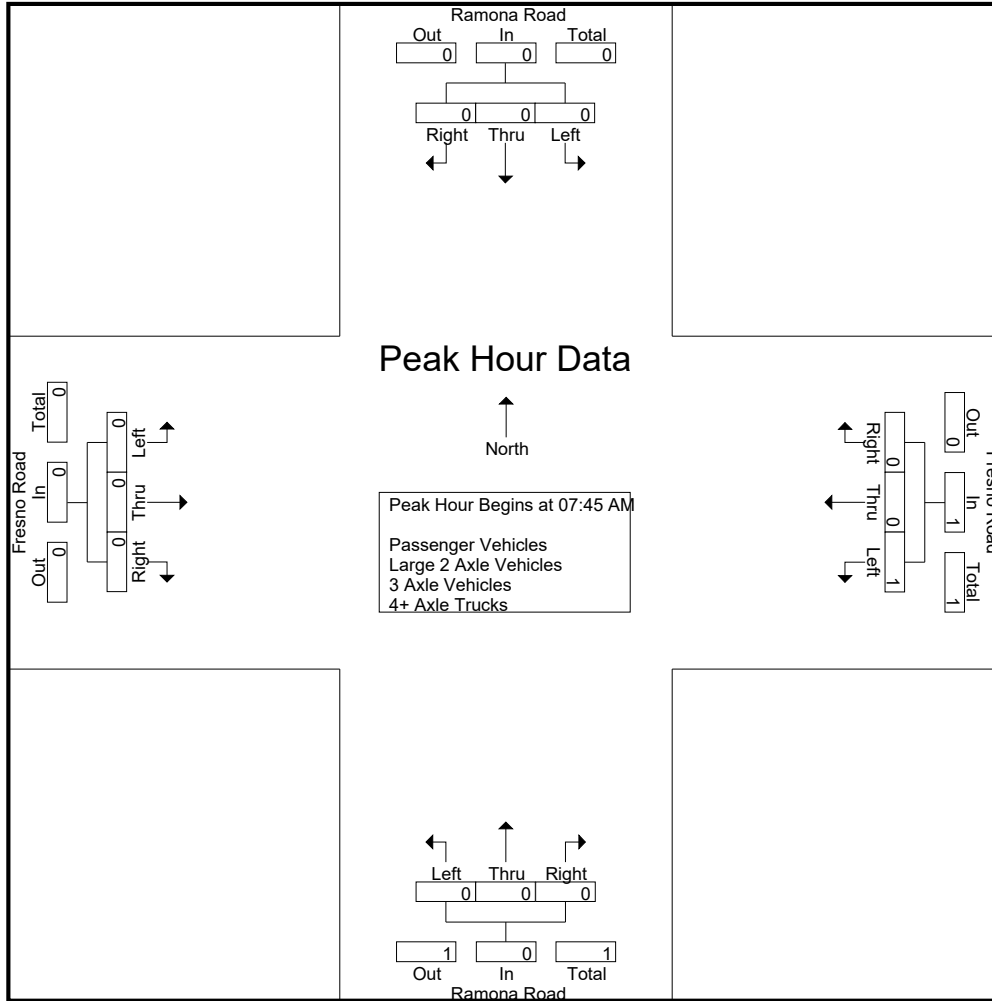
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

|                         | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|-------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time              | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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          | 1                     | 0    | 0     | 1          | 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                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| Grand Total             | 0                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| Apprch %                | 0                      | 0    | 0     |            | 100                   | 0    | 0     |            | 0                      | 0    | 0     |            | 0                     | 0    | 0     |            |            |
| Total %                 | 0                      | 0    | 0     | 0          | 100                   | 0    | 0     | 100        | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          |            |
| Passenger Vehicles      | 0                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| % Passenger Vehicles    | 0                      | 0    | 0     | 0          | 100                   | 0    | 0     | 100        | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 100        |
| 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                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |
| % 3 Axle Vehicles       | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |
| 4+ Axle Trucks          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |
| % 4+ Axle Trucks        | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |

|                                                            | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| 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          |
| 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          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| Total Volume                                               | 0                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| % App. Total                                               | 0                      | 0    | 0     |            | 100                   | 0    | 0     |            | 0                      | 0    | 0     |            | 0                     | 0    | 0     |            |            |
| PHF                                                        | .000                   | .000 | .000  | .000       | .250                  | .000 | .000  | .250       | .000                   | .000 | .000  | .000       | .000                  | .000 | .000  | .000       | .250       |

City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres AM  
Site Code : 05124741  
Start Date : 8/27/2024  
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 |      |      |      | 07:45 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    | 1        | 0    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| Total Volume | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| % App. Total | 0        | 0    | 0    | 0    | 100      | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| PHF          | .000     | .000 | .000 | .000 | .250     | .000 | .000 | .250 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 |

City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

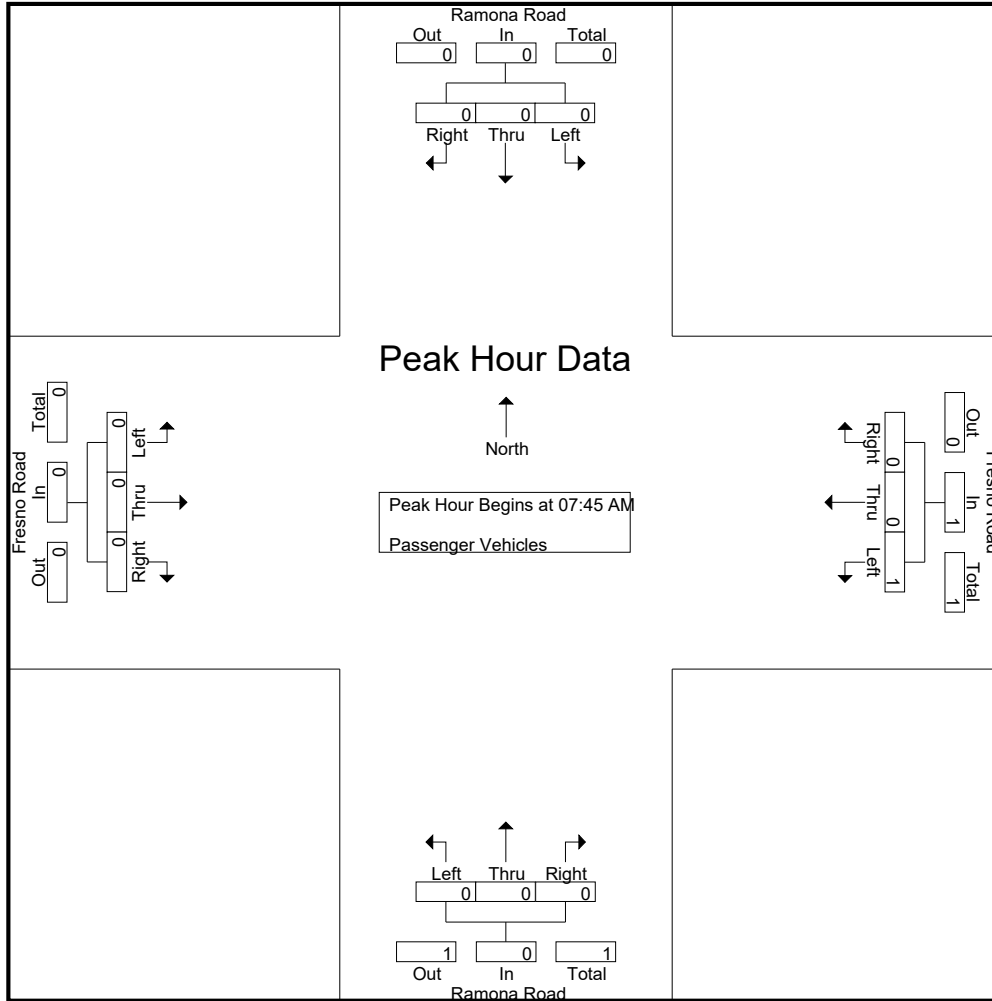
Groups Printed- Passenger Vehicles

|             | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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          | 1                     | 0    | 0     | 1          | 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                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| Grand Total | 0                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| Apprch %    | 0                      | 0    | 0     |            | 100                   | 0    | 0     |            | 0                      | 0    | 0     |            | 0                     | 0    | 0     |            |            |
| Total %     | 0                      | 0    | 0     | 0          | 100                   | 0    | 0     | 100        | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          |            |

|                                                            | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| 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          |
| 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          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| Total Volume                                               | 0                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| % App. Total                                               | 0                      | 0    | 0     |            | 100                   | 0    | 0     |            | 0                      | 0    | 0     |            | 0                     | 0    | 0     |            |            |
| PHF                                                        | .000                   | .000 | .000  | .000       | .250                  | .000 | .000  | .250       | .000                   | .000 | .000  | .000       | .000                  | .000 | .000  | .000       | .250       |

City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 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    | 1        | 0    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| Total Volume | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| % App. Total | 0        | 0    | 0    | 0    | 100      | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| PHF          | .000     | .000 | .000 | .000 | .250     | .000 | .000 | .250 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 |

City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

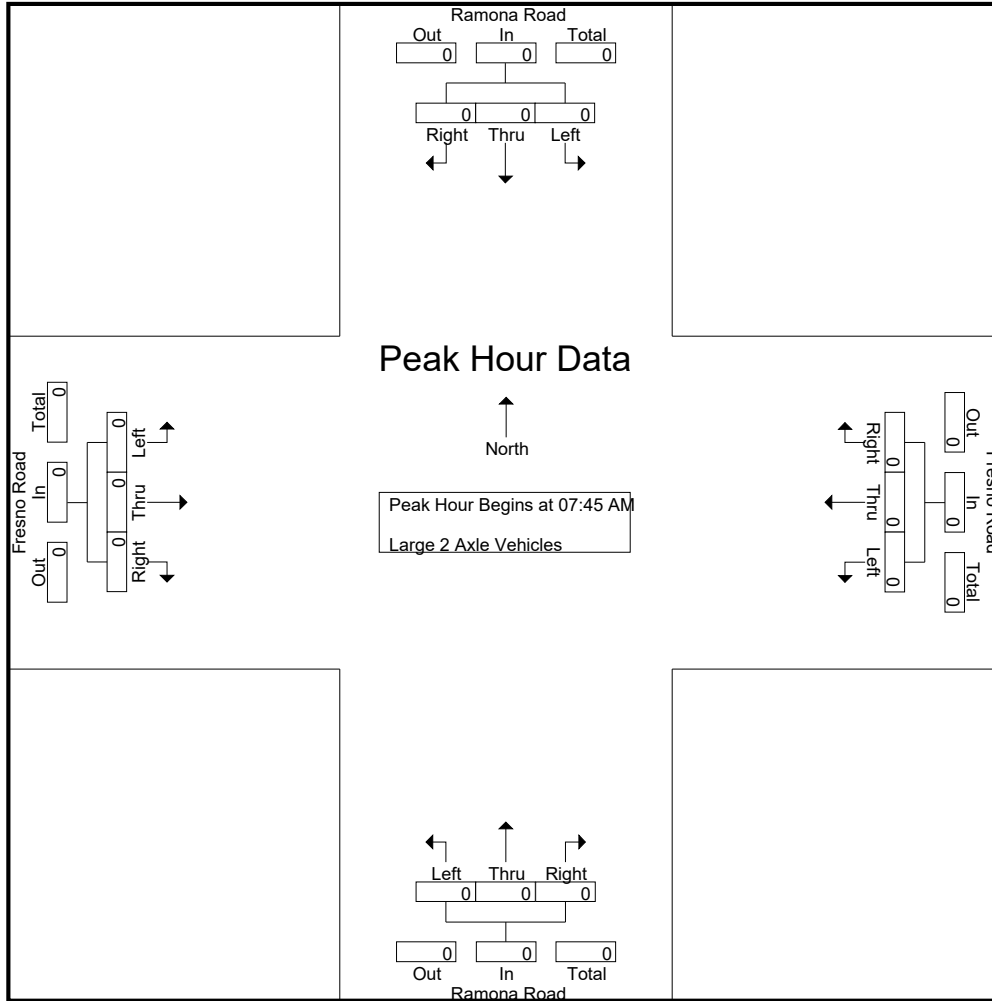
Groups Printed- Large 2 Axle Vehicles

|             | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                      | 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 %     |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |

|                                                            | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| 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          |
| 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          |
| 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       |

City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 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: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

Groups Printed- 3 Axle Vehicles

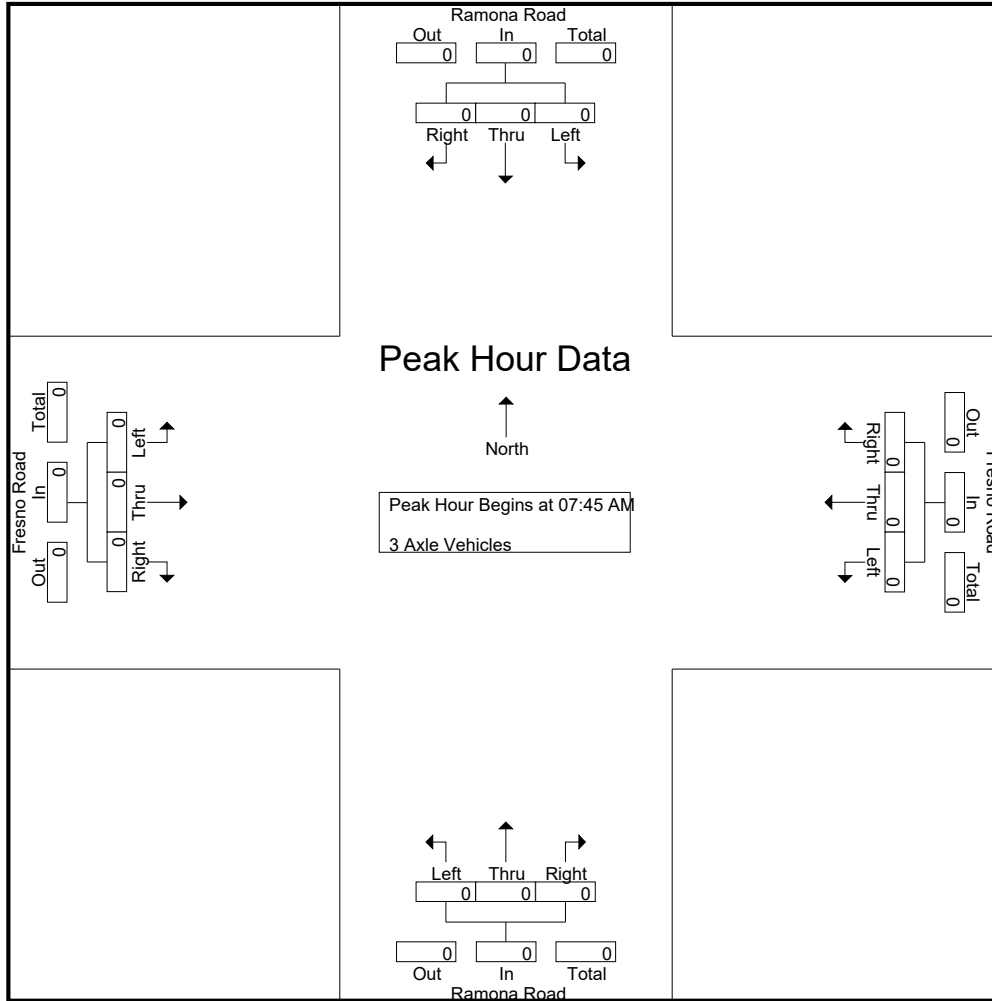
|             | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                      | 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 %     |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |

|                                                            | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| 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          |
| 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          |
| 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       |



City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 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: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

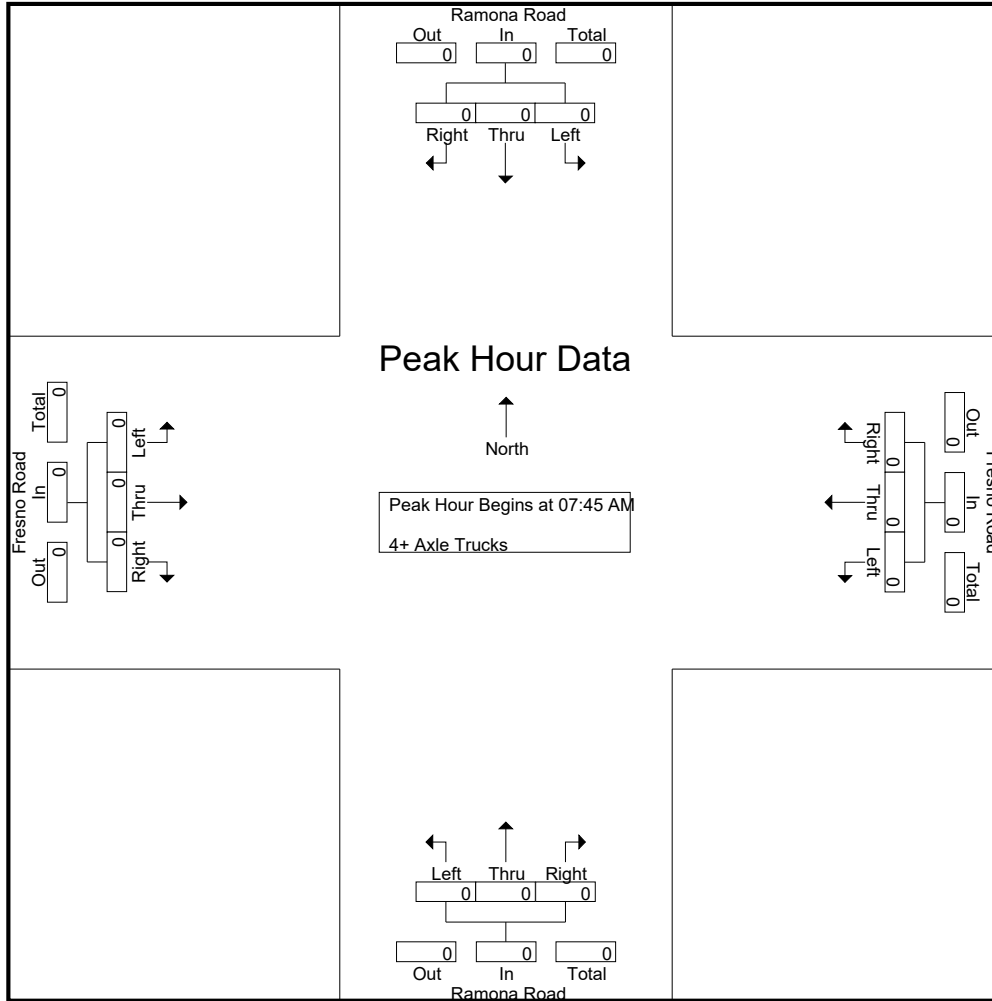
Groups Printed- 4+ Axle Trucks

|             | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                      | 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 %     |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |

|                                                            | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |
| 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          |
| 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          |
| 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       |

City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 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: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres PM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

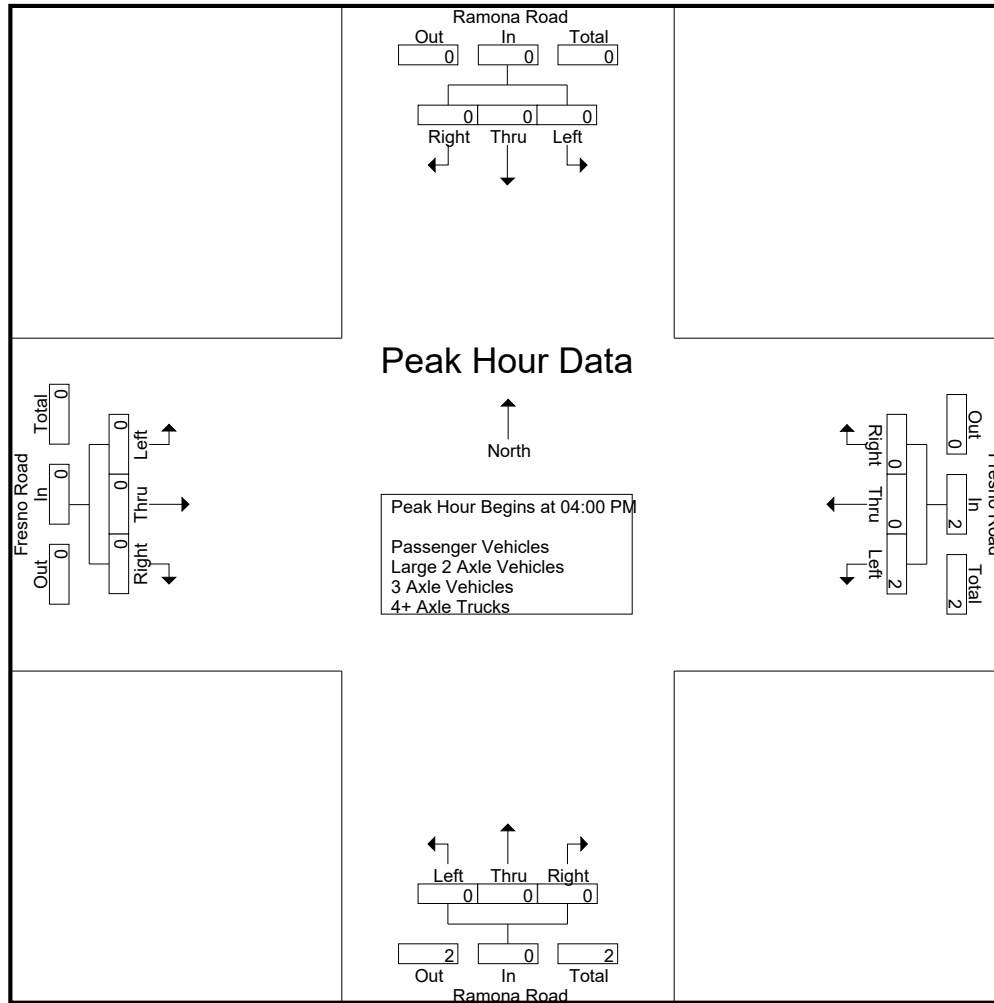
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

|                         | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|-------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time              | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| 04:00 PM                | 0                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 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                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 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          |
| Total                   | 0                      | 0    | 0     | 0          | 2                     | 0    | 0     | 2          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 2          |
| 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          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| Total                   | 0                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| Grand Total             | 0                      | 0    | 0     | 0          | 3                     | 0    | 0     | 3          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 3          |
| Apprch %                | 0                      | 0    | 0     |            | 100                   | 0    | 0     |            | 0                      | 0    | 0     |            | 0                     | 0    | 0     |            |            |
| Total %                 | 0                      | 0    | 0     | 0          | 100                   | 0    | 0     | 100        | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          |            |
| Passenger Vehicles      | 0                      | 0    | 0     | 0          | 3                     | 0    | 0     | 3          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 3          |
| % Passenger Vehicles    | 0                      | 0    | 0     | 0          | 100                   | 0    | 0     | 100        | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 100        |
| 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                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |
| % 3 Axle Vehicles       | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |
| 4+ Axle Trucks          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |
| % 4+ Axle Trucks        | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 0          |

|                                                            | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 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                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 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          |
| Total Volume                                               | 0                      | 0    | 0     | 0          | 2                     | 0    | 0     | 2          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 2          |
| % App. Total                                               | 0                      | 0    | 0     |            | 100                   | 0    | 0     |            | 0                      | 0    | 0     |            | 0                     | 0    | 0     |            |            |
| PHF                                                        | .000                   | .000 | .000  | .000       | .500                  | .000 | .000  | .500       | .000                   | .000 | .000  | .000       | .000                  | .000 | .000  | .000       | .500       |

City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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.     | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    | 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    | 1        | 0    | 0    | 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        | 0    | 0    | 0    | 2        | 0    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| % App. Total | 0        | 0    | 0    | 0    | 100      | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| PHF          | .000     | .000 | .000 | .000 | .500     | .000 | .000 | .500 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 |

City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres PM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

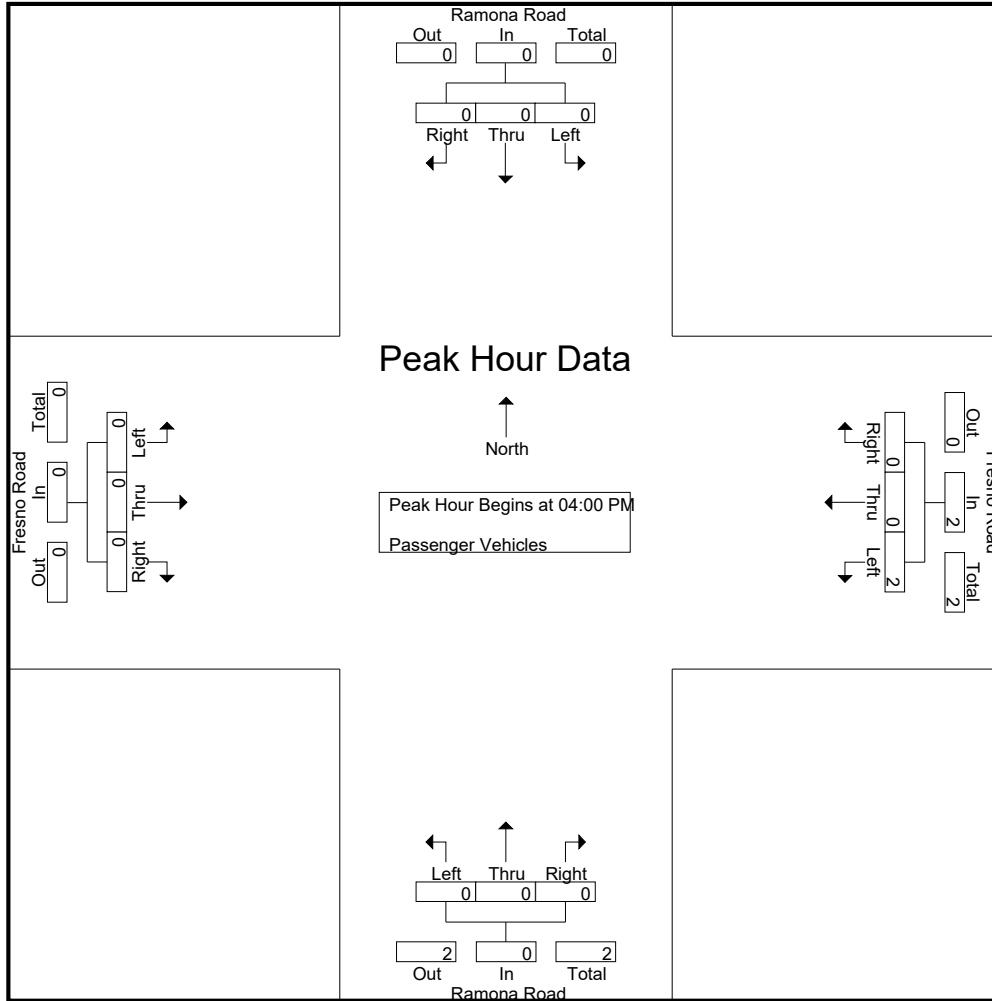
Groups Printed- Passenger Vehicles

|             | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 0                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 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                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 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          |
| Total       | 0                      | 0    | 0     | 0          | 2                     | 0    | 0     | 2          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 2          |
| 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          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| Total       | 0                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1          |
| Grand Total | 0                      | 0    | 0     | 0          | 3                     | 0    | 0     | 3          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 3          |
| Apprch %    | 0                      | 0    | 0     |            | 100                   | 0    | 0     |            | 0                      | 0    | 0     |            | 0                     | 0    | 0     |            |            |
| Total %     | 0                      | 0    | 0     | 0          | 100                   | 0    | 0     | 100        | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          |            |

|                                                            | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 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                      | 0    | 0     | 0          | 1                     | 0    | 0     | 1          | 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          |
| Total Volume                                               | 0                      | 0    | 0     | 0          | 2                     | 0    | 0     | 2          | 0                      | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 2          |
| % App. Total                                               | 0                      | 0    | 0     |            | 100                   | 0    | 0     |            | 0                      | 0    | 0     |            | 0                     | 0    | 0     |            |            |
| PHF                                                        | .000                   | .000 | .000  | .000       | .500                  | .000 | .000  | .500       | .000                   | .000 | .000  | .000       | .000                  | .000 | .000  | .000       | .500       |

City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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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    | 1        | 0    | 0    | 1    | 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    | 1        | 0    | 0    | 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        | 0    | 0    | 0    | 2        | 0    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| % App. Total | 0        | 0    | 0    | 0    | 100      | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| PHF          | .000     | .000 | .000 | .000 | .500     | .000 | .000 | .500 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 |

City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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Groups Printed- Large 2 Axle Vehicles

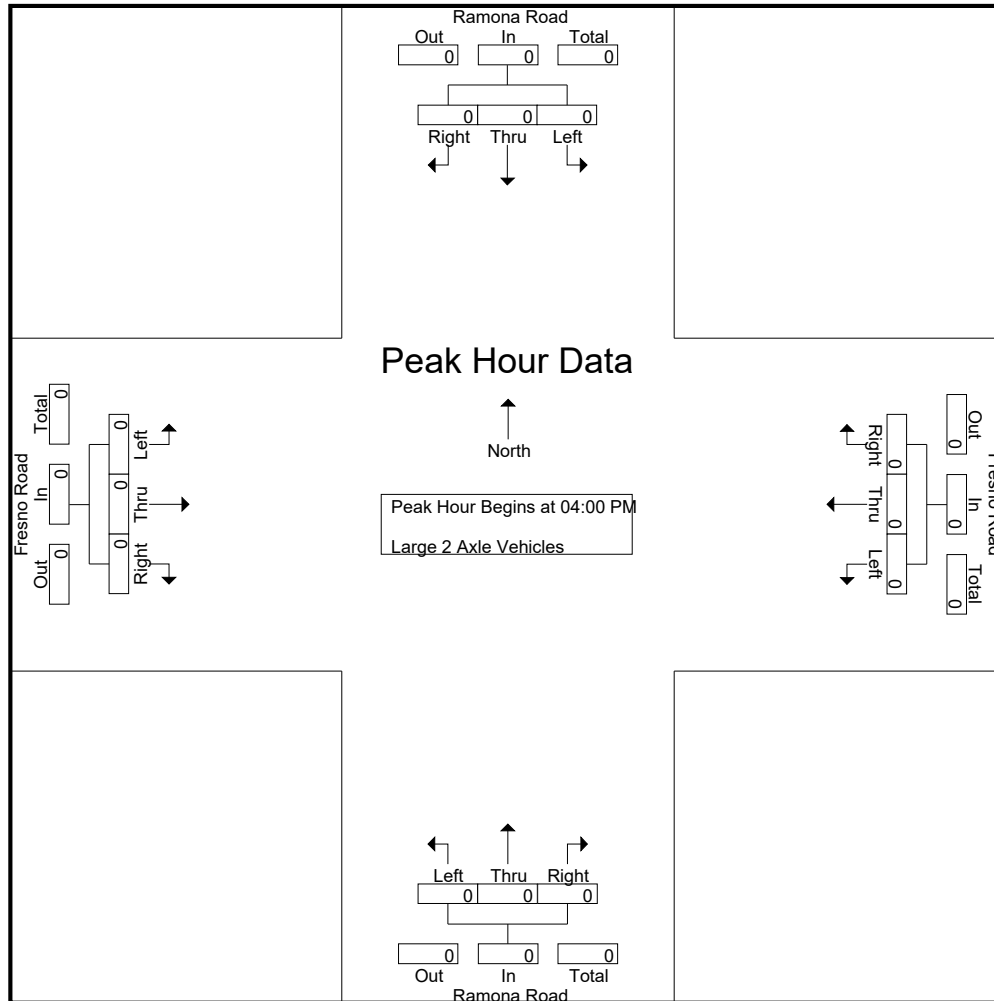
|             | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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 %     |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |

|                                                            | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                      | 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       |



City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres PM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

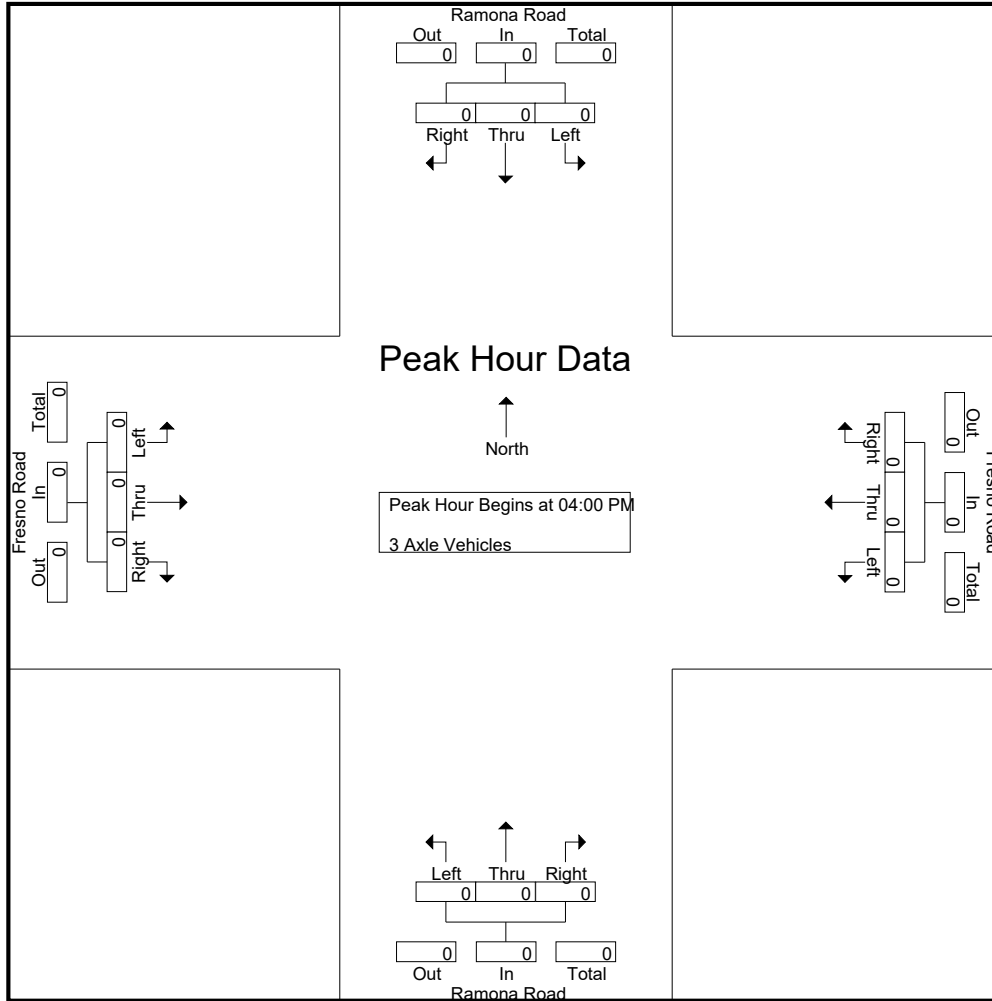
Groups Printed- 3 Axle Vehicles

|             | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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 %     |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |

|                                                            | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                      | 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       |

City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres PM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

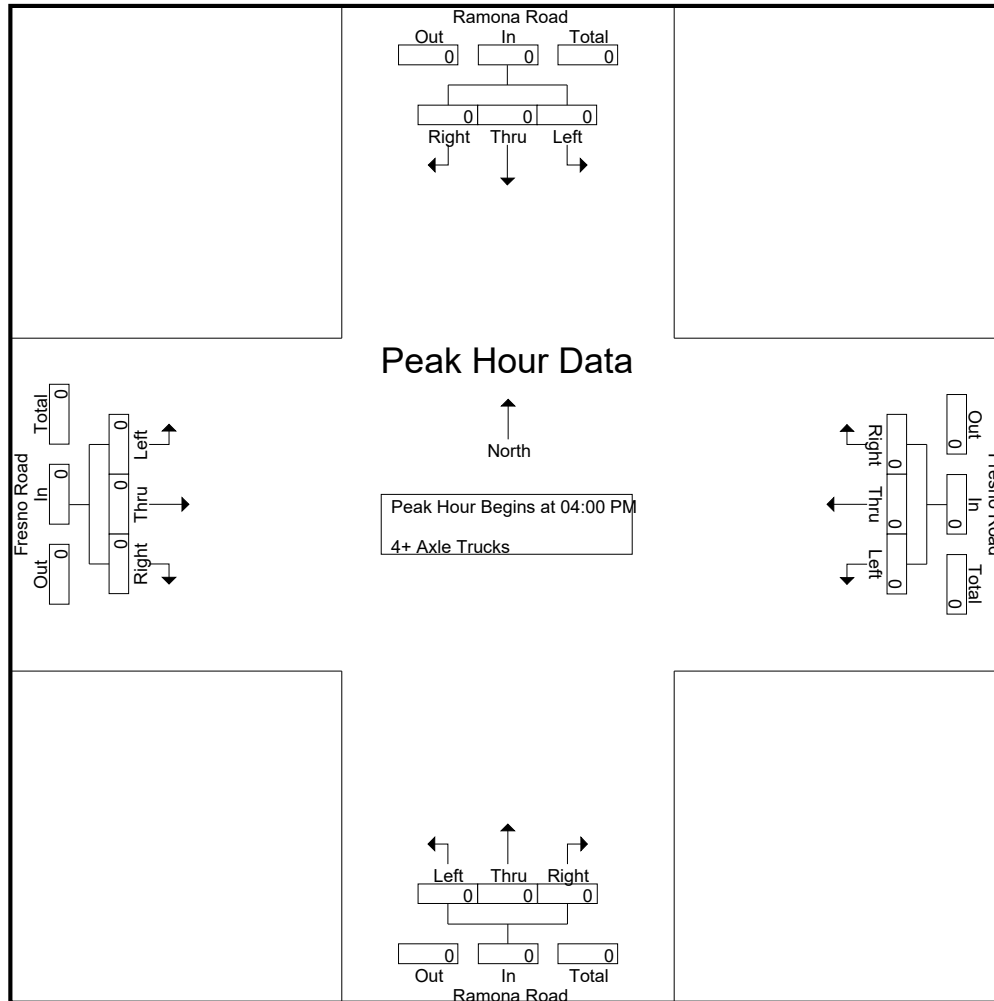
Groups Printed- 4+ Axle Trucks

|             | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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 %     |                        |      |       |            |                       |      |       |            |                        |      |       |            |                       |      |       |            |            |

|                                                            | Ramona Road Southbound |      |       |            | Fresno Road Westbound |      |       |            | Ramona Road Northbound |      |       |            | Fresno Road Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Int. 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                      | 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       |

City of Apple Valley  
N/S: Ramona Road  
E/W: Fresno Road  
Weather: Clear

File Name : 02\_APV\_Ram\_Fres PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

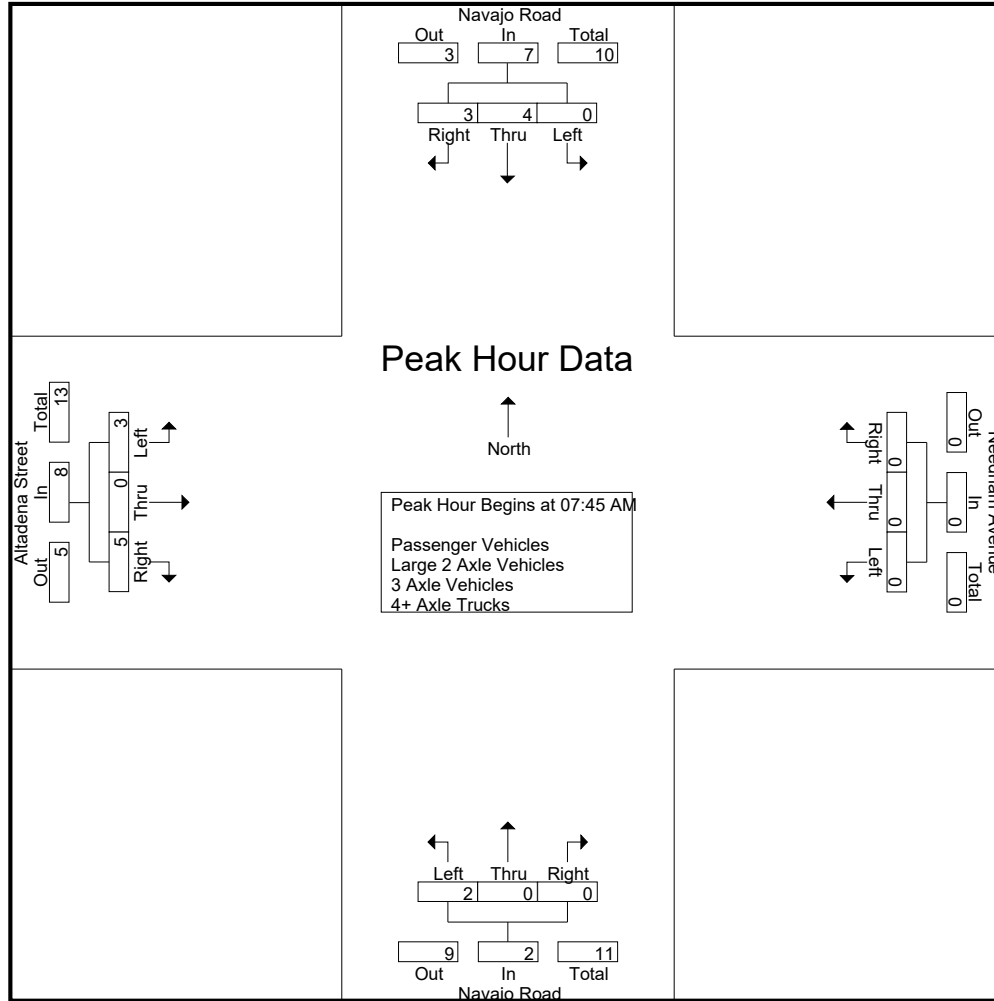
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

|                         | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            | Int. Total |
|-------------------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time              | 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          | 1                         | 0    | 1     | 2          | 2          |
| 07:15 AM                | 0                      | 0    | 2     | 2          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 2                         | 0    | 1     | 3          | 6          |
| 07:30 AM                | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 1                         | 0    | 0     | 1          | 1          |
| 07:45 AM                | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 2     | 2          | 2          |
| Total                   | 0                      | 0    | 2     | 2          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 4                         | 0    | 4     | 8          | 11         |
| 08:00 AM                | 0                      | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 3                         | 0    | 0     | 3          | 4          |
| 08:15 AM                | 0                      | 2    | 2     | 4          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 0                         | 0    | 1     | 1          | 6          |
| 08:30 AM                | 0                      | 1    | 1     | 2          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 0                         | 0    | 2     | 2          | 5          |
| 08:45 AM                | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 1                         | 0    | 1     | 2          | 2          |
| Total                   | 0                      | 4    | 3     | 7          | 0                        | 0    | 0     | 0          | 2                      | 0    | 0     | 2          | 4                         | 0    | 4     | 8          | 17         |
| Grand Total             | 0                      | 4    | 5     | 9          | 0                        | 0    | 0     | 0          | 3                      | 0    | 0     | 3          | 8                         | 0    | 8     | 16         | 28         |
| Apprch %                | 0                      | 44.4 | 55.6  |            | 0                        | 0    | 0     |            | 100                    | 0    | 0     |            | 50                        | 0    | 50    |            |            |
| Total %                 | 0                      | 14.3 | 17.9  | 32.1       | 0                        | 0    | 0     | 0          | 10.7                   | 0    | 0     | 10.7       | 28.6                      | 0    | 28.6  | 57.1       |            |
| Passenger Vehicles      | 0                      | 4    | 5     | 9          | 0                        | 0    | 0     | 0          | 3                      | 0    | 0     | 3          | 8                         | 0    | 8     | 16         | 28         |
| % Passenger Vehicles    | 0                      | 100  | 100   | 100        | 0                        | 0    | 0     | 0          | 100                    | 0    | 0     | 100        | 100                       | 0    | 100   | 100        | 100        |
| 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                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0          |
| % 3 Axle Vehicles       | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0          |
| 4+ Axle Trucks          | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0          |
| % 4+ Axle Trucks        | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0          |

|                                                            | Navajo Road<br>Southbound |      |       |            | Needham Avenue<br>Westbound |      |       |            | Navajo Road<br>Northbound |      |       |            | Altadena Street<br>Eastbound |      |       |            |            |
|------------------------------------------------------------|---------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                      | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                           |      |       |            |                             |      |       |            |                           |      |       |            |                              |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                           |      |       |            |                             |      |       |            |                           |      |       |            |                              |      |       |            |            |
| 07:45 AM                                                   | 0                         | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0                            | 0    | 2     | 2          | 2          |
| 08:00 AM                                                   | 0                         | 1    | 0     | 1          | 0                           | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 3                            | 0    | 0     | 3          | 4          |
| 08:15 AM                                                   | 0                         | 2    | 2     | 4          | 0                           | 0    | 0     | 0          | 1                         | 0    | 0     | 1          | 0                            | 0    | 1     | 1          | 6          |
| 08:30 AM                                                   | 0                         | 1    | 1     | 2          | 0                           | 0    | 0     | 0          | 1                         | 0    | 0     | 1          | 0                            | 0    | 2     | 2          | 5          |
| Total Volume                                               | 0                         | 4    | 3     | 7          | 0                           | 0    | 0     | 0          | 2                         | 0    | 0     | 2          | 3                            | 0    | 5     | 8          | 17         |
| % App. Total                                               | 0                         | 57.1 | 42.9  |            | 0                           | 0    | 0     |            | 100                       | 0    | 0     |            | 37.5                         | 0    | 62.5  |            |            |
| PHF                                                        | .000                      | .500 | .375  | .438       | .000                        | .000 | .000  | .000       | .500                      | .000 | .000  | .500       | .250                         | .000 | .625  | .667       | .708       |

City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta AM  
Site Code : 05124741  
Start Date : 8/27/2024  
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:

|              | 07:45 AM |      |      |      | 07:00 AM |      |      |      | 07:45 AM |      |      |      | 07:15 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 2        | 0    | 1    | 3    |
| +15 mins.    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    |
| +30 mins.    | 0        | 2    | 2    | 4    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    | 0        | 0    | 2    | 2    |
| +45 mins.    | 0        | 1    | 1    | 2    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    | 3        | 0    | 0    | 3    |
| Total Volume | 0        | 4    | 3    | 7    | 0        | 0    | 0    | 0    | 2        | 0    | 0    | 2    | 6        | 0    | 3    | 9    |
| % App. Total | 0        | 57.1 | 42.9 |      | 0        | 0    | 0    | 0    | 100      | 0    | 0    |      | 66.7     | 0    | 33.3 |      |
| PHF          | .000     | .500 | .375 | .438 | .000     | .000 | .000 | .000 | .500     | .000 | .000 | .500 | .500     | .000 | .375 | .750 |

City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta AM  
Site Code : 05124741  
Start Date : 8/27/2024  
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Groups Printed- Passenger Vehicles

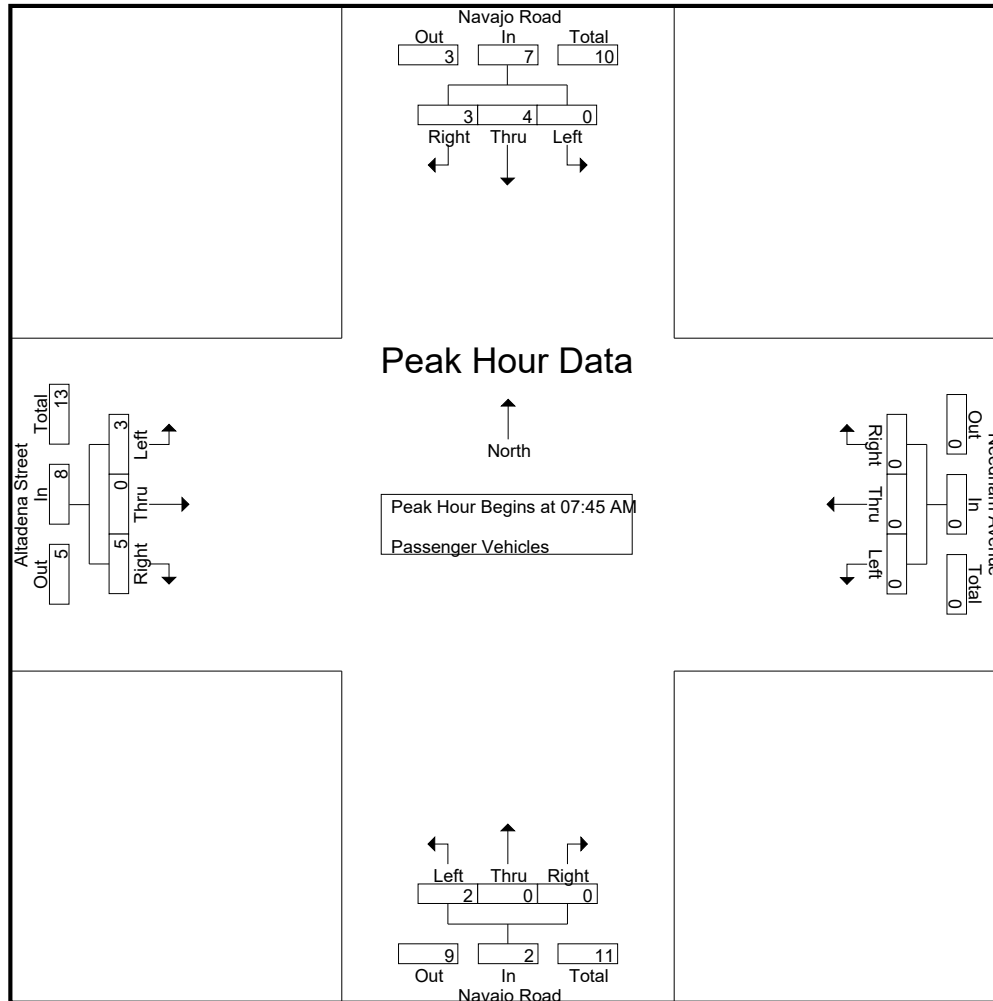
|             | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 07:00 AM    | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 1                         | 0    | 1     | 2          | 2          |
| 07:15 AM    | 0                      | 0    | 2     | 2          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 2                         | 0    | 1     | 3          | 6          |
| 07:30 AM    | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 1                         | 0    | 0     | 1          | 1          |
| 07:45 AM    | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 2     | 2          | 2          |
| Total       | 0                      | 0    | 2     | 2          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 4                         | 0    | 4     | 8          | 11         |
| 08:00 AM    | 0                      | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 3                         | 0    | 0     | 3          | 4          |
| 08:15 AM    | 0                      | 2    | 2     | 4          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 0                         | 0    | 1     | 1          | 6          |
| 08:30 AM    | 0                      | 1    | 1     | 2          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 0                         | 0    | 2     | 2          | 5          |
| 08:45 AM    | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 1                         | 0    | 1     | 2          | 2          |
| Total       | 0                      | 4    | 3     | 7          | 0                        | 0    | 0     | 0          | 2                      | 0    | 0     | 2          | 4                         | 0    | 4     | 8          | 17         |
| Grand Total | 0                      | 4    | 5     | 9          | 0                        | 0    | 0     | 0          | 3                      | 0    | 0     | 3          | 8                         | 0    | 8     | 16         | 28         |
| Apprch %    | 0                      | 44.4 | 55.6  |            | 0                        | 0    | 0     |            | 100                    | 0    | 0     |            | 50                        | 0    | 50    |            |            |
| Total %     | 0                      | 14.3 | 17.9  | 32.1       | 0                        | 0    | 0     | 0          | 10.7                   | 0    | 0     | 10.7       | 28.6                      | 0    | 28.6  | 57.1       |            |

|                                                            | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 |                        |      |       |            |                          |      |       |            |                        |      |       |            |                           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |       |            |                          |      |       |            |                        |      |       |            |                           |      |       |            |            |
| 07:45 AM                                                   | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 2     | 2          | 2          |
| 08:00 AM                                                   | 0                      | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 3                         | 0    | 0     | 3          | 4          |
| 08:15 AM                                                   | 0                      | 2    | 2     | 4          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 0                         | 0    | 1     | 1          | 6          |
| 08:30 AM                                                   | 0                      | 1    | 1     | 2          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 0                         | 0    | 2     | 2          | 5          |
| Total Volume                                               | 0                      | 4    | 3     | 7          | 0                        | 0    | 0     | 0          | 2                      | 0    | 0     | 2          | 3                         | 0    | 5     | 8          | 17         |
| % App. Total                                               | 0                      | 57.1 | 42.9  |            | 0                        | 0    | 0     |            | 100                    | 0    | 0     |            | 37.5                      | 0    | 62.5  |            |            |
| PHF                                                        | .000                   | .500 | .375  | .438       | .000                     | .000 | .000  | .000       | .500                   | .000 | .000  | .500       | .250                      | .000 | .625  | .667       | .708       |



City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 2    | 2    |
| +15 mins.    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 3        | 0    | 0    | 3    |
| +30 mins.    | 0        | 2    | 2    | 4    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    | 0        | 0    | 1    | 1    |
| +45 mins.    | 0        | 1    | 1    | 2    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    | 0        | 0    | 2    | 2    |
| Total Volume | 0        | 4    | 3    | 7    | 0        | 0    | 0    | 0    | 2        | 0    | 0    | 2    | 3        | 0    | 5    | 8    |
| % App. Total | 0        | 57.1 | 42.9 |      | 0        | 0    | 0    |      | 100      | 0    | 0    |      | 37.5     | 0    | 62.5 |      |
| PHF          | .000     | .500 | .375 | .438 | .000     | .000 | .000 | .000 | .500     | .000 | .000 | .500 | .250     | .000 | .625 | .667 |

City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

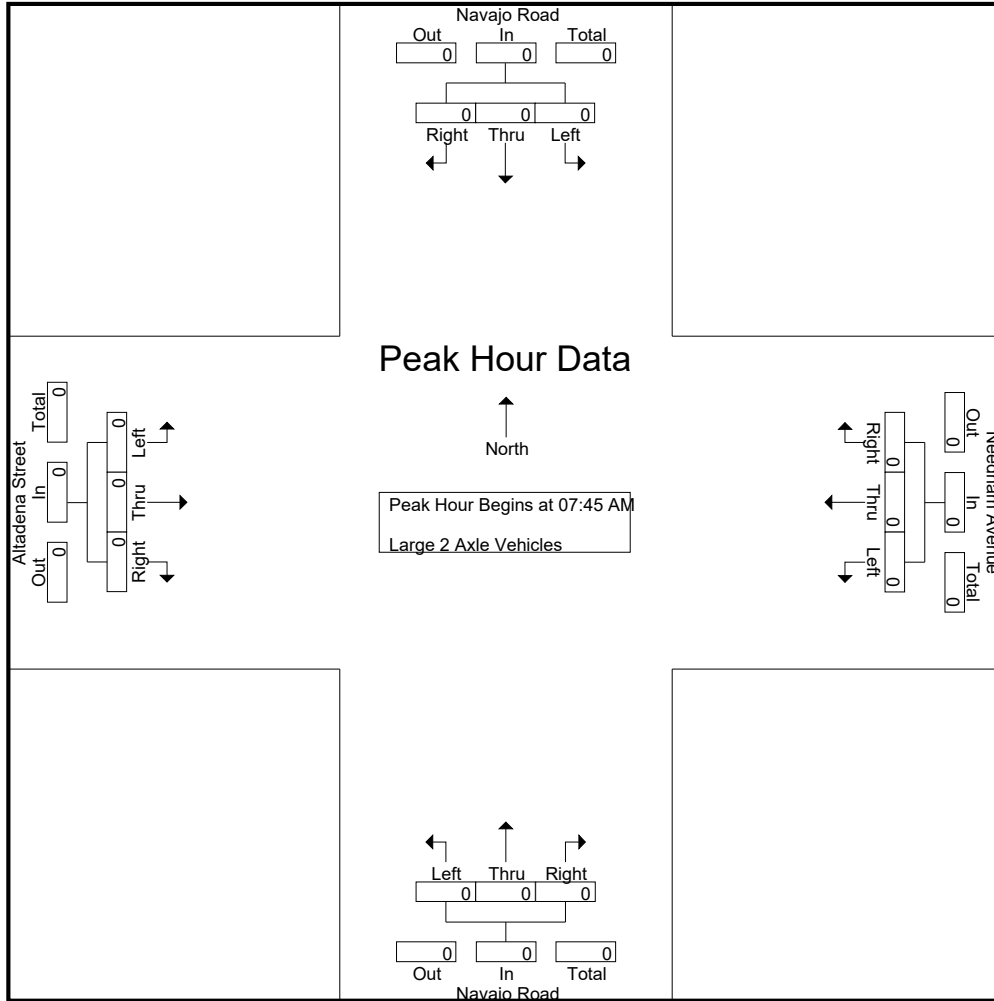
Groups Printed- Large 2 Axle Vehicles

|             | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. 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                      | 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 %     |                        |      |       |            |                          |      |       |            |                        |      |       |            |                           |      |       |            |            |

|                                                            | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 |                        |      |       |            |                          |      |       |            |                        |      |       |            |                           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |       |            |                          |      |       |            |                        |      |       |            |                           |      |       |            |            |
| 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          |
| 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          |
| 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       |

City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta AM  
Site Code : 05124741  
Start Date : 8/27/2024  
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 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  
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Weather: Clear

File Name : 03\_APV\_Nav\_Alta AM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

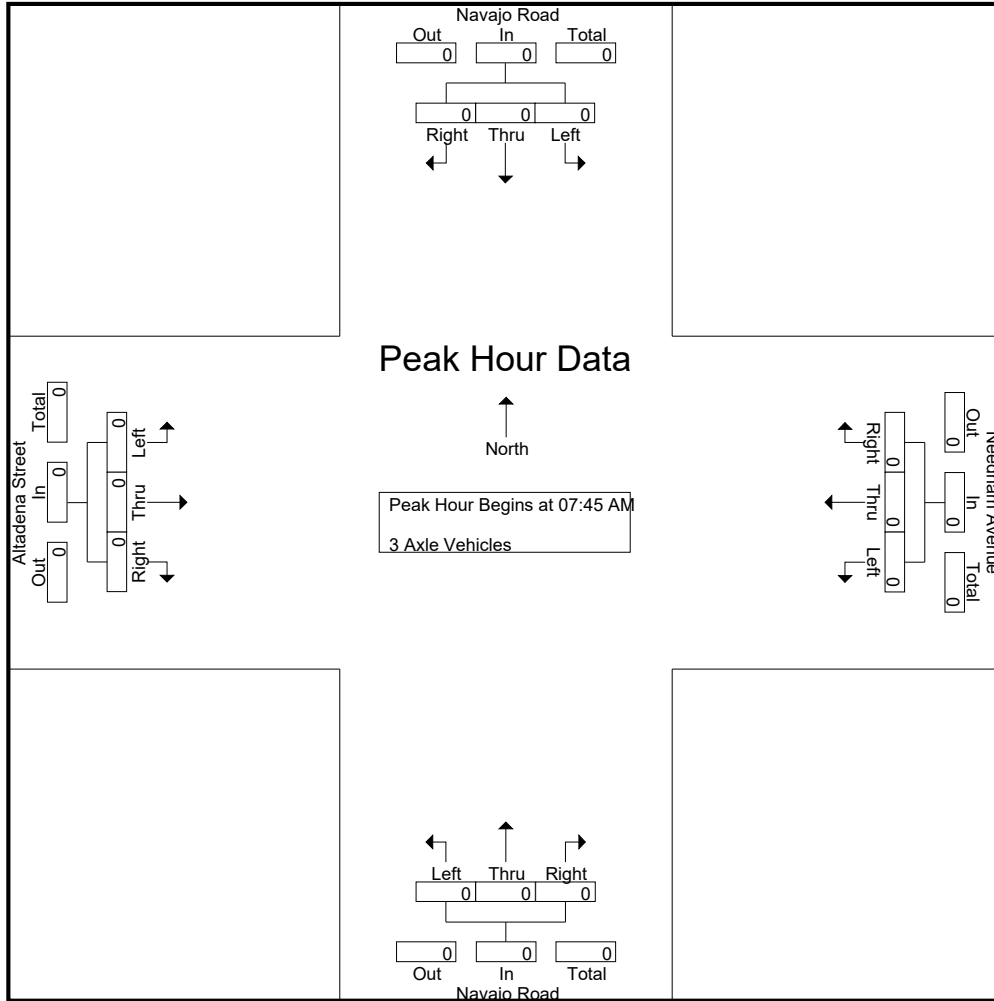
Groups Printed- 3 Axle Vehicles

|             | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. 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                      | 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 %     |                        |      |       |            |                          |      |       |            |                        |      |       |            |                           |      |       |            |            |

|                                                            | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 |                        |      |       |            |                          |      |       |            |                        |      |       |            |                           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |       |            |                          |      |       |            |                        |      |       |            |                           |      |       |            |            |
| 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          |
| 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          |
| 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       |

City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta AM  
Site Code : 05124741  
Start Date : 8/27/2024  
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 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  
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Weather: Clear

File Name : 03\_APV\_Nav\_Alta AM  
Site Code : 05124741  
Start Date : 8/27/2024  
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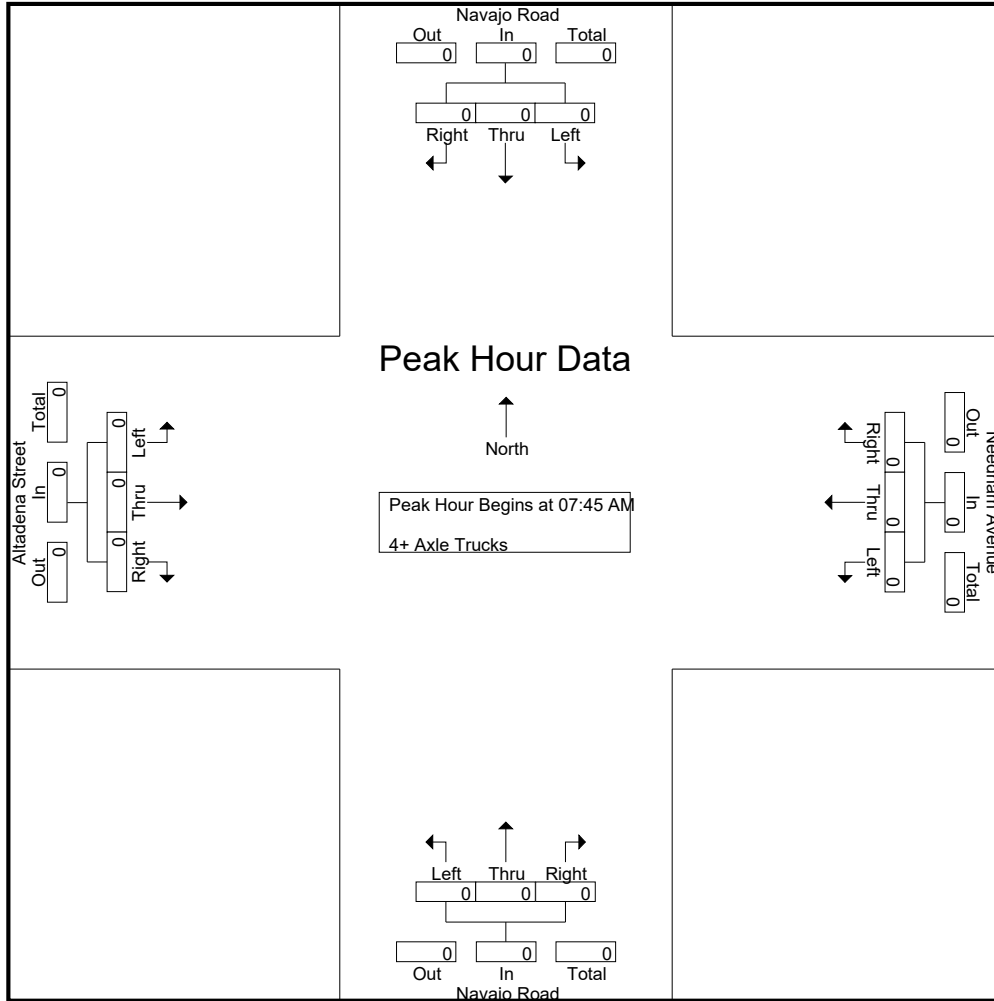
Groups Printed- 4+ Axle Trucks

|             | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. 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                      | 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 %     |                        |      |       |            |                          |      |       |            |                        |      |       |            |                           |      |       |            |            |

|                                                            | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 |                        |      |       |            |                          |      |       |            |                        |      |       |            |                           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                        |      |       |            |                          |      |       |            |                        |      |       |            |                           |      |       |            |            |
| 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          |
| 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          |
| 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       |

City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta AM  
Site Code : 05124741  
Start Date : 8/27/2024  
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 AM |      |      |      | 07:45 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: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta PM  
Site Code : 05124741  
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

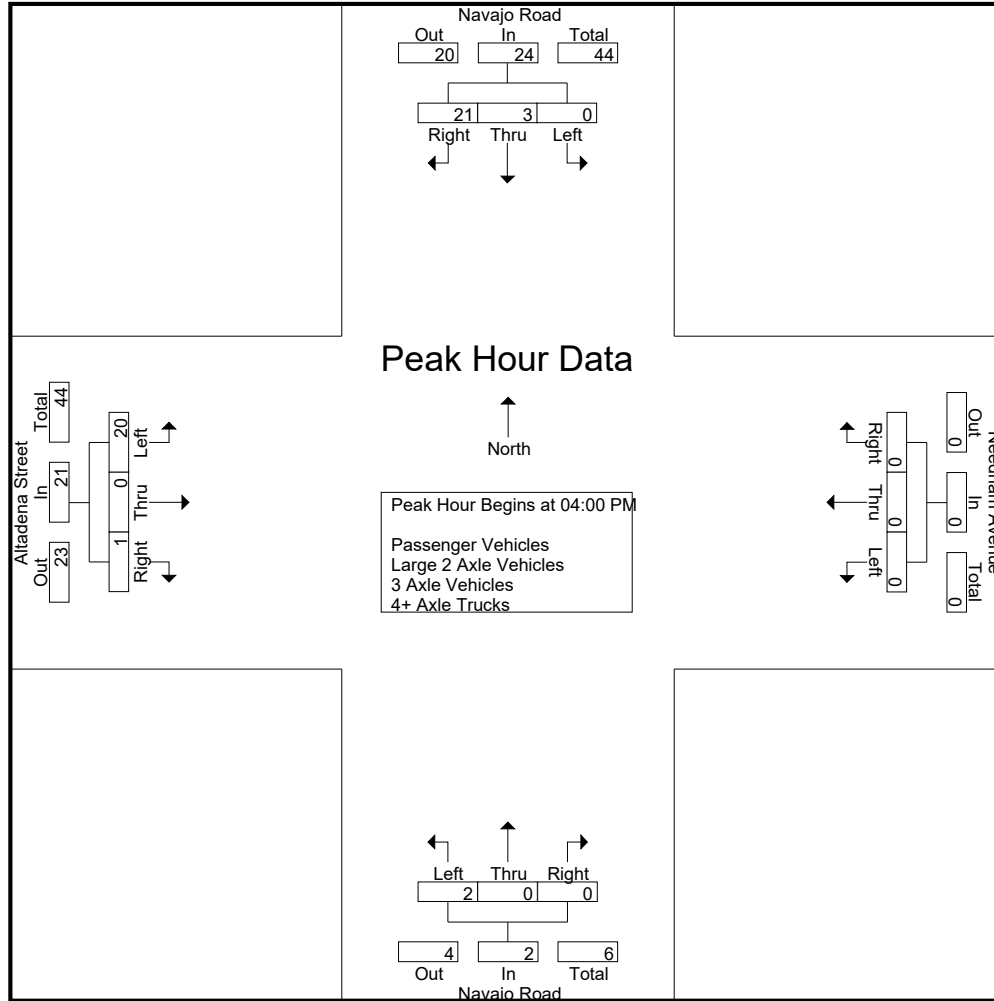
|                         | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|-------------------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time              | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 04:00 PM                | 0                      | 2    | 7     | 9          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 6                         | 0    | 0     | 6          | 16         |
| 04:15 PM                | 0                      | 0    | 6     | 6          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 8                         | 0    | 0     | 8          | 15         |
| 04:30 PM                | 0                      | 1    | 5     | 6          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 1                         | 0    | 1     | 2          | 8          |
| 04:45 PM                | 0                      | 0    | 3     | 3          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 5                         | 0    | 0     | 5          | 8          |
| Total                   | 0                      | 3    | 21    | 24         | 0                        | 0    | 0     | 0          | 2                      | 0    | 0     | 2          | 20                        | 0    | 1     | 21         | 47         |
| 05:00 PM                | 0                      | 0    | 5     | 5          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 2                         | 0    | 0     | 2          | 7          |
| 05:15 PM                | 0                      | 0    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                      | 1    | 0     | 1          | 0                         | 0    | 0     | 0          | 2          |
| 05:30 PM                | 0                      | 0    | 5     | 5          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 1                         | 0    | 0     | 1          | 7          |
| 05:45 PM                | 0                      | 0    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 1          |
| Total                   | 0                      | 0    | 12    | 12         | 0                        | 0    | 0     | 0          | 1                      | 1    | 0     | 2          | 3                         | 0    | 0     | 3          | 17         |
| Grand Total             | 0                      | 3    | 33    | 36         | 0                        | 0    | 0     | 0          | 3                      | 1    | 0     | 4          | 23                        | 0    | 1     | 24         | 64         |
| Apprch %                | 0                      | 8.3  | 91.7  |            | 0                        | 0    | 0     |            | 75                     | 25   | 0     |            | 95.8                      | 0    | 4.2   |            |            |
| Total %                 | 0                      | 4.7  | 51.6  | 56.2       | 0                        | 0    | 0     | 0          | 4.7                    | 1.6  | 0     | 6.2        | 35.9                      | 0    | 1.6   | 37.5       |            |
| Passenger Vehicles      | 0                      | 3    | 32    | 35         | 0                        | 0    | 0     | 0          | 3                      | 1    | 0     | 4          | 23                        | 0    | 1     | 24         | 63         |
| % Passenger Vehicles    | 0                      | 100  | 97    | 97.2       | 0                        | 0    | 0     | 0          | 100                    | 100  | 0     | 100        | 100                       | 0    | 100   | 100        | 98.4       |
| Large 2 Axle Vehicles   | 0                      | 0    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 1          |
| % Large 2 Axle Vehicles | 0                      | 0    | 3     | 2.8        | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 1.6        |
| 3 Axle Vehicles         | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0          |
| % 3 Axle Vehicles       | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0          |
| 4+ Axle Trucks          | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0          |
| % 4+ Axle Trucks        | 0                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0          |

|                                                            | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. 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                      | 2    | 7     | 9          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 6                         | 0    | 0     | 6          | 16         |
| 04:15 PM                                                   | 0                      | 0    | 6     | 6          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 8                         | 0    | 0     | 8          | 15         |
| 04:30 PM                                                   | 0                      | 1    | 5     | 6          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 1                         | 0    | 1     | 2          | 8          |
| 04:45 PM                                                   | 0                      | 0    | 3     | 3          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 5                         | 0    | 0     | 5          | 8          |
| Total Volume                                               | 0                      | 3    | 21    | 24         | 0                        | 0    | 0     | 0          | 2                      | 0    | 0     | 2          | 20                        | 0    | 1     | 21         | 47         |
| % App. Total                                               | 0                      | 12.5 | 87.5  |            | 0                        | 0    | 0     |            | 100                    | 0    | 0     |            | 95.2                      | 0    | 4.8   |            |            |
| PHF                                                        | .000                   | .375 | .750  | .667       | .000                     | .000 | .000  | .000       | .500                   | .000 | .000  | .500       | .625                      | .000 | .250  | .656       | .734       |



City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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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 |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 2    | 7    | 9    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    |
| +15 mins.    | 0        | 0    | 6    | 6    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    |
| +30 mins.    | 0        | 1    | 5    | 6    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +45 mins.    | 0        | 0    | 3    | 3    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| Total Volume | 0        | 3    | 21   | 24   | 0        | 0    | 0    | 0    | 2        | 0    | 0    | 2    |
| % App. Total | 0        | 12.5 | 87.5 |      | 0        | 0    | 0    |      | 100      | 0    | 0    |      |
| PHF          | .000     | .375 | .750 | .667 | .000     | .000 | .000 | .000 | .500     | .000 | .000 | .500 |

City of Apple Valley  
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File Name : 03\_APV\_Nav\_Alta PM  
Site Code : 05124741  
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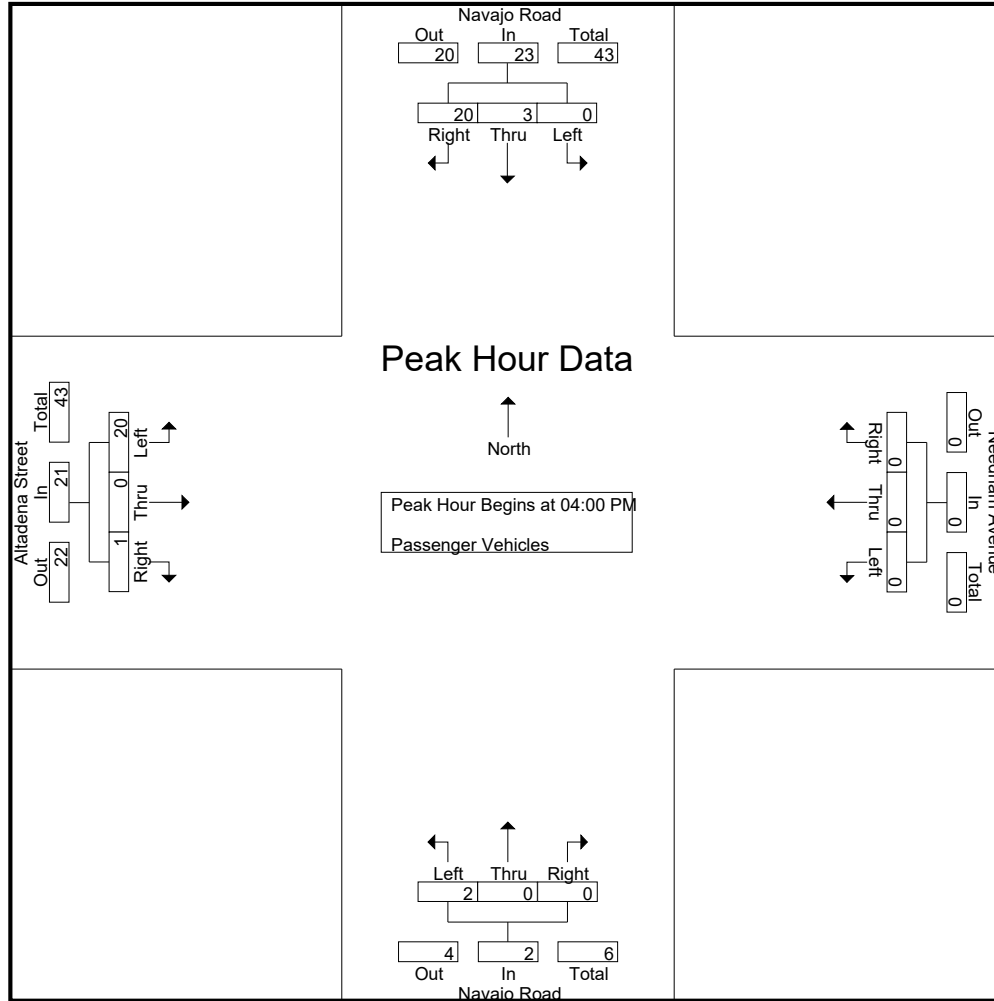
Groups Printed- Passenger Vehicles

|             | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. Total |
| 04:00 PM    | 0                      | 2    | 7     | 9          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 6                         | 0    | 0     | 6          | 16         |
| 04:15 PM    | 0                      | 0    | 5     | 5          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 8                         | 0    | 0     | 8          | 14         |
| 04:30 PM    | 0                      | 1    | 5     | 6          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 1                         | 0    | 1     | 2          | 8          |
| 04:45 PM    | 0                      | 0    | 3     | 3          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 5                         | 0    | 0     | 5          | 8          |
| Total       | 0                      | 3    | 20    | 23         | 0                        | 0    | 0     | 0          | 2                      | 0    | 0     | 2          | 20                        | 0    | 1     | 21         | 46         |
| 05:00 PM    | 0                      | 0    | 5     | 5          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 2                         | 0    | 0     | 2          | 7          |
| 05:15 PM    | 0                      | 0    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                      | 1    | 0     | 1          | 0                         | 0    | 0     | 0          | 2          |
| 05:30 PM    | 0                      | 0    | 5     | 5          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 1                         | 0    | 0     | 1          | 7          |
| 05:45 PM    | 0                      | 0    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 1          |
| Total       | 0                      | 0    | 12    | 12         | 0                        | 0    | 0     | 0          | 1                      | 1    | 0     | 2          | 3                         | 0    | 0     | 3          | 17         |
| Grand Total | 0                      | 3    | 32    | 35         | 0                        | 0    | 0     | 0          | 3                      | 1    | 0     | 4          | 23                        | 0    | 1     | 24         | 63         |
| Apprch %    | 0                      | 8.6  | 91.4  |            | 0                        | 0    | 0     |            | 75                     | 25   | 0     |            | 95.8                      | 0    | 4.2   |            |            |
| Total %     | 0                      | 4.8  | 50.8  | 55.6       | 0                        | 0    | 0     | 0          | 4.8                    | 1.6  | 0     | 6.3        | 36.5                      | 0    | 1.6   | 38.1       |            |

|                                                            | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. 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                      | 2    | 7     | 9          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 6                         | 0    | 0     | 6          | 16         |
| 04:15 PM                                                   | 0                      | 0    | 5     | 5          | 0                        | 0    | 0     | 0          | 1                      | 0    | 0     | 1          | 8                         | 0    | 0     | 8          | 14         |
| 04:30 PM                                                   | 0                      | 1    | 5     | 6          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 1                         | 0    | 1     | 2          | 8          |
| 04:45 PM                                                   | 0                      | 0    | 3     | 3          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 5                         | 0    | 0     | 5          | 8          |
| Total Volume                                               | 0                      | 3    | 20    | 23         | 0                        | 0    | 0     | 0          | 2                      | 0    | 0     | 2          | 20                        | 0    | 1     | 21         | 46         |
| % App. Total                                               | 0                      | 13   | 87    |            | 0                        | 0    | 0     |            | 100                    | 0    | 0     |            | 95.2                      | 0    | 4.8   |            |            |
| PHF                                                        | .000                   | .375 | .714  | .639       | .000                     | .000 | .000  | .000       | .500                   | .000 | .000  | .500       | .625                      | .000 | .250  | .656       | .719       |

City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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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        | 2    | 7    | 9    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    |
| +15 mins.    | 0        | 0    | 5    | 5    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    |
| +30 mins.    | 0        | 1    | 5    | 6    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +45 mins.    | 0        | 0    | 3    | 3    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| Total Volume | 0        | 3    | 20   | 23   | 0        | 0    | 0    | 0    | 2        | 0    | 0    | 2    |
| % App. Total | 0        | 13   | 87   |      | 0        | 0    | 0    |      | 100      | 0    | 0    |      |
| PHF          | .000     | .375 | .714 | .639 | .000     | .000 | .000 | .000 | .500     | .000 | .000 | .500 |

City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta PM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

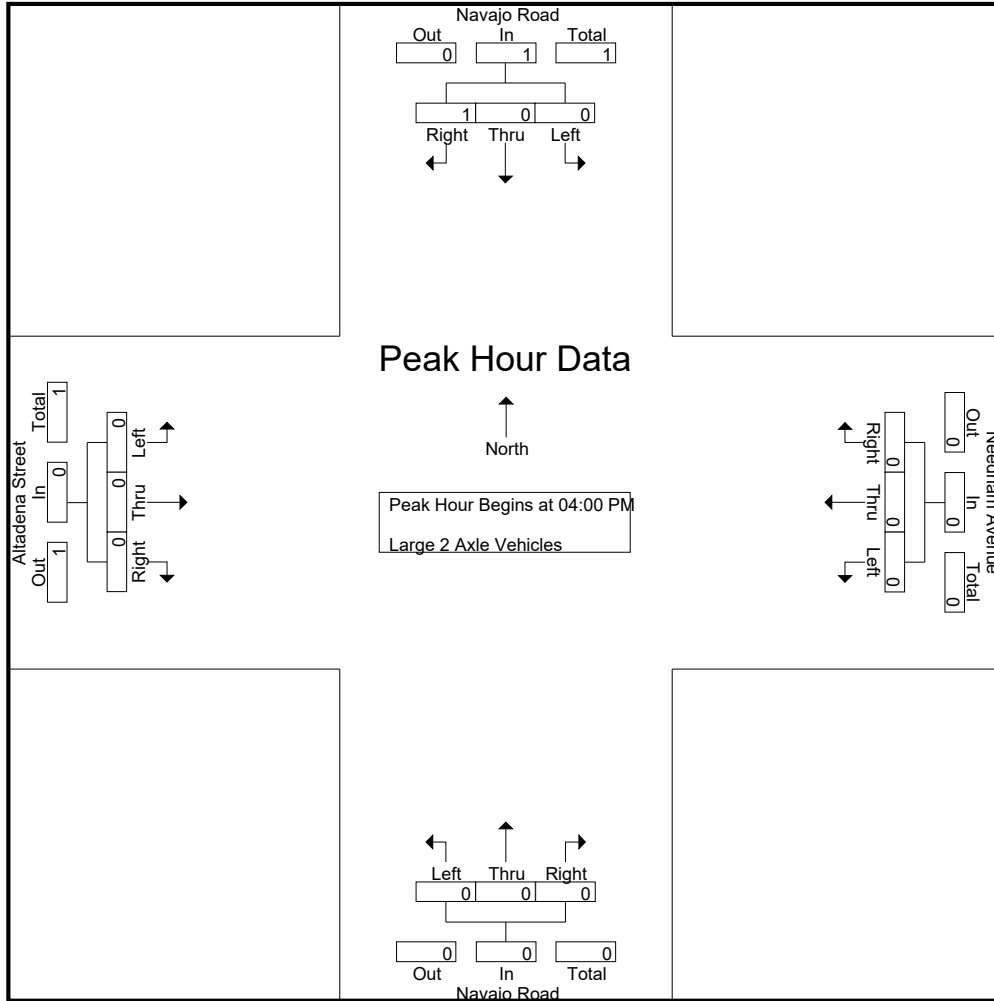
Groups Printed- Large 2 Axle Vehicles

|             | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. 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    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 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    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 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    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 1          |
| Apprch %    | 0                      | 0    | 100   |            | 0                        | 0    | 0     |            | 0                      | 0    | 0     |            | 0                         | 0    | 0     |            |            |
| Total %     | 0                      | 0    | 100   | 100        | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          |            |

|                                                            | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. 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                      | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0          |
| 04:15 PM                                                   | 0                      | 0    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 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    | 1     | 1          | 0                        | 0    | 0     | 0          | 0                      | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 1          |
| % App. Total                                               | 0                      | 0    | 100   |            | 0                        | 0    | 0     |            | 0                      | 0    | 0     |            | 0                         | 0    | 0     |            |            |
| PHF                                                        | .000                   | .000 | .250  | .250       | .000                     | .000 | .000  | .000       | .000                   | .000 | .000  | .000       | .000                      | .000 | .000  | .000       | .250       |

City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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    | 1    | 1    | 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    | 1    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| % App. Total | 0        | 0    | 100  |      | 0        | 0    | 0    |      | 0        | 0    | 0    |      | 0        | 0    | 0    |      |
| PHF          | .000     | .000 | .250 | .250 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 |

City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta PM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

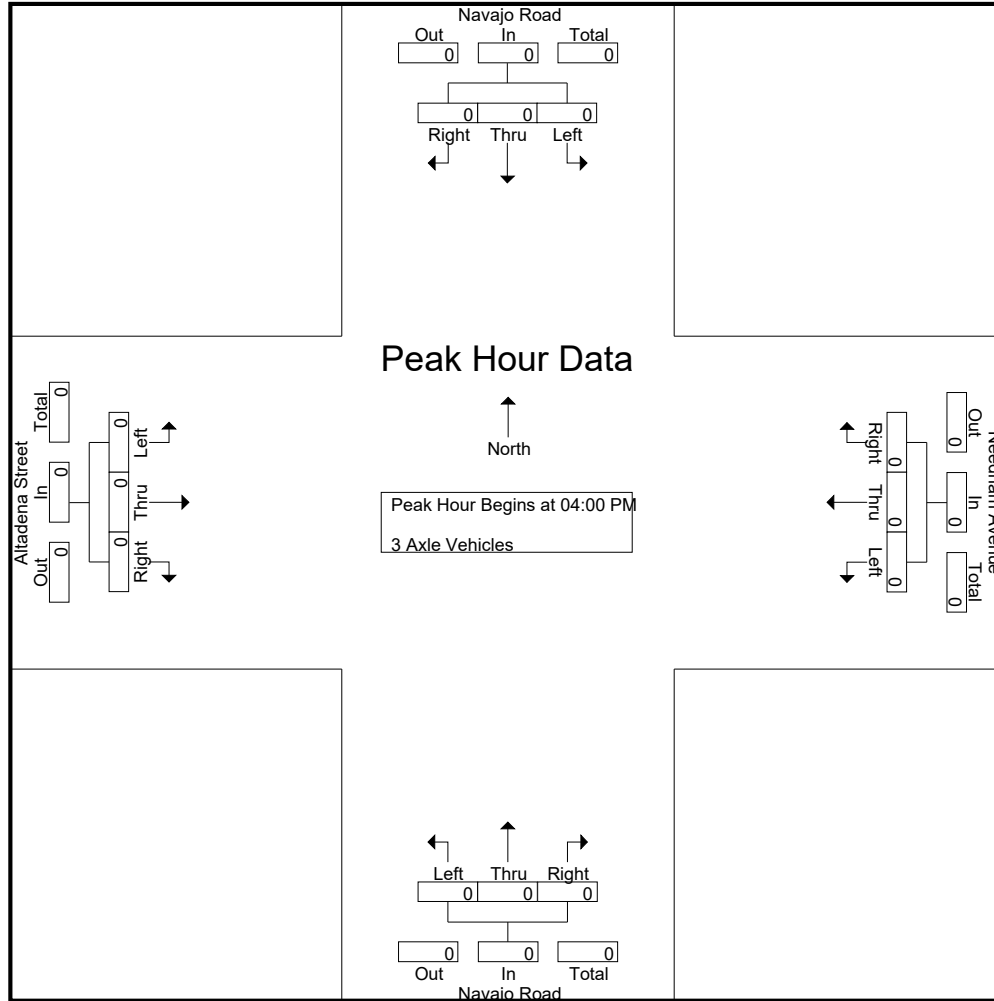
Groups Printed- 3 Axle Vehicles

|             | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. 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 %     |                        |      |       |            |                          |      |       |            |                        |      |       |            |                           |      |       |            |            |

|                                                            | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. 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                      | 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       |

City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta PM  
Site Code : 05124741  
Start Date : 8/27/2024  
Page No : 1

Groups Printed- 4+ Axle Trucks

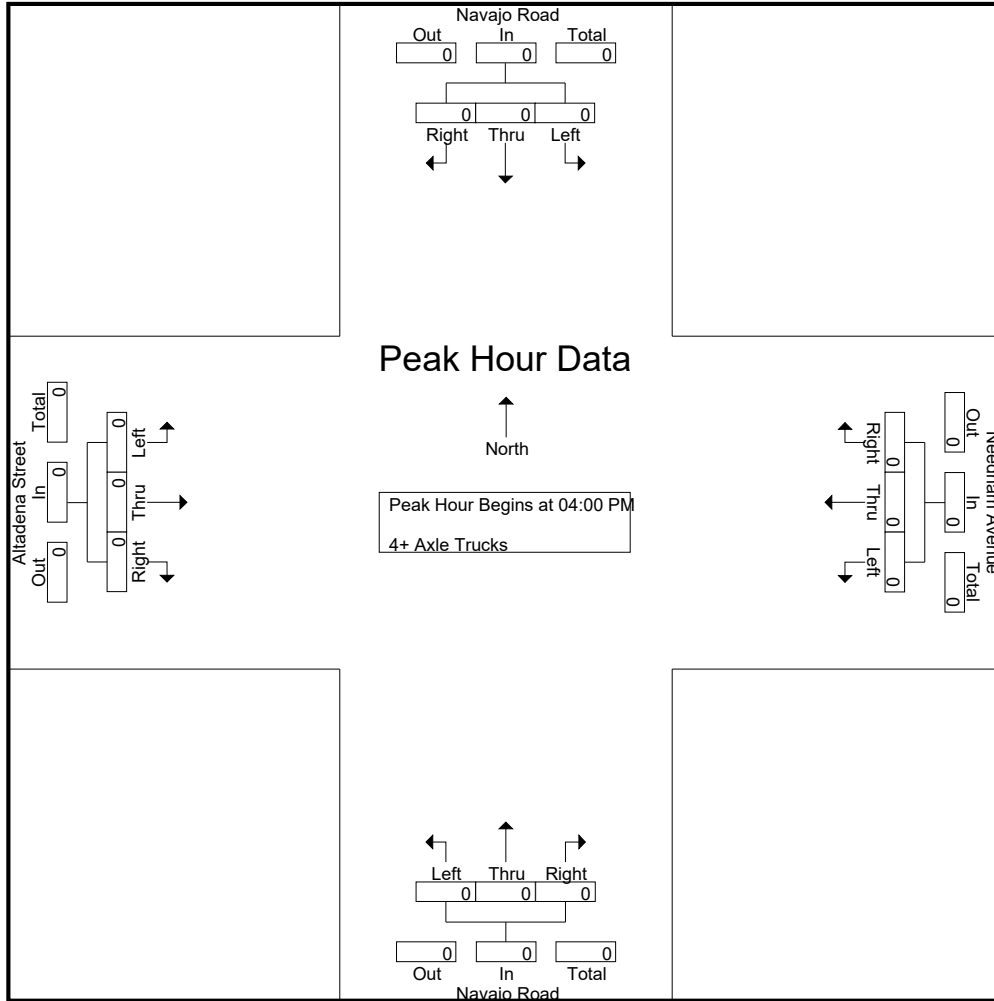
|             | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|-------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time  | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. 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 %     |                        |      |       |            |                          |      |       |            |                        |      |       |            |                           |      |       |            |            |

|                                                            | Navajo Road Southbound |      |       |            | Needham Avenue Westbound |      |       |            | Navajo Road Northbound |      |       |            | Altadena Street Eastbound |      |       |            |            |
|------------------------------------------------------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                   | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                   | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Int. 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                      | 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       |



City of Apple Valley  
N/S: Navajo Road  
E/W: Altadena Street/Needham Avenue  
Weather: Clear

File Name : 03\_APV\_Nav\_Alta PM  
Site Code : 05124741  
Start Date : 8/27/2024  
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:

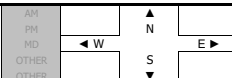
|              | 04:00 PM |      |      |      | 04:00 PM |      |      |      | 04:00 PM |      |      |      | 04:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 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 |

DATE:  
Tue, Apr 2, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Apple Valley  
Navajo Rd  
Johnson Rd

NOTES:



|                | NORTHBOUND |         |         | SOUTHBOUND |         |         | EASTBOUND  |         |         | WESTBOUND  |         |         |       |
|----------------|------------|---------|---------|------------|---------|---------|------------|---------|---------|------------|---------|---------|-------|
|                | Navajo Rd  |         |         | Navajo Rd  |         |         | Johnson Rd |         |         | Johnson Rd |         |         |       |
| LANES:         | NL<br>0    | NT<br>1 | NR<br>0 | SL<br>0    | ST<br>1 | SR<br>0 | EL<br>0    | ET<br>1 | ER<br>0 | WL<br>0    | WT<br>1 | WR<br>0 | TOTAL |
| 7:00 AM        | 1          | 0       | 0       | 0          | 0       | 0       | 0          | 4       | 3       | 2          | 7       | 0       | 17    |
| 7:15 AM        | 1          | 0       | 0       | 0          | 0       | 0       | 0          | 4       | 4       | 1          | 4       | 0       | 14    |
| 7:30 AM        | 4          | 0       | 0       | 0          | 0       | 0       | 0          | 5       | 13      | 2          | 8       | 0       | 32    |
| 7:45 AM        | 0          | 0       | 0       | 0          | 0       | 0       | 0          | 2       | 10      | 1          | 10      | 0       | 23    |
| 8:00 AM        | 2          | 0       | 0       | 0          | 0       | 0       | 0          | 1       | 4       | 10         | 4       | 0       | 21    |
| 8:15 AM        | 2          | 0       | 0       | 0          | 0       | 0       | 0          | 5       | 7       | 1          | 6       | 0       | 21    |
| 8:30 AM        | 4          | 0       | 1       | 0          | 0       | 0       | 0          | 3       | 7       | 3          | 6       | 0       | 24    |
| 8:45 AM        | 4          | 0       | 0       | 0          | 0       | 0       | 0          | 3       | 15      | 3          | 1       | 0       | 26    |
| VOLUMES        | 18         | 0       | 1       | 0          | 0       | 0       | 0          | 27      | 63      | 23         | 46      | 0       | 178   |
| APPROACH %     | 95%        | 0%      | 5%      | 0%         | 0%      | 0%      | 0%         | 30%     | 70%     | 33%        | 67%     | 0%      |       |
| APP/DEPART     | 19         | /       | 0       | 0          | /       | 86      | 90         | /       | 28      | 69         | /       | 64      | 0     |
| BEGIN PEAK HR  | 8          | 7:30 AM | 0       | 0          | 0       | 0       | 0          | 13      | 34      | 14         | 28      | 0       |       |
| VOLUMES        | 8          | 0       | 0       | 0          | 0       | 0       | 0          | 13      | 34      | 14         | 28      | 0       | 97    |
| APPROACH %     | 100%       | 0%      | 0%      | 0%         | 0%      | 0%      | 0%         | 28%     | 72%     | 33%        | 67%     | 0%      |       |
| PEAK HR FACTOR |            | 0.500   |         |            | 0.000   |         |            | 0.653   |         |            | 0.750   |         | 0.758 |
| APP/DEPART     | 8          | /       | 0       | 0          | /       | 48      | 47         | /       | 13      | 42         | /       | 36      | 0     |
| 4:00 PM        | 9          | 0       | 2       | 0          | 0       | 0       | 0          | 23      | 6       | 2          | 10      | 0       | 52    |
| 4:15 PM        | 12         | 0       | 1       | 0          | 0       | 0       | 0          | 9       | 14      | 7          | 19      | 0       | 62    |
| 4:30 PM        | 7          | 0       | 1       | 0          | 0       | 0       | 0          | 14      | 5       | 3          | 7       | 0       | 37    |
| 4:45 PM        | 6          | 0       | 2       | 0          | 0       | 0       | 0          | 12      | 9       | 5          | 4       | 0       | 38    |
| 5:00 PM        | 3          | 0       | 2       | 0          | 0       | 0       | 0          | 14      | 3       | 1          | 3       | 0       | 26    |
| 5:15 PM        | 2          | 0       | 0       | 0          | 0       | 0       | 0          | 13      | 5       | 0          | 3       | 0       | 23    |
| 5:30 PM        | 23         | 0       | 7       | 0          | 0       | 0       | 0          | 13      | 2       | 0          | 5       | 0       | 50    |
| 5:45 PM        | 3          | 0       | 0       | 0          | 0       | 0       | 0          | 11      | 9       | 2          | 5       | 0       | 28    |
| VOLUMES        | 65         | 0       | 15      | 0          | 0       | 0       | 0          | 109     | 53      | 21         | 53      | 0       | 316   |
| APPROACH %     | 81%        | 0%      | 19%     | 0%         | 0%      | 0%      | 0%         | 67%     | 33%     | 28%        | 72%     | 0%      |       |
| APP/DEPART     | 80         | /       | 0       | 0          | /       | 74      | 162        | /       | 124     | 74         | /       | 118     | 0     |
| BEGIN PEAK HR  | 34         | 4:00 PM | 6       | 0          | 0       | 0       | 0          | 58      | 34      | 17         | 40      | 0       |       |
| VOLUMES        | 34         | 0       | 15      | 0          | 0       | 0       | 0          | 58      | 34      | 17         | 40      | 0       | 189   |
| APPROACH %     | 85%        | 0%      | 6%      | 0%         | 0%      | 0%      | 0%         | 63%     | 37%     | 30%        | 70%     | 0%      |       |
| PEAK HR FACTOR |            | 0.769   |         |            | 0.000   |         |            | 0.793   |         |            | 0.548   |         | 0.762 |
| APP/DEPART     | 40         | /       | 0       | 0          | /       | 51      | 92         | /       | 64      | 57         | /       | 74      | 0     |

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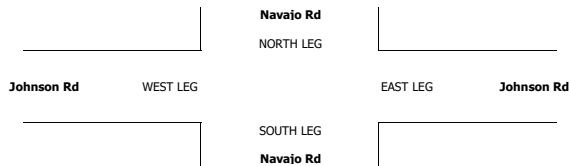
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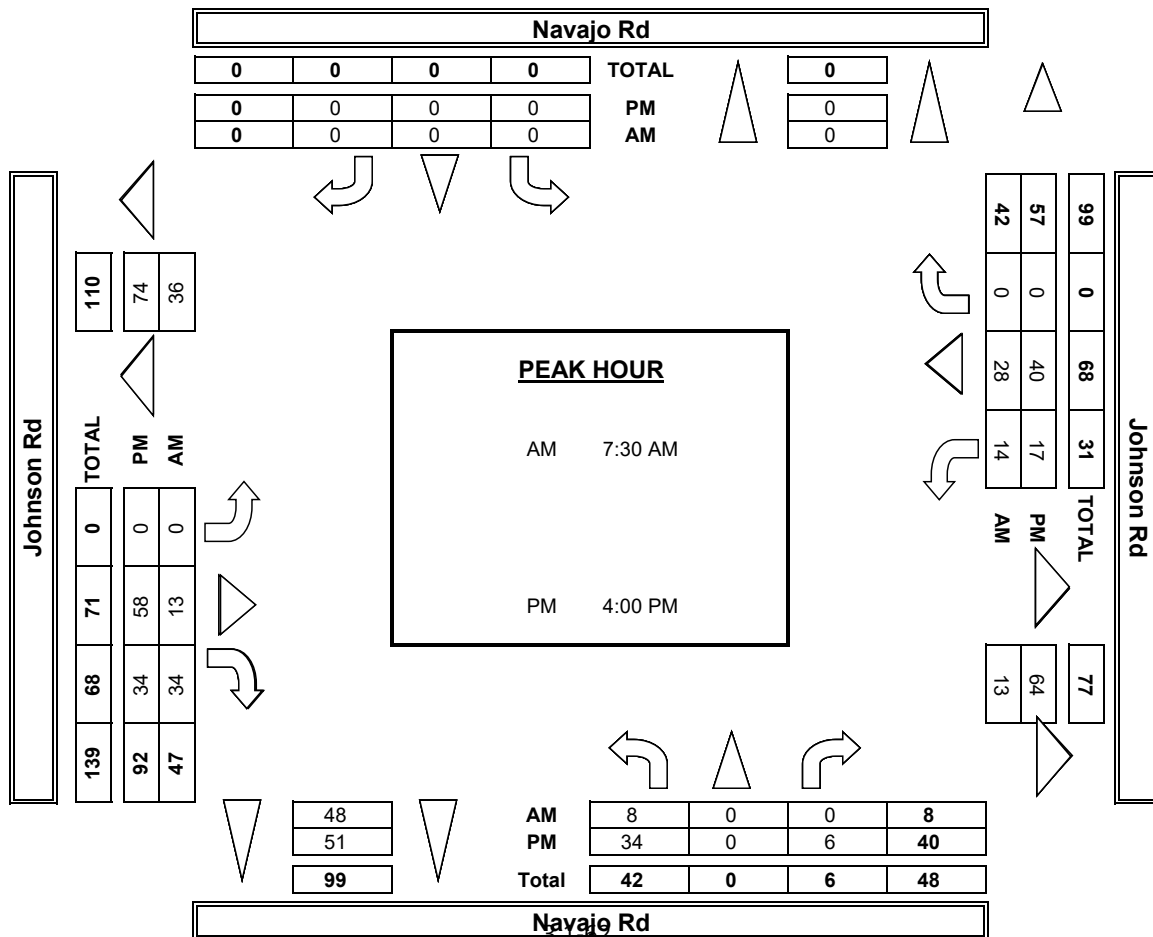
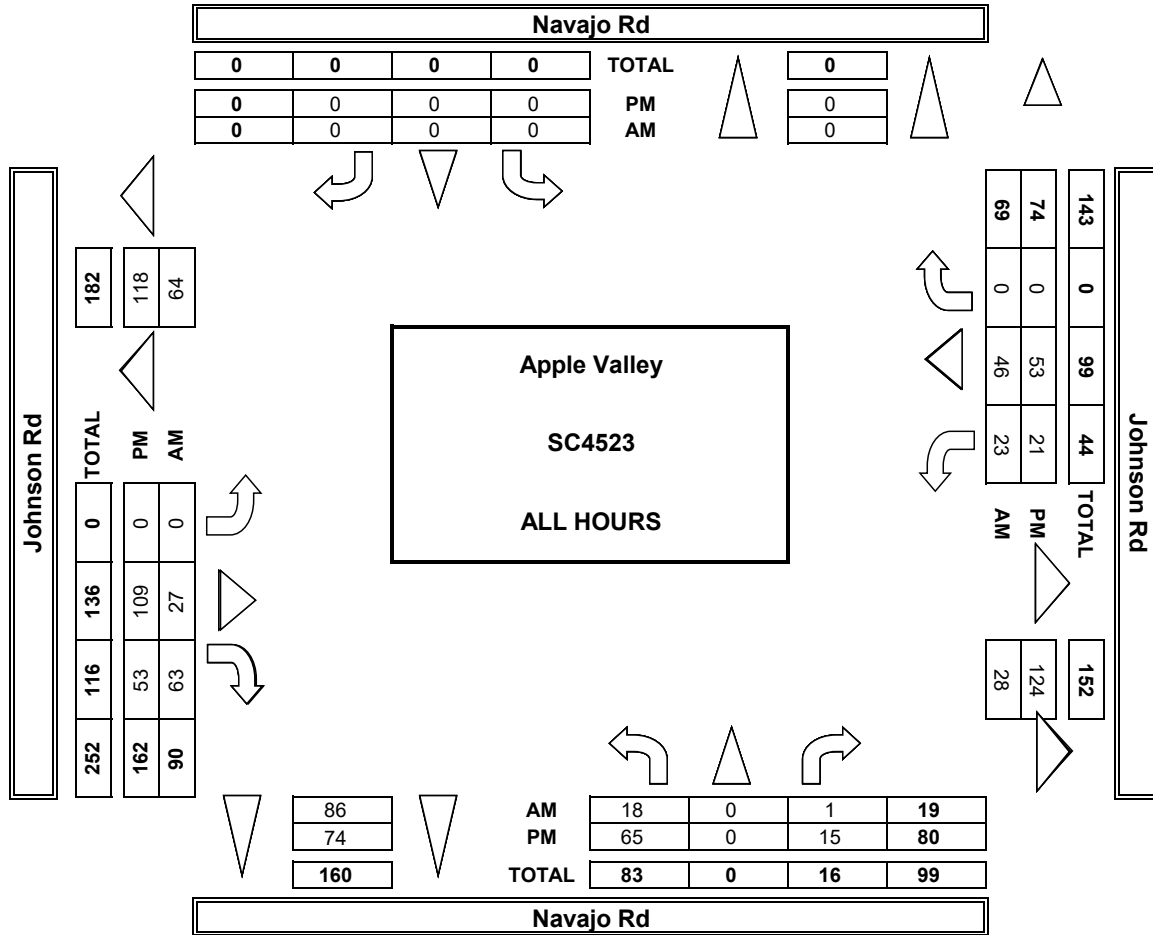
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**AimTD LLC**  
TURNING MOVEMENT COUNTS



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

PROJECT #: SC4523  
LOCATION #: 11  
CONTROL: STOP N

| LANFSC | NORTHBOUND |    |    | SOUTHBOUND |    |    | EASTBOUND |    |    | WESTBOUND |    |    | TOTAL | U-TURNS |    |    |    |     |
|--------|------------|----|----|------------|----|----|-----------|----|----|-----------|----|----|-------|---------|----|----|----|-----|
|        | NL         | NT | NR | SL         | ST | SR | EL        | ET | ER | WL        | WT | WR |       | NB      | SB | EB | WB | TTT |
|        | 0          | 1  | 0  | 0          | 1  | 0  | 0         | 1  | 1  | 0         | 0  | 0  |       |         |    |    |    |     |

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| 0 | 0 | 0 | 0 | 0 | 0 |



# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                         |                                       |                        |
|----------------------------|---------------------------------------------|-----------------------------------------|---------------------------------------|------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Navajo Rd<br>Johnson Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>11<br>STOP N |
|----------------------------|---------------------------------------------|-----------------------------------------|---------------------------------------|------------------------|

|                       |               |                         |                         |     |
|-----------------------|---------------|-------------------------|-------------------------|-----|
| <b>CLASS 1:</b>       | <b>NOTES:</b> | AM<br>PM<br>MD<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▼ | ▶ E |
| PASSENGER<br>VEHICLES |               |                         |                         |     |

|        | NORTHBOUND<br>Navajo Rd |         |         | SOUTHBOUND<br>Navajo Rd |         |         | EASTBOUND<br>Johnson Rd |         |         | WESTBOUND<br>Johnson Rd |         |         |       |
|--------|-------------------------|---------|---------|-------------------------|---------|---------|-------------------------|---------|---------|-------------------------|---------|---------|-------|
| LANES: | NL<br>0                 | NT<br>1 | NR<br>0 | SL<br>0                 | ST<br>1 | SR<br>0 | EL<br>0                 | ET<br>1 | ER<br>0 | WL<br>0                 | WT<br>1 | WR<br>0 | TOTAL |

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

| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

|                |                |         |    |       |       |    |       |       |     |       |       |     |       |       |
|----------------|----------------|---------|----|-------|-------|----|-------|-------|-----|-------|-------|-----|-------|-------|
| AM             | 7:00 AM        | 0       | 0  | 0     | 0     | 0  | 0     | 0     | 3   | 1     | 2     | 5   | 0     | 11    |
|                | 7:15 AM        | 0       | 0  | 0     | 0     | 0  | 0     | 0     | 4   | 4     | 1     | 3   | 0     | 12    |
|                | 7:30 AM        | 1       | 0  | 0     | 0     | 0  | 0     | 0     | 5   | 13    | 1     | 7   | 0     | 27    |
|                | 7:45 AM        | 0       | 0  | 0     | 0     | 0  | 0     | 0     | 1   | 10    | 1     | 9   | 0     | 21    |
|                | 8:00 AM        | 0       | 0  | 0     | 0     | 0  | 0     | 0     | 1   | 2     | 9     | 2   | 0     | 14    |
|                | 8:15 AM        | 0       | 0  | 0     | 0     | 0  | 0     | 0     | 4   | 5     | 0     | 5   | 0     | 14    |
|                | 8:30 AM        | 0       | 0  | 1     | 0     | 0  | 0     | 0     | 3   | 5     | 3     | 6   | 0     | 18    |
|                | 8:45 AM        | 1       | 0  | 0     | 0     | 0  | 0     | 0     | 2   | 14    | 3     | 1   | 0     | 21    |
|                | VOLUMES        | 2       | 0  | 1     | 0     | 0  | 0     | 0     | 23  | 54    | 20    | 38  | 0     | 138   |
|                | APPROACH %     | 67%     | 0% | 33%   | 0%    | 0% | 0%    | 0%    | 30% | 70%   | 34%   | 66% | 0%    |       |
| PM             | APP/DEPART     | 3       | /  | 0     | 0     | /  | 74    | 77    | /   | 24    | 58    | /   | 40    | 0     |
|                | BEGIN PEAK HR  | 7:30 AM |    |       | 0     | 0  | 0     | 0     | 11  | 30    | 11    | 23  | 0     | 76    |
|                | VOLUMES        | 1       | 0  | 0     | 0     | 0  | 0     | 0     | 27% | 73%   | 32%   | 68% | 0%    |       |
|                | APPROACH %     | 100%    | 0% | 0%    | 0%    | 0% | 0%    | 0%    |     |       |       |     |       |       |
|                | PEAK HR FACTOR | 0.250   |    |       | 0.000 |    |       | 0.569 |     |       | 0.773 |     |       | 0.704 |
|                | APP/DEPART     | 1       | /  | 0     | 0     | /  | 41    | 41    | /   | 11    | 34    | /   | 24    | 0     |
|                | 4:00 PM        | 8       | 0  | 1     | 0     | 0  | 0     | 0     | 23  | 6     | 2     | 9   | 0     | 49    |
|                | 4:15 PM        | 12      | 0  | 1     | 0     | 0  | 0     | 0     | 7   | 9     | 7     | 19  | 0     | 55    |
|                | 4:30 PM        | 4       | 0  | 1     | 0     | 0  | 0     | 0     | 13  | 5     | 3     | 5   | 0     | 31    |
|                | 4:45 PM        | 4       | 0  | 2     | 0     | 0  | 0     | 0     | 12  | 9     | 5     | 2   | 0     | 34    |
|                | 5:00 PM        | 0       | 0  | 2     | 0     | 0  | 0     | 0     | 12  | 2     | 1     | 2   | 0     | 19    |
|                | 5:15 PM        | 1       | 0  | 0     | 0     | 0  | 0     | 0     | 13  | 3     | 0     | 3   | 0     | 20    |
|                | 5:30 PM        | 22      | 0  | 7     | 0     | 0  | 0     | 0     | 13  | 0     | 0     | 5   | 0     | 47    |
|                | 5:45 PM        | 1       | 0  | 0     | 0     | 0  | 0     | 0     | 9   | 9     | 3     | 2   | 0     | 24    |
|                | VOLUMES        | 52      | 0  | 14    | 0     | 0  | 0     | 0     | 102 | 43    | 21    | 47  | 0     | 279   |
|                | APPROACH %     | 79%     | 0% | 21%   | 0%    | 0% | 0%    | 0%    | 70% | 30%   | 31%   | 69% | 0%    |       |
|                | APP/DEPART     | 66      | /  | 0     | 0     | /  | 64    | 145   | /   | 116   | 68    | /   | 99    | 0     |
|                | BEGIN PEAK HR  | 4:00 PM |    |       | 0     | 0  | 0     | 0     | 55  | 29    | 17    | 35  | 0     | 169   |
|                | VOLUMES        | 28      | 0  | 5     | 0     | 0  | 0     | 0     | 65% | 35%   | 33%   | 67% | 0%    |       |
|                | APPROACH %     | 85%     | 0% | 15%   | 0%    | 0% | 0%    | 0%    |     |       |       |     |       |       |
| PEAK HR FACTOR | 0.635          |         |    | 0.000 |       |    | 0.724 |       |     | 0.500 |       |     | 0.768 |       |
| APP/DEPART     | 33             | /       | 0  | 0     | /     | 46 | 84    | /     | 60  | 52    | /     | 63  | 0     |       |

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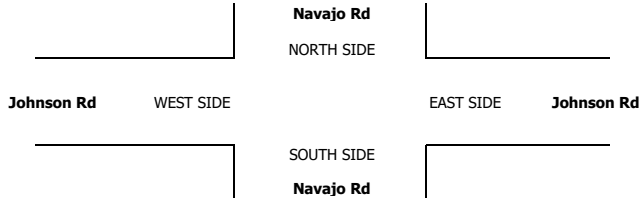
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                                                   |                                             |            |                                         |       |                                       |    |                        |            |     |       |      |       |
|---------------------------------------------------|---------------------------------------------|------------|-----------------------------------------|-------|---------------------------------------|----|------------------------|------------|-----|-------|------|-------|
| DATE:<br>4/2/24<br>TUESDAY                        | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: |            | Apple Valley<br>Navajo Rd<br>Johnson Rd |       | PROJECT #:<br>LOCATION #:<br>CONTROL: |    | SC4523<br>11<br>STOP N |            |     |       |      |       |
| CLASS 2:<br>2-AXLE<br>WORK<br>VEHICLES/<br>TRUCKS | NOTES:                                      |            |                                         |       |                                       |    | AM                     |            | ▲   |       |      |       |
|                                                   |                                             |            |                                         |       |                                       |    | PM                     |            | N   |       |      |       |
|                                                   |                                             |            |                                         |       |                                       |    | MD                     | ◀ W        |     | E ▶   |      |       |
|                                                   |                                             |            |                                         |       |                                       |    | OTHER                  |            | S   |       |      |       |
| OTHER                                             |                                             |            |                                         |       |                                       |    |                        |            | ▼   |       |      |       |
| NORTHBOUND                                        |                                             | SOUTHBOUND |                                         |       | EASTBOUND                             |    |                        | WESTBOUND  |     |       |      |       |
| Navajo Rd                                         |                                             | Navajo Rd  |                                         |       | Johnson Rd                            |    |                        | Johnson Rd |     |       |      |       |
| NL                                                | NT                                          | NR         | SL                                      | ST    | SR                                    | EL | ET                     | ER         | WL  | WT    | WR   | TOTAL |
| 0                                                 | 1                                           | 0          | 0                                       | 1     | 0                                     | 0  | 1                      | 0          | 0   | 1     | 0    |       |
| LANES:                                            |                                             |            |                                         |       |                                       |    |                        |            |     |       |      |       |
| 7:00 AM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 1                      | 0          | 0   | 1     | 0    | 2     |
| 7:15 AM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 0          | 0   | 0     | 0    | 0     |
| 7:30 AM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 0          | 1   | 0     | 0    | 1     |
| 7:45 AM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 0          | 0   | 1     | 0    | 1     |
| 8:00 AM                                           | 1                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 0          | 1   | 2     | 0    | 4     |
| 8:15 AM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 1                      | 0          | 1   | 1     | 0    | 3     |
| 8:30 AM                                           | 1                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 1          | 0   | 0     | 0    | 2     |
| 8:45 AM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 0          | 0   | 0     | 0    | 0     |
| VOLUMES                                           | 2                                           | 0          | 0                                       | 0     | 0                                     | 0  | 2                      | 1          | 3   | 5     | 0    | 13    |
| APPROACH %                                        | 100%                                        | 0%         | 0%                                      | 0%    | 0%                                    | 0% | 67%                    | 33%        | 38% | 63%   | 0%   |       |
| APP/DEPART                                        | 2                                           | /          | 0                                       | 0     | /                                     | 4  | 3                      | /          | 2   | 8     | /    | 7     |
| BEGIN PEAK HR                                     | 7:30 AM                                     |            |                                         |       |                                       |    |                        |            |     |       |      |       |
| VOLUMES                                           | 1                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 1          | 0   | 3     | 4    | 0     |
| APPROACH %                                        | 100%                                        | 0%         | 0%                                      | 0%    | 0%                                    | 0% | 0%                     | 100%       | 0%  | 43%   | 57%  | 0%    |
| PEAK HR FACTOR                                    | 0.250                                       |            |                                         | 0.000 |                                       |    | 0.250                  |            |     | 0.583 |      |       |
| APP/DEPART                                        | 1                                           | /          | 0                                       | 0     | /                                     | 3  | 1                      | /          | 1   | 7     | /    | 5     |
| 4:00 PM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 0          | 0   | 0     | 0    | 0     |
| 4:15 PM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 2          | 0   | 0     | 0    | 2     |
| 4:30 PM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 1          | 0   | 0     | 1    | 2     |
| 4:45 PM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 0          | 0   | 1     | 0    | 1     |
| 5:00 PM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 2          | 0   | 0     | 0    | 2     |
| 5:15 PM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 0          | 0   | 0     | 0    | 0     |
| 5:30 PM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 0          | 0   | 0     | 0    | 0     |
| 5:45 PM                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 1          | 0   | 0     | 0    | 1     |
| VOLUMES                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 6          | 0   | 0     | 2    | 8     |
| APPROACH %                                        | 0%                                          | 0%         | 0%                                      | 0%    | 0%                                    | 0% | 0%                     | 100%       | 0%  | 0%    | 100% | 0%    |
| APP/DEPART                                        | 0                                           | /          | 0                                       | 0     | /                                     | 0  | 6                      | /          | 6   | 2     | /    | 2     |
| BEGIN PEAK HR                                     | 4:00 PM                                     |            |                                         |       |                                       |    |                        |            |     |       |      |       |
| VOLUMES                                           | 0                                           | 0          | 0                                       | 0     | 0                                     | 0  | 0                      | 3          | 0   | 0     | 2    | 5     |
| APPROACH %                                        | 0%                                          | 0%         | 0%                                      | 0%    | 0%                                    | 0% | 0%                     | 100%       | 0%  | 0%    | 100% | 0%    |
| PEAK HR FACTOR                                    | 0.000                                       |            |                                         | 0.000 |                                       |    | 0.375                  |            |     | 0.500 |      |       |
| APP/DEPART                                        | 0                                           | /          | 0                                       | 0     | /                                     | 0  | 3                      | /          | 3   | 2     | /    | 2     |

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

| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
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| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |

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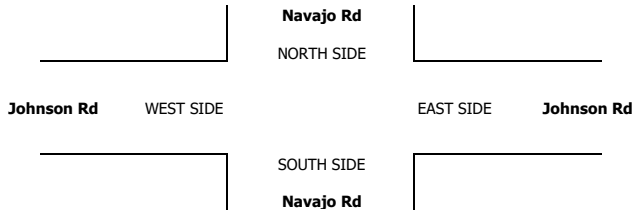
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                         |                      |
|----------------------------|---------------------------------------------|-----------------------------------------|----------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Navajo Rd<br>Johnson Rd | PROJECT #:<br>SC4523 |
|                            |                                             |                                         | LOCATION #:<br>11    |
|                            |                                             |                                         | CONTROL:<br>STOP N   |

|                              |        |       |     |   |     |
|------------------------------|--------|-------|-----|---|-----|
| CLASS 3:<br>3-AXLE<br>TRUCKS | NOTES: | AM    |     | ▲ |     |
|                              |        | PM    |     | ▲ |     |
|                              |        | MD    | ◀ W |   | E ▶ |
|                              |        | OTHER |     | S |     |

|        | NORTHBOUND |    |    | SOUTHBOUND |    |    | EASTBOUND  |    |    | WESTBOUND  |    |    |       |
|--------|------------|----|----|------------|----|----|------------|----|----|------------|----|----|-------|
|        | Navajo Rd  |    |    | Navajo Rd  |    |    | Johnson Rd |    |    | Johnson Rd |    |    |       |
| LANES: | NL         | NT | NR | SL         | ST | SR | EL         | ET | ER | WL         | WT | WR | TOTAL |

|                |         |    |    |       |    |    |       |    |      |       |      |    |       |
|----------------|---------|----|----|-------|----|----|-------|----|------|-------|------|----|-------|
| 7:00 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 0    | 0  | 0     |
| 7:15 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 0    | 0  | 0     |
| 7:30 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 1    | 0  | 1     |
| 7:45 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 0    | 0  | 0     |
| 8:00 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 0    | 0  | 0     |
| 8:15 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 0    | 0  | 0     |
| 8:30 AM        | 1       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 0    | 0  | 1     |
| 8:45 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 0    | 0  | 0     |
| VOLUMES        | 1       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 1    | 0  | 2     |
| APPROACH %     | 100%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0%   | 0%    | 100% | 0% |       |
| APP/DEPART     | 1       | /  | 0  | 0     | /  | 0  | 0     | /  | 0    | 1     | /    | 2  | 0     |
| BEGIN PEAK HR  | 7:30 AM |    |    |       |    |    |       |    |      |       |      |    |       |
| VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 1    | 0  | 1     |
| APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0%   | 0%    | 100% | 0% |       |
| PEAK HR FACTOR | 0.000   |    |    | 0.000 |    |    | 0.000 |    |      | 0.250 |      |    | 0.250 |
| APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0    | 1     | /    | 1  | 0     |
| 4:00 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 1    | 0  | 1     |
| 4:15 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 1    | 0     | 0    | 0  | 1     |
| 4:30 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 1    | 0  | 1     |
| 4:45 PM        | 1       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 1    | 0  | 2     |
| 5:00 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 0    | 0  | 0     |
| 5:15 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 1    | 0     | 0    | 0  | 1     |
| 5:30 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 1    | 0     | 0    | 0  | 1     |
| 5:45 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0    | 0     | 0    | 0  | 0     |
| VOLUMES        | 1       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 3    | 0     | 3    | 0  | 7     |
| APPROACH %     | 100%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 100% | 0%    | 100% | 0% |       |
| APP/DEPART     | 1       | /  | 0  | 0     | /  | 3  | 3     | /  | 0    | 3     | /    | 4  | 0     |
| BEGIN PEAK HR  | 4:00 PM |    |    |       |    |    |       |    |      |       |      |    |       |
| VOLUMES        | 1       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 1    | 0     | 3    | 0  | 5     |
| APPROACH %     | 100%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 100% | 0%    | 100% | 0% |       |
| PEAK HR FACTOR | 0.250   |    |    | 0.000 |    |    | 0.250 |    |      | 0.750 |      |    | 0.625 |
| APP/DEPART     | 1       | /  | 0  | 0     | /  | 1  | 1     | /  | 0    | 3     | /    | 4  | 0     |

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

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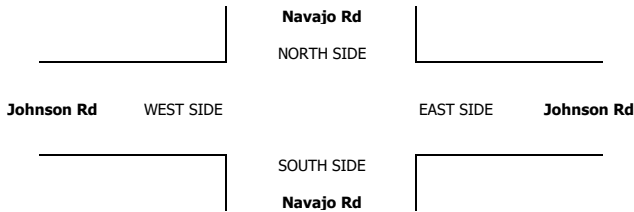
| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |

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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                                         |                                             |                                         |                                       |                                                                                                |
|-----------------------------------------|---------------------------------------------|-----------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY              | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Navajo Rd<br>Johnson Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>11<br>STOP N                                                                         |
| CLASS 4:<br>4 OR MORE<br>AXLE<br>TRUCKS | NOTES:                                      |                                         | AM<br>PM<br>MD<br>OTHER:<br>OTHER:    | <div> <div>▲</div> <div>◀ W</div> <div>▼</div> <div>N</div> <div>S</div> <div>E ▶</div> </div> |

|        | NORTHBOUND |    |    | SOUTHBOUND |    |    | EASTBOUND  |    |    | WESTBOUND  |    |    |       |
|--------|------------|----|----|------------|----|----|------------|----|----|------------|----|----|-------|
|        | Navajo Rd  |    |    | Navajo Rd  |    |    | Johnson Rd |    |    | Johnson Rd |    |    |       |
| LANES: | NL         | NT | NR | SL         | ST | SR | EL         | ET | ER | WL         | WT | WR | TOTAL |
|        | 0          | 1  | 0  | 0          | 1  | 0  | 0          | 1  | 0  | 0          | 1  | 0  |       |

|    |                |         |    |     |       |    |    |       |     |      |       |      |    |
|----|----------------|---------|----|-----|-------|----|----|-------|-----|------|-------|------|----|
| AM | 7:00 AM        | 1       | 0  | 0   | 0     | 0  | 0  | 0     | 1   | 0    | 1     | 0    | 3  |
|    | 7:15 AM        | 1       | 0  | 0   | 0     | 0  | 0  | 0     | 0   | 0    | 0     | 0    | 1  |
|    | 7:30 AM        | 2       | 0  | 0   | 0     | 0  | 0  | 0     | 0   | 0    | 0     | 0    | 2  |
|    | 7:45 AM        | 0       | 0  | 0   | 0     | 0  | 0  | 1     | 0   | 0    | 0     | 0    | 1  |
|    | 8:00 AM        | 1       | 0  | 0   | 0     | 0  | 0  | 0     | 1   | 0    | 0     | 0    | 2  |
|    | 8:15 AM        | 2       | 0  | 0   | 0     | 0  | 0  | 0     | 2   | 0    | 0     | 0    | 4  |
|    | 8:30 AM        | 1       | 0  | 0   | 0     | 0  | 0  | 0     | 1   | 0    | 0     | 0    | 2  |
|    | 8:45 AM        | 3       | 0  | 0   | 0     | 0  | 0  | 1     | 1   | 0    | 0     | 0    | 5  |
|    | VOLUMES        | 11      | 0  | 0   | 0     | 0  | 0  | 2     | 6   | 0    | 1     | 0    | 20 |
|    | APPROACH %     | 100%    | 0% | 0%  | 0%    | 0% | 0% | 25%   | 75% | 0%   | 100%  | 0%   |    |
| PM | APP/DEPART     | 11      | /  | 0   | 0     | /  | 6  | 8     | /   | 2    | 1     | /    | 12 |
|    | BEGIN PEAK HR  | 7:30 AM |    |     |       |    |    |       |     |      |       |      |    |
|    | VOLUMES        | 5       | 0  | 0   | 0     | 0  | 0  | 0     | 1   | 3    | 0     | 0    | 9  |
|    | APPROACH %     | 100%    | 0% | 0%  | 0%    | 0% | 0% | 0%    | 25% | 75%  | 0%    | 0%   |    |
|    | PEAK HR FACTOR | 0.625   |    |     | 0.000 |    |    | 0.500 |     |      | 0.000 |      |    |
|    | APP/DEPART     | 5       | /  | 0   | 0     | /  | 3  | 4     | /   | 1    | 0     | /    | 5  |
|    | 4:00 PM        | 1       | 0  | 1   | 0     | 0  | 0  | 0     | 0   | 0    | 0     | 0    | 2  |
|    | 4:15 PM        | 0       | 0  | 0   | 0     | 0  | 0  | 0     | 0   | 3    | 0     | 0    | 3  |
|    | 4:30 PM        | 2       | 0  | 0   | 0     | 0  | 0  | 0     | 0   | 0    | 0     | 0    | 2  |
|    | 4:45 PM        | 1       | 0  | 0   | 0     | 0  | 0  | 0     | 0   | 0    | 0     | 0    | 1  |
|    | 5:00 PM        | 3       | 0  | 0   | 0     | 0  | 0  | 0     | 1   | 0    | 1     | 0    | 5  |
|    | 5:15 PM        | 1       | 0  | 0   | 0     | 0  | 0  | 0     | 0   | 0    | 0     | 0    | 1  |
|    | 5:30 PM        | 0       | 0  | 0   | 0     | 0  | 0  | 0     | 1   | 0    | 0     | 0    | 1  |
|    | 5:45 PM        | 2       | 0  | 0   | 0     | 0  | 0  | 1     | 0   | 0    | 0     | 0    | 3  |
|    | VOLUMES        | 10      | 0  | 1   | 0     | 0  | 0  | 0     | 1   | 5    | 0     | 1    | 18 |
|    | APPROACH %     | 91%     | 0% | 9%  | 0%    | 0% | 0% | 0%    | 17% | 83%  | 0%    | 100% |    |
|    | APP/DEPART     | 11      | /  | 0   | 0     | /  | 5  | 6     | /   | 2    | 1     | /    | 11 |
|    | BEGIN PEAK HR  | 4:00 PM |    |     |       |    |    |       |     |      |       |      |    |
|    | VOLUMES        | 4       | 0  | 1   | 0     | 0  | 0  | 0     | 0   | 3    | 0     | 0    | 8  |
|    | APPROACH %     | 80%     | 0% | 20% | 0%    | 0% | 0% | 0%    | 0%  | 100% | 0%    | 0%   |    |
|    | PEAK HR FACTOR | 0.625   |    |     | 0.000 |    |    | 0.250 |     |      | 0.000 |      |    |
|    | APP/DEPART     | 5       | /  | 0   | 0     | /  | 3  | 3     | /   | 1    | 0     | /    | 4  |

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

| RTOR |     |     |     |
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| NRR  | SRR | ERR | WRR |
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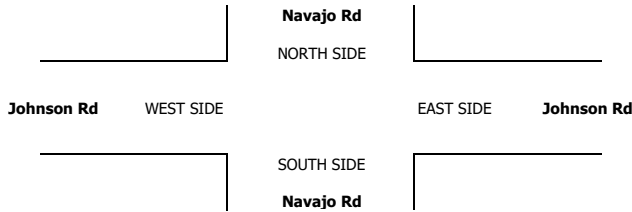
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                         |                                       |                                                                      |
|----------------------------|---------------------------------------------|-----------------------------------------|---------------------------------------|----------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Navajo Rd<br>Johnson Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>11<br>STOP N                                               |
| CLASS 5:<br>RV             | NOTES:                                      |                                         | AM<br>PM<br>MD<br>OTHER<br>OTHER      | <div> <div>▲</div> <div>◀ W</div> <div>S</div> <div>▶ E</div> </div> |

|        | NORTHBOUND |    |    | SOUTHBOUND |    |    | EASTBOUND  |    |    | WESTBOUND  |    |    |       |
|--------|------------|----|----|------------|----|----|------------|----|----|------------|----|----|-------|
|        | Navajo Rd  |    |    | Navajo Rd  |    |    | Johnson Rd |    |    | Johnson Rd |    |    |       |
| LANES: | NL         | NT | NR | SL         | ST | SR | EL         | ET | ER | WL         | WT | WR | TOTAL |

|    |            |    |    |    |    |    |    |    |    |    |    |    |   |
|----|------------|----|----|----|----|----|----|----|----|----|----|----|---|
| AM | 7:00 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:15 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:30 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:45 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:00 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:15 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:30 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:45 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | VOLUMES    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0 |
| PM | 4:00 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:15 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:30 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:45 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:00 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:15 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:30 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:45 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | VOLUMES    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0 |

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

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| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |

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| X | X | X | X |
| 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 |
|---|---|---|---|

Navajo Rd

NORTH SIDE

Johnson Rd WEST SIDE

EAST SIDE Johnson Rd

SOUTH SIDE

Navajo Rd

# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                         |                                                                 |
|----------------------------|---------------------------------------------|-----------------------------------------|-----------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Navajo Rd<br>Johnson Rd | PROJECT #:<br>SC4523<br>LOCATION #:<br>11<br>CONTROL:<br>STOP N |
|----------------------------|---------------------------------------------|-----------------------------------------|-----------------------------------------------------------------|

|          |        |                         |                         |     |
|----------|--------|-------------------------|-------------------------|-----|
| CLASS 6: | NOTES: | AM<br>PM<br>MD<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▼ | ▶ E |
| BUSES    |        |                         |                         |     |

|        | NORTHBOUND<br>Navajo Rd |         |         | SOUTHBOUND<br>Navajo Rd |         |         | EASTBOUND<br>Johnson Rd |         |         | WESTBOUND<br>Johnson Rd |         |         |       |
|--------|-------------------------|---------|---------|-------------------------|---------|---------|-------------------------|---------|---------|-------------------------|---------|---------|-------|
| LANES: | NL<br>0                 | NT<br>1 | NR<br>0 | SL<br>0                 | ST<br>1 | SR<br>0 | EL<br>0                 | ET<br>1 | ER<br>0 | WL<br>0                 | WT<br>1 | WR<br>0 | TOTAL |

|    |                |         |    |    |       |    |    |       |      |    |       |    |   |
|----|----------------|---------|----|----|-------|----|----|-------|------|----|-------|----|---|
| AM | 7:00 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 1    | 0  | 0     | 0  | 1 |
|    | 7:15 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0    | 0  | 1     | 0  | 1 |
|    | 7:30 AM        | 1       | 0  | 0  | 0     | 0  | 0  | 0     | 0    | 0  | 0     | 0  | 1 |
|    | 7:45 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0    | 0  | 0     | 0  | 0 |
|    | 8:00 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 1    | 0  | 0     | 0  | 1 |
|    | 8:15 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0    | 0  | 0     | 0  | 0 |
|    | 8:30 AM        | 1       | 0  | 0  | 0     | 0  | 0  | 0     | 0    | 0  | 0     | 0  | 1 |
|    | 8:45 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0    | 0  | 0     | 0  | 0 |
|    | VOLUMES        | 2       | 0  | 0  | 0     | 0  | 0  | 0     | 2    | 0  | 1     | 0  | 5 |
|    | APPROACH %     | 100%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 100% | 0% | 100%  | 0% |   |
| PM | APP/DEPART     | 2       | /  | 0  | 0     | /  | 2  | 2     | /    | 0  | 1     | /  | 3 |
|    | BEGIN PEAK HR  | 7:30 AM |    |    |       |    |    |       |      |    |       |    |   |
|    | VOLUMES        | 1       | 0  | 0  | 0     | 0  | 0  | 0     | 1    | 0  | 0     | 0  | 2 |
|    | APPROACH %     | 100%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 100% | 0% | 0%    | 0% |   |
|    | PEAK HR FACTOR | 0.250   |    |    | 0.000 |    |    | 0.250 |      |    | 0.000 |    |   |
|    | APP/DEPART     | 1       | /  | 0  | 0     | /  | 1  | 1     | /    | 0  | 0     | /  | 1 |
|    | 4:00 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0    | 0  | 0     | 0  | 0 |
|    | 4:15 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 1    | 0  | 0     | 0  | 1 |
|    | 4:30 PM        | 1       | 0  | 0  | 0     | 0  | 0  | 0     | 0    | 0  | 0     | 0  | 1 |
|    | 4:45 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0    | 0  | 0     | 0  | 0 |
|    | 5:00 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0    | 0  | 0     | 0  | 0 |
|    | 5:15 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 1    | 0  | 0     | 0  | 1 |
|    | 5:30 PM        | 1       | 0  | 0  | 0     | 0  | 0  | 0     | 0    | 0  | 0     | 0  | 1 |
|    | 5:45 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0    | 0  | 0     | 0  | 0 |
|    | VOLUMES        | 2       | 0  | 0  | 0     | 0  | 0  | 0     | 2    | 0  | 0     | 0  | 4 |
|    | APPROACH %     | 100%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 100% | 0% | 0%    | 0% |   |
|    | APP/DEPART     | 2       | /  | 0  | 0     | /  | 2  | 2     | /    | 0  | 0     | /  | 2 |
|    | BEGIN PEAK HR  | 4:00 PM |    |    |       |    |    |       |      |    |       |    |   |
|    | VOLUMES        | 1       | 0  | 0  | 0     | 0  | 0  | 0     | 1    | 0  | 0     | 0  | 2 |
|    | APPROACH %     | 100%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 100% | 0% | 0%    | 0% |   |
|    | PEAK HR FACTOR | 0.250   |    |    | 0.000 |    |    | 0.250 |      |    | 0.000 |    |   |
|    | APP/DEPART     | 1       | /  | 0  | 0     | /  | 1  | 1     | /    | 0  | 0     | /  | 1 |

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

|   |   |   |   |   |
|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |

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| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
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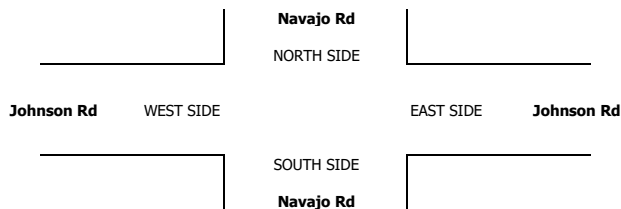
| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
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|---|---|---|---|
| 0 | 0 | 0 | 0 |
|---|---|---|---|

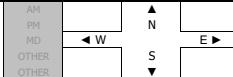


**INTERSECTION TURNING MOVEMENT COUNTS**

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

|                         |                                             |                                               |                                       |                         |
|-------------------------|---------------------------------------------|-----------------------------------------------|---------------------------------------|-------------------------|
| DATE:<br>Tue, Apr 2, 24 | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Dale Evans Pkwy<br>Johnson Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>9<br>STOP ALL |
|-------------------------|---------------------------------------------|-----------------------------------------------|---------------------------------------|-------------------------|

NOTES:



|                | NORTHBOUND<br>Dale Evans Pkwy |         |         | SOUTHBOUND<br>Dale Evans Pkwy |         |         | EASTBOUND<br>Johnson Rd |         |         | WESTBOUND<br>Johnson Rd |           |         | TOTAL |
|----------------|-------------------------------|---------|---------|-------------------------------|---------|---------|-------------------------|---------|---------|-------------------------|-----------|---------|-------|
| LANES:         | NL<br>1                       | NT<br>1 | NR<br>1 | SL<br>1                       | ST<br>1 | SR<br>0 | EL<br>0                 | ET<br>1 | ER<br>0 | WL<br>0.5               | WT<br>0.5 | WR<br>1 |       |
| 7:00 AM        | 3                             | 27      | 2       | 1                             | 10      | 0       | 0                       | 12      | 2       | 2                       | 6         | 5       | 70    |
| 7:15 AM        | 3                             | 32      | 6       | 4                             | 16      | 1       | 0                       | 7       | 1       | 1                       | 3         | 8       | 82    |
| 7:30 AM        | 2                             | 35      | 3       | 8                             | 12      | 0       | 0                       | 24      | 2       | 2                       | 11        | 7       | 106   |
| 7:45 AM        | 4                             | 24      | 2       | 2                             | 12      | 0       | 0                       | 17      | 4       | 0                       | 16        | 5       | 86    |
| 8:00 AM        | 1                             | 26      | 2       | 2                             | 8       | 0       | 0                       | 13      | 1       | 0                       | 9         | 6       | 68    |
| 8:15 AM        | 0                             | 20      | 3       | 2                             | 10      | 0       | 0                       | 13      | 3       | 0                       | 8         | 5       | 64    |
| 8:30 AM        | 1                             | 19      | 4       | 2                             | 16      | 0       | 0                       | 20      | 4       | 1                       | 12        | 4       | 83    |
| 8:45 AM        | 4                             | 16      | 4       | 2                             | 14      | 0       | 0                       | 22      | 3       | 2                       | 7         | 3       | 77    |
| VOLUMES        | 18                            | 199     | 26      | 23                            | 98      | 1       | 0                       | 128     | 20      | 8                       | 72        | 43      | 636   |
| APPROACH %     | 7%                            | 82%     | 11%     | 19%                           | 80%     | 1%      | 0%                      | 86%     | 1%      | 7%                      | 59%       | 35%     |       |
| APP/DEPART     | 243                           | /       | 242     | 122                           | /       | 126     | 148                     | /       | 177     | 123                     | /         | 91      | 0     |
| BEGIN PEAK HR  | 7:00 AM                       |         |         |                               |         |         |                         |         |         |                         |           |         |       |
| VOLUMES        | 12                            | 118     | 13      | 15                            | 50      | 1       | 0                       | 60      | 9       | 5                       | 36        | 25      | 344   |
| APPROACH %     | 8%                            | 83%     | 9%      | 23%                           | 76%     | 2%      | 0%                      | 87%     | 13%     | 8%                      | 55%       | 38%     |       |
| PEAK HR FACTOR | 0.872                         |         |         | 0.786                         |         |         | 0.663                   |         |         | 0.786                   |           |         | 0.811 |
| APP/DEPART     | 143                           | /       | 143     | 66                            | /       | 64      | 69                      | /       | 88      | 66                      | /         | 49      | 0     |
| 4:00 PM        | 4                             | 10      | 13      | 11                            | 36      | 0       | 0                       | 31      | 10      | 25                      | 72        | 9       | 221   |
| 4:15 PM        | 2                             | 14      | 28      | 10                            | 42      | 0       | 0                       | 74      | 7       | 7                       | 27        | 4       | 215   |
| 4:30 PM        | 11                            | 13      | 6       | 8                             | 50      | 0       | 0                       | 25      | 5       | 7                       | 15        | 5       | 145   |
| 4:45 PM        | 5                             | 25      | 1       | 5                             | 47      | 0       | 0                       | 13      | 8       | 4                       | 14        | 4       | 126   |
| 5:00 PM        | 0                             | 13      | 1       | 13                            | 52      | 0       | 0                       | 18      | 3       | 3                       | 11        | 4       | 118   |
| 5:15 PM        | 2                             | 11      | 1       | 9                             | 41      | 0       | 0                       | 14      | 2       | 5                       | 9         | 4       | 98    |
| 5:30 PM        | 3                             | 13      | 1       | 7                             | 31      | 1       | 0                       | 11      | 6       | 3                       | 33        | 2       | 111   |
| 5:45 PM        | 3                             | 19      | 1       | 7                             | 33      | 0       | 0                       | 19      | 5       | 2                       | 5         | 1       | 95    |
| VOLUMES        | 30                            | 118     | 52      | 70                            | 332     | 1       | 0                       | 205     | 46      | 56                      | 186       | 33      | 1,129 |
| APPROACH %     | 15%                           | 59%     | 26%     | 17%                           | 82%     | 0%      | 0%                      | 82%     | 18%     | 20%                     | 68%       | 12%     |       |
| APP/DEPART     | 200                           | /       | 151     | 403                           | /       | 434     | 251                     | /       | 327     | 275                     | /         | 217     | 0     |
| BEGIN PEAK HR  | 4:00 PM                       |         |         |                               |         |         |                         |         |         |                         |           |         |       |
| VOLUMES        | 22                            | 62      | 48      | 34                            | 175     | 0       | 0                       | 143     | 30      | 43                      | 128       | 22      | 707   |
| APPROACH %     | 17%                           | 47%     | 36%     | 16%                           | 84%     | 0%      | 0%                      | 83%     | 17%     | 22%                     | 66%       | 11%     |       |
| PEAK HR FACTOR | 0.750                         |         |         | 0.901                         |         |         | 0.534                   |         |         | 0.455                   |           |         | 0.800 |
| APP/DEPART     | 132                           | /       | 84      | 209                           | /       | 248     | 173                     | /       | 225     | 193                     | /         | 150     | 0     |

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

| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| X    | X   | X   | X   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |

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|---|---|---|---|
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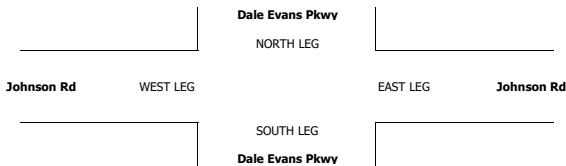
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| 0 | 0 | 0 | 0 | 0 | 0 |

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| 0 | 0 | 0 | 0 | 0 | 0 |

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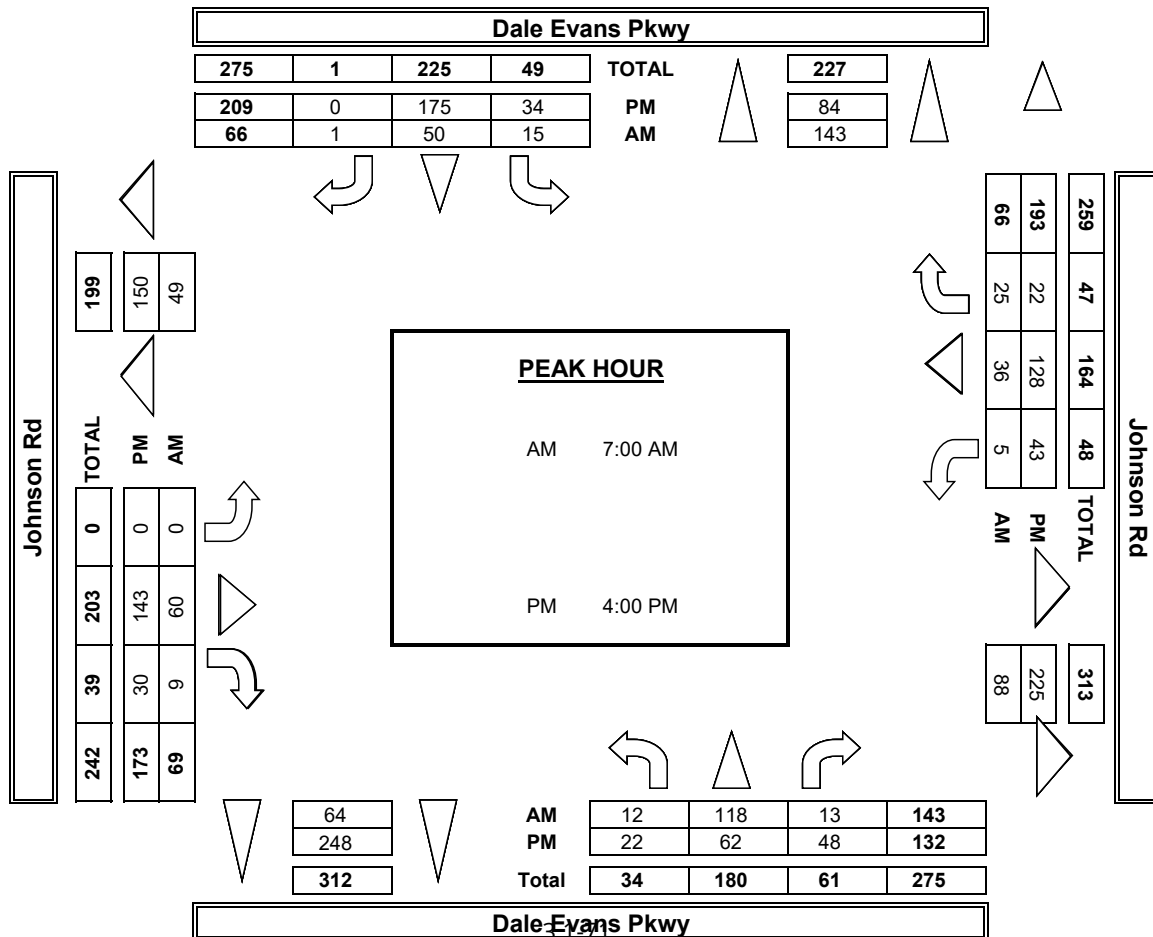
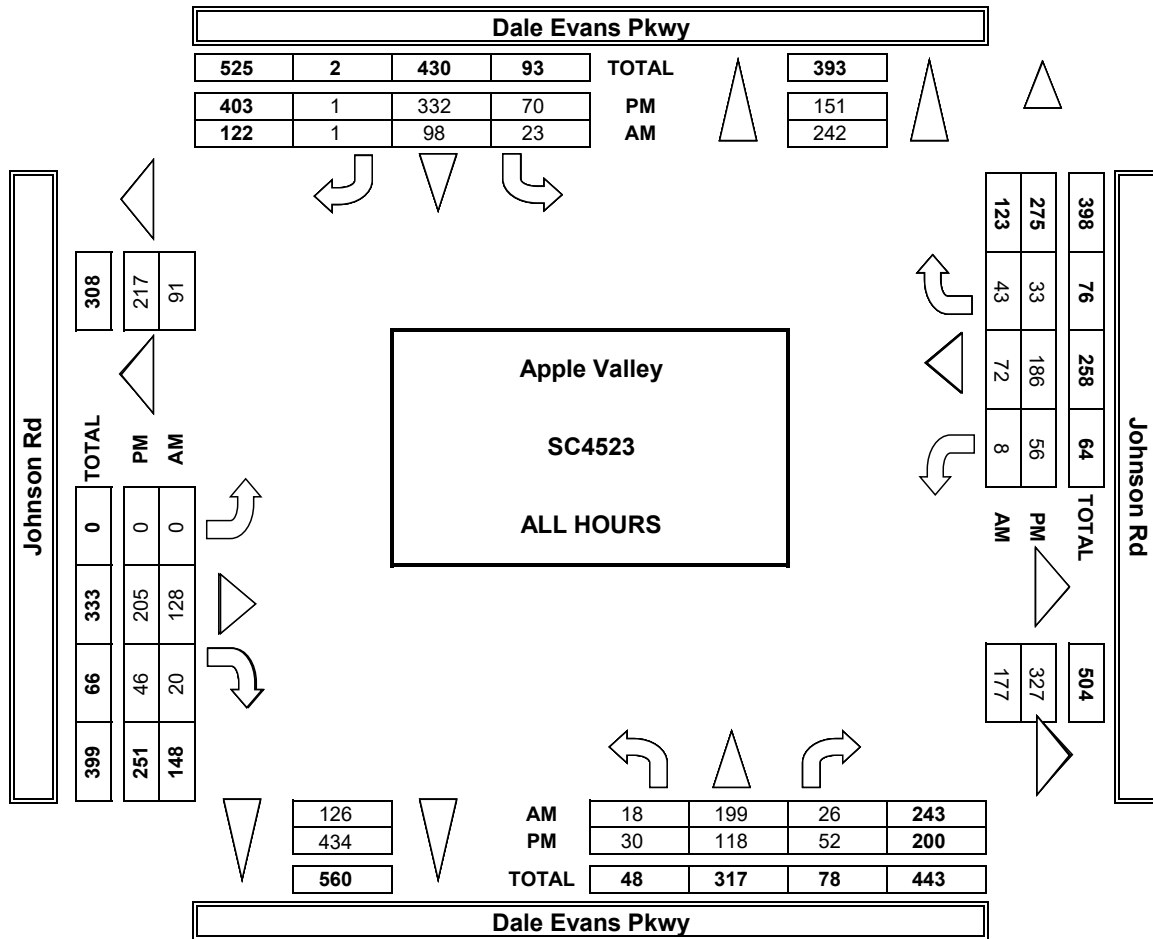
| AM | 7:00 AM |  |
|----|---------|--|
|    | 7:15 AM |  |
|    | 7:30 AM |  |
|    | 7:45 AM |  |
|    | 8:00 AM |  |
|    | 8:15 AM |  |
|    | 8:30 AM |  |
|    | 8:45 AM |  |
|    | TOTAL   |  |
| PM | 4:00 PM |  |
|    | 4:15 PM |  |
|    | 4:30 PM |  |
|    | 4:45 PM |  |
|    | 5:00 PM |  |
|    | 5:15 PM |  |
|    | 5:30 PM |  |
|    | 5:45 PM |  |
|    | TOTAL   |  |

| ALL PED + BIKE & SCOOTER |       |       |       |       |
|--------------------------|-------|-------|-------|-------|
| E LEG                    | W LEG | S LEG | N LEG | TOTAL |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 1                        | 0     | 0     | 0     | 1     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 1                        | 0     | 0     | 0     | 1     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |

| PEDESTRIAN CROSSINGS |       |       |       |       |
|----------------------|-------|-------|-------|-------|
| E LEG                | W LEG | S LEG | N LEG | TOTAL |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |
| 1                    | 0     | 0     | 0     | 1     |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |
| 1                    | 0     | 0     | 0     | 1     |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |
| 0                    | 0     | 0     | 0     | 0     |

| BICYCLE & SCOOTER CROSSINGS |    |    |    |       |
|-----------------------------|----|----|----|-------|
| EL                          | WL | SL | NL | TOTAL |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |
| 0                           | 0  | 0  | 0  | 0     |

**AimTD LLC**  
TURNING MOVEMENT COUNTS



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

PROJECT #: SC4523  
LOCATION #: 9  
CONTROL: STOP ALL

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

|   |   |   |   |   |   |
|---|---|---|---|---|---|
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
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|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
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3.1-72

# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                               |                                       |                         |
|----------------------------|---------------------------------------------|-----------------------------------------------|---------------------------------------|-------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Dale Evans Pkwy<br>Johnson Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>9<br>STOP ALL |
|----------------------------|---------------------------------------------|-----------------------------------------------|---------------------------------------|-------------------------|

|                       |               |                                  |                         |     |
|-----------------------|---------------|----------------------------------|-------------------------|-----|
| <b>CLASS 1:</b>       | <b>NOTES:</b> | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▼ | ▶ E |
| PASSENGER<br>VEHICLES |               |                                  |                         |     |

|        | NORTHBOUND<br>Dale Evans Pkwy |         |         | SOUTHBOUND<br>Dale Evans Pkwy |         |         | EASTBOUND<br>Johnson Rd |         |         | WESTBOUND<br>Johnson Rd |           |         |       |
|--------|-------------------------------|---------|---------|-------------------------------|---------|---------|-------------------------|---------|---------|-------------------------|-----------|---------|-------|
| LANES: | NL<br>1                       | NT<br>1 | NR<br>1 | SL<br>1                       | ST<br>1 | SR<br>0 | EL<br>0                 | ET<br>1 | ER<br>0 | WL<br>0.5               | WT<br>0.5 | WR<br>1 | TOTAL |

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

| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

|    |                |         |     |     |     |     |     |     |     |     |     |     |     |     |
|----|----------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| AM | 7:00 AM        | 3       | 21  | 1   | 1   | 9   | 0   | 0   | 9   | 2   | 2   | 3   | 2   | 53  |
|    | 7:15 AM        | 1       | 30  | 6   | 3   | 16  | 1   | 0   | 4   | 1   | 0   | 2   | 2   | 66  |
|    | 7:30 AM        | 1       | 30  | 3   | 5   | 10  | 0   | 0   | 20  | 2   | 1   | 6   | 2   | 80  |
|    | 7:45 AM        | 2       | 23  | 2   | 0   | 8   | 0   | 0   | 16  | 3   | 0   | 9   | 0   | 63  |
|    | 8:00 AM        | 1       | 24  | 1   | 0   | 4   | 0   | 0   | 7   | 1   | 0   | 5   | 0   | 43  |
|    | 8:15 AM        | 0       | 16  | 3   | 1   | 9   | 0   | 0   | 7   | 2   | 0   | 4   | 3   | 45  |
|    | 8:30 AM        | 1       | 17  | 4   | 0   | 14  | 0   | 0   | 12  | 1   | 0   | 6   | 1   | 56  |
|    | 8:45 AM        | 3       | 14  | 4   | 1   | 13  | 0   | 0   | 15  | 3   | 2   | 3   | 0   | 58  |
|    | VOLUMES        | 12      | 175 | 24  | 11  | 83  | 1   | 0   | 90  | 15  | 5   | 38  | 10  | 464 |
|    | APPROACH %     | 6%      | 83% | 11% | 12% | 87% | 1%  | 0%  | 86% | 14% | 9%  | 72% | 19% |     |
| PM | APP/DEPART     | 211     | /   | 185 | 95  | /   | 103 | 105 | /   | 125 | 53  | /   | 51  | 0   |
|    | BEGIN PEAK HR  | 7:00 AM |     |     |     |     |     |     |     |     |     |     |     |     |
|    | VOLUMES        | 7       | 104 | 12  | 9   | 43  | 1   | 0   | 49  | 8   | 3   | 20  | 6   | 262 |
|    | APPROACH %     | 6%      | 85% | 10% | 17% | 81% | 2%  | 0%  | 86% | 14% | 10% | 69% | 21% |     |
|    | PEAK HR FACTOR | 0.831   |     |     |     |     |     |     |     |     |     |     |     |     |
|    | APP/DEPART     | 123     | /   | 110 | 53  | /   | 54  | 57  | /   | 70  | 29  | /   | 28  | 0   |
|    | 4:00 PM        | 4       | 9   | 13  | 7   | 33  | 0   | 0   | 29  | 9   | 25  | 67  | 5   | 201 |
|    | 4:15 PM        | 2       | 13  | 27  | 6   | 39  | 0   | 0   | 63  | 6   | 7   | 25  | 2   | 190 |
|    | 4:30 PM        | 9       | 13  | 6   | 1   | 46  | 0   | 0   | 21  | 5   | 6   | 12  | 3   | 122 |
|    | 4:45 PM        | 4       | 25  | 1   | 2   | 45  | 0   | 0   | 11  | 6   | 4   | 8   | 3   | 109 |
|    | 5:00 PM        | 0       | 12  | 1   | 7   | 51  | 0   | 0   | 11  | 2   | 3   | 8   | 0   | 95  |
|    | 5:15 PM        | 2       | 9   | 0   | 7   | 38  | 0   | 0   | 11  | 2   | 5   | 5   | 0   | 79  |
|    | 5:30 PM        | 2       | 13  | 1   | 4   | 30  | 1   | 0   | 8   | 6   | 2   | 31  | 2   | 100 |
|    | 5:45 PM        | 3       | 19  | 1   | 4   | 31  | 0   | 0   | 15  | 5   | 2   | 4   | 0   | 84  |
|    | VOLUMES        | 26      | 113 | 50  | 38  | 313 | 1   | 0   | 169 | 41  | 54  | 160 | 15  | 980 |
|    | APPROACH %     | 14%     | 60% | 26% | 11% | 89% | 0%  | 0%  | 80% | 20% | 24% | 70% | 7%  |     |
|    | APP/DEPART     | 189     | /   | 128 | 352 | /   | 408 | 210 | /   | 257 | 229 | /   | 187 | 0   |
|    | BEGIN PEAK HR  | 4:00 PM |     |     |     |     |     |     |     |     |     |     |     |     |
|    | VOLUMES        | 19      | 60  | 47  | 16  | 163 | 0   | 0   | 124 | 26  | 42  | 112 | 13  | 622 |
|    | APPROACH %     | 15%     | 48% | 37% | 9%  | 91% | 0%  | 0%  | 83% | 17% | 25% | 67% | 8%  |     |
|    | PEAK HR FACTOR | 0.750   |     |     |     |     |     |     |     |     |     |     |     |     |
|    | APP/DEPART     | 126     | /   | 73  | 179 | /   | 231 | 150 | /   | 187 | 167 | /   | 131 | 0   |

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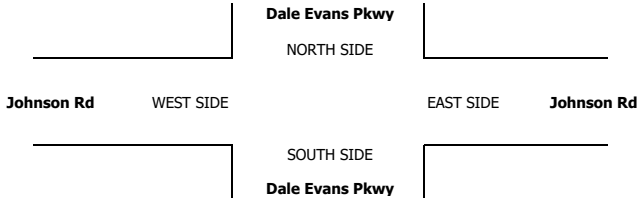
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                                                   |                                             |                               |         |                                               |                               |         |                                       |                         |         |                         |                         |           |         |       |
|---------------------------------------------------|---------------------------------------------|-------------------------------|---------|-----------------------------------------------|-------------------------------|---------|---------------------------------------|-------------------------|---------|-------------------------|-------------------------|-----------|---------|-------|
| DATE:<br>4/2/24<br>TUESDAY                        | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: |                               |         | Apple Valley<br>Dale Evans Pkwy<br>Johnson Rd |                               |         | PROJECT #:<br>LOCATION #:<br>CONTROL: |                         |         | SC4523<br>9<br>STOP ALL |                         |           |         |       |
| CLASS 2:<br>2-AXLE<br>WORK<br>VEHICLES/<br>TRUCKS | NOTES:                                      |                               |         |                                               |                               |         | AM                                    |                         | ▲       |                         |                         |           |         |       |
|                                                   |                                             |                               |         |                                               |                               |         | PM                                    |                         | N       |                         |                         |           |         |       |
|                                                   |                                             |                               |         |                                               |                               |         | MD                                    | ◀ W                     |         | E ▶                     |                         |           |         |       |
|                                                   |                                             |                               |         |                                               |                               |         | OTHER                                 |                         | S       |                         |                         |           |         |       |
| OTHER                                             |                                             |                               |         |                                               |                               |         |                                       |                         | ▼       |                         |                         |           |         |       |
|                                                   |                                             | NORTHBOUND<br>Dale Evans Pkwy |         |                                               | SOUTHBOUND<br>Dale Evans Pkwy |         |                                       | EASTBOUND<br>Johnson Rd |         |                         | WESTBOUND<br>Johnson Rd |           |         |       |
| LANES:                                            |                                             | NL<br>1                       | NT<br>1 | NR<br>1                                       | SL<br>1                       | ST<br>1 | SR<br>0                               | EL<br>0                 | ET<br>1 | ER<br>0                 | WL<br>0.5               | WT<br>0.5 | WR<br>1 | TOTAL |
| 7:00 AM                                           |                                             | 0                             | 6       | 0                                             | 0                             | 1       | 0                                     | 0                       | 0       | 0                       | 0                       | 1         | 0       | 8     |
| 7:15 AM                                           |                                             | 1                             | 1       | 0                                             | 0                             | 0       | 0                                     | 0                       | 1       | 0                       | 0                       | 0         | 0       | 3     |
| 7:30 AM                                           |                                             | 0                             | 2       | 0                                             | 0                             | 0       | 0                                     | 0                       | 0       | 0                       | 0                       | 0         | 1       | 3     |
| 7:45 AM                                           |                                             | 1                             | 1       | 0                                             | 0                             | 0       | 0                                     | 0                       | 0       | 1                       | 0                       | 1         | 0       | 4     |
| 8:00 AM                                           |                                             | 0                             | 1       | 0                                             | 0                             | 2       | 0                                     | 0                       | 0       | 0                       | 0                       | 2         | 0       | 5     |
| 8:15 AM                                           |                                             | 0                             | 2       | 0                                             | 0                             | 1       | 0                                     | 0                       | 1       | 1                       | 0                       | 1         | 0       | 6     |
| 8:30 AM                                           |                                             | 0                             | 0       | 0                                             | 0                             | 0       | 0                                     | 0                       | 1       | 0                       | 0                       | 1         | 0       | 2     |
| 8:45 AM                                           |                                             | 0                             | 1       | 0                                             | 0                             | 1       | 0                                     | 0                       | 0       | 0                       | 0                       | 0         | 0       | 2     |
| VOLUMES                                           |                                             | 2                             | 14      | 0                                             | 0                             | 5       | 0                                     | 0                       | 3       | 2                       | 0                       | 6         | 1       | 33    |
| APPROACH %                                        |                                             | 13%                           | 88%     | 0%                                            | 0%                            | 100%    | 0%                                    | 0%                      | 60%     | 40%                     | 0%                      | 86%       | 14%     |       |
| APP/DEPART                                        |                                             | 16                            | /       | 15                                            | 5                             | /       | 7                                     | 5                       | /       | 3                       | 7                       | /         | 8       | 0     |
| BEGIN PEAK HR                                     |                                             | 7:00 AM                       |         |                                               |                               |         |                                       |                         |         |                         |                         |           |         |       |
| VOLUMES                                           |                                             | 2                             | 10      | 0                                             | 0                             | 1       | 0                                     | 0                       | 1       | 1                       | 0                       | 2         | 1       | 18    |
| APPROACH %                                        |                                             | 17%                           | 83%     | 0%                                            | 0%                            | 100%    | 0%                                    | 0%                      | 50%     | 50%                     | 0%                      | 67%       | 33%     |       |
| PEAK HR FACTOR                                    |                                             | 0.500                         |         |                                               | 0.250                         |         |                                       | 0.500                   |         |                         | 0.750                   |           |         | 0.563 |
| APP/DEPART                                        |                                             | 12                            | /       | 11                                            | 1                             | /       | 2                                     | 2                       | /       | 1                       | 3                       | /         | 4       | 0     |
| 4:00 PM                                           |                                             | 0                             | 0       | 0                                             | 0                             | 2       | 0                                     | 0                       | 0       | 0                       | 0                       | 1         | 0       | 3     |
| 4:15 PM                                           |                                             | 0                             | 0       | 0                                             | 1                             | 3       | 0                                     | 0                       | 1       | 1                       | 0                       | 0         | 0       | 6     |
| 4:30 PM                                           |                                             | 0                             | 0       | 0                                             | 0                             | 2       | 0                                     | 0                       | 1       | 0                       | 0                       | 0         | 0       | 3     |
| 4:45 PM                                           |                                             | 0                             | 0       | 0                                             | 0                             | 1       | 0                                     | 0                       | 0       | 0                       | 0                       | 1         | 0       | 2     |
| 5:00 PM                                           |                                             | 0                             | 0       | 0                                             | 0                             | 0       | 0                                     | 0                       | 2       | 1                       | 0                       | 0         | 0       | 3     |
| 5:15 PM                                           |                                             | 0                             | 1       | 0                                             | 0                             | 2       | 0                                     | 0                       | 0       | 0                       | 0                       | 0         | 0       | 3     |
| 5:30 PM                                           |                                             | 0                             | 0       | 0                                             | 0                             | 0       | 0                                     | 0                       | 0       | 0                       | 0                       | 0         | 0       | 0     |
| 5:45 PM                                           |                                             | 0                             | 0       | 0                                             | 0                             | 2       | 0                                     | 0                       | 1       | 0                       | 0                       | 0         | 0       | 3     |
| VOLUMES                                           |                                             | 0                             | 1       | 0                                             | 1                             | 12      | 0                                     | 0                       | 5       | 2                       | 0                       | 2         | 0       | 23    |
| APPROACH %                                        |                                             | 0%                            | 100%    | 0%                                            | 8%                            | 92%     | 0%                                    | 0%                      | 71%     | 29%                     | 0%                      | 100%      | 0%      |       |
| APP/DEPART                                        |                                             | 1                             | /       | 1                                             | 13                            | /       | 14                                    | 7                       | /       | 6                       | 2                       | /         | 2       | 0     |
| BEGIN PEAK HR                                     |                                             | 4:00 PM                       |         |                                               |                               |         |                                       |                         |         |                         |                         |           |         |       |
| VOLUMES                                           |                                             | 0                             | 0       | 0                                             | 1                             | 8       | 0                                     | 0                       | 2       | 1                       | 0                       | 2         | 0       | 14    |
| APPROACH %                                        |                                             | 0%                            | 0%      | 0%                                            | 11%                           | 89%     | 0%                                    | 0%                      | 67%     | 33%                     | 0%                      | 100%      | 0%      |       |
| PEAK HR FACTOR                                    |                                             | 0.000                         |         |                                               | 0.563                         |         |                                       | 0.375                   |         |                         | 0.500                   |           |         | 0.583 |
| APP/DEPART                                        |                                             | 0                             | /       | 0                                             | 9                             | /       | 9                                     | 3                       | /       | 3                       | 2                       | /         | 2       | 0     |

| U-TURNS |    |    |    |     |   |
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| NB      | SB | EB | WB | TTL |   |
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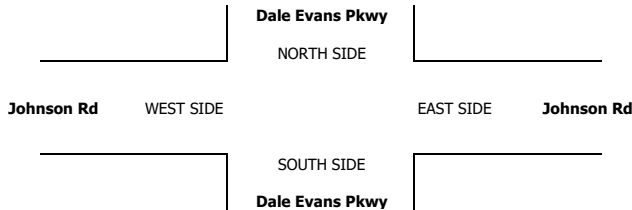
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                              |                                             |                               |                                               |         |                                                      |         |                                  |                         |                                 |         |                         |           |         |       |
|------------------------------|---------------------------------------------|-------------------------------|-----------------------------------------------|---------|------------------------------------------------------|---------|----------------------------------|-------------------------|---------------------------------|---------|-------------------------|-----------|---------|-------|
| DATE:<br>4/2/24<br>TUESDAY   | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: |                               | Apple Valley<br>Dale Evans Pkwy<br>Johnson Rd |         | PROJECT #:<br>SC4523<br>LOCATION #:<br>9<br>CONTROL: |         | STOP ALL                         |                         |                                 |         |                         |           |         |       |
| CLASS 3:<br>3-AXLE<br>TRUCKS | NOTES:                                      |                               |                                               |         |                                                      |         | AM<br>PM<br>MD<br>OTHER<br>OTHER |                         | ▲<br>N<br><br>◀ W<br><br>S<br>▼ | E ▶     |                         |           |         |       |
|                              |                                             | NORTHBOUND<br>Dale Evans Pkwy |                                               |         | SOUTHBOUND<br>Dale Evans Pkwy                        |         |                                  | EASTBOUND<br>Johnson Rd |                                 |         | WESTBOUND<br>Johnson Rd |           |         |       |
| LANES:                       |                                             | NL<br>1                       | NT<br>1                                       | NR<br>1 | SL<br>1                                              | ST<br>1 | SR<br>0                          | EL<br>0                 | ET<br>1                         | ER<br>0 | WL<br>0.5               | WT<br>0.5 | WR<br>1 | TOTAL |
| 7:00 AM                      |                                             | 0                             | 0                                             | 0       | 0                                                    | 0       | 0                                | 0                       | 1                               | 0       | 0                       | 0         | 0       | 1     |
| 7:15 AM                      |                                             | 0                             | 0                                             | 0       | 0                                                    | 0       | 0                                | 0                       | 1                               | 0       | 0                       | 0         | 0       | 1     |
| 7:30 AM                      |                                             | 0                             | 1                                             | 0       | 0                                                    | 1       | 0                                | 0                       | 0                               | 0       | 0                       | 0         | 0       | 2     |
| 7:45 AM                      |                                             | 0                             | 0                                             | 0       | 0                                                    | 0       | 0                                | 0                       | 0                               | 0       | 0                       | 0         | 0       | 0     |
| 8:00 AM                      |                                             | 0                             | 1                                             | 0       | 0                                                    | 0       | 0                                | 0                       | 3                               | 0       | 0                       | 1         | 0       | 5     |
| 8:15 AM                      |                                             | 0                             | 1                                             | 0       | 1                                                    | 0       | 0                                | 0                       | 3                               | 0       | 0                       | 0         | 0       | 5     |
| 8:30 AM                      |                                             | 0                             | 1                                             | 0       | 0                                                    | 0       | 0                                | 0                       | 2                               | 2       | 0                       | 1         | 0       | 6     |
| 8:45 AM                      |                                             | 0                             | 0                                             | 0       | 0                                                    | 0       | 0                                | 0                       | 5                               | 0       | 0                       | 0         | 1       | 6     |
| VOLUMES                      |                                             | 0                             | 4                                             | 0       | 1                                                    | 1       | 0                                | 0                       | 15                              | 2       | 0                       | 2         | 1       | 26    |
| APPROACH %                   |                                             | 0%                            | 100%                                          | 0%      | 50%                                                  | 50%     | 0%                               | 0%                      | 88%                             | 12%     | 0%                      | 67%       | 33%     |       |
| APP/DEPART                   |                                             | 4                             | /                                             | 5       | 2                                                    | /       | 3                                | 17                      | /                               | 16      | 3                       | /         | 2       | 0     |
| BEGIN PEAK HR                |                                             | 7:00 AM                       |                                               |         |                                                      |         |                                  |                         |                                 |         |                         |           |         |       |
| VOLUMES                      |                                             | 0                             | 1                                             | 0       | 0                                                    | 1       | 0                                | 0                       | 2                               | 0       | 0                       | 0         | 0       | 4     |
| APPROACH %                   |                                             | 0%                            | 100%                                          | 0%      | 0%                                                   | 100%    | 0%                               | 0%                      | 100%                            | 0%      | 0%                      | 0%        | 0%      |       |
| PEAK HR FACTOR               |                                             | 0.250                         |                                               |         | 0.250                                                |         |                                  | 0.500                   |                                 |         | 0.000                   |           |         | 0.500 |
| APP/DEPART                   |                                             | 1                             | /                                             | 1       | 1                                                    | /       | 1                                | 2                       | /                               | 2       | 0                       | /         | 0       | 0     |
| 4:00 PM                      |                                             | 0                             | 0                                             | 0       | 1                                                    | 0       | 0                                | 0                       | 1                               | 1       | 0                       | 1         | 0       | 4     |
| 4:15 PM                      |                                             | 0                             | 0                                             | 0       | 1                                                    | 0       | 0                                | 0                       | 0                               | 0       | 0                       | 1         | 0       | 2     |
| 4:30 PM                      |                                             | 0                             | 0                                             | 0       | 0                                                    | 0       | 0                                | 0                       | 1                               | 0       | 0                       | 1         | 0       | 2     |
| 4:45 PM                      |                                             | 1                             | 0                                             | 0       | 0                                                    | 0       | 0                                | 0                       | 0                               | 1       | 0                       | 3         | 0       | 5     |
| 5:00 PM                      |                                             | 0                             | 0                                             | 0       | 0                                                    | 0       | 0                                | 0                       | 1                               | 0       | 0                       | 0         | 0       | 1     |
| 5:15 PM                      |                                             | 0                             | 0                                             | 0       | 0                                                    | 0       | 0                                | 0                       | 0                               | 0       | 0                       | 2         | 0       | 2     |
| 5:30 PM                      |                                             | 0                             | 0                                             | 0       | 0                                                    | 1       | 0                                | 0                       | 1                               | 0       | 0                       | 0         | 0       | 2     |
| 5:45 PM                      |                                             | 0                             | 0                                             | 0       | 0                                                    | 0       | 0                                | 0                       | 0                               | 0       | 0                       | 0         | 0       | 0     |
| VOLUMES                      |                                             | 1                             | 0                                             | 0       | 2                                                    | 1       | 0                                | 0                       | 4                               | 2       | 0                       | 8         | 0       | 18    |
| APPROACH %                   |                                             | 100%                          | 0%                                            | 0%      | 67%                                                  | 33%     | 0%                               | 0%                      | 67%                             | 33%     | 0%                      | 100%      | 0%      |       |
| APP/DEPART                   |                                             | 1                             | /                                             | 0       | 3                                                    | /       | 3                                | 6                       | /                               | 6       | 8                       | /         | 9       | 0     |
| BEGIN PEAK HR                |                                             | 4:00 PM                       |                                               |         |                                                      |         |                                  |                         |                                 |         |                         |           |         |       |
| VOLUMES                      |                                             | 1                             | 0                                             | 0       | 2                                                    | 0       | 0                                | 0                       | 2                               | 2       | 0                       | 6         | 0       | 13    |
| APPROACH %                   |                                             | 100%                          | 0%                                            | 0%      | 100%                                                 | 0%      | 0%                               | 0%                      | 50%                             | 50%     | 0%                      | 100%      | 0%      |       |
| PEAK HR FACTOR               |                                             | 0.250                         |                                               |         | 0.500                                                |         |                                  | 0.500                   |                                 |         | 0.500                   |           |         | 0.650 |
| APP/DEPART                   |                                             | 1                             | /                                             | 0       | 2                                                    | /       | 2                                | 4                       | /                               | 4       | 6                       | /         | 7       | 0     |

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

| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| X    | X   | X   | X   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
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Dale Evans Pkwy

NORTH SIDE

Johnson Rd WEST SIDE

EAST SIDE Johnson Rd

SOUTH SIDE

Dale Evans Pkwy



# INTERSECTION TURNING MOVEMENT COUNTS

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

|                                         |                                             |                                               |                                       |                                                                                                |
|-----------------------------------------|---------------------------------------------|-----------------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY              | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Dale Evans Pkwy<br>Johnson Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>9<br>STOP ALL                                                                        |
| CLASS 4:<br>4 OR MORE<br>AXLE<br>TRUCKS | NOTES:                                      |                                               | AM<br>PM<br>MD<br>OTHER:<br>OTHER:    | <div> <div>▲</div> <div>◀ W</div> <div>▼</div> <div>N</div> <div>S</div> <div>E ▶</div> </div> |

|                | NORTHBOUND<br>Dale Evans Pkwy |         |         | SOUTHBOUND<br>Dale Evans Pkwy |         |         | EASTBOUND<br>Johnson Rd |         |         | WESTBOUND<br>Johnson Rd |           |         | TOTAL |
|----------------|-------------------------------|---------|---------|-------------------------------|---------|---------|-------------------------|---------|---------|-------------------------|-----------|---------|-------|
| LANES:         | NL<br>1                       | NT<br>1 | NR<br>1 | SL<br>1                       | ST<br>1 | SR<br>0 | EL<br>0                 | ET<br>1 | ER<br>0 | WL<br>0.5               | WT<br>0.5 | WR<br>1 |       |
| 7:00 AM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                       | 2       | 0       | 0                       | 2         | 3       | 7     |
| 7:15 AM        | 1                             | 1       | 0       | 1                             | 0       | 0       | 0                       | 1       | 0       | 1                       | 1         | 5       | 11    |
| 7:30 AM        | 1                             | 1       | 0       | 3                             | 0       | 0       | 0                       | 4       | 0       | 0                       | 5         | 4       | 18    |
| 7:45 AM        | 1                             | 0       | 0       | 2                             | 2       | 0       | 0                       | 1       | 0       | 0                       | 6         | 5       | 17    |
| 8:00 AM        | 0                             | 0       | 0       | 2                             | 0       | 0       | 0                       | 3       | 0       | 0                       | 1         | 6       | 12    |
| 8:15 AM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                       | 2       | 0       | 0                       | 3         | 2       | 7     |
| 8:30 AM        | 0                             | 1       | 0       | 2                             | 1       | 0       | 0                       | 5       | 1       | 0                       | 4         | 3       | 17    |
| 8:45 AM        | 1                             | 0       | 0       | 1                             | 0       | 0       | 0                       | 2       | 0       | 0                       | 4         | 2       | 10    |
| VOLUMES        | 4                             | 3       | 0       | 11                            | 3       | 0       | 0                       | 20      | 1       | 1                       | 26        | 30      | 99    |
| APPROACH %     | 57%                           | 43%     | 0%      | 79%                           | 21%     | 0%      | 0%                      | 95%     | 5%      | 2%                      | 46%       | 53%     |       |
| APP/DEPART     | 7                             | /       | 33      | 14                            | /       | 5       | 21                      | /       | 31      | 57                      | /         | 30      | 0     |
| BEGIN PEAK HR  | 7:00 AM                       |         |         |                               |         |         |                         |         |         |                         |           |         |       |
| VOLUMES        | 3                             | 2       | 0       | 6                             | 2       | 0       | 0                       | 8       | 0       | 1                       | 14        | 17      | 53    |
| APPROACH %     | 60%                           | 40%     | 0%      | 75%                           | 25%     | 0%      | 0%                      | 100%    | 0%      | 3%                      | 44%       | 53%     |       |
| PEAK HR FACTOR | 0.625                         |         |         | 0.500                         |         |         | 0.500                   |         |         | 0.727                   |           |         | 0.736 |
| APP/DEPART     | 5                             | /       | 19      | 8                             | /       | 3       | 8                       | /       | 14      | 32                      | /         | 17      | 0     |
| 4:00 PM        | 0                             | 1       | 0       | 3                             | 0       | 0       | 0                       | 1       | 0       | 0                       | 3         | 3       | 11    |
| 4:15 PM        | 0                             | 1       | 0       | 2                             | 0       | 0       | 0                       | 10      | 0       | 0                       | 1         | 2       | 16    |
| 4:30 PM        | 2                             | 0       | 0       | 7                             | 2       | 0       | 0                       | 2       | 0       | 0                       | 2         | 2       | 17    |
| 4:45 PM        | 0                             | 0       | 0       | 3                             | 1       | 0       | 0                       | 2       | 1       | 0                       | 2         | 1       | 10    |
| 5:00 PM        | 0                             | 1       | 0       | 6                             | 1       | 0       | 0                       | 4       | 0       | 0                       | 3         | 4       | 19    |
| 5:15 PM        | 0                             | 1       | 0       | 2                             | 1       | 0       | 0                       | 3       | 0       | 0                       | 2         | 4       | 13    |
| 5:30 PM        | 1                             | 0       | 0       | 3                             | 0       | 0       | 0                       | 2       | 0       | 0                       | 2         | 0       | 8     |
| 5:45 PM        | 0                             | 0       | 0       | 3                             | 0       | 0       | 0                       | 3       | 0       | 0                       | 1         | 1       | 8     |
| VOLUMES        | 3                             | 4       | 0       | 29                            | 5       | 0       | 0                       | 27      | 1       | 0                       | 16        | 17      | 102   |
| APPROACH %     | 43%                           | 57%     | 0%      | 85%                           | 15%     | 0%      | 0%                      | 96%     | 4%      | 0%                      | 48%       | 52%     |       |
| APP/DEPART     | 7                             | /       | 21      | 34                            | /       | 6       | 28                      | /       | 56      | 33                      | /         | 19      | 0     |
| BEGIN PEAK HR  | 4:00 PM                       |         |         |                               |         |         |                         |         |         |                         |           |         |       |
| VOLUMES        | 2                             | 2       | 0       | 15                            | 3       | 0       | 0                       | 15      | 1       | 0                       | 8         | 8       | 54    |
| APPROACH %     | 50%                           | 50%     | 0%      | 83%                           | 17%     | 0%      | 0%                      | 94%     | 6%      | 0%                      | 50%       | 50%     |       |
| PEAK HR FACTOR | 0.500                         |         |         | 0.500                         |         |         | 0.400                   |         |         | 0.667                   |           |         | 0.794 |
| APP/DEPART     | 4                             | /       | 10      | 18                            | /       | 4       | 16                      | /       | 30      | 16                      | /         | 10      | 0     |

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

| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| X    | X   | X   | X   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
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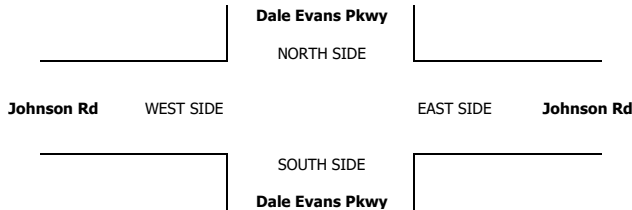
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                               |                                       |                                                                      |
|----------------------------|---------------------------------------------|-----------------------------------------------|---------------------------------------|----------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Dale Evans Pkwy<br>Johnson Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>9<br>STOP ALL                                              |
| CLASS 5:<br>RV             | NOTES:                                      |                                               | AM<br>PM<br>MD<br>OTHER<br>OTHER      | <div> <div>▲</div> <div>◀ W</div> <div>S</div> <div>E ▶</div> </div> |

|        | NORTHBOUND<br>Dale Evans Pkwy |         |         | SOUTHBOUND<br>Dale Evans Pkwy |         |         | EASTBOUND<br>Johnson Rd |         |         | WESTBOUND<br>Johnson Rd |           |         |       |
|--------|-------------------------------|---------|---------|-------------------------------|---------|---------|-------------------------|---------|---------|-------------------------|-----------|---------|-------|
| LANES: | NL<br>1                       | NT<br>1 | NR<br>1 | SL<br>1                       | ST<br>1 | SR<br>0 | EL<br>0                 | ET<br>1 | ER<br>0 | WL<br>0.5               | WT<br>0.5 | WR<br>1 | TOTAL |

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

| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

|    |            |    |    |    |    |    |    |    |    |    |    |    |   |
|----|------------|----|----|----|----|----|----|----|----|----|----|----|---|
| AM | 7:00 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:15 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:30 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:45 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:00 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:15 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:30 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:45 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | VOLUMES    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0 |
| PM | 4:00 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:15 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:30 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:45 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:00 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:15 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:30 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:45 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | VOLUMES    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0 |

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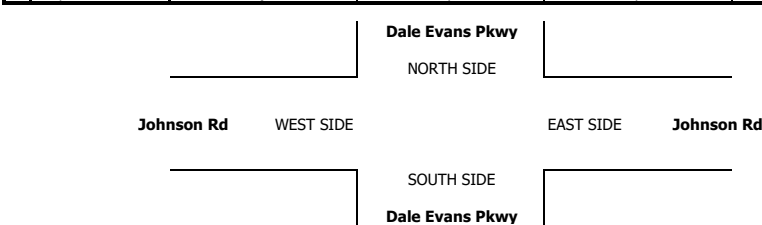
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                               |                                                                  |
|----------------------------|---------------------------------------------|-----------------------------------------------|------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Dale Evans Pkwy<br>Johnson Rd | PROJECT #:<br>SC4523<br>LOCATION #:<br>9<br>CONTROL:<br>STOP ALL |
| CLASS 6:                   | NOTES:                                      |                                               |                                                                  |
| BUSES                      |                                             |                                               |                                                                  |
|                            |                                             | AM<br>PM<br>MD<br>OTHER<br>OTHER              | ▲<br>N<br>◀ W<br>S<br>▼<br>E ▶                                   |

|        | NORTHBOUND<br>Dale Evans Pkwy |         |         | SOUTHBOUND<br>Dale Evans Pkwy |         |         | EASTBOUND<br>Johnson Rd |         |         | WESTBOUND<br>Johnson Rd |           |         |       |
|--------|-------------------------------|---------|---------|-------------------------------|---------|---------|-------------------------|---------|---------|-------------------------|-----------|---------|-------|
| LANES: | NL<br>1                       | NT<br>1 | NR<br>1 | SL<br>1                       | ST<br>1 | SR<br>0 | EL<br>0                 | ET<br>1 | ER<br>0 | WL<br>0.5               | WT<br>0.5 | WR<br>1 | TOTAL |

|    |                |         |     |      |       |    |      |       |    |    |       |    |     |       |   |
|----|----------------|---------|-----|------|-------|----|------|-------|----|----|-------|----|-----|-------|---|
| AM | 7:00 AM        | 0       | 0   | 0    | 1     | 0  | 0    | 0     | 0  | 0  | 0     | 0  | 0   | 0     | 1 |
|    | 7:15 AM        | 0       | 0   | 0    | 0     | 0  | 0    | 0     | 0  | 0  | 0     | 0  | 0   | 1     | 1 |
|    | 7:30 AM        | 0       | 1   | 0    | 0     | 1  | 0    | 0     | 0  | 0  | 1     | 0  | 0   | 3     |   |
|    | 7:45 AM        | 0       | 0   | 0    | 0     | 2  | 0    | 0     | 0  | 0  | 0     | 0  | 0   | 2     |   |
|    | 8:00 AM        | 0       | 0   | 1    | 0     | 2  | 0    | 0     | 0  | 0  | 0     | 0  | 0   | 3     |   |
|    | 8:15 AM        | 0       | 1   | 0    | 0     | 0  | 0    | 0     | 0  | 0  | 0     | 0  | 0   | 1     |   |
|    | 8:30 AM        | 0       | 0   | 0    | 0     | 1  | 0    | 0     | 0  | 0  | 1     | 0  | 0   | 2     |   |
|    | 8:45 AM        | 0       | 1   | 1    | 0     | 0  | 0    | 0     | 0  | 0  | 0     | 0  | 0   | 1     |   |
|    | VOLUMES        | 0       | 3   | 2    |       | 0  | 6    | 0     | 0  | 0  | 2     | 0  | 1   | 14    |   |
|    | APPROACH %     | 0%      | 60% | 40%  |       | 0% | 100% | 0%    | 0% | 0% | 67%   | 0% | 33% |       |   |
| PM | APP/DEPART     | 5       | /   | 4    |       | 6  | /    | 8     | 0  | /  | 2     | 3  | /   | 0     | 0 |
|    | BEGIN PEAK HR  | 7:00 AM |     |      |       |    |      |       |    |    |       |    |     |       |   |
|    | VOLUMES        | 0       | 1   | 1    |       | 0  | 3    | 0     | 0  | 0  | 1     | 0  | 1   | 7     |   |
|    | APPROACH %     | 0%      | 50% | 50%  |       | 0% | 100% | 0%    | 0% | 0% | 50%   | 0% | 50% |       |   |
|    | PEAK HR FACTOR | 0.500   |     |      | 0.375 |    |      | 0.000 |    |    | 0.500 |    |     | 0.583 |   |
|    | APP/DEPART     | 2       | /   | 2    |       | 3  | /    | 4     | 0  | /  | 1     | 2  | /   | 0     | 0 |
|    | 4:00 PM        | 0       | 0   | 0    | 0     | 0  | 1    | 0     | 0  | 0  | 0     | 0  | 1   | 2     |   |
|    | 4:15 PM        | 0       | 0   | 1    | 0     | 0  | 0    | 0     | 0  | 0  | 0     | 0  | 0   | 1     |   |
|    | 4:30 PM        | 0       | 0   | 0    | 0     | 0  | 0    | 0     | 0  | 0  | 1     | 0  | 0   | 1     |   |
|    | 4:45 PM        | 0       | 0   | 0    | 0     | 0  | 0    | 0     | 0  | 0  | 0     | 0  | 0   | 0     |   |
| PM | 5:00 PM        | 0       | 0   | 0    | 0     | 0  | 0    | 0     | 0  | 0  | 0     | 0  | 0   | 0     |   |
|    | 5:15 PM        | 0       | 0   | 1    | 0     | 0  | 0    | 0     | 0  | 0  | 0     | 0  | 0   | 1     |   |
|    | 5:30 PM        | 0       | 0   | 0    | 0     | 0  | 0    | 0     | 0  | 0  | 1     | 0  | 0   | 1     |   |
|    | 5:45 PM        | 0       | 0   | 0    | 0     | 0  | 0    | 0     | 0  | 0  | 0     | 0  | 0   | 0     |   |
|    | VOLUMES        | 0       | 0   | 2    |       | 0  | 1    | 0     | 0  | 0  | 2     | 0  | 1   | 6     |   |
|    | APPROACH %     | 0%      | 0%  | 100% |       | 0% | 100% | 0%    | 0% | 0% | 67%   | 0% | 33% |       |   |
|    | APP/DEPART     | 2       | /   | 1    |       | 1  | /    | 3     | 0  | /  | 2     | 3  | /   | 0     | 0 |
|    | BEGIN PEAK HR  | 4:00 PM |     |      |       |    |      |       |    |    |       |    |     |       |   |
|    | VOLUMES        | 0       | 0   | 1    |       | 0  | 1    | 0     | 0  | 0  | 1     | 0  | 1   | 4     |   |
|    | APPROACH %     | 0%      | 0%  | 100% |       | 0% | 100% | 0%    | 0% | 0% | 50%   | 0% | 50% |       |   |
| PM | PEAK HR FACTOR | 0.250   |     |      | 0.250 |    |      | 0.000 |    |    | 0.500 |    |     | 0.500 |   |
|    | APP/DEPART     | 1       | /   | 1    |       | 1  | /    | 2     | 0  | /  | 1     | 2  | /   | 0     | 0 |

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

|   |   |   |   |   |
|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
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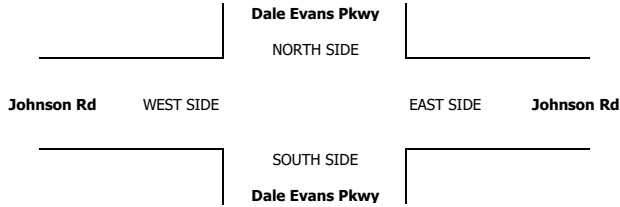
| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

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| 0 | 0 | 0 | 0 |
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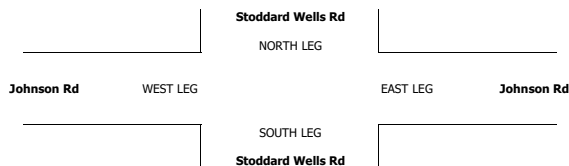
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| 0 | 0 | 0 | 0 |
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|--------|-------|-----|---|-----|
| NOTES: | AM    |     | ▲ |     |
|        | PM    |     | N |     |
|        | MO    | ◀ W |   | E ▶ |
|        | OTHER |     | S |     |
|        | OTHER |     | ▼ |     |

|                | NORTHBOUND        |     |     | SOUTHBOUND        |      |     | EASTBOUND  |    |     | WESTBOUND  |    |    |       |
|----------------|-------------------|-----|-----|-------------------|------|-----|------------|----|-----|------------|----|----|-------|
|                | Stoddard Wells Rd |     |     | Stoddard Wells Rd |      |     | Johnson Rd |    |     | Johnson Rd |    |    |       |
| LANES:         | NL                | NT  | NR  | SL                | ST   | SR  | EL         | ET | ER  | WL         | WT | WR | TOTAL |
| 7:00 AM        | 0                 | 8   | 12  | 1                 | 4    | 0   | 0          | 0  | 0   | 11         | 0  | 0  | 36    |
| 7:15 AM        | 0                 | 5   | 14  | 0                 | 4    | 0   | 0          | 0  | 0   | 7          | 0  | 0  | 20    |
| 7:30 AM        | 0                 | 5   | 23  | 0                 | 3    | 0   | 0          | 0  | 0   | 11         | 0  | 0  | 42    |
| 7:45 AM        | 0                 | 3   | 18  | 0                 | 9    | 0   | 0          | 0  | 0   | 21         | 0  | 0  | 51    |
| 8:00 AM        | 0                 | 5   | 17  | 0                 | 4    | 0   | 0          | 0  | 0   | 10         | 0  | 0  | 36    |
| 8:15 AM        | 0                 | 5   | 17  | 0                 | 7    | 0   | 0          | 0  | 0   | 9          | 0  | 0  | 38    |
| 8:30 AM        | 0                 | 2   | 23  | 1                 | 1    | 0   | 0          | 0  | 0   | 12         | 0  | 0  | 39    |
| 8:45 AM        | 0                 | 2   | 20  | 0                 | 11   | 0   | 0          | 0  | 0   | 7          | 0  | 0  | 40    |
| VOLUMES        | 0                 | 35  | 144 | 2                 | 43   | 0   | 0          | 0  | 0   | 88         | 0  | 0  | 312   |
| APPROACH %     | 0%                | 20% | 80% | 4%                | 96%  | 0%  | 0%         | 0% | 0%  | 100%       | 0% | 0% |       |
| APP/DEPART     | 179               | /   | 35  | 45                | /    | 131 | 0          | /  | 146 | 88         | /  | 0  | 0     |
| BEGIN PEAK HR  | 7:30 AM           |     |     | 0                 | 23   | 0   | 0          | 0  | 0   | 51         | 0  | 0  | 167   |
| VOLUMES        | 0%                | 18  | 75  | 0%                | 23   | 0%  | 0%         | 0% | 0%  | 100%       | 0% | 0% |       |
| PEAK HR FACTOR | 0%                | 19% | 81% | 0%                | 100% | 0%  | 0%         | 0% | 0%  | 100%       | 0% | 0% | 0.819 |
| APP/DEPART     | 93                | /   | 18  | 23                | /    | 74  | 0          | /  | 75  | 51         | /  | 0  | 0     |
| 4:00 PM        | 0                 | 1   | 41  | 2                 | 7    | 0   | 0          | 0  | 0   | 81         | 0  | 0  | 132   |
| 4:15 PM        | 0                 | 6   | 76  | 0                 | 6    | 0   | 0          | 0  | 0   | 27         | 0  | 1  | 116   |
| 4:30 PM        | 0                 | 2   | 26  | 0                 | 5    | 0   | 0          | 0  | 0   | 23         | 0  | 0  | 56    |
| 4:45 PM        | 0                 | 2   | 20  | 0                 | 6    | 0   | 0          | 0  | 0   | 22         | 0  | 2  | 52    |
| 5:00 PM        | 0                 | 3   | 20  | 0                 | 1    | 0   | 0          | 0  | 0   | 10         | 0  | 0  | 34    |
| 5:15 PM        | 0                 | 2   | 18  | 0                 | 2    | 0   | 0          | 0  | 0   | 12         | 0  | 0  | 34    |
| 5:30 PM        | 0                 | 2   | 21  | 0                 | 4    | 0   | 0          | 0  | 0   | 37         | 0  | 0  | 64    |
| 5:45 PM        | 0                 | 1   | 22  | 1                 | 3    | 0   | 0          | 0  | 0   | 9          | 0  | 0  | 36    |
| VOLUMES        | 0                 | 19  | 244 | 3                 | 34   | 0   | 0          | 0  | 0   | 221        | 0  | 3  | 524   |
| APPROACH %     | 0%                | 7%  | 93% | 8%                | 92%  | 0%  | 0%         | 0% | 0%  | 99%        | 0% | 1% |       |
| APP/DEPART     | 263               | /   | 22  | 37                | /    | 255 | 0          | /  | 247 | 224        | /  | 0  | 0     |
| BEGIN PEAK HR  | 4:00 PM           |     |     |                   |      |     |            |    |     |            |    |    |       |
| VOLUMES        | 0                 | 11  | 163 | 2                 | 24   | 0   | 0          | 0  | 0   | 153        | 0  | 3  | 356   |
| PEAK HR FACTOR | 0%                | 6%  | 94% | 8%                | 92%  | 0%  | 0%         | 0% | 0%  | 98%        | 0% | 2% | 0.674 |
| APP/DEPART     | 174               | /   | 14  | 26                | /    | 177 | 0          | /  | 165 | 156        | /  | 0  | 0     |

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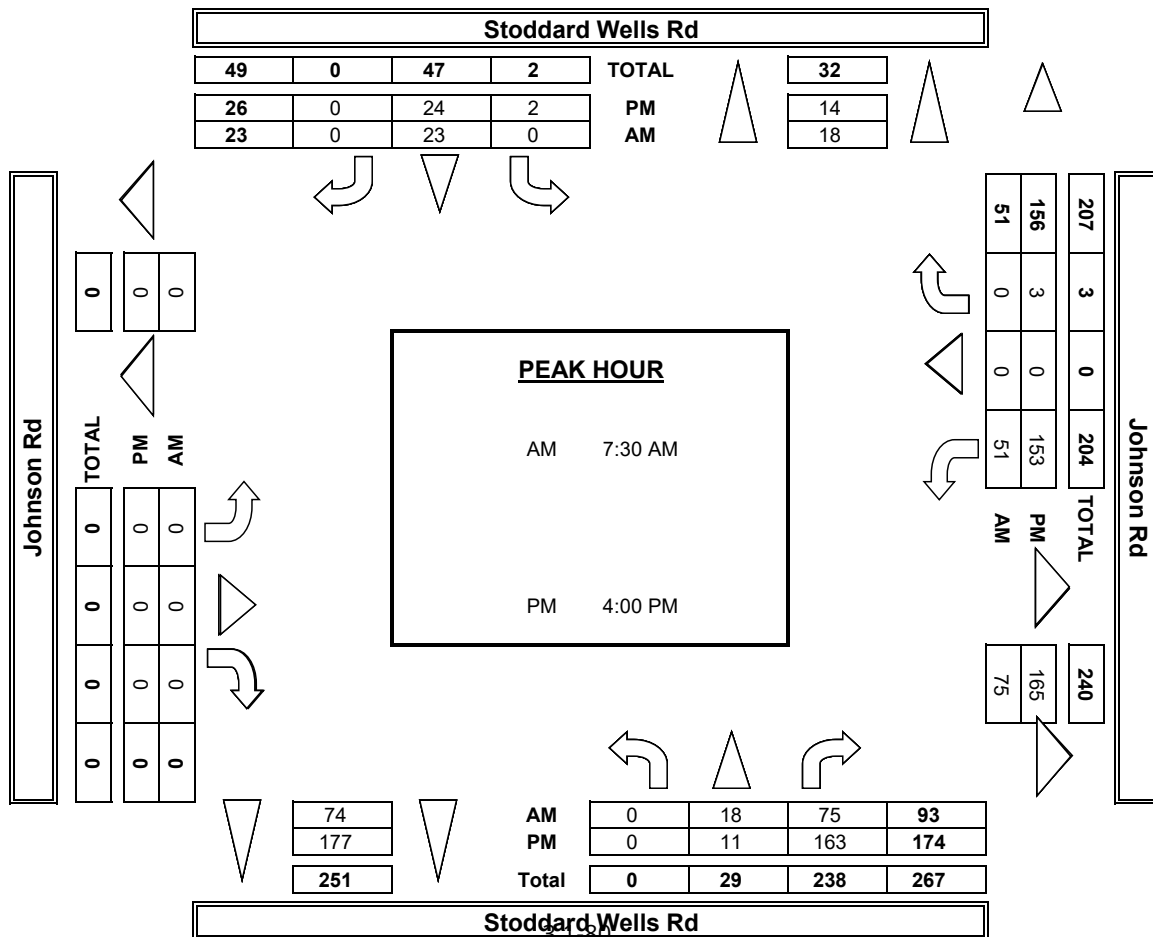
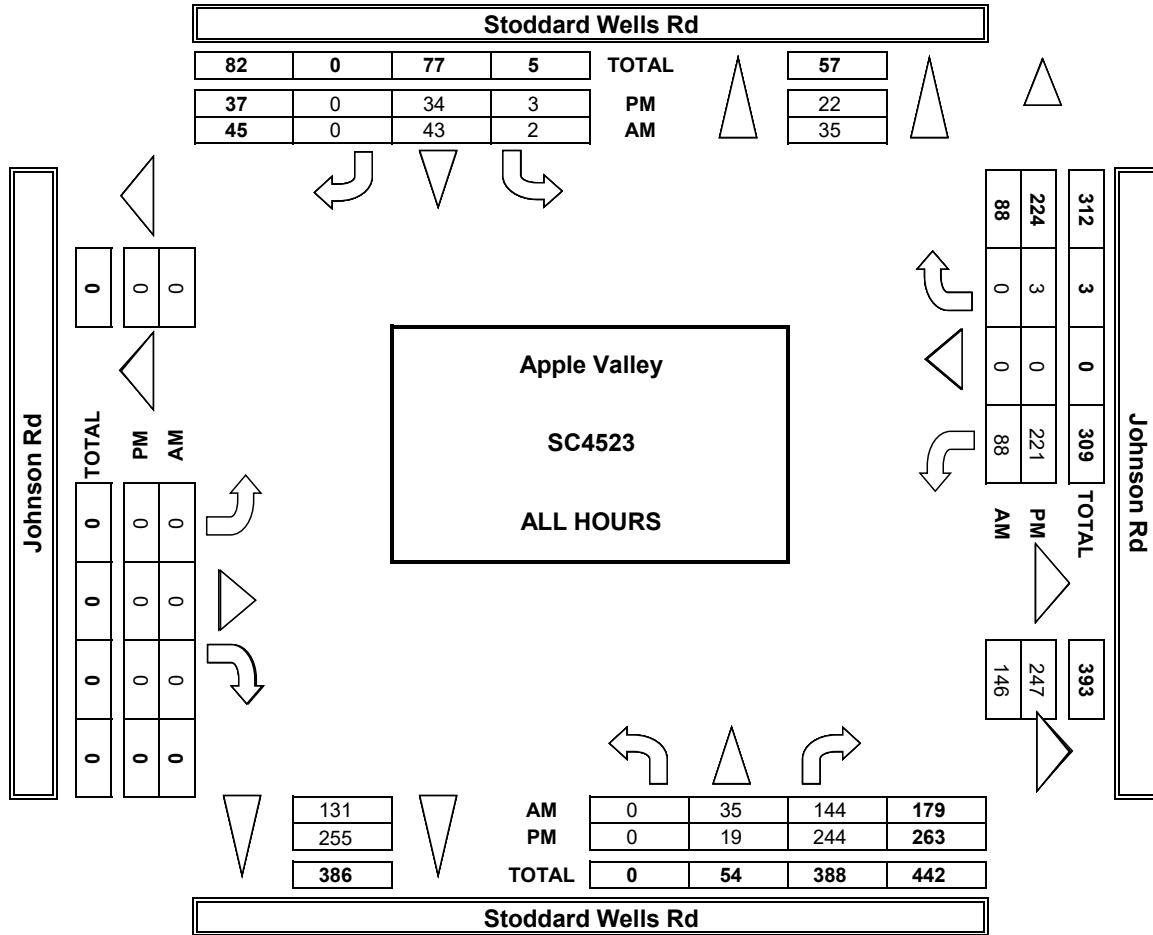
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|    |         |
|----|---------|
| AM | 7:00 AM |
|    | 7:15 AM |
|    | 7:30 AM |
|    | 7:45 AM |
|    | 8:00 AM |
|    | 8:15 AM |
|    | 8:30 AM |
|    | 8:45 AM |
| PM | TOTAL   |
|    | 4:00 PM |
|    | 4:15 PM |
|    | 4:30 PM |
|    | 4:45 PM |
|    | 5:00 PM |
|    | 5:15 PM |
|    | 5:30 PM |
|    | 5:45 PM |
|    | TOTAL   |

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**AimTD LLC**  
TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 4/2/24  
TUESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Apple Valley  
Stoddard Wells Rd  
Johnson Rd

PROJECT #:  
SC4523  
LOCATION #:  
4  
CONTROL:  
STOP W

|                 |        |   |     |   |   |   |   |  |  |       |     |  |     |  |
|-----------------|--------|---|-----|---|---|---|---|--|--|-------|-----|--|-----|--|
| PCE<br>Adjusted | NOTES: |   |     |   |   |   |   |  |  |       | AM  |  | ▲   |  |
|                 | Class  | 1 | 2   | 3 | 4 | 5 | 6 |  |  | PM    |     |  | N   |  |
|                 | Factor | 1 | 1.5 | 2 | 3 | 2 | 2 |  |  | MD    | ◀ W |  | E ▶ |  |
|                 |        |   |     |   |   |   |   |  |  | OTHER |     |  |     |  |
|                 |        |   |     |   |   |   |   |  |  | OTHER |     |  |     |  |

| LANES: | NORTHBOUND |    |    | SOUTHBOUND |    |    | EASTBOUND |    |    | WESTBOUND |    |    | TOTAL | U-TURNS |    |    |    |     |
|--------|------------|----|----|------------|----|----|-----------|----|----|-----------|----|----|-------|---------|----|----|----|-----|
|        | NL         | NT | NR | SL         | ST | SR | EL        | ET | ER | WL        | WT | WR |       | NB      | SB | EB | WB | TTL |
|        | X          | 1  | 1  | 1          | 1  | X  | X         | X  | X  | 0         | X  | 0  |       |         |    |    |    |     |

|    |                |         |     |     |       |      |     |       |    |      |       |    |     |       |  |  |  |  |
|----|----------------|---------|-----|-----|-------|------|-----|-------|----|------|-------|----|-----|-------|--|--|--|--|
| AM | 7:00 AM        | 0       | 10  | 17  | 1     | 4    | 0   | 0     | 0  | 21   | 0     | 0  | 53  |       |  |  |  |  |
|    | 7:15 AM        | 0       | 6   | 20  | 0     | 6    | 0   | 0     | 0  | 12   | 0     | 0  | 43  |       |  |  |  |  |
|    | 7:30 AM        | 0       | 6   | 30  | 0     | 5    | 0   | 0     | 0  | 22   | 0     | 0  | 63  |       |  |  |  |  |
|    | 7:45 AM        | 0       | 3   | 19  | 0     | 24   | 0   | 0     | 0  | 41   | 0     | 0  | 86  |       |  |  |  |  |
|    | 8:00 AM        | 0       | 10  | 29  | 0     | 10   | 0   | 0     | 0  | 14   | 0     | 0  | 63  |       |  |  |  |  |
|    | 8:15 AM        | 0       | 9   | 27  | 0     | 13   | 0   | 0     | 0  | 16   | 0     | 0  | 65  |       |  |  |  |  |
|    | 8:30 AM        | 0       | 3   | 38  | 1     | 1    | 0   | 0     | 0  | 20   | 0     | 0  | 62  |       |  |  |  |  |
|    | 8:45 AM        | 0       | 4   | 27  | 0     | 16   | 0   | 0     | 0  | 16   | 0     | 0  | 62  |       |  |  |  |  |
|    | VOLUMES        | 0       | 51  | 206 | 2     | 78   | 0   | 0     | 0  | 160  | 0     | 0  | 496 |       |  |  |  |  |
|    | APPROACH %     | 0%      | 20% | 80% | 3%    | 98%  | 0%  | 0%    | 0% | 100% | 0%    | 0% |     |       |  |  |  |  |
|    | APP/DEPART     | 257     | /   | 51  | 80    | /    | 238 | 0     | /  | 208  | 160   | /  | 0   |       |  |  |  |  |
|    | BEGIN PEAK HR  | 7:30 AM |     |     |       |      |     |       |    |      |       |    |     |       |  |  |  |  |
|    | VOLUMES        | 0       | 28  | 105 | 0     | 52   | 0   | 0     | 0  | 92   | 0     | 0  | 276 |       |  |  |  |  |
|    | APPROACH %     | 0%      | 21% | 79% | 0%    | 100% | 0%  | 0%    | 0% | 100% | 0%    | 0% |     |       |  |  |  |  |
|    | PEAK HR FACTOR | 0.849   |     |     | 0.548 |      |     | 0.000 |    |      | 0.568 |    |     | 0.802 |  |  |  |  |
|    | APP/DEPART     | 133     | /   | 28  | 52    | /    | 144 | 0     | /  | 105  | 92    | /  | 0   |       |  |  |  |  |
| PM | 4:00 PM        | 0       | 1   | 46  | 2     | 7    | 0   | 0     | 0  | 87   | 0     | 0  | 142 |       |  |  |  |  |
|    | 4:15 PM        | 0       | 6   | 96  | 0     | 8    | 0   | 0     | 0  | 32   | 0     | 1  | 143 |       |  |  |  |  |
|    | 4:30 PM        | 0       | 3   | 30  | 0     | 5    | 0   | 0     | 0  | 30   | 0     | 0  | 67  |       |  |  |  |  |
|    | 4:45 PM        | 0       | 2   | 30  | 0     | 6    | 0   | 0     | 0  | 35   | 0     | 2  | 75  |       |  |  |  |  |
|    | 5:00 PM        | 0       | 3   | 28  | 0     | 3    | 0   | 0     | 0  | 14   | 0     | 0  | 48  |       |  |  |  |  |
|    | 5:15 PM        | 0       | 4   | 24  | 0     | 2    | 0   | 0     | 0  | 20   | 0     | 0  | 50  |       |  |  |  |  |
|    | 5:30 PM        | 0       | 2   | 26  | 0     | 5    | 0   | 0     | 0  | 43   | 0     | 0  | 76  |       |  |  |  |  |
|    | 5:45 PM        | 0       | 1   | 29  | 1     | 3    | 0   | 0     | 0  | 11   | 0     | 0  | 45  |       |  |  |  |  |
|    | VOLUMES        | 0       | 22  | 308 | 3     | 39   | 0   | 0     | 0  | 271  | 0     | 3  | 644 |       |  |  |  |  |
|    | APPROACH %     | 0%      | 7%  | 93% | 7%    | 93%  | 0%  | 0%    | 0% | 99%  | 0%    | 1% |     |       |  |  |  |  |
|    | APP/DEPART     | 329     | /   | 25  | 42    | /    | 309 | 0     | /  | 311  | 274   | /  | 0   |       |  |  |  |  |
|    | BEGIN PEAK HR  | 4:00 PM |     |     |       |      |     |       |    |      |       |    |     |       |  |  |  |  |
|    | VOLUMES        | 0       | 12  | 201 | 2     | 26   | 0   | 0     | 0  | 183  | 0     | 3  | 426 |       |  |  |  |  |
|    | APPROACH %     | 0%      | 5%  | 95% | 7%    | 93%  | 0%  | 0%    | 0% | 98%  | 0%    | 2% |     |       |  |  |  |  |
|    | PEAK HR FACTOR | 0.521   |     |     | 0.778 |      |     | 0.000 |    |      | 0.536 |    |     | 0.747 |  |  |  |  |
|    | APP/DEPART     | 213     | /   | 15  | 28    | /    | 209 | 0     | /  | 203  | 186   | /  | 0   |       |  |  |  |  |



# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                                 |                                       |                       |
|----------------------------|---------------------------------------------|-------------------------------------------------|---------------------------------------|-----------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Stoddard Wells Rd<br>Johnson Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>4<br>STOP W |
|----------------------------|---------------------------------------------|-------------------------------------------------|---------------------------------------|-----------------------|

|                       |               |                         |                         |     |
|-----------------------|---------------|-------------------------|-------------------------|-----|
| <b>CLASS 1:</b>       | <b>NOTES:</b> | AM<br>PM<br>MD<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▼ | ▶ E |
| PASSENGER<br>VEHICLES |               |                         |                         |     |

|        | NORTHBOUND<br>Stoddard Wells Rd |    |    | SOUTHBOUND<br>Stoddard Wells Rd |    |    | EASTBOUND<br>Johnson Rd |    |    | WESTBOUND<br>Johnson Rd |    |    |       |
|--------|---------------------------------|----|----|---------------------------------|----|----|-------------------------|----|----|-------------------------|----|----|-------|
| LANES: | NL                              | NT | NR | SL                              | ST | SR | EL                      | ET | ER | WL                      | WT | WR | TOTAL |
|        | X                               | 1  | 1  | 1                               | 1  | X  | X                       | X  | X  | 0                       | X  | 0  |       |

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

| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| X    | X   | X   | X   |

|    |                |         |     |     |       |      |     |       |    |      |       |    |     |
|----|----------------|---------|-----|-----|-------|------|-----|-------|----|------|-------|----|-----|
| AM | 7:00 AM        | 0       | 7   | 9   | 1     | 4    | 0   | 0     | 0  | 6    | 0     | 0  | 27  |
|    | 7:15 AM        | 0       | 3   | 10  | 0     | 3    | 0   | 0     | 0  | 4    | 0     | 0  | 20  |
|    | 7:30 AM        | 0       | 3   | 19  | 0     | 2    | 0   | 0     | 0  | 5    | 0     | 0  | 29  |
|    | 7:45 AM        | 0       | 3   | 17  | 0     | 1    | 0   | 0     | 0  | 9    | 0     | 0  | 30  |
|    | 8:00 AM        | 0       | 1   | 8   | 0     | 1    | 0   | 0     | 0  | 6    | 0     | 0  | 16  |
|    | 8:15 AM        | 0       | 3   | 10  | 0     | 4    | 0   | 0     | 0  | 5    | 0     | 0  | 22  |
|    | 8:30 AM        | 0       | 1   | 14  | 1     | 1    | 0   | 0     | 0  | 7    | 0     | 0  | 24  |
|    | 8:45 AM        | 0       | 1   | 14  | 0     | 8    | 0   | 0     | 0  | 2    | 0     | 0  | 25  |
|    | VOLUMES        | 0       | 22  | 101 | 2     | 24   | 0   | 0     | 0  | 44   | 0     | 0  | 193 |
|    | APPROACH %     | 0%      | 18% | 82% | 8%    | 92%  | 0%  | 0%    | 0% | 100% | 0%    | 0% |     |
| PM | APP/DEPART     | 123     | /   | 22  | 26    | /    | 68  | 0     | /  | 103  | 44    | /  | 0   |
|    | BEGIN PEAK HR  | 7:30 AM |     |     |       |      |     |       |    |      |       |    |     |
|    | VOLUMES        | 0       | 10  | 54  | 0     | 8    | 0   | 0     | 0  | 25   | 0     | 0  | 97  |
|    | APPROACH %     | 0%      | 16% | 84% | 0%    | 100% | 0%  | 0%    | 0% | 100% | 0%    | 0% |     |
|    | PEAK HR FACTOR | 0.727   |     |     | 0.500 |      |     | 0.000 |    |      | 0.694 |    |     |
|    | APP/DEPART     | 64      | /   | 10  | 8     | /    | 33  | 0     | /  | 54   | 25    | /  | 0   |
|    | 4:00 PM        | 0       | 1   | 37  | 2     | 7    | 0   | 0     | 0  | 77   | 0     | 0  | 124 |
|    | 4:15 PM        | 0       | 6   | 66  | 0     | 5    | 0   | 0     | 0  | 24   | 0     | 1  | 102 |
|    | 4:30 PM        | 0       | 1   | 23  | 0     | 5    | 0   | 0     | 0  | 19   | 0     | 0  | 48  |
|    | 4:45 PM        | 0       | 2   | 15  | 0     | 6    | 0   | 0     | 0  | 13   | 0     | 2  | 38  |
|    | 5:00 PM        | 0       | 3   | 14  | 0     | 0    | 0   | 0     | 0  | 8    | 0     | 0  | 25  |
|    | 5:15 PM        | 0       | 1   | 15  | 0     | 2    | 0   | 0     | 0  | 7    | 0     | 0  | 25  |
|    | 5:30 PM        | 0       | 2   | 18  | 0     | 3    | 0   | 0     | 0  | 34   | 0     | 0  | 57  |
|    | 5:45 PM        | 0       | 1   | 18  | 1     | 3    | 0   | 0     | 0  | 8    | 0     | 0  | 31  |
|    | VOLUMES        | 0       | 17  | 206 | 3     | 31   | 0   | 0     | 0  | 190  | 0     | 3  | 450 |
|    | APPROACH %     | 0%      | 8%  | 92% | 9%    | 91%  | 0%  | 0%    | 0% | 98%  | 0%    | 2% |     |
|    | APP/DEPART     | 223     | /   | 20  | 34    | /    | 221 | 0     | /  | 209  | 193   | /  | 0   |
|    | BEGIN PEAK HR  | 4:00 PM |     |     |       |      |     |       |    |      |       |    |     |
|    | VOLUMES        | 0       | 10  | 141 | 2     | 23   | 0   | 0     | 0  | 133  | 0     | 3  | 312 |
|    | APPROACH %     | 0%      | 7%  | 93% | 8%    | 92%  | 0%  | 0%    | 0% | 98%  | 0%    | 2% |     |
|    | PEAK HR FACTOR | 0.524   |     |     | 0.694 |      |     | 0.000 |    |      | 0.442 |    |     |
|    | APP/DEPART     | 151     | /   | 13  | 25    | /    | 156 | 0     | /  | 143  | 136   | /  | 0   |

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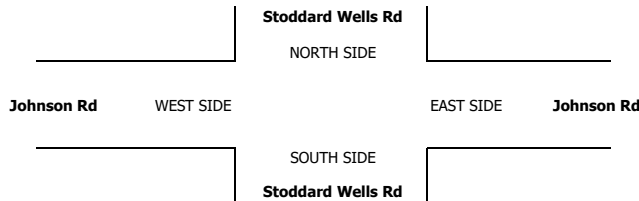
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                                                   |                                             |                                 |         |                                                 |                                 |         |                                       |                         |         |                       |                         |         |         |       |
|---------------------------------------------------|---------------------------------------------|---------------------------------|---------|-------------------------------------------------|---------------------------------|---------|---------------------------------------|-------------------------|---------|-----------------------|-------------------------|---------|---------|-------|
| DATE:<br>4/2/24<br>TUESDAY                        | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: |                                 |         | Apple Valley<br>Stoddard Wells Rd<br>Johnson Rd |                                 |         | PROJECT #:<br>LOCATION #:<br>CONTROL: |                         |         | SC4523<br>4<br>STOP W |                         |         |         |       |
| CLASS 2:<br>2-AXLE<br>WORK<br>VEHICLES/<br>TRUCKS | NOTES:                                      |                                 |         |                                                 |                                 |         |                                       |                         |         | AM                    |                         | ▲       |         |       |
|                                                   |                                             |                                 |         |                                                 |                                 |         |                                       |                         |         | PM                    |                         | ◀ W     | E ▶     |       |
|                                                   |                                             |                                 |         |                                                 |                                 |         |                                       |                         |         | MD                    |                         |         |         |       |
|                                                   |                                             |                                 |         |                                                 |                                 |         |                                       |                         |         | OTHER                 |                         | S       |         |       |
|                                                   |                                             |                                 |         |                                                 |                                 |         |                                       |                         | OTHER   |                       | ▼                       |         |         |       |
|                                                   |                                             | NORTHBOUND<br>Stoddard Wells Rd |         |                                                 | SOUTHBOUND<br>Stoddard Wells Rd |         |                                       | EASTBOUND<br>Johnson Rd |         |                       | WESTBOUND<br>Johnson Rd |         |         |       |
| LANES:                                            |                                             | NL<br>X                         | NT<br>1 | NR<br>1                                         | SL<br>1                         | ST<br>1 | SR<br>X                               | EL<br>X                 | ET<br>X | ER<br>X               | WL<br>0                 | WT<br>X | WR<br>0 | TOTAL |
| 7:00 AM                                           |                                             | 0                               | 0       | 0                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 0                       | 0       | 0       | 0     |
| 7:15 AM                                           |                                             | 0                               | 2       | 1                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 1                       | 0       | 0       | 4     |
| 7:30 AM                                           |                                             | 0                               | 2       | 1                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 0                       | 0       | 0       | 3     |
| 7:45 AM                                           |                                             | 0                               | 0       | 0                                               | 0                               | 1       | 0                                     | 0                       | 0       | 0                     | 3                       | 0       | 0       | 4     |
| 8:00 AM                                           |                                             | 0                               | 2       | 2                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 2                       | 0       | 0       | 6     |
| 8:15 AM                                           |                                             | 0                               | 0       | 0                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 1                       | 0       | 0       | 1     |
| 8:30 AM                                           |                                             | 0                               | 0       | 1                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 1                       | 0       | 0       | 2     |
| 8:45 AM                                           |                                             | 0                               | 0       | 0                                               | 0                               | 1       | 0                                     | 0                       | 0       | 0                     | 1                       | 0       | 0       | 2     |
| VOLUMES                                           |                                             | 0                               | 6       | 5                                               | 0                               | 2       | 0                                     | 0                       | 0       | 0                     | 9                       | 0       | 0       | 22    |
| APPROACH %                                        |                                             | 0%                              | 55%     | 45%                                             | 0%                              | 100%    | 0%                                    | 0%                      | 0%      | 0%                    | 100%                    | 0%      | 0%      |       |
| APP/DEPART                                        |                                             | 11                              | /       | 6                                               | 2                               | /       | 11                                    | 0                       | /       | 5                     | 9                       | /       | 0       | 0     |
| BEGIN PEAK HR                                     |                                             | 7:30 AM                         |         |                                                 |                                 |         |                                       |                         |         |                       |                         |         |         |       |
| VOLUMES                                           |                                             | 0                               | 4       | 3                                               | 0                               | 1       | 0                                     | 0                       | 0       | 0                     | 6                       | 0       | 0       | 14    |
| APPROACH %                                        |                                             | 0%                              | 57%     | 43%                                             | 0%                              | 100%    | 0%                                    | 0%                      | 0%      | 0%                    | 100%                    | 0%      | 0%      |       |
| PEAK HR FACTOR                                    |                                             | 0.438                           |         |                                                 | 0.250                           |         |                                       | 0.000                   |         |                       | 0.500                   |         |         | 0.583 |
| APP/DEPART                                        |                                             | 7                               | /       | 4                                               | 1                               | /       | 7                                     | 0                       | /       | 3                     | 6                       | /       | 0       | 0     |
| 4:00 PM                                           |                                             | 0                               | 0       | 1                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 1                       | 0       | 0       | 2     |
| 4:15 PM                                           |                                             | 0                               | 0       | 0                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 1                       | 0       | 0       | 1     |
| 4:30 PM                                           |                                             | 0                               | 1       | 1                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 0                       | 0       | 0       | 2     |
| 4:45 PM                                           |                                             | 0                               | 0       | 0                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 1                       | 0       | 0       | 1     |
| 5:00 PM                                           |                                             | 0                               | 0       | 2                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 0                       | 0       | 0       | 2     |
| 5:15 PM                                           |                                             | 0                               | 0       | 0                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 0                       | 0       | 0       | 0     |
| 5:30 PM                                           |                                             | 0                               | 0       | 0                                               | 0                               | 1       | 0                                     | 0                       | 0       | 0                     | 0                       | 0       | 0       | 1     |
| 5:45 PM                                           |                                             | 0                               | 0       | 1                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 0                       | 0       | 0       | 1     |
| VOLUMES                                           |                                             | 0                               | 1       | 5                                               | 0                               | 1       | 0                                     | 0                       | 0       | 0                     | 3                       | 0       | 0       | 10    |
| APPROACH %                                        |                                             | 0%                              | 17%     | 83%                                             | 0%                              | 100%    | 0%                                    | 0%                      | 0%      | 0%                    | 100%                    | 0%      | 0%      |       |
| APP/DEPART                                        |                                             | 6                               | /       | 1                                               | 1                               | /       | 4                                     | 0                       | /       | 5                     | 3                       | /       | 0       | 0     |
| BEGIN PEAK HR                                     |                                             | 4:00 PM                         |         |                                                 |                                 |         |                                       |                         |         |                       |                         |         |         |       |
| VOLUMES                                           |                                             | 0                               | 1       | 2                                               | 0                               | 0       | 0                                     | 0                       | 0       | 0                     | 3                       | 0       | 0       | 6     |
| APPROACH %                                        |                                             | 0%                              | 33%     | 67%                                             | 0%                              | 0%      | 0%                                    | 0%                      | 0%      | 0%                    | 100%                    | 0%      | 0%      |       |
| PEAK HR FACTOR                                    |                                             | 0.375                           |         |                                                 | 0.000                           |         |                                       | 0.000                   |         |                       | 0.750                   |         |         | 0.750 |
| APP/DEPART                                        |                                             | 3                               | /       | 1                                               | 0                               | /       | 3                                     | 0                       | /       | 2                     | 3                       | /       | 0       | 0     |

| U-TURNS |    |    |    |     |   |
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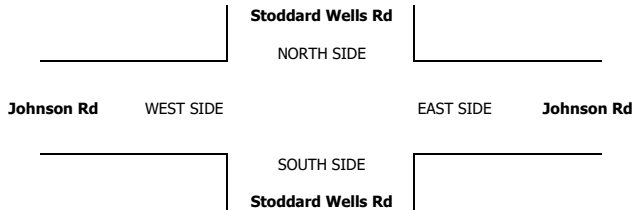
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# INTERSECTION TURNING MOVEMENT COUNTS

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|                            |                                             |                                                 |                      |
|----------------------------|---------------------------------------------|-------------------------------------------------|----------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Stoddard Wells Rd<br>Johnson Rd | PROJECT #:<br>SC4523 |
|                            |                                             |                                                 | LOCATION #:<br>4     |
|                            |                                             |                                                 | CONTROL:<br>STOP W   |

|                              |        |       |     |   |     |
|------------------------------|--------|-------|-----|---|-----|
| CLASS 3:<br>3-AXLE<br>TRUCKS | NOTES: | AM    |     | ▲ |     |
|                              |        | PM    |     | ▲ |     |
|                              |        | MD    | ◀ W |   | E ▶ |
|                              |        | OTHER |     | S |     |

|                | NORTHBOUND<br>Stoddard Wells Rd |         |         | SOUTHBOUND<br>Stoddard Wells Rd |         |         | EASTBOUND<br>Johnson Rd |         |         | WESTBOUND<br>Johnson Rd |         |         |       |
|----------------|---------------------------------|---------|---------|---------------------------------|---------|---------|-------------------------|---------|---------|-------------------------|---------|---------|-------|
| LANES:         | NL<br>X                         | NT<br>1 | NR<br>1 | SL<br>1                         | ST<br>1 | SR<br>X | EL<br>X                 | ET<br>X | ER<br>X | WL<br>0                 | WT<br>X | WR<br>0 | TOTAL |
| 7:00 AM        | 0                               | 0       | 1       | 0                               | 0       | 0       | 0                       | 0       | 0       | 0                       | 0       | 0       | 1     |
| 7:15 AM        | 0                               | 0       | 1       | 0                               | 0       | 0       | 0                       | 0       | 0       | 0                       | 0       | 0       | 1     |
| 7:30 AM        | 0                               | 0       | 0       | 0                               | 0       | 0       | 0                       | 0       | 0       | 1                       | 0       | 0       | 1     |
| 7:45 AM        | 0                               | 0       | 1       | 0                               | 0       | 0       | 0                       | 0       | 0       | 0                       | 0       | 0       | 1     |
| 8:00 AM        | 0                               | 0       | 3       | 0                               | 0       | 0       | 0                       | 0       | 0       | 1                       | 0       | 0       | 4     |
| 8:15 AM        | 0                               | 0       | 4       | 0                               | 0       | 0       | 0                       | 0       | 0       | 0                       | 0       | 0       | 4     |
| 8:30 AM        | 0                               | 1       | 2       | 0                               | 0       | 0       | 0                       | 0       | 0       | 1                       | 0       | 0       | 4     |
| 8:45 AM        | 0                               | 0       | 5       | 0                               | 0       | 0       | 0                       | 0       | 0       | 0                       | 0       | 0       | 5     |
| VOLUMES        | 0                               | 1       | 17      | 0                               | 0       | 0       | 0                       | 0       | 0       | 3                       | 0       | 0       | 21    |
| APPROACH %     | 0%                              | 6%      | 94%     | 0%                              | 0%      | 0%      | 0%                      | 0%      | 0%      | 100%                    | 0%      | 0%      |       |
| APP/DEPART     | 18                              | /       | 1       | 0                               | /       | 3       | 0                       | /       | 17      | 3                       | /       | 0       | 0     |
| BEGIN PEAK HR  | 7:30 AM                         |         |         |                                 |         |         |                         |         |         |                         |         |         |       |
| VOLUMES        | 0                               | 0       | 8       | 0                               | 0       | 0       | 0                       | 0       | 0       | 2                       | 0       | 0       | 10    |
| APPROACH %     | 0%                              | 0%      | 100%    | 0%                              | 0%      | 0%      | 0%                      | 0%      | 0%      | 100%                    | 0%      | 0%      |       |
| PEAK HR FACTOR | 0.500                           |         |         | 0.000                           |         |         | 0.000                   |         |         | 0.500                   |         |         | 0.625 |
| APP/DEPART     | 8                               | /       | 0       | 0                               | /       | 2       | 0                       | /       | 8       | 2                       | /       | 0       | 0     |
| 4:00 PM        | 0                               | 0       | 2       | 0                               | 0       | 0       | 0                       | 0       | 0       | 1                       | 0       | 0       | 3     |
| 4:15 PM        | 0                               | 0       | 0       | 0                               | 0       | 0       | 0                       | 0       | 0       | 0                       | 0       | 0       | 0     |
| 4:30 PM        | 0                               | 0       | 1       | 0                               | 0       | 0       | 0                       | 0       | 0       | 1                       | 0       | 0       | 2     |
| 4:45 PM        | 0                               | 0       | 0       | 0                               | 0       | 0       | 0                       | 0       | 0       | 4                       | 0       | 0       | 4     |
| 5:00 PM        | 0                               | 0       | 1       | 0                               | 0       | 0       | 0                       | 0       | 0       | 0                       | 0       | 0       | 1     |
| 5:15 PM        | 0                               | 0       | 0       | 0                               | 0       | 0       | 0                       | 0       | 0       | 2                       | 0       | 0       | 2     |
| 5:30 PM        | 0                               | 0       | 1       | 0                               | 0       | 0       | 0                       | 0       | 0       | 0                       | 0       | 0       | 1     |
| 5:45 PM        | 0                               | 0       | 0       | 0                               | 0       | 0       | 0                       | 0       | 0       | 0                       | 0       | 0       | 0     |
| VOLUMES        | 0                               | 0       | 5       | 0                               | 0       | 0       | 0                       | 0       | 0       | 8                       | 0       | 0       | 13    |
| APPROACH %     | 0%                              | 0%      | 100%    | 0%                              | 0%      | 0%      | 0%                      | 0%      | 0%      | 100%                    | 0%      | 0%      |       |
| APP/DEPART     | 5                               | /       | 0       | 0                               | /       | 8       | 0                       | /       | 5       | 8                       | /       | 0       | 0     |
| BEGIN PEAK HR  | 4:00 PM                         |         |         |                                 |         |         |                         |         |         |                         |         |         |       |
| VOLUMES        | 0                               | 0       | 3       | 0                               | 0       | 0       | 0                       | 0       | 0       | 6                       | 0       | 0       | 9     |
| APPROACH %     | 0%                              | 0%      | 100%    | 0%                              | 0%      | 0%      | 0%                      | 0%      | 0%      | 100%                    | 0%      | 0%      |       |
| PEAK HR FACTOR | 0.375                           |         |         | 0.000                           |         |         | 0.000                   |         |         | 0.375                   |         |         | 0.563 |
| APP/DEPART     | 3                               | /       | 0       | 0                               | /       | 6       | 0                       | /       | 3       | 6                       | /       | 0       | 0     |

| U-TURNS |    |    |    |     |
|---------|----|----|----|-----|
| NB      | SB | EB | WB | TTL |
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| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |
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| 0        | 0        | 0        | 0        |
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| 0        | 0        | 0        | 0        |
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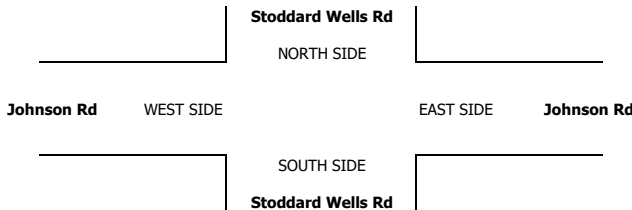
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# INTERSECTION TURNING MOVEMENT COUNTS

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|                                         |                                             |                                                 |                                |
|-----------------------------------------|---------------------------------------------|-------------------------------------------------|--------------------------------|
| DATE:<br>4/2/24<br>TUESDAY              | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Stoddard Wells Rd<br>Johnson Rd | PROJECT #:<br>SC4523           |
|                                         |                                             |                                                 | LOCATION #:<br>4               |
|                                         |                                             |                                                 | CONTROL:<br>STOP W             |
| CLASS 4:<br>4 OR MORE<br>AXLE<br>TRUCKS | NOTES:                                      | AM<br>PM<br>MD<br>OTHER<br>OTHER                | ▲<br>N<br>◀ W<br>S<br>▶ E<br>▼ |

|                | NORTHBOUND<br>Stoddard Wells Rd |         |         | SOUTHBOUND<br>Stoddard Wells Rd |         |         | EASTBOUND<br>Johnson Rd |         |         | WESTBOUND<br>Johnson Rd |         |         | TOTAL |
|----------------|---------------------------------|---------|---------|---------------------------------|---------|---------|-------------------------|---------|---------|-------------------------|---------|---------|-------|
| LANES:         | NL<br>X                         | NT<br>1 | NR<br>1 | SL<br>1                         | ST<br>1 | SR<br>X | EL<br>X                 | ET<br>X | ER<br>X | WL<br>0                 | WT<br>X | WR<br>0 |       |
| 7:00 AM        | 0                               | 1       | 2       | 0                               | 0       | 0       | 0                       | 0       | 0       | 5                       | 0       | 0       | 8     |
| 7:15 AM        | 0                               | 0       | 2       | 0                               | 1       | 0       | 0                       | 0       | 0       | 2                       | 0       | 0       | 5     |
| 7:30 AM        | 0                               | 0       | 3       | 0                               | 1       | 0       | 0                       | 0       | 0       | 5                       | 0       | 0       | 9     |
| 7:45 AM        | 0                               | 0       | 0       | 0                               | 7       | 0       | 0                       | 0       | 0       | 9                       | 0       | 0       | 16    |
| 8:00 AM        | 0                               | 2       | 4       | 0                               | 3       | 0       | 0                       | 0       | 0       | 1                       | 0       | 0       | 10    |
| 8:15 AM        | 0                               | 2       | 3       | 0                               | 3       | 0       | 0                       | 0       | 0       | 3                       | 0       | 0       | 11    |
| 8:30 AM        | 0                               | 0       | 6       | 0                               | 0       | 0       | 0                       | 0       | 0       | 3                       | 0       | 0       | 9     |
| 8:45 AM        | 0                               | 1       | 1       | 0                               | 2       | 0       | 0                       | 0       | 0       | 4                       | 0       | 0       | 8     |
| VOLUMES        | 0                               | 6       | 21      | 0                               | 17      | 0       | 0                       | 0       | 0       | 32                      | 0       | 0       | 76    |
| APPROACH %     | 0%                              | 22%     | 78%     | 0%                              | 100%    | 0%      | 0%                      | 0%      | 0%      | 100%                    | 0%      | 0%      |       |
| APP/DEPART     | 27                              | /       | 6       | 17                              | /       | 49      | 0                       | /       | 21      | 32                      | /       | 0       | 0     |
| BEGIN PEAK HR  | 7:30 AM                         |         |         |                                 |         |         |                         |         |         |                         |         |         |       |
| VOLUMES        | 0                               | 4       | 10      | 0                               | 14      | 0       | 0                       | 0       | 0       | 18                      | 0       | 0       | 46    |
| APPROACH %     | 0%                              | 29%     | 71%     | 0%                              | 100%    | 0%      | 0%                      | 0%      | 0%      | 100%                    | 0%      | 0%      |       |
| PEAK HR FACTOR | 0.583                           |         |         | 0.500                           |         |         | 0.000                   |         |         | 0.500                   |         |         | 0.719 |
| APP/DEPART     | 14                              | /       | 4       | 14                              | /       | 32      | 0                       | /       | 10      | 18                      | /       | 0       | 0     |
| 4:00 PM        | 0                               | 0       | 1       | 0                               | 0       | 0       | 0                       | 0       | 0       | 2                       | 0       | 0       | 3     |
| 4:15 PM        | 0                               | 0       | 10      | 0                               | 1       | 0       | 0                       | 0       | 0       | 2                       | 0       | 0       | 13    |
| 4:30 PM        | 0                               | 0       | 1       | 0                               | 0       | 0       | 0                       | 0       | 0       | 3                       | 0       | 0       | 4     |
| 4:45 PM        | 0                               | 0       | 5       | 0                               | 0       | 0       | 0                       | 0       | 0       | 4                       | 0       | 0       | 9     |
| 5:00 PM        | 0                               | 0       | 3       | 0                               | 1       | 0       | 0                       | 0       | 0       | 2                       | 0       | 0       | 6     |
| 5:15 PM        | 0                               | 1       | 3       | 0                               | 0       | 0       | 0                       | 0       | 0       | 3                       | 0       | 0       | 7     |
| 5:30 PM        | 0                               | 0       | 2       | 0                               | 0       | 0       | 0                       | 0       | 0       | 3                       | 0       | 0       | 5     |
| 5:45 PM        | 0                               | 0       | 3       | 0                               | 0       | 0       | 0                       | 0       | 0       | 1                       | 0       | 0       | 4     |
| VOLUMES        | 0                               | 1       | 28      | 0                               | 2       | 0       | 0                       | 0       | 0       | 20                      | 0       | 0       | 51    |
| APPROACH %     | 0%                              | 3%      | 97%     | 0%                              | 100%    | 0%      | 0%                      | 0%      | 0%      | 100%                    | 0%      | 0%      |       |
| APP/DEPART     | 29                              | /       | 1       | 2                               | /       | 22      | 0                       | /       | 28      | 20                      | /       | 0       | 0     |
| BEGIN PEAK HR  | 4:00 PM                         |         |         |                                 |         |         |                         |         |         |                         |         |         |       |
| VOLUMES        | 0                               | 0       | 17      | 0                               | 1       | 0       | 0                       | 0       | 0       | 11                      | 0       | 0       | 29    |
| APPROACH %     | 0%                              | 0%      | 100%    | 0%                              | 100%    | 0%      | 0%                      | 0%      | 0%      | 100%                    | 0%      | 0%      |       |
| PEAK HR FACTOR | 0.425                           |         |         | 0.250                           |         |         | 0.000                   |         |         | 0.688                   |         |         | 0.558 |
| APP/DEPART     | 17                              | /       | 0       | 1                               | /       | 12      | 0                       | /       | 17      | 11                      | /       | 0       | 0     |

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

| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
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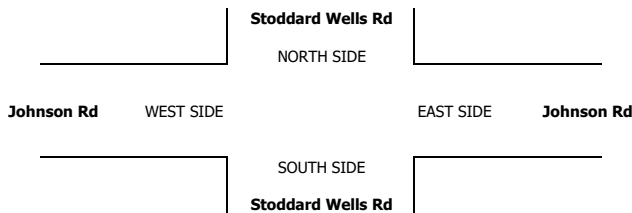
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                                 |                                       |                                                                      |
|----------------------------|---------------------------------------------|-------------------------------------------------|---------------------------------------|----------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Stoddard Wells Rd<br>Johnson Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>4<br>STOP W                                                |
| CLASS 5:<br>RV             | NOTES:                                      |                                                 | AM<br>PM<br>MD<br>OTHER<br>OTHER      | <div> <div>▲</div> <div>◀ W</div> <div>S</div> <div>▶ E</div> </div> |

|        | NORTHBOUND<br>Stoddard Wells Rd |         |         | SOUTHBOUND<br>Stoddard Wells Rd |         |         | EASTBOUND<br>Johnson Rd |         |         | WESTBOUND<br>Johnson Rd |         |         |       |
|--------|---------------------------------|---------|---------|---------------------------------|---------|---------|-------------------------|---------|---------|-------------------------|---------|---------|-------|
| LANES: | NL<br>X                         | NT<br>1 | NR<br>1 | SL<br>1                         | ST<br>1 | SR<br>X | EL<br>X                 | ET<br>X | ER<br>X | WL<br>0                 | WT<br>X | WR<br>0 | TOTAL |

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

| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

|    |            |    |    |    |    |    |    |    |    |    |    |    |   |
|----|------------|----|----|----|----|----|----|----|----|----|----|----|---|
| AM | 7:00 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:15 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:30 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:45 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:00 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:15 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:30 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:45 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | VOLUMES    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0 |
| PM | 4:00 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:15 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:30 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:45 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:00 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:15 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:30 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:45 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | VOLUMES    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0 |

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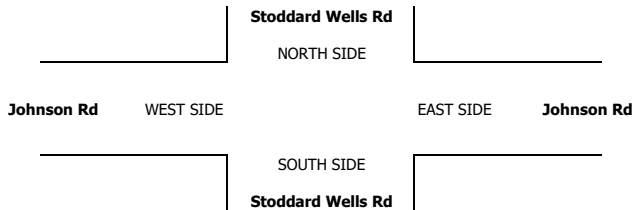
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                                 |                                       |                       |
|----------------------------|---------------------------------------------|-------------------------------------------------|---------------------------------------|-----------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Stoddard Wells Rd<br>Johnson Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>4<br>STOP W |
|----------------------------|---------------------------------------------|-------------------------------------------------|---------------------------------------|-----------------------|

|          |        |                                  |                       |
|----------|--------|----------------------------------|-----------------------|
| CLASS 6: | NOTES: | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>E<br>S<br>▼ |
| BUSES    |        | ◀ W<br>S<br>▶                    |                       |

|        | NORTHBOUND<br>Stoddard Wells Rd |         |         | SOUTHBOUND<br>Stoddard Wells Rd |         |         | EASTBOUND<br>Johnson Rd |         |         | WESTBOUND<br>Johnson Rd |         |         |       |
|--------|---------------------------------|---------|---------|---------------------------------|---------|---------|-------------------------|---------|---------|-------------------------|---------|---------|-------|
| LANES: | NL<br>X                         | NT<br>1 | NR<br>1 | SL<br>1                         | ST<br>1 | SR<br>X | EL<br>X                 | ET<br>X | ER<br>X | WL<br>0                 | WT<br>X | WR<br>0 | TOTAL |

|    |                |         |    |    |       |    |    |       |    |    |       |    |   |
|----|----------------|---------|----|----|-------|----|----|-------|----|----|-------|----|---|
| AM | 7:00 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 7:15 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 7:30 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 7:45 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:00 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:15 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:30 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:45 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
| PM | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |
|    | BEGIN PEAK HR  | 7:30 AM |    |    |       |    |    |       |    |    |       |    |   |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.000 |    |    | 0.000 |    |    | 0.000 |    |   |
|    | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |
|    | 4:00 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 4:15 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 4:30 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 4:45 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:00 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:15 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:30 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:45 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
|    | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |
|    | BEGIN PEAK HR  | 4:00 PM |    |    |       |    |    |       |    |    |       |    |   |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.000 |    |    | 0.000 |    |    | 0.000 |    |   |
|    | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |

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

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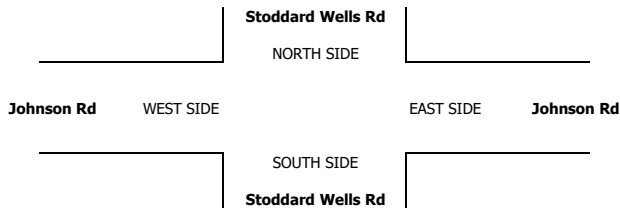
| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

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| 0 | 0 | 0 | 0 |
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### INTERSECTION TURNING MOVEMENT COUNTS

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

|                         |                                             |                                                    |                                       |                         |
|-------------------------|---------------------------------------------|----------------------------------------------------|---------------------------------------|-------------------------|
| DATE:<br>Tue, Apr 2, 24 | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>I-15 NB Ramps<br>Stoddard Wells Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>3<br>STOP N/S |
|-------------------------|---------------------------------------------|----------------------------------------------------|---------------------------------------|-------------------------|

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

| LANES:         | NORTHBOUND    |         |         | SOUTHBOUND    |         |         | EASTBOUND         |         |         | WESTBOUND         |         |         | TOTAL |
|----------------|---------------|---------|---------|---------------|---------|---------|-------------------|---------|---------|-------------------|---------|---------|-------|
|                | I-15 NB Ramps |         |         | I-15 SB Ramps |         |         | Stoddard Wells Rd |         |         | Stoddard Wells Rd |         |         |       |
|                | NL<br>0       | NT<br>1 | NR<br>0 | SL<br>0       | ST<br>1 | SR<br>0 | EL<br>0           | ET<br>1 | ER<br>0 | WL<br>0           | WT<br>1 | WR<br>0 |       |
| 7:00 AM        | 0             | 4       | 0       | 18            | 0       | 4       | 0                 | 0       | 5       | 0                 | 13      | 0       | 44    |
| 7:15 AM        | 0             | 12      | 2       | 17            | 1       | 3       | 0                 | 1       | 1       | 0                 | 12      | 0       | 49    |
| 7:30 AM        | 1             | 4       | 0       | 28            | 0       | 3       | 2                 | 0       | 9       | 1                 | 13      | 0       | 61    |
| 7:45 AM        | 1             | 7       | 2       | 16            | 0       | 5       | 1                 | 1       | 2       | 2                 | 26      | 0       | 63    |
| 8:00 AM        | 1             | 10      | 0       | 21            | 0       | 4       | 1                 | 2       | 7       | 0                 | 17      | 0       | 63    |
| 8:15 AM        | 0             | 9       | 1       | 21            | 0       | 3       | 2                 | 1       | 1       | 2                 | 13      | 0       | 53    |
| 8:30 AM        | 0             | 5       | 2       | 21            | 0       | 3       | 1                 | 2       | 6       | 0                 | 13      | 0       | 53    |
| 8:45 AM        | 1             | 3       | 0       | 22            | 1       | 1       | 0                 | 1       | 12      | 4                 | 15      | 1       | 61    |
| VOLUMES        | 4             | 54      | 7       | 164           | 2       | 26      | 7                 | 8       | 43      | 9                 | 122     | 1       | 448   |
| APPROACH %     | 6%            | 83%     | 11%     | 85%           | 1%      | 13%     | 12%               | 14%     | 74%     | 7%                | 92%     | 1%      |       |
| APP/DEPART     | 65            | /       | 63      | 193           | /       | 54      | 58                | /       | 179     | 132               | /       | 152     | 0     |
| BEGIN PEAK HR  | 3             | 7:30 AM | 3       | 86            | 0       | 15      | 6                 | 4       | 19      | 5                 | 69      | 0       | 241   |
| VOLUMES        | 30            |         | 30      | 84%           | 0%      | 15%     | 6                 | 14%     | 66%     | 5                 | 93%     | 0%      |       |
| APPROACH %     | 8%            | 83%     | 8%      | 84%           | 0%      | 15%     | 6                 | 14%     | 66%     | 5                 | 93%     | 0%      |       |
| PEAK HR FACTOR |               | 0.818   |         | 0.823         |         |         |                   | 0.659   |         |                   | 0.661   |         | 0.956 |
| APP/DEPART     | 36            | /       | 37      | 102           | /       | 24      | 29                | /       | 93      | 74                | /       | 87      | 0     |
| 4:00 PM        | 0             | 7       | 4       | 49            | 0       | 4       | 1                 | 1       | 6       | 4                 | 86      | 0       | 162   |
| 4:15 PM        | 2             | 4       | 3       | 65            | 0       | 6       | 2                 | 3       | 10      | 2                 | 37      | 0       | 134   |
| 4:30 PM        | 0             | 6       | 1       | 26            | 0       | 2       | 0                 | 4       | 11      | 0                 | 26      | 0       | 76    |
| 4:45 PM        | 0             | 4       | 2       | 16            | 0       | 2       | 0                 | 2       | 13      | 0                 | 31      | 0       | 70    |
| 5:00 PM        | 0             | 9       | 2       | 21            | 0       | 2       | 2                 | 3       | 13      | 0                 | 11      | 0       | 63    |
| 5:15 PM        | 0             | 3       | 0       | 12            | 1       | 0       | 0                 | 0       | 7       | 1                 | 13      | 0       | 37    |
| 5:30 PM        | 1             | 2       | 0       | 27            | 0       | 2       | 0                 | 0       | 9       | 1                 | 39      | 0       | 81    |
| 5:45 PM        | 0             | 1       | 3       | 22            | 0       | 0       | 1                 | 1       | 11      | 1                 | 13      | 0       | 53    |
| VOLUMES        | 3             | 36      | 15      | 118           | 1       | 18      | 6                 | 14      | 80      | 9                 | 256     | 0       | 576   |
| APPROACH %     | 6%            | 67%     | 28%     | 83%           | 0%      | 7%      | 100%              | 14%     | 80%     | 3%                | 97%     | 0%      | 63    |
| APP/DEPART     | 54            |         | 42      | 257           | /       | 90      | 100               | /       | 267     | 265               | /       | 277     | 0     |
| BEGIN PEAK HR  |               | 4:00 PM |         |               |         |         |                   |         |         |                   |         |         |       |
| VOLUMES        | 2             | 21      | 10      | 156           | 0       | 14      | 3                 | 10      | 40      | 6                 | 180     | 0       | 442   |
| APPROACH %     | 6%            | 64%     | 30%     | 92%           | 0%      | 8%      | 6%                | 19%     | 75%     | 3%                | 97%     | 0%      |       |
| PEAK HR FACTOR |               | 0.750   |         | 0.599         |         |         |                   | 0.883   |         |                   | 0.517   |         | 0.682 |
| APP/DEPART     | 33            | /       | 24      | 170           | /       | 46      | 53                | /       | 176     | 186               | /       | 196     | 0     |

| U-TURNS |         |         |         |     |
|---------|---------|---------|---------|-----|
| NB<br>0 | SB<br>0 | EB<br>0 | WB<br>0 | TTL |
| 0       | 0       | 0       | 0       | 0   |
| 0       | 0       | 0       | 0       | 0   |
| 0       | 0       | 0       | 0       | 0   |
| 0       | 0       | 0       | 0       | 0   |
| 0       | 0       | 0       | 0       | 0   |
| 0       | 1       | 0       | 0       | 1   |
| 0       | 0       | 0       | 0       | 0   |
| 0       | 0       | 0       | 0       | 0   |
| 0       | 1       | 0       | 0       | 1   |

[illegible]

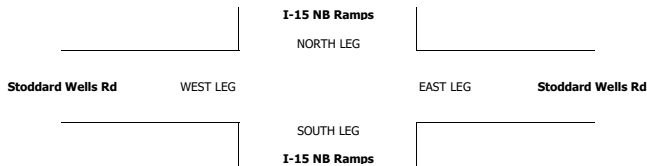
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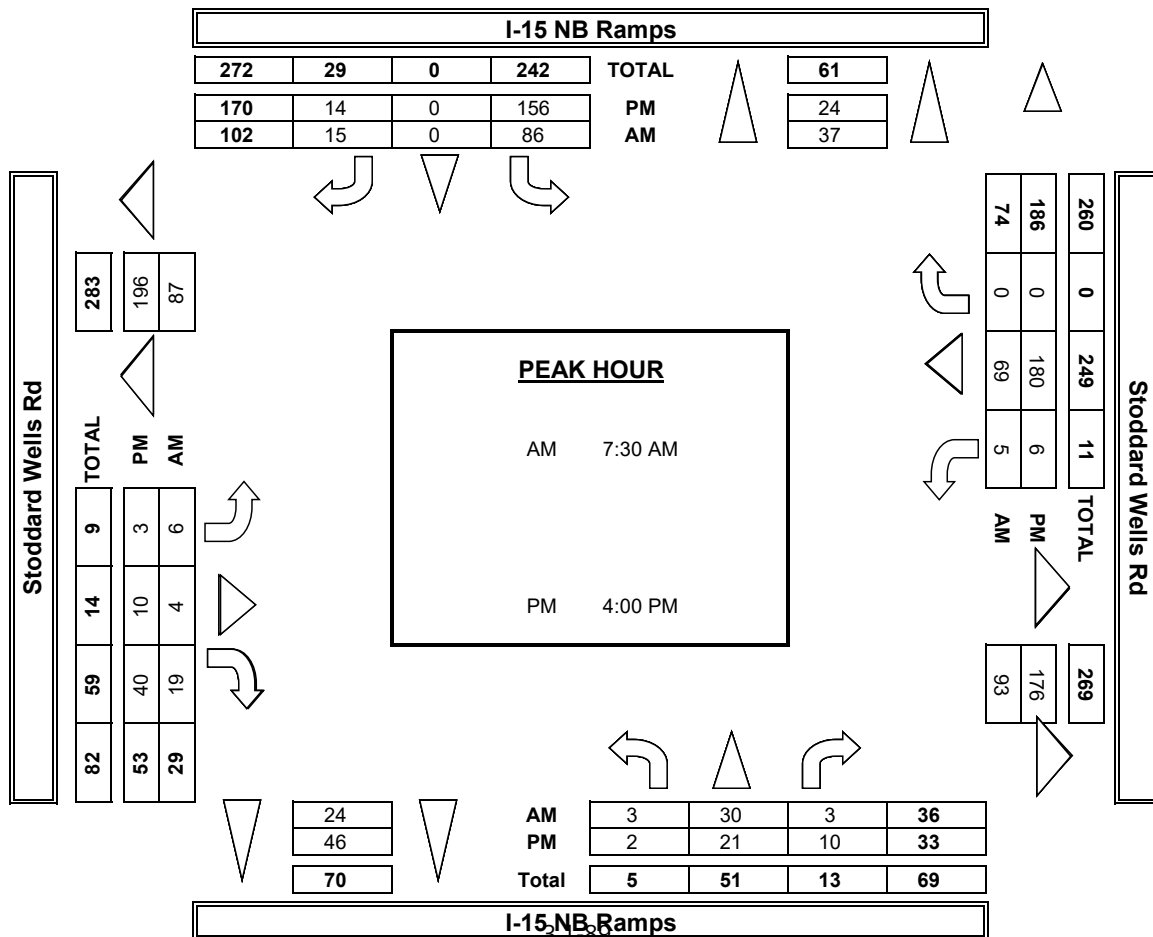
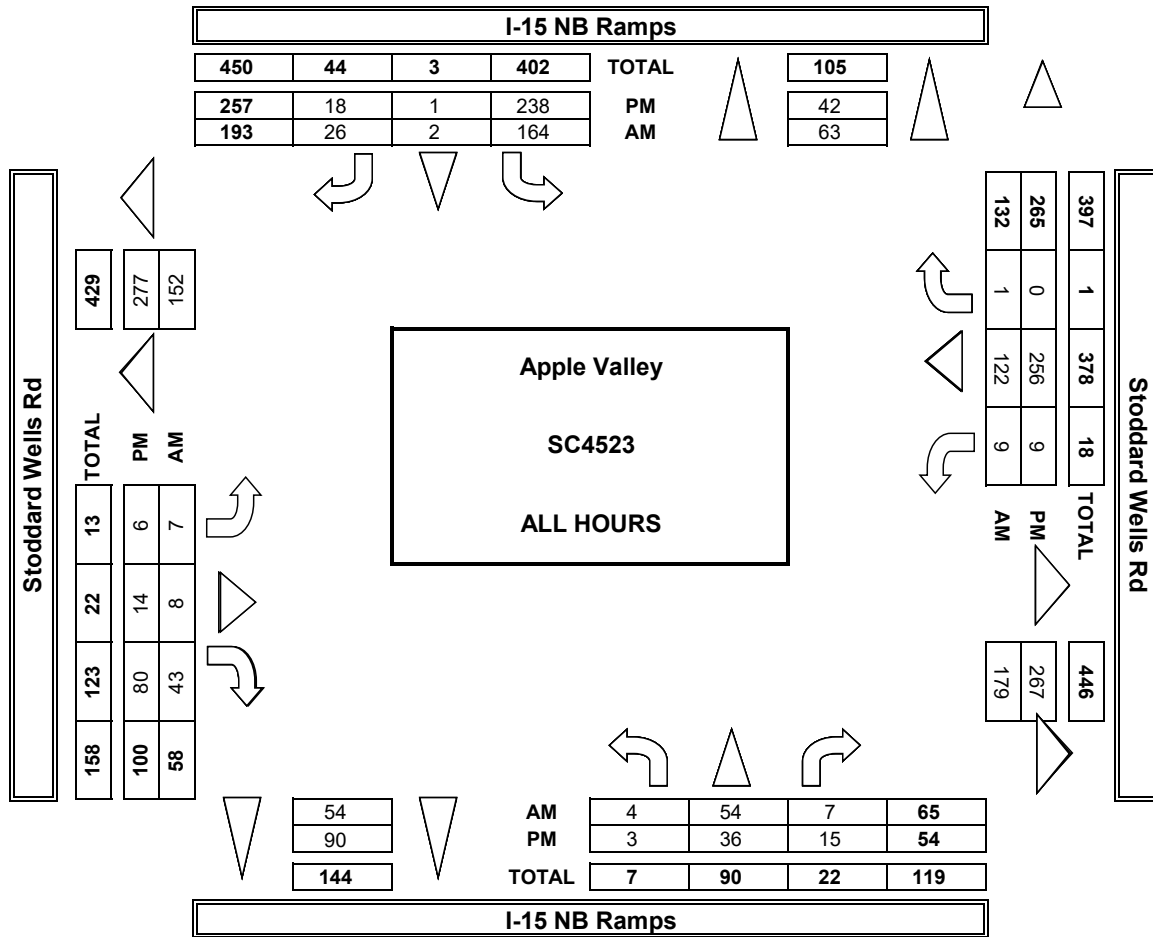
|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
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|       |         |
|-------|---------|
| AM    | 7:00 AM |
|       | 7:15 AM |
|       | 7:30 AM |
|       | 7:45 AM |
|       | 8:00 AM |
|       | 8:15 AM |
|       | 8:30 AM |
|       | 8:45 AM |
| TOTAL |         |
| PM    | 4:00 PM |
|       | 4:15 PM |
|       | 4:30 PM |
|       | 4:45 PM |
|       | 5:00 PM |
|       | 5:15 PM |
|       | 5:30 PM |
|       | 5:45 PM |
| TOTAL |         |

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**AimTD LLC**  
TURNING MOVEMENT COUNTS

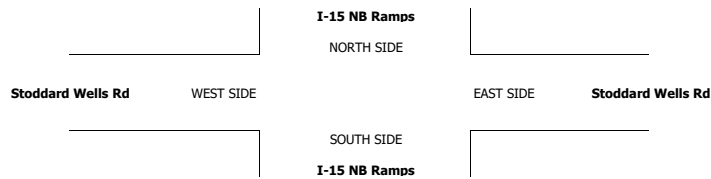


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PROJECT #: SC4523  
LOCATION #: 3  
CONTROL: STOP N/S

|                |            |     |     |     |     |     |     |     |     |     |     |     |     |       |
|----------------|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| AM             | 7:00 AM    | 0   | 5   | 0   | 24  | 0   | 5   | 0   | 0   | 6   | 0   | 22  | 0   | 61    |
|                | 7:15 AM    | 0   | 14  | 2   | 24  | 1   | 4   | 0   | 3   | 2   | 0   | 19  | 0   | 68    |
|                | 7:30 AM    | 1   | 4   | 0   | 33  | 0   | 3   | 2   | 0   | 10  | 1   | 26  | 0   | 79    |
|                | 7:45 AM    | 3   | 7   | 2   | 22  | 0   | 8   | 1   | 2   | 3   | 2   | 54  | 0   | 103   |
|                | 8:00 AM    | 3   | 10  | 0   | 33  | 0   | 7   | 1   | 3   | 11  | 0   | 28  | 0   | 96    |
|                | 8:15 AM    | 0   | 9   | 1   | 33  | 0   | 4   | 4   | 3   | 1   | 3   | 24  | 0   | 81    |
|                | 8:30 AM    | 0   | 9   | 2   | 35  | 0   | 5   | 1   | 3   | 8   | 0   | 21  | 0   | 83    |
|                | 8:45 AM    | 1   | 3   | 0   | 31  | 1   | 2   | 0   | 1   | 13  | 4   | 27  | 1   | 83    |
|                | VOLUMES    | 8   | 61  | 7   | 234 | 2   | 38  | 9   | 15  | 52  | 10  | 218 | 1   | 654   |
|                | APPROACH % | 11% | 80% | 9%  | 86% | 1%  | 14% | 12% | 20% | 68% | 4%  | 95% | 0%  |       |
| APP/DEPART     | 76         | /   | 71  | 273 | /   | 64  | 76  | /   | 256 | 229 | /   | 264 | 0   |       |
| BEGIN PEAK HR  | 7:30 AM    |     |     |     |     |     |     |     |     |     |     |     |     |       |
| VOLUMES        | 7          | 30  | 3   | 121 | 0   | 22  | 8   | 8   | 25  | 6   | 131 | 0   | 359 |       |
| APPROACH %     | 18%        | 75% | 8%  | 85% | 0%  | 15% | 20% | 20% | 60% | 4%  | 96% | 0%  |     |       |
| PEAK HR FACTOR | 0.769      |     |     |     |     |     |     |     |     |     |     |     |     | 0.888 |
| APP/DEPART     | 40         | /   | 38  | 142 | /   | 30  | 41  | /   | 132 | 137 | /   | 160 | 0   |       |
| PM             | 4:00 PM    | 0   | 7   | 4   | 56  | 0   | 5   | 1   | 1   | 6   | 4   | 91  | 0   | 174   |
|                | 4:15 PM    | 4   | 6   | 3   | 82  | 0   | 7   | 4   | 6   | 11  | 4   | 45  | 0   | 171   |
|                | 4:30 PM    | 0   | 8   | 1   | 31  | 0   | 3   | 0   | 5   | 11  | 0   | 34  | 0   | 92    |
|                | 4:45 PM    | 0   | 4   | 2   | 21  | 0   | 5   | 0   | 5   | 16  | 0   | 44  | 0   | 95    |
|                | 5:00 PM    | 0   | 11  | 2   | 35  | 0   | 2   | 3   | 3   | 14  | 0   | 16  | 0   | 85    |
|                | 5:15 PM    | 0   | 3   | 0   | 14  | 1   | 0   | 0   | 0   | 7   | 1   | 23  | 0   | 49    |
|                | 5:30 PM    | 1   | 2   | 0   | 35  | 0   | 5   | 0   | 0   | 9   | 1   | 46  | 0   | 98    |
|                | 5:45 PM    | 0   | 1   | 3   | 26  | 0   | 0   | 1   | 1   | 11  | 1   | 15  | 0   | 59    |
|                | VOLUMES    | 5   | 42  | 15  | 298 | 1   | 25  | 9   | 20  | 84  | 11  | 313 | 0   | 822   |
|                | APPROACH % | 8%  | 68% | 24% | 92% | 0%  | 8%  | 8%  | 17% | 75% | 3%  | 97% | 0%  |       |
| APP/DEPART     | 62         | /   | 51  | 324 | /   | 96  | 112 | /   | 333 | 324 | /   | 343 | 0   |       |
| BEGIN PEAK HR  | 4:00 PM    |     |     |     |     |     |     |     |     |     |     |     |     |       |
| VOLUMES        | 4          | 25  | 10  | 189 | 0   | 19  | 5   | 16  | 44  | 8   | 213 | 0   | 531 |       |
| APPROACH %     | 10%        | 64% | 26% | 91% | 0%  | 9%  | 8%  | 24% | 68% | 4%  | 96% | 0%  |     |       |
| PEAK HR FACTOR | 0.750      |     |     |     |     |     |     |     |     |     |     |     |     | 0.586 |
| APP/DEPART     | 39         | /   | 30  | 208 | /   | 52  | 64  | /   | 215 | 221 | /   | 235 | 0   |       |

|   |   |   |   |   |   |
|---|---|---|---|---|---|
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
|   |   |   |   |   |   |
|   |   |   |   |   |   |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
|   |   |   |   |   | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |



# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                                    |                                                                  |
|----------------------------|---------------------------------------------|----------------------------------------------------|------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>I-15 NB Ramps<br>Stoddard Wells Rd | PROJECT #:<br>SC4523<br>LOCATION #:<br>3<br>CONTROL:<br>STOP N/S |
|----------------------------|---------------------------------------------|----------------------------------------------------|------------------------------------------------------------------|

|                                   |        |                         |                  |                  |
|-----------------------------------|--------|-------------------------|------------------|------------------|
| CLASS 1:<br>PASSENGER<br>VEHICLES | NOTES: | AM<br>PM<br>MD<br>OTHER | ▲<br>N<br>S<br>▼ | ◀<br>W<br>E<br>▶ |
|-----------------------------------|--------|-------------------------|------------------|------------------|

|        | NORTHBOUND<br>I-15 NB Ramps |    |    | SOUTHBOUND<br>I-15 NB Ramps |    |    | EASTBOUND<br>Stoddard Wells Rd |    |    | WESTBOUND<br>Stoddard Wells Rd |    |    |       |
|--------|-----------------------------|----|----|-----------------------------|----|----|--------------------------------|----|----|--------------------------------|----|----|-------|
| LANES: | NL                          | NT | NR | SL                          | ST | SR | EL                             | ET | ER | WL                             | WT | WR | TOTAL |

|    |                |         |     |     |       |    |     |       |     |     |       |     |     |       |
|----|----------------|---------|-----|-----|-------|----|-----|-------|-----|-----|-------|-----|-----|-------|
| AM | 7:00 AM        | 0       | 3   | 0   | 14    | 0  | 3   | 0     | 0   | 4   | 0     | 8   | 0   | 32    |
|    | 7:15 AM        | 0       | 11  | 2   | 11    | 1  | 2   | 0     | 0   | 0   | 0     | 8   | 0   | 35    |
|    | 7:30 AM        | 1       | 4   | 0   | 25    | 0  | 3   | 2     | 0   | 8   | 1     | 6   | 0   | 50    |
|    | 7:45 AM        | 0       | 7   | 2   | 13    | 0  | 3   | 1     | 0   | 1   | 2     | 11  | 0   | 40    |
|    | 8:00 AM        | 0       | 10  | 0   | 11    | 0  | 1   | 1     | 0   | 5   | 0     | 9   | 0   | 37    |
|    | 8:15 AM        | 0       | 9   | 1   | 13    | 0  | 1   | 1     | 0   | 1   | 1     | 7   | 0   | 34    |
|    | 8:30 AM        | 0       | 3   | 2   | 12    | 0  | 2   | 1     | 1   | 5   | 0     | 8   | 0   | 34    |
|    | 8:45 AM        | 1       | 3   | 0   | 14    | 1  | 0   | 0     | 1   | 11  | 4     | 8   | 1   | 44    |
|    | VOLUMES        | 2       | 50  | 7   | 113   | 2  | 15  | 6     | 2   | 35  | 8     | 65  | 1   | 306   |
|    | APPROACH %     | 3%      | 85% | 12% | 87%   | 2% | 12% | 14%   | 5%  | 81% | 11%   | 88% | 1%  |       |
| PM | APP/DEPART     | 59      | /   | 57  | 130   | /  | 45  | 43    | /   | 122 | 74    | /   | 82  | 0     |
|    | BEGIN PEAK HR  | 7:30 AM |     |     |       |    |     |       |     |     |       |     |     |       |
|    | VOLUMES        | 1       | 30  | 3   | 62    | 0  | 8   | 5     | 0   | 15  | 4     | 33  | 0   | 161   |
|    | APPROACH %     | 3%      | 88% | 9%  | 89%   | 0% | 11% | 25%   | 0%  | 75% | 11%   | 89% | 0%  |       |
|    | PEAK HR FACTOR | 0.850   |     |     | 0.625 |    |     | 0.500 |     |     | 0.712 |     |     | 0.805 |
|    | APP/DEPART     | 34      | /   | 35  | 70    | /  | 19  | 20    | /   | 65  | 37    | /   | 42  | 0     |
|    | 4:00 PM        | 0       | 7   | 4   | 43    | 0  | 3   | 1     | 1   | 6   | 4     | 83  | 0   | 152   |
|    | 4:15 PM        | 1       | 3   | 3   | 56    | 0  | 4   | 1     | 1   | 9   | 1     | 32  | 0   | 111   |
|    | 4:30 PM        | 0       | 5   | 1   | 23    | 0  | 1   | 0     | 3   | 11  | 0     | 21  | 0   | 65    |
|    | 4:45 PM        | 0       | 4   | 2   | 13    | 0  | 0   | 0     | 0   | 10  | 0     | 22  | 0   | 51    |
|    | 5:00 PM        | 0       | 8   | 2   | 13    | 0  | 2   | 1     | 3   | 12  | 0     | 8   | 0   | 49    |
|    | 5:15 PM        | 0       | 3   | 0   | 11    | 1  | 0   | 0     | 0   | 7   | 1     | 7   | 0   | 30    |
|    | 5:30 PM        | 1       | 2   | 0   | 22    | 0  | 0   | 0     | 0   | 9   | 1     | 34  | 0   | 69    |
|    | 5:45 PM        | 0       | 1   | 3   | 20    | 0  | 0   | 1     | 1   | 11  | 1     | 12  | 0   | 50    |
|    | VOLUMES        | 2       | 33  | 15  | 201   | 1  | 10  | 4     | 9   | 75  | 8     | 219 | 0   | 577   |
|    | APPROACH %     | 4%      | 66% | 30% | 95%   | 0% | 5%  | 5%    | 10% | 85% | 4%    | 96% | 0%  |       |
|    | APP/DEPART     | 50      | /   | 37  | 212   | /  | 84  | 88    | /   | 225 | 227   | /   | 231 | 0     |
|    | BEGIN PEAK HR  | 4:00 PM |     |     |       |    |     |       |     |     |       |     |     |       |
|    | VOLUMES        | 1       | 19  | 10  | 135   | 0  | 8   | 2     | 5   | 36  | 5     | 158 | 0   | 379   |
|    | APPROACH %     | 3%      | 63% | 33% | 94%   | 0% | 6%  | 5%    | 12% | 84% | 3%    | 97% | 0%  |       |
|    | PEAK HR FACTOR | 0.682   |     |     | 0.596 |    |     | 0.768 |     |     | 0.468 |     |     | 0.623 |
|    | APP/DEPART     | 30      | /   | 21  | 143   | /  | 41  | 43    | /   | 150 | 163   | /   | 167 | 0     |

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

|   |   |   |   |   |
|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |

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| 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |

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| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |

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| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
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|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
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I-15 NB Ramps

NORTH SIDE

Stoddard Wells Rd

WEST SIDE

EAST SIDE

Stoddard Wells Rd

SOUTH SIDE

I-15 NB Ramps



# INTERSECTION TURNING MOVEMENT COUNTS

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

|                                                   |                                             |                                                    |                                       |                                                                                                             |
|---------------------------------------------------|---------------------------------------------|----------------------------------------------------|---------------------------------------|-------------------------------------------------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY                        | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>I-15 NB Ramps<br>Stoddard Wells Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>3<br>STOP N/S                                                                                     |
| CLASS 2:<br>2-AXLE<br>WORK<br>VEHICLES/<br>TRUCKS | NOTES:                                      |                                                    | ART<br>PM<br>MD<br>OTHER:<br>OTHER:   | <div> <div>▲</div> <div>◀ W</div> <div>▼</div> </div> <div> <div>N</div> <div>E ▶</div> <div>S</div> </div> |

|        | NORTHBOUND<br>I-15 NB Ramps |         |         | SOUTHBOUND<br>I-15 NB Ramps |         |         | EASTBOUND<br>Stoddard Wells Rd |         |         | WESTBOUND<br>Stoddard Wells Rd |         |         | TOTAL |
|--------|-----------------------------|---------|---------|-----------------------------|---------|---------|--------------------------------|---------|---------|--------------------------------|---------|---------|-------|
| LANES: | NL<br>0                     | NT<br>1 | NR<br>0 | SL<br>0                     | ST<br>1 | SR<br>0 | EL<br>0                        | ET<br>1 | ER<br>0 | WL<br>0                        | WT<br>1 | WR<br>0 |       |

|    |                |         |    |    |       |    |     |       |     |     |       |      |    |       |
|----|----------------|---------|----|----|-------|----|-----|-------|-----|-----|-------|------|----|-------|
| AM | 7:00 AM        | 0       | 0  | 0  | 1     | 0  | 0   | 0     | 0   | 1   | 0     | 1    | 0  | 3     |
|    | 7:15 AM        | 0       | 0  | 0  | 2     | 0  | 0   | 0     | 0   | 1   | 0     | 1    | 0  | 4     |
|    | 7:30 AM        | 0       | 0  | 0  | 1     | 0  | 0   | 0     | 0   | 1   | 0     | 0    | 0  | 2     |
|    | 7:45 AM        | 0       | 0  | 0  | 0     | 0  | 1   | 0     | 0   | 0   | 1     | 0    | 0  | 2     |
|    | 8:00 AM        | 0       | 0  | 0  | 2     | 0  | 2   | 0     | 2   | 0   | 2     | 0    | 0  | 8     |
|    | 8:15 AM        | 0       | 0  | 0  | 0     | 0  | 2   | 0     | 0   | 0   | 1     | 1    | 0  | 4     |
|    | 8:30 AM        | 0       | 0  | 0  | 1     | 0  | 0   | 0     | 0   | 0   | 1     | 1    | 0  | 2     |
|    | 8:45 AM        | 0       | 0  | 0  | 2     | 0  | 0   | 0     | 0   | 1   | 0     | 1    | 0  | 4     |
|    | VOLUMES        | 0       | 0  | 0  | 9     | 0  | 5   | 0     | 2   | 4   | 1     | 8    | 0  | 29    |
|    | APPROACH %     | 0%      | 0% | 0% | 64%   | 0% | 36% | 0%    | 33% | 67% | 11%   | 89%  | 0% |       |
| PM | APP/DEPART     | 0       | /  | 0  | 14    | /  | 5   | 6     | /   | 11  | 9     | /    | 13 | 0     |
|    | BEGIN PEAK HR  | 7:30 AM |    |    |       |    |     |       |     |     |       |      |    |       |
|    | VOLUMES        | 0       | 0  | 0  | 3     | 0  | 5   | 0     | 2   | 1   | 1     | 4    | 0  | 16    |
|    | APPROACH %     | 0%      | 0% | 0% | 38%   | 0% | 63% | 0%    | 67% | 33% | 20%   | 80%  | 0% |       |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.500 |    |     | 0.375 |     |     | 0.625 |      |    | 0.500 |
|    | APP/DEPART     | 0       | /  | 0  | 8     | /  | 2   | 3     | /   | 5   | 5     | /    | 9  | 0     |
|    | 4:00 PM        | 0       | 0  | 0  | 2     | 0  | 1   | 0     | 0   | 0   | 0     | 1    | 0  | 4     |
|    | 4:15 PM        | 0       | 0  | 0  | 1     | 0  | 2   | 0     | 1   | 1   | 0     | 0    | 0  | 5     |
|    | 4:30 PM        | 0       | 0  | 0  | 0     | 0  | 1   | 0     | 1   | 0   | 0     | 1    | 0  | 3     |
|    | 4:45 PM        | 0       | 0  | 0  | 1     | 0  | 1   | 0     | 1   | 2   | 0     | 1    | 0  | 6     |
| PM | 5:00 PM        | 0       | 0  | 0  | 1     | 0  | 0   | 1     | 0   | 1   | 0     | 0    | 0  | 3     |
|    | 5:15 PM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 0   | 0     | 0    | 0  | 0     |
|    | 5:30 PM        | 0       | 0  | 0  | 1     | 0  | 1   | 0     | 0   | 0   | 0     | 2    | 0  | 4     |
|    | 5:45 PM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 0   | 0     | 0    | 0  | 0     |
|    | VOLUMES        | 0       | 0  | 0  | 6     | 0  | 6   | 1     | 3   | 4   | 0     | 5    | 0  | 25    |
|    | APPROACH %     | 0%      | 0% | 0% | 50%   | 0% | 50% | 13%   | 38% | 50% | 0%    | 100% | 0% |       |
|    | APP/DEPART     | 0       | /  | 1  | 12    | /  | 4   | 8     | /   | 9   | 5     | /    | 11 | 0     |
|    | BEGIN PEAK HR  | 4:00 PM |    |    |       |    |     |       |     |     |       |      |    |       |
|    | VOLUMES        | 0       | 0  | 0  | 4     | 0  | 5   | 0     | 3   | 3   | 0     | 3    | 0  | 18    |
|    | APPROACH %     | 0%      | 0% | 0% | 44%   | 0% | 56% | 0%    | 50% | 50% | 0%    | 100% | 0% |       |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.750 |    |     | 0.500 |     |     | 0.750 |      |    | 0.750 |
|    | APP/DEPART     | 0       | /  | 0  | 9     | /  | 3   | 6     | /   | 7   | 3     | /    | 8  | 0     |

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

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| NRR  | SRR | ERR | WRR |

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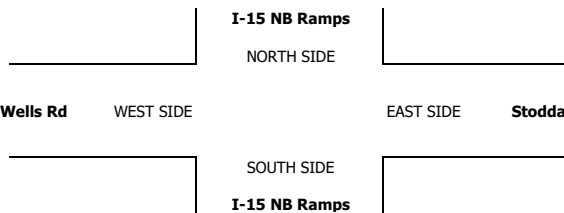
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| 0 | 0 | 0 | 0 |
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                              |                                             |                                                    |                                |
|------------------------------|---------------------------------------------|----------------------------------------------------|--------------------------------|
| DATE:<br>4/2/24<br>TUESDAY   | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>I-15 NB Ramps<br>Stoddard Wells Rd | PROJECT #:<br>SC4523           |
|                              |                                             |                                                    | LOCATION #:<br>3               |
|                              |                                             |                                                    | CONTROL:<br>STOP N/S           |
| CLASS 3:<br>3-AXLE<br>TRUCKS | NOTES:                                      | AM<br>PM<br>MD<br>OTHER<br>OTHER                   | ▲<br>N<br>◀ W<br>S<br>▶ E<br>▼ |

|        | NORTHBOUND<br>I-15 NB Ramps |         |         | SOUTHBOUND<br>I-15 NB Ramps |         |         | EASTBOUND<br>Stoddard Wells Rd |         |         | WESTBOUND<br>Stoddard Wells Rd |         |         | TOTAL |
|--------|-----------------------------|---------|---------|-----------------------------|---------|---------|--------------------------------|---------|---------|--------------------------------|---------|---------|-------|
| LANES: | NL<br>0                     | NT<br>1 | NR<br>0 | SL<br>0                     | ST<br>1 | SR<br>0 | EL<br>0                        | ET<br>1 | ER<br>0 | WL<br>0                        | WT<br>1 | WR<br>0 |       |

|    |                |         |      |    |       |    |     |       |     |     |       |      |    |       |
|----|----------------|---------|------|----|-------|----|-----|-------|-----|-----|-------|------|----|-------|
| AM | 7:00 AM        | 0       | 1    | 0  | 1     | 0  | 1   | 0     | 0   | 0   | 0     | 0    | 0  | 3     |
|    | 7:15 AM        | 0       | 0    | 0  | 2     | 0  | 1   | 0     | 0   | 0   | 0     | 0    | 0  | 3     |
|    | 7:30 AM        | 0       | 0    | 0  | 0     | 0  | 0   | 0     | 0   | 0   | 1     | 0    | 0  | 1     |
|    | 7:45 AM        | 0       | 0    | 0  | 0     | 0  | 0   | 0     | 1   | 1   | 0     | 1    | 0  | 3     |
|    | 8:00 AM        | 0       | 0    | 0  | 5     | 0  | 0   | 0     | 0   | 0   | 2     | 0    | 0  | 7     |
|    | 8:15 AM        | 0       | 0    | 0  | 4     | 0  | 0   | 0     | 0   | 0   | 0     | 0    | 0  | 4     |
|    | 8:30 AM        | 0       | 0    | 0  | 3     | 0  | 0   | 0     | 1   | 0   | 1     | 0    | 0  | 5     |
|    | 8:45 AM        | 0       | 0    | 0  | 4     | 0  | 1   | 0     | 0   | 0   | 1     | 0    | 0  | 6     |
|    | VOLUMES        | 0       | 1    | 0  | 19    | 0  | 3   | 0     | 2   | 1   | 0     | 6    | 0  | 32    |
|    | APPROACH %     | 0%      | 100% | 0% | 86%   | 0% | 14% | 0%    | 67% | 33% | 0%    | 100% | 0% |       |
| PM | APP/DEPART     | 1       | /    | 1  | 22    | /  | 1   | 3     | /   | 21  | 6     | /    | 9  | 0     |
|    | BEGIN PEAK HR  | 7:30 AM |      |    |       |    |     |       |     |     |       |      |    |       |
|    | VOLUMES        | 0       | 0    | 0  | 9     | 0  | 0   | 0     | 1   | 1   | 0     | 4    | 0  | 15    |
|    | APPROACH %     | 0%      | 0%   | 0% | 100%  | 0% | 0%  | 0%    | 50% | 50% | 0%    | 100% | 0% |       |
|    | PEAK HR FACTOR | 0.000   |      |    | 0.450 |    |     | 0.250 |     |     | 0.500 |      |    | 0.536 |
|    | APP/DEPART     | 0       | /    | 0  | 9     | /  | 1   | 2     | /   | 10  | 4     | /    | 4  | 0     |
|    | 4:00 PM        | 0       | 0    | 0  | 2     | 0  | 0   | 0     | 0   | 0   | 0     | 0    | 0  | 2     |
|    | 4:15 PM        | 0       | 0    | 0  | 0     | 0  | 0   | 0     | 0   | 0   | 2     | 0    | 0  | 2     |
|    | 4:30 PM        | 0       | 0    | 0  | 1     | 0  | 0   | 0     | 0   | 0   | 1     | 0    | 0  | 2     |
|    | 4:45 PM        | 0       | 0    | 0  | 0     | 0  | 0   | 0     | 0   | 0   | 4     | 0    | 0  | 4     |
|    | 5:00 PM        | 0       | 0    | 0  | 1     | 0  | 0   | 0     | 0   | 0   | 1     | 0    | 0  | 2     |
|    | 5:15 PM        | 0       | 0    | 0  | 0     | 0  | 0   | 0     | 0   | 0   | 2     | 0    | 0  | 2     |
|    | 5:30 PM        | 0       | 0    | 0  | 1     | 0  | 0   | 0     | 0   | 0   | 0     | 0    | 0  | 1     |
|    | 5:45 PM        | 0       | 0    | 0  | 0     | 0  | 0   | 0     | 0   | 0   | 0     | 0    | 0  | 0     |
|    | VOLUMES        | 0       | 0    | 0  | 5     | 0  | 0   | 0     | 0   | 0   | 10    | 0    | 0  | 15    |
|    | APPROACH %     | 0%      | 0%   | 0% | 100%  | 0% | 0%  | 0%    | 0%  | 0%  | 0%    | 100% | 0% |       |
|    | APP/DEPART     | 0       | /    | 0  | 5     | /  | 0   | 0     | /   | 5   | 10    | /    | 10 | 0     |
|    | BEGIN PEAK HR  | 4:00 PM |      |    |       |    |     |       |     |     |       |      |    |       |
|    | VOLUMES        | 0       | 0    | 0  | 3     | 0  | 0   | 0     | 0   | 0   | 7     | 0    | 0  | 10    |
|    | APPROACH %     | 0%      | 0%   | 0% | 100%  | 0% | 0%  | 0%    | 0%  | 0%  | 100%  | 0%   | 0% |       |
|    | PEAK HR FACTOR | 0.000   |      |    | 0.375 |    |     | 0.000 |     |     | 0.438 |      |    | 0.625 |
|    | APP/DEPART     | 0       | /    | 0  | 3     | /  | 0   | 0     | /   | 3   | 7     | /    | 7  | 0     |

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

| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

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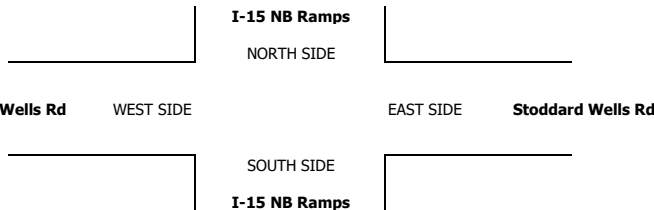
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|                             |               |       |     |   |     |
|-----------------------------|---------------|-------|-----|---|-----|
| <b>CLASS 4:</b>             | <b>NOTES:</b> | AM    |     | ▲ |     |
| 4 OR MORE<br>AXLE<br>TRUCKS |               | PM    |     | N |     |
|                             |               | MD    | ◀ W |   | E ▶ |
|                             |               | OTHER |     | S |     |
|                             |               | OTHER |     | ▼ |     |

|            |                       |         |     |     |       |    |     |       |     |     |       |      |    |       |
|------------|-----------------------|---------|-----|-----|-------|----|-----|-------|-----|-----|-------|------|----|-------|
| AM         | 8:45 AM               | 0       | 0   | 0   | 2     | 0  | 0   | 0     | 0   | 0   | 0     | 5    | 0  | 7     |
|            | VOLUMES               | 2       | 3   | 0   | 23    | 0  | 3   | 1     | 2   | 3   | 0     | 43   | 0  | 81    |
|            | APPROACH %            | 40%     | 60% | 0%  | 85%   | 0% | 11% | 17%   | 33% | 50% | 0%    | 100% | 0% |       |
|            | APP/DEPART            | 5       | /   | 5   | 27    | /  | 3   | 6     | /   | 25  | 43    | /    | 48 | 0     |
|            | BEGIN PEAK HR VOLUMES | 7:30 AM |     |     | 12    | 0  | 2   | 1     | 1   | 2   | 0     | 28   | 0  | 49    |
| PM         | APPROACH %            | 2       | 0   | 0   | 80%   | 0% | 13% | 25%   | 25% | 50% | 0%    | 100% | 0% |       |
|            | PEAK HR FACTOR        | 0.500   |     |     | 0.750 |    |     | 0.500 |     |     | 0.538 |      |    | 0.681 |
|            | APP/DEPART            | 2       | /   | 2   | 15    | /  | 2   | 4     | /   | 13  | 28    | /    | 32 | 0     |
|            | 4:00 PM               | 0       | 0   | 0   | 2     | 0  | 0   | 0     | 0   | 0   | 0     | 2    | 0  | 4     |
|            | 4:15 PM               | 1       | 1   | 0   | 8     | 0  | 0   | 1     | 1   | 0   | 1     | 3    | 0  | 16    |
| PM         | 4:30 PM               | 0       | 1   | 0   | 2     | 0  | 0   | 0     | 0   | 0   | 0     | 3    | 0  | 6     |
|            | 4:45 PM               | 0       | 0   | 0   | 2     | 0  | 1   | 0     | 1   | 1   | 0     | 4    | 0  | 9     |
|            | 5:00 PM               | 0       | 1   | 0   | 6     | 0  | 0   | 0     | 0   | 0   | 2     | 0    | 9  |       |
|            | 5:15 PM               | 0       | 0   | 0   | 1     | 0  | 0   | 0     | 0   | 0   | 4     | 0    | 5  |       |
|            | 5:30 PM               | 0       | 0   | 0   | 3     | 0  | 1   | 0     | 0   | 0   | 3     | 0    | 7  |       |
|            | 5:45 PM               | 0       | 0   | 0   | 2     | 0  | 0   | 0     | 0   | 0   | 1     | 0    | 3  |       |
|            | VOLUMES               | 1       | 3   | 0   | 26    | 0  | 2   | 1     | 2   | 1   | 1     | 22   | 0  | 59    |
|            | APPROACH %            | 25%     | 75% | 0%  | 93%   | 0% | 7%  | 25%   | 50% | 25% | 4%    | 96%  | 0% |       |
|            | APP/DEPART            | 4       | /   | 4   | 28    | /  | 2   | 4     | /   | 28  | 23    | /    | 25 | 0     |
|            | BEGIN PEAK HR VOLUMES | 4:00 PM |     |     | 14    | 0  | 1   | 1     | 2   | 1   | 1     | 12   | 0  | 35    |
| APPROACH % | 33%                   | 67%     | 0%  | 93% | 0%    | 7% | 25% | 50%   | 25% | 8%  | 92%   | 0%   |    |       |
| PM         | PEAK HR FACTOR        | 0.375   |     |     | 0.469 |    |     | 0.500 |     |     | 0.813 |      |    | 0.547 |
|            | APP/DEPART            | 3       | /   | 3   | 15    | /  | 2   | 4     | /   | 16  | 13    | /    | 14 | 0     |

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|                          |                      |           |                          |
|--------------------------|----------------------|-----------|--------------------------|
| <b>Stoddard Wells Rd</b> | WEST SIDE            | EAST SIDE | <b>Stoddard Wells Rd</b> |
|                          |                      |           |                          |
|                          | SOUTH SIDE           |           |                          |
|                          | <b>I-15 NB Ramps</b> |           |                          |

# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                                    |                                       |                                                                      |
|----------------------------|---------------------------------------------|----------------------------------------------------|---------------------------------------|----------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>I-15 NB Ramps<br>Stoddard Wells Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>3<br>STOP N/S                                              |
| CLASS 5:<br>RV             | NOTES:                                      |                                                    | AM<br>PM<br>MD<br>OTHER<br>OTHER      | <div> <div>▲</div> <div>◀ W</div> <div>S</div> <div>E ▶</div> </div> |

|        | NORTHBOUND    |    |    | SOUTHBOUND    |    |    | EASTBOUND         |    |    | WESTBOUND         |    |    |       |
|--------|---------------|----|----|---------------|----|----|-------------------|----|----|-------------------|----|----|-------|
|        | I-15 NB Ramps |    |    | I-15 NB Ramps |    |    | Stoddard Wells Rd |    |    | Stoddard Wells Rd |    |    |       |
| LANES: | NL            | NT | NR | SL            | ST | SR | EL                | ET | ER | WL                | WT | WR | TOTAL |

|    |            |    |    |    |    |    |    |    |    |    |    |    |   |
|----|------------|----|----|----|----|----|----|----|----|----|----|----|---|
| AM | 7:00 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:15 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:30 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:45 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:00 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:15 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:30 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:45 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | VOLUMES    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0 |
| PM | 4:00 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:15 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:30 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:45 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:00 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:15 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:30 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:45 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | VOLUMES    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0 |

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

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| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |

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|---|---|---|---|

I-15 NB Ramps

NORTH SIDE

Stoddard Wells Rd

WEST SIDE

EAST SIDE

Stoddard Wells Rd

SOUTH SIDE

I-15 NB Ramps

# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                                    |                                       |                         |
|----------------------------|---------------------------------------------|----------------------------------------------------|---------------------------------------|-------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>I-15 NB Ramps<br>Stoddard Wells Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>3<br>STOP N/S |
|----------------------------|---------------------------------------------|----------------------------------------------------|---------------------------------------|-------------------------|

|          |        |                                  |                       |
|----------|--------|----------------------------------|-----------------------|
| CLASS 6: | NOTES: | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>E<br>S<br>▼ |
| BUSES    |        |                                  |                       |

|        | NORTHBOUND<br>I-15 NB Ramps |         |         | SOUTHBOUND<br>I-15 NB Ramps |         |         | EASTBOUND<br>Stoddard Wells Rd |         |         | WESTBOUND<br>Stoddard Wells Rd |         |         |       |
|--------|-----------------------------|---------|---------|-----------------------------|---------|---------|--------------------------------|---------|---------|--------------------------------|---------|---------|-------|
| LANES: | NL<br>0                     | NT<br>1 | NR<br>0 | SL<br>0                     | ST<br>1 | SR<br>0 | EL<br>0                        | ET<br>1 | ER<br>0 | WL<br>0                        | WT<br>1 | WR<br>0 | TOTAL |

|    |                |         |    |    |       |    |    |       |    |    |       |    |   |
|----|----------------|---------|----|----|-------|----|----|-------|----|----|-------|----|---|
| AM | 7:00 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 7:15 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 7:30 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 7:45 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:00 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:15 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:30 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:45 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
| PM | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |
|    | BEGIN PEAK HR  | 7:30 AM |    |    |       |    |    |       |    |    |       |    |   |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.000 |    |    | 0.000 |    |    | 0.000 |    |   |
|    | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |
|    | 4:00 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 4:15 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 4:30 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 4:45 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:00 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:15 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:30 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:45 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
|    | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |
|    | BEGIN PEAK HR  | 4:00 PM |    |    |       |    |    |       |    |    |       |    |   |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.000 |    |    | 0.000 |    |    | 0.000 |    |   |
|    | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |

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

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| 0 | 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 | 0 |
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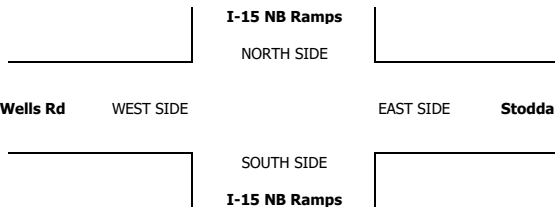
| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

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

| LANES:         | NORTHBOUND |         |         | SOUTHBOUND |          |         | EASTBOUND         |         |         | WESTBOUND         |         |         | TOTAL |
|----------------|------------|---------|---------|------------|----------|---------|-------------------|---------|---------|-------------------|---------|---------|-------|
|                | Quarry Rd  |         |         | Quarry Rd  |          |         | Standard Walls Rd |         |         | Standard Walls Rd |         |         |       |
|                | NL<br>X    | NT<br>X | NR<br>X | SL<br>0    | STR<br>X | SR<br>0 | EL<br>0           | ET<br>1 | ER<br>X | WL<br>X           | WT<br>1 | WR<br>1 |       |
| 7:00 AM        | 0          | 0       | 0       | 4          | 0        | 0       | 0                 | 0       | 0       | 0                 | 3       | 13      | 20    |
| 7:15 AM        | 0          | 0       | 0       | 1          | 0        | 1       | 0                 | 1       | 0       | 0                 | 6       | 11      | 20    |
| 7:30 AM        | 0          | 0       | 0       | 8          | 0        | 0       | 1                 | 3       | 0       | 0                 | 4       | 12      | 28    |
| 7:45 AM        | 0          | 0       | 0       | 2          | 0        | 0       | 0                 | 2       | 0       | 0                 | 12      | 18      | 34    |
| 8:00 AM        | 0          | 0       | 0       | 8          | 0        | 1       | 0                 | 2       | 0       | 0                 | 6       | 18      | 35    |
| 8:15 AM        | 0          | 0       | 0       | 1          | 0        | 0       | 0                 | 3       | 0       | 0                 | 4       | 11      | 19    |
| 8:30 AM        | 0          | 0       | 0       | 6          | 0        | 0       | 2                 | 3       | 0       | 0                 | 1       | 14      | 26    |
| 8:45 AM        | 0          | 0       | 0       | 12         | 0        | 1       | 2                 | 1       | 0       | 0                 | 6       | 13      | 35    |
| VOLUMES        | 0          | 0       | 0       | 42         | 0        | 3       | 5                 | 15      | 0       | 0                 | 42      | 110     | 217   |
| APPROACH %     | 0%         | 0%      | 0%      | 93%        | 0%       | 7%      | 25%               | 75%     | 0%      | 0%                | 28%     | 72%     |       |
| APP/DEPART     | 0          | /       | 115     | 45         | /        | 0       | 20                | /       | 57      | 152               | /       | 45      | 0     |
| BEGIN PEAK HR  | 7:15 AM    |         |         | 19         |          |         | 0                 |         |         | 28                |         |         | 59    |
| VOLUMES        | 0          | 0       | 0       | 90%        | 0%       | 2       | 11%               | 89%     | 0%      | 0%                | 32%     | 68%     | 117   |
| APPROACH %     | 0%         | 0%      | 0%      |            |          | 10%     |                   | 0.563   |         |                   | 0.725   |         | 0.836 |
| PEAK HR FACTOR | 0.000      |         |         | 0.583      |          |         | 0.563             |         |         | 0.725             |         |         |       |
| APP/DEPART     | 0          | 0       | 60      | 21         | 0        | 0       | 9                 | 27      | 87      | 2                 | 30      | 96      | 0     |
| 4:00 PM        | 0          | 0       | 0       | 9          | 0        | 0       | 0                 | 3       | 0       | 0                 | 2       | 36      | 110   |
| 4:15 PM        | 0          | 0       | 0       | 10         | 0        | 1       | 2                 | 4       | 0       | 0                 | 5       | 36      | 58    |
| 4:30 PM        | 0          | 0       | 0       | 10         | 0        | 1       | 1                 | 3       | 0       | 0                 | 6       | 19      | 40    |
| 4:45 PM        | 0          | 0       | 0       | 13         | 0        | 0       | 2                 | 2       | 0       | 0                 | 4       | 28      | 49    |
| 5:00 PM        | 0          | 0       | 0       | 13         | 0        | 0       | 6                 | 4       | 0       | 0                 | 3       | 11      | 37    |
| 5:15 PM        | 0          | 0       | 0       | 6          | 0        | 2       | 3                 | 1       | 0       | 0                 | 0       | 13      | 25    |
| 5:30 PM        | 0          | 0       | 0       | 10         | 0        | 1       | 1                 | 1       | 0       | 0                 | 1       | 39      | 53    |
| 5:45 PM        | 0          | 0       | 0       | 11         | 0        | 1       | 0                 | 2       | 0       | 0                 | 1       | 14      | 29    |
| VOLUMES        | 0          | 0       | 0       | 82         | 0        | 6       | 15                | 20      | 0       | 0                 | 22      | 256     | 401   |
| APPROACH %     | 0%         | 0%      | 0%      | 93%        | 0%       | 7%      | 43%               | 57%     | 0%      | 0%                | 8%      | 92%     |       |
| APP/DEPART     | 0          | 0       | 271     | 88         | /        | 0       | 35                | /       | 102     | 278               | /       | 28      | 0     |
| BEGIN PEAK HR  | 4:00 PM    |         |         | 21         |          |         | 35                |         |         | 278               |         |         | 28    |
| VOLUMES        | 0          | 0       | 0       | 42         | 0        | 2       | 5                 | 12      | 0       | 0                 | 17      | 179     | 257   |
| APPROACH %     | 0%         | 0%      | 0%      | 95%        | 0%       | 5%      | 29%               | 71%     | 0%      | 0%                | 9%      | 91%     |       |
| PEAK HR FACTOR | 0.000      |         |         | 0.846      |          |         | 0.708             |         |         | 0.500             |         |         | 0.584 |
| APP/DEPART     | 0          | /       | 184     | 44         | /        | 0       | 17                | /       | 54      | 196               | /       | 19      | 0     |

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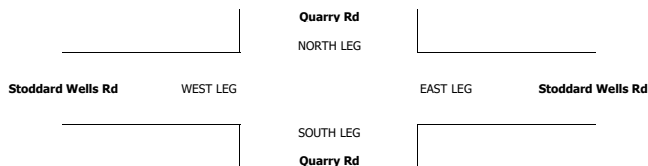
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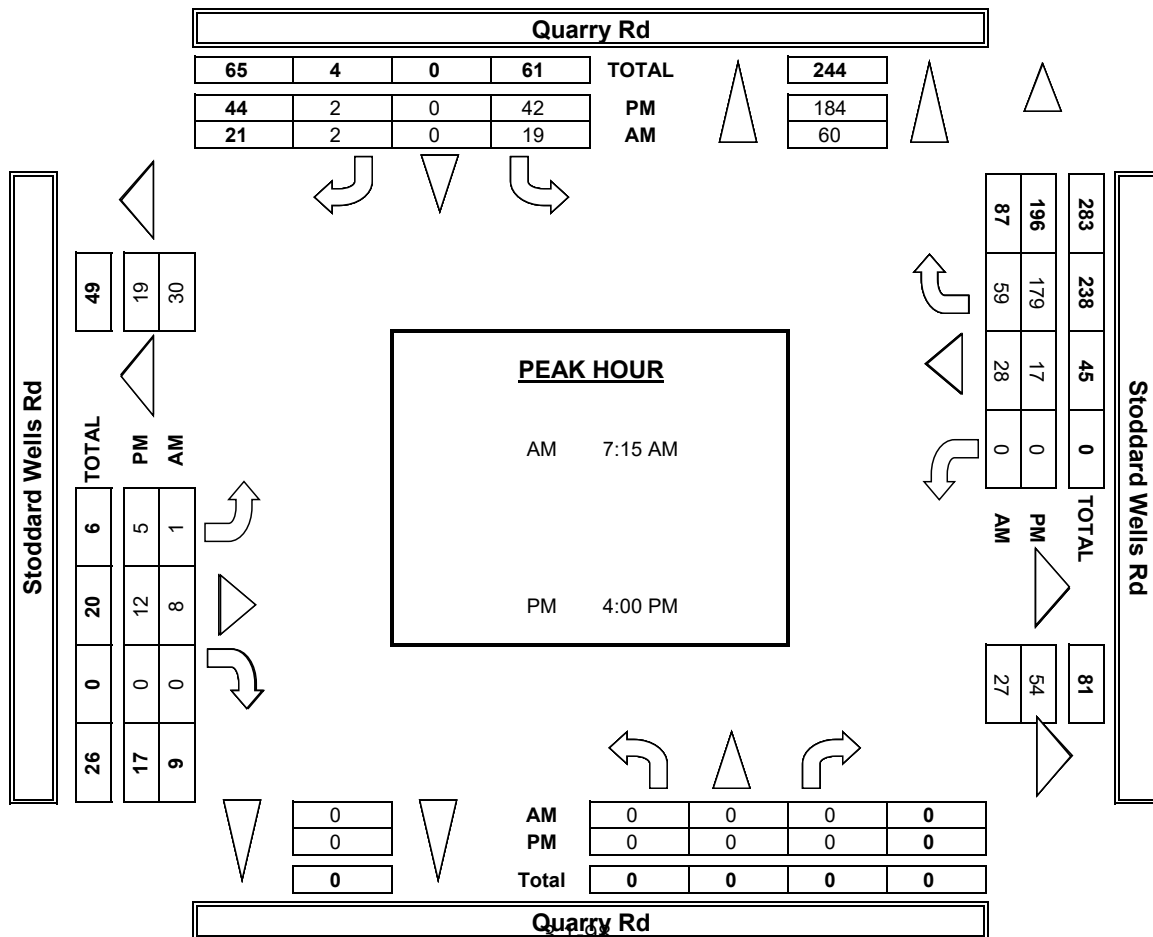
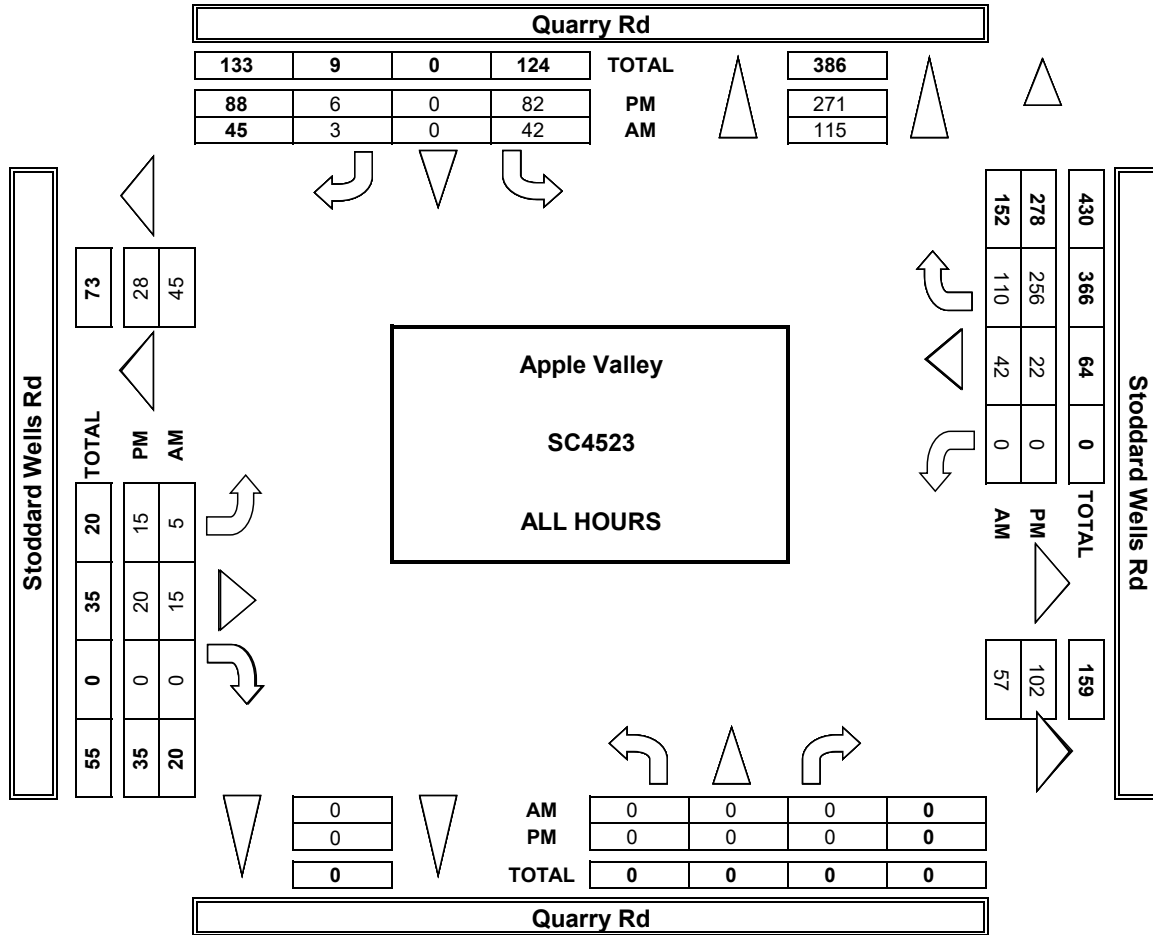
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**AimTD LLC**  
TURNING MOVEMENT COUNTS



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

PROJECT #: SC4523  
LOCATION #: 2  
CONTROL: STOP S

|       | NORTHBOUND<br>Quarry Rd |         |         | SOUTHBOUND<br>Quarry Rd |         |         | EASTBOUND<br>Stoddard Wells Rd |         |         | WESTBOUND<br>Stoddard Wells Rd |         |         |       |
|-------|-------------------------|---------|---------|-------------------------|---------|---------|--------------------------------|---------|---------|--------------------------------|---------|---------|-------|
| JANES | NL<br>X                 | NT<br>X | NR<br>X | SL<br>0                 | ST<br>X | SR<br>0 | EL<br>0                        | ET<br>1 | ER<br>X | WL<br>X                        | WT<br>1 | WR<br>1 | TOTAL |

| U-TURNS |    |    |    |     |
|---------|----|----|----|-----|
| NB      | SB | EB | WB | TTU |

|                |            |    |     |       |     |    |       |     |     |       |     |     |       |     |
|----------------|------------|----|-----|-------|-----|----|-------|-----|-----|-------|-----|-----|-------|-----|
| AM             | 7:00 AM    | 0  | 0   | 0     | 5   | 0  | 0     | 0   | 0   | 0     | 0   | 5   | 22    | 32  |
|                | 7:15 AM    | 0  | 0   | 0     | 2   | 0  | 1     | 0   | 3   | 0     | 0   | 7   | 19    | 31  |
|                | 7:30 AM    | 0  | 0   | 0     | 8   | 0  | 0     | 1   | 4   | 0     | 0   | 7   | 22    | 42  |
|                | 7:45 AM    | 0  | 0   | 0     | 3   | 0  | 0     | 0   | 3   | 0     | 0   | 22  | 37    | 65  |
|                | 8:00 AM    | 0  | 0   | 0     | 12  | 0  | 1     | 0   | 3   | 0     | 0   | 9   | 32    | 57  |
|                | 8:15 AM    | 0  | 0   | 0     | 1   | 0  | 0     | 0   | 7   | 0     | 0   | 5   | 20    | 33  |
|                | 8:30 AM    | 0  | 0   | 0     | 6   | 0  | 0     | 3   | 6   | 0     | 0   | 1   | 24    | 39  |
|                | 8:45 AM    | 0  | 0   | 0     | 13  | 0  | 1     | 3   | 1   | 0     | 0   | 10  | 24    | 51  |
|                | VOLUMES    | 0  | 0   | 0     | 49  | 0  | 3     | 6   | 27  | 0     | 0   | 65  | 199   | 348 |
|                | APPROACH % | 0% | 0%  | 0%    | 94% | 0% | 6%    | 18% | 82% | 0%    | 0%  | 25% | 75%   |     |
| APP/DEPART     | 0          |    | 205 | 52    | /   | 0  | 33    | /   | 75  | 264   | /   | 68  | 0     |     |
| BEGIN PEAK HR  | 7:15 AM    |    |     |       |     |    |       |     |     |       |     |     |       |     |
| VOLUMES        | 0          | 0  | 0   | 25    | 0   | 2  | 1     | 13  | 0   | 0     | 45  | 110 | 194   |     |
| APPROACH %     | 0%         | 0% | 0%  | 92%   | 0%  | 8% | 7%    | 93% | 0%  | 0%    | 29% | 71% |       |     |
| PEAK HR FACTOR | 0.000      |    |     | 0.510 |     |    | 0.750 |     |     | 0.658 |     |     | 0.752 |     |
| APP/DEPART     | 0          | /  | 111 | 27    | /   | 0  | 14    | /   | 37  | 154   | /   | 47  | 0     |     |
| PM             | 4:00 PM    | 0  | 0   | 0     | 9   | 0  | 0     | 0   | 4   | 0     | 0   | 5   | 99    | 116 |
|                | 4:15 PM    | 0  | 0   | 0     | 10  | 0  | 1     | 2   | 9   | 0     | 0   | 9   | 43    | 74  |
|                | 4:30 PM    | 0  | 0   | 0     | 10  | 0  | 1     | 1   | 4   | 0     | 0   | 10  | 24    | 49  |
|                | 4:45 PM    | 0  | 0   | 0     | 14  | 0  | 0     | 3   | 6   | 0     | 0   | 8   | 39    | 69  |
|                | 5:00 PM    | 0  | 0   | 0     | 14  | 0  | 0     | 6   | 5   | 0     | 0   | 3   | 16    | 43  |
|                | 5:15 PM    | 0  | 0   | 0     | 6   | 0  | 2     | 3   | 1   | 0     | 0   | 0   | 23    | 35  |
|                | 5:30 PM    | 0  | 0   | 0     | 10  | 0  | 3     | 1   | 1   | 0     | 0   | 1   | 49    | 65  |
|                | 5:45 PM    | 0  | 0   | 0     | 11  | 0  | 1     | 0   | 2   | 0     | 0   | 1   | 16    | 31  |
|                | VOLUMES    | 0  | 0   | 0     | 84  | 0  | 8     | 16  | 31  | 0     | 0   | 36  | 308   | 481 |
|                | APPROACH % | 0% | 0%  | 0%    | 91% | 0% | 9%    | 34% | 66% | 0%    | 0%  | 10% | 90%   |     |
| APP/DEPART     | 0          | /  | 324 | 92    | /   | 0  | 46    | /   | 114 | 344   | /   | 44  | 0     |     |
| BEGIN PEAK HR  | 4:00 PM    |    |     |       |     |    |       |     |     |       |     |     |       |     |
| VOLUMES        | 0          | 0  | 0   | 43    | 0   | 2  | 6     | 22  | 0   | 0     | 31  | 205 | 308   |     |
| APPROACH %     | 0%         | 0% | 0%  | 96%   | 0%  | 4% | 20%   | 80% | 0%  | 0%    | 13% | 87% |       |     |
| PEAK HR FACTOR | 0.000      |    |     | 0.804 |     |    | 0.625 |     |     | 0.568 |     |     | 0.663 |     |
| APP/DEPART     | 0          | /  | 210 | 45    | /   | 0  | 28    | /   | 65  | 235   | /   | 33  | 0     |     |

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| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Diagram illustrating the layout of the south side of Quarry Rd. The diagram shows a rectangular area representing the quarry site, bounded by Quarry Rd to the north and Stoddard Wells Rd to the south. The area is divided into two sections: the WEST SIDE and the EAST SIDE. The quarry is located on the WEST SIDE, adjacent to Quarry Rd. The diagram also shows the location of the quarry relative to the surrounding roads and the quarry's orientation.



# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                                |                                       |                       |
|----------------------------|---------------------------------------------|------------------------------------------------|---------------------------------------|-----------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Quarry Rd<br>Stoddard Wells Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>2<br>STOP S |
|----------------------------|---------------------------------------------|------------------------------------------------|---------------------------------------|-----------------------|

|                       |               |                                  |                         |     |
|-----------------------|---------------|----------------------------------|-------------------------|-----|
| <b>CLASS 1:</b>       | <b>NOTES:</b> | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▼ | ▶ E |
| PASSENGER<br>VEHICLES |               |                                  |                         |     |

|        | NORTHBOUND<br>Quarry Rd |         |         | SOUTHBOUND<br>Quarry Rd |         |         | EASTBOUND<br>Stoddard Wells Rd |         |         | WESTBOUND<br>Stoddard Wells Rd |         |         |       |
|--------|-------------------------|---------|---------|-------------------------|---------|---------|--------------------------------|---------|---------|--------------------------------|---------|---------|-------|
| LANES: | NL<br>X                 | NT<br>X | NR<br>X | SL<br>0                 | ST<br>X | SR<br>0 | EL<br>0                        | ET<br>1 | ER<br>X | WL<br>X                        | WT<br>1 | WR<br>1 | TOTAL |

|    |                |         |    |     |       |    |     |       |     |    |       |     |     |
|----|----------------|---------|----|-----|-------|----|-----|-------|-----|----|-------|-----|-----|
| AM | 7:00 AM        | 0       | 0  | 0   | 3     | 0  | 0   | 0     | 0   | 0  | 2     | 8   | 13  |
|    | 7:15 AM        | 0       | 0  | 0   | 0     | 0  | 1   | 0     | 0   | 0  | 4     | 6   | 11  |
|    | 7:30 AM        | 0       | 0  | 0   | 8     | 0  | 0   | 1     | 2   | 0  | 2     | 7   | 20  |
|    | 7:45 AM        | 0       | 0  | 0   | 1     | 0  | 0   | 0     | 1   | 0  | 5     | 8   | 15  |
|    | 8:00 AM        | 0       | 0  | 0   | 6     | 0  | 1   | 0     | 0   | 0  | 4     | 9   | 20  |
|    | 8:15 AM        | 0       | 0  | 0   | 1     | 0  | 0   | 0     | 1   | 0  | 2     | 6   | 10  |
|    | 8:30 AM        | 0       | 0  | 0   | 6     | 0  | 0   | 1     | 1   | 0  | 1     | 8   | 17  |
|    | 8:45 AM        | 0       | 0  | 0   | 11    | 0  | 1   | 1     | 1   | 0  | 3     | 7   | 24  |
|    | VOLUMES        | 0       | 0  | 0   | 36    | 0  | 3   | 3     | 6   | 0  | 23    | 59  | 130 |
|    | APPROACH %     | 0%      | 0% | 0%  | 92%   | 0% | 8%  | 33%   | 67% | 0% | 28%   | 72% |     |
| PM | APP/DEPART     | 0       | /  | 62  | 39    | /  | 0   | 9     | /   | 42 | 82    | /   | 26  |
|    | BEGIN PEAK HR  | 7:15 AM |    |     |       |    |     |       |     |    |       |     |     |
|    | VOLUMES        | 0       | 0  | 0   | 15    | 0  | 2   | 1     | 3   | 0  | 0     | 15  | 30  |
|    | APPROACH %     | 0%      | 0% | 0%  | 88%   | 0% | 12% | 25%   | 75% | 0% | 0%    | 33% | 67% |
|    | PEAK HR FACTOR | 0.000   |    |     | 0.531 |    |     | 0.333 |     |    | 0.865 |     |     |
|    | APP/DEPART     | 0       | /  | 31  | 17    | /  | 0   | 4     | /   | 18 | 45    | /   | 17  |
|    | 4:00 PM        | 0       | 0  | 0   | 9     | 0  | 0   | 0     | 2   | 0  | 0     | 0   | 93  |
|    | 4:15 PM        | 0       | 0  | 0   | 10    | 0  | 1   | 2     | 0   | 0  | 2     | 32  | 47  |
|    | 4:30 PM        | 0       | 0  | 0   | 10    | 0  | 1   | 1     | 2   | 0  | 2     | 16  | 32  |
|    | 4:45 PM        | 0       | 0  | 0   | 11    | 0  | 0   | 1     | 0   | 0  | 1     | 21  | 34  |
|    | 5:00 PM        | 0       | 0  | 0   | 12    | 0  | 0   | 6     | 3   | 0  | 3     | 8   | 32  |
|    | 5:15 PM        | 0       | 0  | 0   | 6     | 0  | 2   | 3     | 1   | 0  | 0     | 7   | 19  |
|    | 5:30 PM        | 0       | 0  | 0   | 10    | 0  | 0   | 1     | 1   | 0  | 0     | 32  | 45  |
|    | 5:45 PM        | 0       | 0  | 0   | 11    | 0  | 1   | 0     | 2   | 0  | 1     | 13  | 28  |
|    | VOLUMES        | 0       | 0  | 0   | 79    | 0  | 5   | 14    | 11  | 0  | 0     | 10  | 222 |
|    | APPROACH %     | 0%      | 0% | 0%  | 94%   | 0% | 6%  | 56%   | 44% | 0% | 0%    | 4%  | 96% |
|    | APP/DEPART     | 0       | /  | 236 | 84    | /  | 0   | 25    | /   | 90 | 232   | /   | 15  |
|    | BEGIN PEAK HR  | 4:00 PM |    |     |       |    |     |       |     |    |       |     |     |
|    | VOLUMES        | 0       | 0  | 0   | 40    | 0  | 2   | 4     | 4   | 0  | 0     | 5   | 162 |
|    | APPROACH %     | 0%      | 0% | 0%  | 95%   | 0% | 5%  | 50%   | 50% | 0% | 0%    | 3%  | 97% |
|    | PEAK HR FACTOR | 0.000   |    |     | 0.955 |    |     | 0.667 |     |    | 0.449 |     |     |
|    | APP/DEPART     | 0       | /  | 166 | 42    | /  | 0   | 8     | /   | 44 | 167   | /   | 7   |

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

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| 0 | 0 | 0 | 0 | 0 |
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| RTOR     |          |          |          |
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| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

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Quarry Rd

NORTH SIDE

Stoddard Wells Rd

WEST SIDE

EAST SIDE

Stoddard Wells Rd

SOUTH SIDE

Quarry Rd

# INTERSECTION TURNING MOVEMENT COUNTS

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|                                                   |                                             |            |                                                |                   |                                       |                   |                       |      |    |       |     |       |       |
|---------------------------------------------------|---------------------------------------------|------------|------------------------------------------------|-------------------|---------------------------------------|-------------------|-----------------------|------|----|-------|-----|-------|-------|
| DATE:<br>4/2/24<br>TUESDAY                        | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: |            | Apple Valley<br>Quarry Rd<br>Stoddard Wells Rd |                   | PROJECT #:<br>LOCATION #:<br>CONTROL: |                   | SC4523<br>2<br>STOP S |      |    |       |     |       |       |
| CLASS 2:<br>2-AXLE<br>WORK<br>VEHICLES/<br>TRUCKS | NOTES:                                      |            |                                                |                   |                                       |                   | AM                    |      | ▲  |       |     |       |       |
|                                                   |                                             |            |                                                |                   |                                       |                   | PM                    |      | N  |       |     |       |       |
|                                                   |                                             |            |                                                |                   |                                       |                   | MD                    | ◀ W  |    | E ▶   |     |       |       |
|                                                   |                                             |            |                                                |                   |                                       |                   | OTHER                 |      | S  |       |     |       |       |
| OTHER                                             |                                             |            |                                                |                   |                                       |                   |                       |      | ▼  |       |     |       |       |
| NORTHBOUND                                        |                                             | SOUTHBOUND |                                                | EASTBOUND         |                                       | WESTBOUND         |                       |      |    |       |     |       |       |
| Quarry Rd                                         |                                             | Quarry Rd  |                                                | Stoddard Wells Rd |                                       | Stoddard Wells Rd |                       |      |    |       |     |       |       |
| NL                                                | NT                                          | NR         | SL                                             | ST                | SR                                    | EL                | ET                    | ER   | WL | WT    | WR  | TOTAL |       |
| X                                                 | X                                           | X          | 0                                              | X                 | 0                                     | 0                 | 1                     | X    | X  | 1     | 1   |       |       |
| LANES:                                            |                                             |            |                                                |                   |                                       |                   |                       |      |    |       |     |       |       |
| 7:00 AM                                           | 0                                           | 0          | 0                                              | 1                 | 0                                     | 0                 | 0                     | 0    | 0  | 0     | 0   | 1     |       |
| 7:15 AM                                           | 0                                           | 0          | 0                                              | 1                 | 0                                     | 0                 | 0                     | 0    | 0  | 2     | 1   | 4     |       |
| 7:30 AM                                           | 0                                           | 0          | 0                                              | 0                 | 0                                     | 0                 | 1                     | 0    | 0  | 0     | 0   | 1     |       |
| 7:45 AM                                           | 0                                           | 0          | 0                                              | 0                 | 0                                     | 0                 | 0                     | 0    | 0  | 3     | 0   | 3     |       |
| 8:00 AM                                           | 0                                           | 0          | 0                                              | 0                 | 0                                     | 0                 | 2                     | 0    | 0  | 0     | 2   | 4     |       |
| 8:15 AM                                           | 0                                           | 0          | 0                                              | 0                 | 0                                     | 0                 | 0                     | 0    | 0  | 2     | 1   | 3     |       |
| 8:30 AM                                           | 0                                           | 0          | 0                                              | 0                 | 0                                     | 0                 | 1                     | 0    | 0  | 0     | 1   | 2     |       |
| 8:45 AM                                           | 0                                           | 0          | 0                                              | 1                 | 0                                     | 0                 | 1                     | 0    | 0  | 1     | 0   | 3     |       |
| VOLUMES                                           | 0                                           | 0          | 0                                              | 3                 | 0                                     | 0                 | 2                     | 3    | 0  | 8     | 5   | 21    |       |
| APPROACH %                                        | 0%                                          | 0%         | 0%                                             | 100%              | 0%                                    | 0%                | 40%                   | 60%  | 0% | 0%    | 62% | 38%   |       |
| APP/DEPART                                        | 0                                           | /          | 7                                              | 3                 | /                                     | 0                 | 5                     | /    | 6  | 13    | /   | 8     | 0     |
| BEGIN PEAK HR                                     | 7:15 AM                                     |            |                                                |                   |                                       |                   |                       |      |    |       |     |       |       |
| VOLUMES                                           | 0                                           | 0          | 0                                              | 1                 | 0                                     | 0                 | 0                     | 3    | 0  | 0     | 5   | 3     | 12    |
| APPROACH %                                        | 0%                                          | 0%         | 0%                                             | 100%              | 0%                                    | 0%                | 0%                    | 100% | 0% | 0%    | 63% | 38%   |       |
| PEAK HR FACTOR                                    | 0.000                                       |            |                                                | 0.250             |                                       |                   | 0.375                 |      |    | 0.667 |     |       | 0.750 |
| APP/DEPART                                        | 0                                           | /          | 3                                              | 1                 | /                                     | 0                 | 3                     | /    | 4  | 8     | /   | 5     | 0     |
| 4:00 PM                                           | 0                                           | 0          | 0                                              | 0                 | 0                                     | 0                 | 0                     | 1    | 0  | 0     | 1   | 2     | 4     |
| 4:15 PM                                           | 0                                           | 0          | 0                                              | 0                 | 0                                     | 0                 | 0                     | 2    | 0  | 0     | 1   | 0     | 3     |
| 4:30 PM                                           | 0                                           | 0          | 0                                              | 0                 | 0                                     | 0                 | 0                     | 1    | 0  | 0     | 3   | 0     | 4     |
| 4:45 PM                                           | 0                                           | 0          | 0                                              | 2                 | 0                                     | 0                 | 1                     | 0    | 0  | 0     | 0   | 1     | 4     |
| 5:00 PM                                           | 0                                           | 0          | 0                                              | 1                 | 0                                     | 0                 | 0                     | 1    | 0  | 0     | 0   | 0     | 2     |
| 5:15 PM                                           | 0                                           | 0          | 0                                              | 0                 | 0                                     | 0                 | 0                     | 0    | 0  | 0     | 0   | 0     | 0     |
| 5:30 PM                                           | 0                                           | 0          | 0                                              | 0                 | 0                                     | 0                 | 0                     | 0    | 0  | 0     | 3   | 3     | 3     |
| 5:45 PM                                           | 0                                           | 0          | 0                                              | 0                 | 0                                     | 0                 | 0                     | 0    | 0  | 0     | 0   | 0     | 0     |
| VOLUMES                                           | 0                                           | 0          | 0                                              | 3                 | 0                                     | 0                 | 1                     | 5    | 0  | 0     | 5   | 6     | 20    |
| APPROACH %                                        | 0%                                          | 0%         | 0%                                             | 100%              | 0%                                    | 0%                | 17%                   | 83%  | 0% | 0%    | 45% | 55%   |       |
| APP/DEPART                                        | 0                                           | /          | 7                                              | 3                 | /                                     | 0                 | 6                     | /    | 8  | 11    | /   | 5     | 0     |
| BEGIN PEAK HR                                     | 4:00 PM                                     |            |                                                |                   |                                       |                   |                       |      |    |       |     |       |       |
| VOLUMES                                           | 0                                           | 0          | 0                                              | 2                 | 0                                     | 0                 | 1                     | 4    | 0  | 0     | 5   | 3     | 15    |
| APPROACH %                                        | 0%                                          | 0%         | 0%                                             | 100%              | 0%                                    | 0%                | 20%                   | 80%  | 0% | 0%    | 63% | 38%   |       |
| PEAK HR FACTOR                                    | 0.000                                       |            |                                                | 0.250             |                                       |                   | 0.625                 |      |    | 0.667 |     |       | 0.938 |
| APP/DEPART                                        | 0                                           | /          | 4                                              | 2                 | /                                     | 0                 | 5                     | /    | 6  | 8     | /   | 5     | 0     |

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

| RTOR |     |     |     |
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| 0    | 0   | 0   | 0   |
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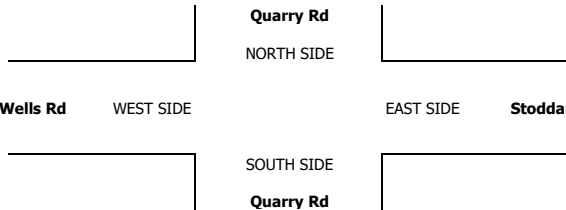
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                                |                      |
|----------------------------|---------------------------------------------|------------------------------------------------|----------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Quarry Rd<br>Stoddard Wells Rd | PROJECT #:<br>SC4523 |
|                            |                                             |                                                | LOCATION #:<br>2     |
|                            |                                             |                                                | CONTROL:<br>STOP S   |

|                              |        |       |     |   |     |
|------------------------------|--------|-------|-----|---|-----|
| CLASS 3:<br>3-AXLE<br>TRUCKS | NOTES: | AM    |     | ▲ |     |
|                              |        | PM    |     | N |     |
|                              |        | MD    | ◀ W |   | E ▶ |
|                              |        | OTHER |     | S |     |

|                | NORTHBOUND<br>Quarry Rd |         |         | SOUTHBOUND<br>Quarry Rd |         |         | EASTBOUND<br>Stoddard Wells Rd |         |         | WESTBOUND<br>Stoddard Wells Rd |         |         |       |
|----------------|-------------------------|---------|---------|-------------------------|---------|---------|--------------------------------|---------|---------|--------------------------------|---------|---------|-------|
| LANES:         | NL<br>X                 | NT<br>X | NR<br>X | SL<br>0                 | ST<br>X | SR<br>0 | EL<br>0                        | ET<br>1 | ER<br>X | WL<br>X                        | WT<br>1 | WR<br>1 | TOTAL |
| 7:00 AM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 0       | 1       | 1     |
| 7:15 AM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 0       | 1       | 1     |
| 7:30 AM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 1       | 0       | 1     |
| 7:45 AM        | 0                       | 0       | 0       | 1                       | 0       | 0       | 0                              | 1       | 0       | 0                              | 0       | 1       | 3     |
| 8:00 AM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 1       | 1       | 2     |
| 8:15 AM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 0       | 0       | 0     |
| 8:30 AM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 1       | 0       | 0                              | 0       | 1       | 2     |
| 8:45 AM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 1       | 1       | 2     |
| VOLUMES        | 0                       | 0       | 0       | 1                       | 0       | 0       | 0                              | 2       | 0       | 0                              | 3       | 6       | 12    |
| APPROACH %     | 0%                      | 0%      | 0%      | 100%                    | 0%      | 0%      | 0%                             | 100%    | 0%      | 0%                             | 33%     | 67%     |       |
| APP/DEPART     | 0                       | /       | 6       | 1                       | /       | 0       | 2                              | /       | 3       | 9                              | /       | 3       | 0     |
| BEGIN PEAK HR  | 7:15 AM                 |         |         |                         |         |         |                                |         |         |                                |         |         |       |
| VOLUMES        | 0                       | 0       | 0       | 1                       | 0       | 0       | 0                              | 1       | 0       | 0                              | 2       | 3       | 7     |
| APPROACH %     | 0%                      | 0%      | 0%      | 100%                    | 0%      | 0%      | 0%                             | 100%    | 0%      | 0%                             | 40%     | 60%     |       |
| PEAK HR FACTOR | 0.000                   |         |         | 0.250                   |         |         | 0.250                          |         |         | 0.625                          |         |         | 0.583 |
| APP/DEPART     | 0                       | /       | 3       | 1                       | /       | 0       | 1                              | /       | 2       | 5                              | /       | 2       | 0     |
| 4:00 PM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 0       | 0       | 0     |
| 4:15 PM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 1       | 1       | 2     |
| 4:30 PM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 0       | 1       | 1     |
| 4:45 PM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 2       | 2       | 4     |
| 5:00 PM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 0       | 1       | 1     |
| 5:15 PM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 0       | 2       | 2     |
| 5:30 PM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 0       | 0       | 0     |
| 5:45 PM        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 0       | 0       | 0     |
| VOLUMES        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 3       | 7       | 10    |
| APPROACH %     | 0%                      | 0%      | 0%      | 0%                      | 0%      | 0%      | 0%                             | 0%      | 0%      | 0%                             | 30%     | 70%     |       |
| APP/DEPART     | 0                       | /       | 7       | 0                       | /       | 0       | 0                              | /       | 0       | 10                             | /       | 3       | 0     |
| BEGIN PEAK HR  | 4:00 PM                 |         |         |                         |         |         |                                |         |         |                                |         |         |       |
| VOLUMES        | 0                       | 0       | 0       | 0                       | 0       | 0       | 0                              | 0       | 0       | 0                              | 3       | 4       | 7     |
| APPROACH %     | 0%                      | 0%      | 0%      | 0%                      | 0%      | 0%      | 0%                             | 0%      | 0%      | 0%                             | 43%     | 57%     |       |
| PEAK HR FACTOR | 0.000                   |         |         | 0.000                   |         |         | 0.000                          |         |         | 0.438                          |         |         | 0.438 |
| APP/DEPART     | 0                       | /       | 4       | 0                       | /       | 0       | 0                              | /       | 0       | 7                              | /       | 3       | 0     |

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

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| RTOR     |          |          |          |
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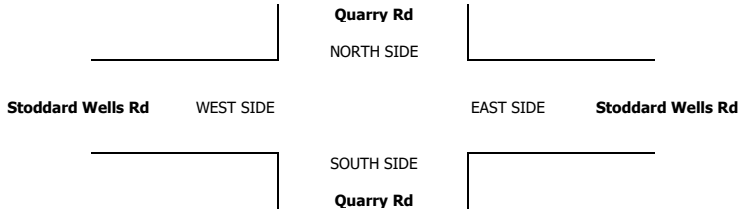
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                                         |                                             |                                                |                                       |                                                                                                                                       |
|-----------------------------------------|---------------------------------------------|------------------------------------------------|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY              | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Quarry Rd<br>Stoddard Wells Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>2<br>STOP S                                                                                                                 |
| CLASS 4:<br>4 OR MORE<br>AXLE<br>TRUCKS | NOTES:                                      |                                                | AM<br>PM<br>MD<br>OTHER<br>OTHER      | <div> <div> <div>▲</div> <div>◀ W</div> <div>▼</div> </div> <div> <div>N</div> <div>S</div> </div> <div> <div>E ▶</div> </div> </div> |

|        | NORTHBOUND<br>Quarry Rd |         |         | SOUTHBOUND<br>Quarry Rd |         |         | EASTBOUND<br>Stoddard Wells Rd |         |         | WESTBOUND<br>Stoddard Wells Rd |         |         | TOTAL |
|--------|-------------------------|---------|---------|-------------------------|---------|---------|--------------------------------|---------|---------|--------------------------------|---------|---------|-------|
| LANES: | NL<br>X                 | NT<br>X | NR<br>X | SL<br>0                 | ST<br>X | SR<br>0 | EL<br>0                        | ET<br>1 | ER<br>X | WL<br>X                        | WT<br>1 | WR<br>1 |       |

|                |               |         |    |       |      |    |       |    |      |       |    |     |       |     |
|----------------|---------------|---------|----|-------|------|----|-------|----|------|-------|----|-----|-------|-----|
| AM             | 7:00 AM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 0    | 0     | 1  | 4   | 5     |     |
|                | 7:15 AM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 1    | 0     | 0  | 3   | 4     |     |
|                | 7:30 AM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 0    | 0     | 0  | 1   | 5     |     |
|                | 7:45 AM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 0    | 0     | 4  | 9   | 13    |     |
|                | 8:00 AM       | 0       | 0  | 0     | 2    | 0  | 0     | 0  | 0    | 0     | 1  | 6   | 9     |     |
|                | 8:15 AM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 2    | 0     | 0  | 0   | 4     |     |
|                | 8:30 AM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 1    | 0     | 0  | 0   | 4     |     |
|                | 8:45 AM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 0    | 0     | 0  | 1   | 5     |     |
|                | VOLUMES       | 0       | 0  | 0     | 2    | 0  | 0     | 0  | 4    | 0     | 0  | 8   | 40    | 54  |
|                | APPROACH %    | 0%      | 0% | 0%    | 100% | 0% | 0%    | 0% | 100% | 0%    | 0% | 17% | 83%   |     |
| APP/DEPART     | 0             | /       | 40 | 2     | /    | 0  | 4     | /  | 6    | 48    | /  | 8   | 0     |     |
| BEGIN PEAK HR  | 7:15 AM       |         |    |       |      |    |       |    |      |       |    |     |       |     |
| VOLUMES        | 0             | 0       | 0  | 2     | 0    | 0  | 0     | 1  | 0    | 0     | 6  | 23  | 32    |     |
| APPROACH %     | 0%            | 0%      | 0% | 100%  | 0%   | 0% | 0%    | 0% | 100% | 0%    | 0% | 21% | 79%   |     |
| PEAK HR FACTOR | 0.000         |         |    | 0.250 |      |    | 0.250 |    |      | 0.558 |    |     | 0.615 |     |
| APP/DEPART     | 0             | /       | 23 | 2     | /    | 0  | 1     | /  | 3    | 29    | /  | 6   | 0     |     |
| PM             | 4:00 PM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 0    | 0     | 1  | 1   | 2     |     |
|                | 4:15 PM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 2    | 0     | 0  | 1   | 3     |     |
|                | 4:30 PM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 0    | 0     | 1  | 2   | 3     |     |
|                | 4:45 PM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 2    | 0     | 0  | 1   | 4     |     |
|                | 5:00 PM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 0    | 0     | 0  | 2   | 2     |     |
|                | 5:15 PM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 0    | 0     | 0  | 0   | 4     |     |
|                | 5:30 PM       | 0       | 0  | 0     | 0    | 0  | 1     | 0  | 0    | 0     | 0  | 0   | 4     |     |
|                | 5:45 PM       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 0    | 0     | 0  | 1   | 1     |     |
|                | VOLUMES       | 0       | 0  | 0     | 0    | 0  | 1     | 0  | 4    | 0     | 0  | 4   | 21    | 30  |
|                | APPROACH %    | 0%      | 0% | 0%    | 0%   | 0% | 100%  | 0% | 100% | 0%    | 0% | 16% | 84%   |     |
|                | APP/DEPART    | 0       | /  | 21    | 1    | /  | 0     | 4  | /    | 4     | 25 | /   | 5     | 0   |
|                | BEGIN PEAK HR | 4:00 PM |    |       |      |    |       |    |      |       |    |     |       |     |
|                | VOLUMES       | 0       | 0  | 0     | 0    | 0  | 0     | 0  | 4    | 0     | 0  | 4   | 10    | 18  |
|                | APPROACH %    | 0%      | 0% | 0%    | 0%   | 0% | 0%    | 0% | 0%   | 100%  | 0% | 0%  | 29%   | 71% |
| PEAK HR FACTOR | 0.000         |         |    | 0.000 |      |    | 0.500 |    |      | 0.700 |    |     | 0.643 |     |
| APP/DEPART     | 0             | /       | 10 | 0     | /    | 0  | 4     | /  | 4    | 14    | /  | 4   | 0     |     |

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

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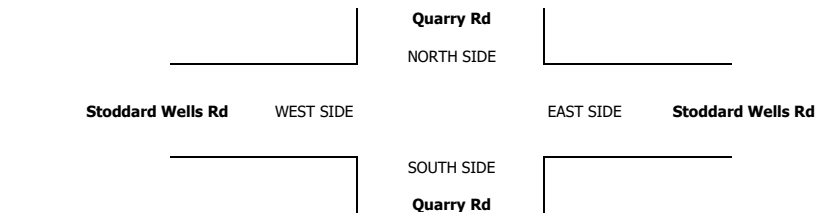
| RTOR |     |     |     |
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                                |                                       |                                                                      |
|----------------------------|---------------------------------------------|------------------------------------------------|---------------------------------------|----------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Quarry Rd<br>Stoddard Wells Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>2<br>STOP S                                                |
| CLASS 5:<br>RV             | NOTES:                                      |                                                | AM<br>PM<br>MD<br>OTHER<br>OTHER      | <div> <div>▲</div> <div>◀ W</div> <div>S</div> <div>E ▶</div> </div> |

|        | NORTHBOUND<br>Quarry Rd |         |         | SOUTHBOUND<br>Quarry Rd |         |         | EASTBOUND<br>Stoddard Wells Rd |         |         | WESTBOUND<br>Stoddard Wells Rd |         |         | TOTAL |
|--------|-------------------------|---------|---------|-------------------------|---------|---------|--------------------------------|---------|---------|--------------------------------|---------|---------|-------|
| LANES: | NL<br>X                 | NT<br>X | NR<br>X | SL<br>0                 | ST<br>X | SR<br>0 | EL<br>0                        | ET<br>1 | ER<br>X | WL<br>X                        | WT<br>1 | WR<br>1 |       |

|    |                |         |    |    |       |    |    |       |    |    |       |    |   |
|----|----------------|---------|----|----|-------|----|----|-------|----|----|-------|----|---|
| AM | 7:00 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 7:15 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 7:30 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 7:45 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:00 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:15 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:30 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:45 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
| PM | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |
|    | BEGIN PEAK HR  | 7:15 AM |    |    |       |    |    |       |    |    |       |    |   |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.000 |    |    | 0.000 |    |    | 0.000 |    |   |
|    | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |
|    | 4:00 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 4:15 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 4:30 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 4:45 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:00 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:15 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:30 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:45 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
|    | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |
|    | BEGIN PEAK HR  | 4:00 PM |    |    |       |    |    |       |    |    |       |    |   |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.000 |    |    | 0.000 |    |    | 0.000 |    |   |
|    | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |

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

| RTOR     |          |          |          |
|----------|----------|----------|----------|
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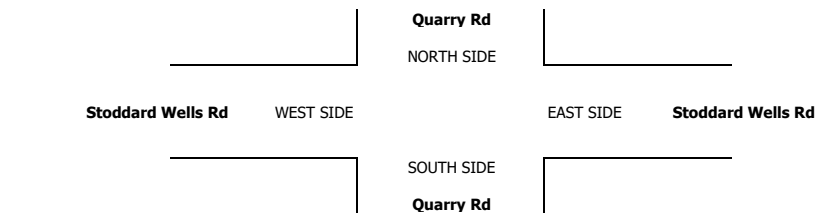
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|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
|---|---|---|---|



# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                                |                                       |                       |
|----------------------------|---------------------------------------------|------------------------------------------------|---------------------------------------|-----------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Quarry Rd<br>Stoddard Wells Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>2<br>STOP S |
|----------------------------|---------------------------------------------|------------------------------------------------|---------------------------------------|-----------------------|

|          |        |                                  |                       |
|----------|--------|----------------------------------|-----------------------|
| CLASS 6: | NOTES: | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>E<br>S<br>▼ |
| BUSES    |        |                                  |                       |

|        | NORTHBOUND<br>Quarry Rd |         |         | SOUTHBOUND<br>Quarry Rd |         |         | EASTBOUND<br>Stoddard Wells Rd |         |         | WESTBOUND<br>Stoddard Wells Rd |         |         |       |
|--------|-------------------------|---------|---------|-------------------------|---------|---------|--------------------------------|---------|---------|--------------------------------|---------|---------|-------|
| LANES: | NL<br>X                 | NT<br>X | NR<br>X | SL<br>0                 | ST<br>X | SR<br>0 | EL<br>0                        | ET<br>1 | ER<br>X | WL<br>X                        | WT<br>1 | WR<br>1 | TOTAL |

|    |                |         |    |    |       |    |    |       |    |    |       |    |   |
|----|----------------|---------|----|----|-------|----|----|-------|----|----|-------|----|---|
| AM | 7:00 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 7:15 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 7:30 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 7:45 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:00 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:15 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:30 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 8:45 AM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
| PM | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |
|    | BEGIN PEAK HR  | 7:15 AM |    |    |       |    |    |       |    |    |       |    |   |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.000 |    |    | 0.000 |    |    | 0.000 |    |   |
|    | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |
|    | 4:00 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 4:15 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 4:30 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 4:45 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:00 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:15 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:30 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | 5:45 PM        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
|    | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |
|    | BEGIN PEAK HR  | 4:00 PM |    |    |       |    |    |       |    |    |       |    |   |
|    | VOLUMES        | 0       | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0  | 0     | 0  | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.000 |    |    | 0.000 |    |    | 0.000 |    |   |
|    | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |

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

|   |   |   |   |   |
|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |

|   |   |   |   |
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| 0 | 0 | 0 | 0 |
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|   |   |   |   |   |
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| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
|---|---|---|---|

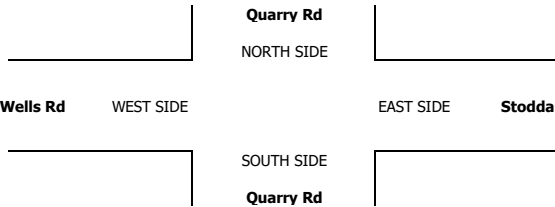
| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
|---|---|---|---|

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
|---|---|---|---|



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

Apple Valley

PROJECT #: SC4523

LOCATION #: 1  
CONTROL: CTORM

CONTROL: STOP W

DATE:  
Tue, Apr 2, 24

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Apple Valley  
Quarry Rd  
I-15 SB Ramps

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

| LANES:         | NORTHBOUND |         |         | SOUTHBOUND |         |         | EASTBOUND     |         |         | WESTBOUND     |         |         | TOTAL |
|----------------|------------|---------|---------|------------|---------|---------|---------------|---------|---------|---------------|---------|---------|-------|
|                | Quarry Rd  |         |         | Quarry Rd  |         |         | I-15 SB Ramps |         |         | I-15 SB Ramps |         |         |       |
|                | NL<br>X    | NT<br>1 | NR<br>0 | SL<br>0    | ST<br>1 | SR<br>X | EL<br>X       | ET<br>X | ER<br>X | WL<br>0       | WT<br>X | WR<br>0 |       |
| 7:00 AM        | 0          | 0       | 12      | 0          | 0       | 0       | 0             | 0       | 0       | 3             | 0       | 0       | 15    |
| 7:15 AM        | 0          | 0       | 12      | 0          | 0       | 0       | 0             | 0       | 0       | 2             | 0       | 0       | 14    |
| 7:30 AM        | 0          | 1       | 12      | 1          | 0       | 0       | 0             | 0       | 0       | 8             | 0       | 1       | 23    |
| 7:45 AM        | 0          | 0       | 17      | 0          | 0       | 0       | 0             | 0       | 0       | 2             | 0       | 0       | 19    |
| 8:00 AM        | 0          | 0       | 19      | 0          | 1       | 0       | 0             | 0       | 0       | 9             | 0       | 0       | 29    |
| 8:15 AM        | 0          | 0       | 11      | 0          | 0       | 0       | 0             | 0       | 0       | 0             | 0       | 0       | 11    |
| 8:30 AM        | 0          | 1       | 14      | 1          | 1       | 0       | 0             | 0       | 0       | 5             | 0       | 1       | 23    |
| 8:45 AM        | 0          | 0       | 16      | 0          | 0       | 0       | 0             | 0       | 0       | 13            | 0       | 0       | 29    |
| VOLUMES        | 0          | 2       | 113     | 2          | 2       | 0       | 0             | 0       | 0       | 42            | 0       | 2       | 164   |
| APPROACH %     | 0%         | 2%      | 98%     | 50%        | 50%     | 0%      | 0%            | 0%      | 0%      | 93%           | 0%      | 4%      | 0     |
| APP/DEPART     | 115        | /       | 4       | 4          | /       | 44      | 0             | /       | 116     | 45            | /       | 0       | 0     |
| BEGIN PEAK HR  | 0          | 8:00 AM | 1       | 1          | 2       | 0       | 0             | 0       | 0       | 27            | 1       | 1       | 92    |
| VOLUMES        | 0          | 60      | 1       | 33%        | 67%     | 0%      | 0%            | 0%      | 0%      | 96%           | 0%      | 4%      | 0     |
| APPROACH %     | 0%         | 2%      | 98%     | 33%        | 67%     | 0%      | 0%            | 0%      | 0%      | 96%           | 0%      | 4%      | 0     |
| PEAK HR FACTOR |            | 0.803   |         |            | 0.375   |         | 0.000         |         |         | 0.538         |         |         | 0.793 |
| APP/DEPART     | 61         | /       | 2       | 3          | /       | 29      | 0             | /       | 61      | 28            | /       | 0       | 0     |
| 4:00 PM        | 0          | 0       | 94      | 0          | 0       | 0       | 0             | 0       | 0       | 7             | 0       | 1       | 102   |
| 4:15 PM        | 0          | 0       | 39      | 1          | 0       | 0       | 0             | 0       | 0       | 12            | 0       | 0       | 52    |
| 4:30 PM        | 0          | 0       | 20      | 0          | 0       | 0       | 0             | 0       | 0       | 11            | 0       | 0       | 31    |
| 4:45 PM        | 0          | 0       | 30      | 0          | 0       | 0       | 0             | 0       | 0       | 13            | 0       | 0       | 43    |
| 5:00 PM        | 0          | 0       | 17      | 0          | 1       | 0       | 0             | 0       | 0       | 12            | 0       | 1       | 31    |
| 5:15 PM        | 0          | 0       | 17      | 0          | 1       | 0       | 0             | 0       | 0       | 8             | 0       | 0       | 26    |
| 5:30 PM        | 0          | 0       | 40      | 0          | 0       | 0       | 0             | 0       | 0       | 11            | 0       | 0       | 51    |
| 5:45 PM        | 0          | 13      | 1       | 0          | 0       | 0       | 0             | 0       | 0       | 11            | 1       | 0       | 26    |
| VOLUMES        | 0          | 0       | 270     | 2          | 2       | 0       | 0             | 0       | 0       | 85            | 0       | 3       | 364   |
| APPROACH %     | 0%         | 0%      | 100%    | 50%        | 50%     | 0%      | 0%            | 0%      | 0%      | 94%           | 0%      | 3%      | 0     |
| APP/DEPART     | 270        | /       | 3       | 4          | /       | 87      | 0             | /       | 274     | 90            | /       | 0       | 0     |
| BEGIN PEAK HR  | 0          | 4:00 PM | 1       | 1          | 2       | 0       | 0             | 0       | 0       | 43            | 0       | 1       | 229   |
| VOLUMES        | 0          | 0       | 183     | 100%       | 0       | 0       | 0%            | 0%      | 0%      | 96%           | 0       | 2%      | 0     |
| APPROACH %     | 0%         | 0%      | 100%    | 100%       | 0       | 0       | 0%            | 0%      | 0%      | 96%           | 0       | 2%      | 0     |
| PEAK HR FACTOR |            | 0.487   |         | 1          | 0.250   |         | 0.000         |         |         | 0.865         |         |         | 0.556 |
| APP/DEPART     | 183        | /       | 1       | 1          | /       | 43      | 0             | /       | 185     | 45            | /       | 0       | 0     |

| U-TURNS |    |    |    |     |
|---------|----|----|----|-----|
| NB      | SB | EB | WB | TTL |
| 0       | 0  | 0  | 0  | 0   |
| 0       | 0  | 0  | 0  | 0   |
| 0       | 0  | 0  | 0  | 0   |
| 0       | 0  | 0  | 1  | 1   |
| 0       | 0  | 0  | 0  | 0   |
| 0       | 0  | 0  | 0  | 0   |
| 0       | 0  | 0  | 0  | 0   |
| 0       | 0  | 0  | 0  | 0   |
| 0       | 0  | 0  | 0  | 0   |
| 0       | 0  | 0  | 1  | 1   |

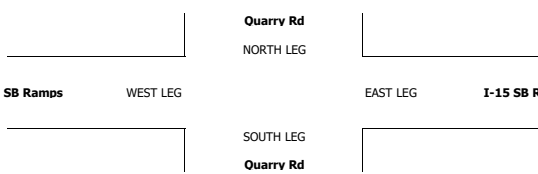
|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
|---|---|---|---|

|   |   |   |   |   |
|---|---|---|---|---|
| 0 | 0 | 0 | 1 | 1 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 | 1 |
| 0 | 0 | 0 | 2 | 2 |

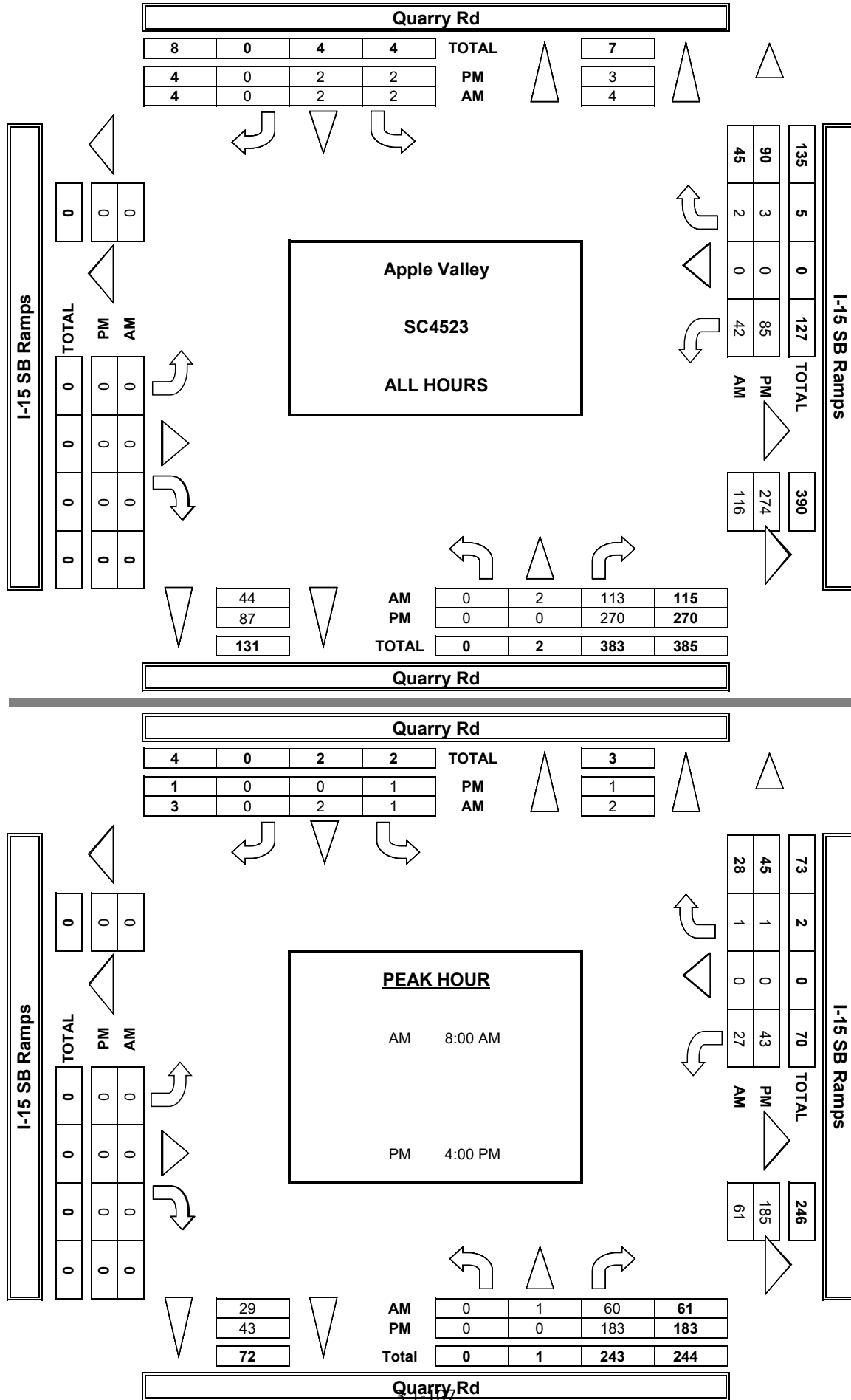
  

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 1 |
|---|---|---|---|

[illegible]

|    |         | ALL PED + BIKE & SCOOTER |       |       |       |       | PEDESTRIAN CROSSINGS |       |       |       |       | BICYCLE & SCOOTER CROSSINGS |    |    |    |       |
|----|---------|--------------------------|-------|-------|-------|-------|----------------------|-------|-------|-------|-------|-----------------------------|----|----|----|-------|
|    |         | F LEG                    | W LEG | S LEG | N LEG | TOTAL | F LEG                | W LEG | S LEG | N LEG | TOTAL | EL                          | WL | SL | NL | TOTAL |
| AM | 7:00 AM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 7:15 AM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 7:30 AM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 7:45 AM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 8:00 AM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 8:15 AM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 8:30 AM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 8:45 AM | 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     |
| PM | 4:00 PM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 4:15 PM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 4:30 PM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 4:45 PM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 5:00 PM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 5:15 PM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 5:30 PM | 0                        | 0     | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0     | 0                           | 0  | 0  | 0  | 0     |
|    | 5:45 PM | 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     |

**AimTD LLC**  
TURNING MOVEMENT COUNTS





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

PROJECT #: SC4523  
LOCATION #: 1  
CONTROL: STOP W

| U-TURNS |    |    |    |     |
|---------|----|----|----|-----|
| NB      | SB | EB | WB | TTU |

|   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|
|   |   |   |   |   |   | 0 |
|   |   |   |   |   |   | 0 |
|   |   |   |   |   |   | 0 |
|   |   |   |   |   |   | 0 |
|   |   |   |   |   |   | 0 |
|   |   |   |   |   |   | 0 |
|   |   |   |   |   |   | 0 |
|   |   |   |   |   |   | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|   |   |   |   |   |   |   |
|   |   |   |   |   |   | 0 |
|   |   |   |   |   |   | 0 |
|   |   |   |   |   |   | 0 |
|   |   |   |   |   |   | 0 |
|   |   |   |   |   |   | 0 |
|   |   |   |   |   |   | 0 |
|   |   |   |   |   |   | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Quarry Rd**  
NORTH SIDE

**I-15 SB Ramps** WEST SIDE

EAST SIDE **I-15 SB Ramps**

SOUTH SIDE

**Quarry Rd**

# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                            |                                                                |
|----------------------------|---------------------------------------------|--------------------------------------------|----------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Quarry Rd<br>I-15 SB Ramps | PROJECT #:<br>SC4523<br>LOCATION #:<br>1<br>CONTROL:<br>STOP W |
|----------------------------|---------------------------------------------|--------------------------------------------|----------------------------------------------------------------|

|                                          |               |                                  |                         |     |
|------------------------------------------|---------------|----------------------------------|-------------------------|-----|
| <b>CLASS 1:</b><br>PASSENGER<br>VEHICLES | <b>NOTES:</b> | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▼ | ▶ E |
|------------------------------------------|---------------|----------------------------------|-------------------------|-----|

|        | NORTHBOUND<br>Quarry Rd |    |    | SOUTHBOUND<br>Quarry Rd |    |    | EASTBOUND<br>I-15 SB Ramps |    |    | WESTBOUND<br>I-15 SB Ramps |    |    |       |
|--------|-------------------------|----|----|-------------------------|----|----|----------------------------|----|----|----------------------------|----|----|-------|
| LANES: | NL                      | NT | NR | SL                      | ST | SR | EL                         | ET | ER | WL                         | WT | WR | TOTAL |

|    |                |         |    |      |       |     |    |       |    |     |       |    |    |       |
|----|----------------|---------|----|------|-------|-----|----|-------|----|-----|-------|----|----|-------|
| AM | 7:00 AM        | 0       | 0  | 7    | 0     | 0   | 0  | 0     | 0  | 0   | 2     | 0  | 0  | 9     |
|    | 7:15 AM        | 0       | 0  | 7    | 0     | 0   | 0  | 0     | 0  | 0   | 1     | 0  | 0  | 8     |
|    | 7:30 AM        | 0       | 1  | 7    | 1     | 0   | 0  | 0     | 0  | 0   | 8     | 0  | 1  | 18    |
|    | 7:45 AM        | 0       | 0  | 8    | 0     | 0   | 0  | 0     | 0  | 0   | 1     | 0  | 0  | 9     |
|    | 8:00 AM        | 0       | 0  | 9    | 0     | 1   | 0  | 0     | 0  | 0   | 7     | 0  | 0  | 17    |
|    | 8:15 AM        | 0       | 0  | 6    | 0     | 0   | 0  | 0     | 0  | 0   | 0     | 0  | 0  | 6     |
|    | 8:30 AM        | 0       | 1  | 8    | 1     | 1   | 0  | 0     | 0  | 0   | 5     | 0  | 1  | 17    |
|    | 8:45 AM        | 0       | 0  | 8    | 0     | 0   | 0  | 0     | 0  | 0   | 12    | 0  | 0  | 20    |
|    | VOLUMES        | 0       | 2  | 60   | 2     | 2   | 0  | 0     | 0  | 0   | 36    | 0  | 2  | 105   |
|    | APPROACH %     | 0%      | 3% | 97%  | 50%   | 50% | 0% | 0%    | 0% | 0%  | 92%   | 0% | 5% |       |
| PM | APP/DEPART     | 62      | /  | 4    | 4     | /   | 38 | 0     | /  | 63  | 39    | /  | 0  | 0     |
|    | BEGIN PEAK HR  | 8:00 AM |    |      |       |     |    |       |    |     |       |    |    |       |
|    | VOLUMES        | 0       | 1  | 31   | 1     | 2   | 0  | 0     | 0  | 0   | 24    | 0  | 1  | 60    |
|    | APPROACH %     | 0%      | 3% | 97%  | 33%   | 67% | 0% | 0%    | 0% | 0%  | 96%   | 0% | 4% |       |
|    | PEAK HR FACTOR | 0.889   |    |      | 0.375 |     |    | 0.000 |    |     | 0.521 |    |    | 0.750 |
|    | APP/DEPART     | 32      | /  | 2    | 3     | /   | 26 | 0     | /  | 32  | 25    | /  | 0  | 0     |
|    | 4:00 PM        | 0       | 0  | 90   | 0     | 0   | 0  | 0     | 0  | 0   | 7     | 0  | 1  | 98    |
|    | 4:15 PM        | 0       | 0  | 36   | 1     | 0   | 0  | 0     | 0  | 0   | 12    | 0  | 0  | 49    |
|    | 4:30 PM        | 0       | 0  | 17   | 0     | 0   | 0  | 0     | 0  | 0   | 11    | 0  | 0  | 28    |
|    | 4:45 PM        | 0       | 0  | 22   | 0     | 0   | 0  | 0     | 0  | 0   | 11    | 0  | 0  | 33    |
|    | 5:00 PM        | 0       | 0  | 14   | 0     | 1   | 0  | 0     | 0  | 0   | 11    | 0  | 1  | 27    |
|    | 5:15 PM        | 0       | 0  | 11   | 0     | 1   | 0  | 0     | 0  | 0   | 8     | 0  | 0  | 20    |
|    | 5:30 PM        | 0       | 0  | 33   | 0     | 0   | 0  | 0     | 0  | 0   | 10    | 0  | 0  | 43    |
|    | 5:45 PM        | 0       | 0  | 12   | 1     | 0   | 0  | 0     | 0  | 0   | 11    | 0  | 1  | 25    |
|    | VOLUMES        | 0       | 0  | 235  | 2     | 2   | 0  | 0     | 0  | 0   | 81    | 0  | 3  | 325   |
|    | APPROACH %     | 0%      | 0% | 100% | 50%   | 50% | 0% | 0%    | 0% | 0%  | 94%   | 0% | 3% |       |
|    | APP/DEPART     | 235     | /  | 3    | 4     | /   | 83 | 0     | /  | 239 | 86    | /  | 0  | 0     |
|    | BEGIN PEAK HR  | 4:00 PM |    |      |       |     |    |       |    |     |       |    |    |       |
|    | VOLUMES        | 0       | 0  | 165  | 1     | 0   | 0  | 0     | 0  | 0   | 41    | 0  | 1  | 209   |
|    | APPROACH %     | 0%      | 0% | 100% | 100%  | 0%  | 0% | 0%    | 0% | 0%  | 95%   | 0% | 2% |       |
|    | PEAK HR FACTOR | 0.458   |    |      | 0.250 |     |    | 0.000 |    |     | 0.896 |    |    | 0.528 |
|    | APP/DEPART     | 165     | /  | 1    | 1     | /   | 41 | 0     | /  | 167 | 43    | /  | 0  | 0     |

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

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|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 | 1 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 | 1 |

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|   |   |   |   |   |
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| 0 | 0 | 0 | 1 | 1 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 | 1 |
| 0 | 0 | 0 | 2 | 2 |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 1 |
|---|---|---|---|

| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

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| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

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|---|---|---|---|
| 0 | 0 | 0 | 0 |
|---|---|---|---|

Quarry Rd

NORTH SIDE

I-15 SB Ramps

WEST SIDE

EAST SIDE

I-15 SB Ramps

SOUTH SIDE

Quarry Rd

# INTERSECTION TURNING MOVEMENT COUNTS

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

|                                                   |                                             |            |                                            |               |                                       |               |                       |     |      |       |    |       |       |
|---------------------------------------------------|---------------------------------------------|------------|--------------------------------------------|---------------|---------------------------------------|---------------|-----------------------|-----|------|-------|----|-------|-------|
| DATE:<br>4/2/24<br>TUESDAY                        | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: |            | Apple Valley<br>Quarry Rd<br>I-15 SB Ramps |               | PROJECT #:<br>LOCATION #:<br>CONTROL: |               | SC4523<br>1<br>STOP W |     |      |       |    |       |       |
| CLASS 2:<br>2-AXLE<br>WORK<br>VEHICLES/<br>TRUCKS | NOTES:                                      |            |                                            |               |                                       |               | AM                    |     | ▲    |       |    |       |       |
|                                                   |                                             |            |                                            |               |                                       |               | PM                    |     | N    |       |    |       |       |
|                                                   |                                             |            |                                            |               |                                       |               | MD                    | ◀ W |      | E ▶   |    |       |       |
|                                                   |                                             |            |                                            |               |                                       |               | OTHER                 |     | S    |       |    |       |       |
| OTHER                                             |                                             |            |                                            |               |                                       |               |                       |     | ▼    |       |    |       |       |
| NORTHBOUND                                        |                                             | SOUTHBOUND |                                            | EASTBOUND     |                                       | WESTBOUND     |                       |     |      |       |    |       |       |
| Quarry Rd                                         |                                             | Quarry Rd  |                                            | I-15 SB Ramps |                                       | I-15 SB Ramps |                       |     |      |       |    |       |       |
| NL                                                | NT                                          | NR         | SL                                         | ST            | SR                                    | EL            | ET                    | ER  | WL   | WT    | WR | TOTAL |       |
| X                                                 | 1                                           | 0          | 0                                          | 1             | X                                     | X             | X                     | X   | 0    | X     | 0  |       |       |
| LANES:                                            |                                             |            |                                            |               |                                       |               |                       |     |      |       |    |       |       |
| 7:00 AM                                           | 0                                           | 0          | 0                                          | 0             | 0                                     | 0             | 0                     | 0   | 1    | 0     | 0  | 1     |       |
| 7:15 AM                                           | 0                                           | 0          | 1                                          | 0             | 0                                     | 0             | 0                     | 0   | 1    | 0     | 0  | 2     |       |
| 7:30 AM                                           | 0                                           | 0          | 0                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 0     | 0  | 0     |       |
| 7:45 AM                                           | 0                                           | 0          | 0                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 0     | 0  | 0     |       |
| 8:00 AM                                           | 0                                           | 0          | 2                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 0     | 0  | 2     |       |
| 8:15 AM                                           | 0                                           | 0          | 1                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 0     | 0  | 1     |       |
| 8:30 AM                                           | 0                                           | 0          | 2                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 0     | 0  | 2     |       |
| 8:45 AM                                           | 0                                           | 0          | 1                                          | 0             | 0                                     | 0             | 0                     | 0   | 1    | 0     | 0  | 2     |       |
| VOLUMES                                           | 0                                           | 0          | 7                                          | 0             | 0                                     | 0             | 0                     | 0   | 3    | 0     | 0  | 10    |       |
| APPROACH %                                        | 0%                                          | 0%         | 100%                                       | 0%            | 0%                                    | 0%            | 0%                    | 0%  | 100% | 0%    | 0% |       |       |
| APP/DEPART                                        | 7                                           | /          | 0                                          | 0             | /                                     | 3             | 0                     | /   | 7    | 3     | /  | 0     |       |
| BEGIN PEAK HR                                     | 8:00 AM                                     |            |                                            |               |                                       |               |                       |     |      |       |    |       |       |
| VOLUMES                                           | 0                                           | 0          | 6                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 1     | 0  | 0     | 7     |
| APPROACH %                                        | 0%                                          | 0%         | 100%                                       | 0%            | 0%                                    | 0%            | 0%                    | 0%  | 0%   | 100%  | 0% | 0%    |       |
| PEAK HR FACTOR                                    | 0.750                                       |            |                                            | 0.000         |                                       |               | 0.000                 |     |      | 0.250 |    |       | 0.875 |
| APP/DEPART                                        | 6                                           | /          | 0                                          | 0             | /                                     | 1             | 0                     | /   | 6    | 1     | /  | 0     | 0     |
| 4:00 PM                                           | 0                                           | 0          | 2                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 0     | 0  | 0     | 2     |
| 4:15 PM                                           | 0                                           | 0          | 0                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 0     | 0  | 0     | 0     |
| 4:30 PM                                           | 0                                           | 0          | 0                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 0     | 0  | 0     | 0     |
| 4:45 PM                                           | 0                                           | 0          | 2                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 2     | 0  | 0     | 4     |
| 5:00 PM                                           | 0                                           | 0          | 0                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 1     | 0  | 0     | 1     |
| 5:15 PM                                           | 0                                           | 0          | 0                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 0     | 0  | 0     | 0     |
| 5:30 PM                                           | 0                                           | 0          | 3                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 0     | 0  | 0     | 3     |
| 5:45 PM                                           | 0                                           | 0          | 0                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 0     | 0  | 0     | 0     |
| VOLUMES                                           | 0                                           | 0          | 7                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 3     | 0  | 0     | 10    |
| APPROACH %                                        | 0%                                          | 0%         | 100%                                       | 0%            | 0%                                    | 0%            | 0%                    | 0%  | 0%   | 100%  | 0% | 0%    |       |
| APP/DEPART                                        | 7                                           | /          | 0                                          | 0             | /                                     | 3             | 0                     | /   | 7    | 3     | /  | 0     | 0     |
| BEGIN PEAK HR                                     | 4:00 PM                                     |            |                                            |               |                                       |               |                       |     |      |       |    |       |       |
| VOLUMES                                           | 0                                           | 0          | 4                                          | 0             | 0                                     | 0             | 0                     | 0   | 0    | 2     | 0  | 0     | 6     |
| APPROACH %                                        | 0%                                          | 0%         | 100%                                       | 0%            | 0%                                    | 0%            | 0%                    | 0%  | 0%   | 100%  | 0% | 0%    |       |
| PEAK HR FACTOR                                    | 0.500                                       |            |                                            | 0.000         |                                       |               | 0.000                 |     |      | 0.250 |    |       | 0.375 |
| APP/DEPART                                        | 4                                           | /          | 0                                          | 0             | /                                     | 2             | 0                     | /   | 4    | 2     | /  | 0     | 0     |

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

| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| X    | X   | X   | X   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |

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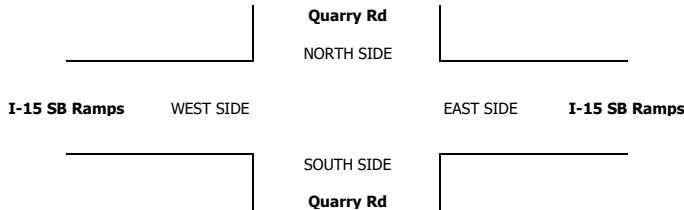
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|---|---|---|---|
| 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 |
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                              |                                             |                                            |                                                                                                                                                                                                                                |
|------------------------------|---------------------------------------------|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY   | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Quarry Rd<br>I-15 SB Ramps | PROJECT #:<br>SC4523<br>LOCATION #:<br>1<br>CONTROL:<br>STOP W                                                                                                                                                                 |
| CLASS 3:<br>3-AXLE<br>TRUCKS | NOTES:                                      |                                            | <div> <div> <div>AM</div> <div>PM</div> <div>MD</div> <div>OTHER</div> <div>OTHER</div> </div> <div> <div>▲</div> <div>◀ W</div> <div>▼</div> </div> <div> <div>N</div> <div>S</div> </div> <div> <div>E ▶</div> </div> </div> |

|                | NORTHBOUND |    |      | SOUTHBOUND |    |    | EASTBOUND     |    |    | WESTBOUND     |    |    |       |
|----------------|------------|----|------|------------|----|----|---------------|----|----|---------------|----|----|-------|
|                | Quarry Rd  |    |      | Quarry Rd  |    |    | I-15 SB Ramps |    |    | I-15 SB Ramps |    |    |       |
| LANES:         | NL         | NT | NR   | SL         | ST | SR | EL            | ET | ER | WL            | WT | WR | TOTAL |
|                | X          | 1  | 0    | 0          | 1  | X  | X             | X  | X  | 0             | X  | 0  |       |
| 7:00 AM        | 0          | 0  | 1    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 1     |
| 7:15 AM        | 0          | 0  | 1    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 1     |
| 7:30 AM        | 0          | 0  | 0    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0     |
| 7:45 AM        | 0          | 0  | 1    | 0          | 0  | 0  | 0             | 0  | 0  | 1             | 0  | 0  | 2     |
| 8:00 AM        | 0          | 0  | 1    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 1     |
| 8:15 AM        | 0          | 0  | 0    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0     |
| 8:30 AM        | 0          | 0  | 1    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 1     |
| 8:45 AM        | 0          | 0  | 1    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 1     |
| VOLUMES        | 0          | 0  | 6    | 0          | 0  | 0  | 0             | 0  | 0  | 1             | 0  | 0  | 7     |
| APPROACH %     | 0%         | 0% | 100% | 0%         | 0% | 0% | 0%            | 0% | 0% | 100%          | 0% | 0% |       |
| APP/DEPART     | 6          | /  | 0    | 0          | /  | 1  | 0             | /  | 6  | 1             | /  | 0  | 0     |
| BEGIN PEAK HR  | 8:00 AM    |    |      |            |    |    |               |    |    |               |    |    |       |
| VOLUMES        | 0          | 0  | 3    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 3     |
| APPROACH %     | 0%         | 0% | 100% | 0%         | 0% | 0% | 0%            | 0% | 0% | 0%            | 0% | 0% |       |
| PEAK HR FACTOR | 0.750      |    |      | 0.000      |    |    | 0.000         |    |    | 0.000         |    |    | 0.750 |
| APP/DEPART     | 3          | /  | 0    | 0          | /  | 0  | 0             | /  | 3  | 0             | /  | 0  | 0     |
| 4:00 PM        | 0          | 0  | 1    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 1     |
| 4:15 PM        | 0          | 0  | 0    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0     |
| 4:30 PM        | 0          | 0  | 1    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 1     |
| 4:45 PM        | 0          | 0  | 2    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 2     |
| 5:00 PM        | 0          | 0  | 1    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 1     |
| 5:15 PM        | 0          | 0  | 2    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 2     |
| 5:30 PM        | 0          | 0  | 0    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0     |
| 5:45 PM        | 0          | 0  | 0    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 0     |
| VOLUMES        | 0          | 0  | 7    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 7     |
| APPROACH %     | 0%         | 0% | 100% | 0%         | 0% | 0% | 0%            | 0% | 0% | 0%            | 0% | 0% |       |
| APP/DEPART     | 7          | /  | 0    | 0          | /  | 0  | 0             | /  | 7  | 0             | /  | 0  | 0     |
| BEGIN PEAK HR  | 4:00 PM    |    |      |            |    |    |               |    |    |               |    |    |       |
| VOLUMES        | 0          | 0  | 4    | 0          | 0  | 0  | 0             | 0  | 0  | 0             | 0  | 0  | 4     |
| APPROACH %     | 0%         | 0% | 100% | 0%         | 0% | 0% | 0%            | 0% | 0% | 0%            | 0% | 0% |       |
| PEAK HR FACTOR | 0.500      |    |      | 0.000      |    |    | 0.000         |    |    | 0.000         |    |    | 0.500 |
| APP/DEPART     | 4          | /  | 0    | 0          | /  | 0  | 0             | /  | 4  | 0             | /  | 0  | 0     |

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

| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| X    | X   | X   | X   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |

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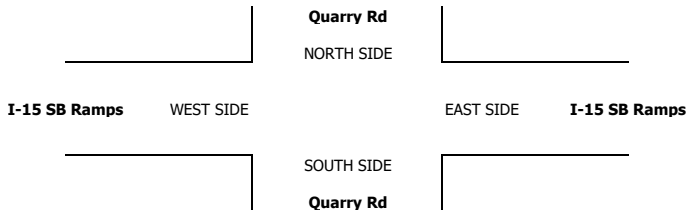
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| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |

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| 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

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| 0 | 0 | 0 | 0 |
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                                         |                                             |                                            |                                       |                                                                      |
|-----------------------------------------|---------------------------------------------|--------------------------------------------|---------------------------------------|----------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY              | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Quarry Rd<br>I-15 SB Ramps | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>1<br>STOP W                                                |
| CLASS 4:<br>4 OR MORE<br>AXLE<br>TRUCKS | NOTES:                                      |                                            | AM<br>PM<br>MD<br>OTHER<br>OTHER      | <div> <div>▲</div> <div>◀ W</div> <div>S</div> <div>▶ E</div> </div> |

|                | NORTHBOUND<br>Quarry Rd |         |         | SOUTHBOUND<br>Quarry Rd |         |         | EASTBOUND<br>I-15 SB Ramps |         |         | WESTBOUND<br>I-15 SB Ramps |         |         | TOTAL |
|----------------|-------------------------|---------|---------|-------------------------|---------|---------|----------------------------|---------|---------|----------------------------|---------|---------|-------|
| LANES:         | NL<br>X                 | NT<br>1 | NR<br>0 | SL<br>0                 | ST<br>1 | SR<br>X | EL<br>X                    | ET<br>X | ER<br>X | WL<br>0                    | WT<br>X | WR<br>0 |       |
| AM             |                         |         |         |                         |         |         |                            |         |         |                            |         |         |       |
| 7:00 AM        | 0                       | 0       | 4       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 4     |
| 7:15 AM        | 0                       | 0       | 3       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 3     |
| 7:30 AM        | 0                       | 0       | 5       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 5     |
| 7:45 AM        | 0                       | 0       | 8       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 8     |
| 8:00 AM        | 0                       | 0       | 7       | 0                       | 0       | 0       | 0                          | 0       | 0       | 2                          | 0       | 0       | 9     |
| 8:15 AM        | 0                       | 0       | 4       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 4     |
| 8:30 AM        | 0                       | 0       | 3       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 3     |
| 8:45 AM        | 0                       | 0       | 6       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 6     |
| VOLUMES        | 0                       | 0       | 40      | 0                       | 0       | 0       | 0                          | 0       | 0       | 2                          | 0       | 0       | 42    |
| APPROACH %     | 0%                      | 0%      | 100%    | 0%                      | 0%      | 0%      | 0%                         | 0%      | 0%      | 100%                       | 0%      | 0%      |       |
| APP/DEPART     | 40                      | /       | 0       | 0                       | /       | 2       | 0                          | /       | 40      | 2                          | /       | 0       | 0     |
| BEGIN PEAK HR  | 8:00 AM                 |         |         |                         |         |         |                            |         |         |                            |         |         |       |
| VOLUMES        | 0                       | 0       | 20      | 0                       | 0       | 0       | 0                          | 0       | 0       | 2                          | 0       | 0       | 22    |
| APPROACH %     | 0%                      | 0%      | 100%    | 0%                      | 0%      | 0%      | 0%                         | 0%      | 0%      | 100%                       | 0%      | 0%      |       |
| PEAK HR FACTOR | 0.714                   |         |         | 0.000                   |         |         | 0.000                      |         |         | 0.250                      |         |         | 0.611 |
| APP/DEPART     | 20                      | /       | 0       | 0                       | /       | 2       | 0                          | /       | 20      | 2                          | /       | 0       | 0     |
| PM             |                         |         |         |                         |         |         |                            |         |         |                            |         |         |       |
| 4:00 PM        | 0                       | 0       | 1       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 1     |
| 4:15 PM        | 0                       | 0       | 3       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 3     |
| 4:30 PM        | 0                       | 0       | 2       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 2     |
| 4:45 PM        | 0                       | 0       | 4       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 4     |
| 5:00 PM        | 0                       | 0       | 2       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 2     |
| 5:15 PM        | 0                       | 0       | 4       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 4     |
| 5:30 PM        | 0                       | 0       | 4       | 0                       | 0       | 0       | 0                          | 0       | 0       | 1                          | 0       | 0       | 5     |
| 5:45 PM        | 0                       | 0       | 1       | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 1     |
| VOLUMES        | 0                       | 0       | 21      | 0                       | 0       | 0       | 0                          | 0       | 0       | 1                          | 0       | 0       | 22    |
| APPROACH %     | 0%                      | 0%      | 100%    | 0%                      | 0%      | 0%      | 0%                         | 0%      | 0%      | 100%                       | 0%      | 0%      |       |
| APP/DEPART     | 21                      | /       | 0       | 0                       | /       | 1       | 0                          | /       | 21      | 1                          | /       | 0       | 0     |
| BEGIN PEAK HR  | 4:00 PM                 |         |         |                         |         |         |                            |         |         |                            |         |         |       |
| VOLUMES        | 0                       | 0       | 10      | 0                       | 0       | 0       | 0                          | 0       | 0       | 0                          | 0       | 0       | 10    |
| APPROACH %     | 0%                      | 0%      | 100%    | 0%                      | 0%      | 0%      | 0%                         | 0%      | 0%      | 0%                         | 0%      | 0%      |       |
| PEAK HR FACTOR | 0.625                   |         |         | 0.000                   |         |         | 0.000                      |         |         | 0.000                      |         |         | 0.625 |
| APP/DEPART     | 10                      | /       | 0       | 0                       | /       | 0       | 0                          | /       | 10      | 0                          | /       | 0       | 0     |

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

| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |

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|---|---|---|---|
| 0 | 0 | 0 | 0 |
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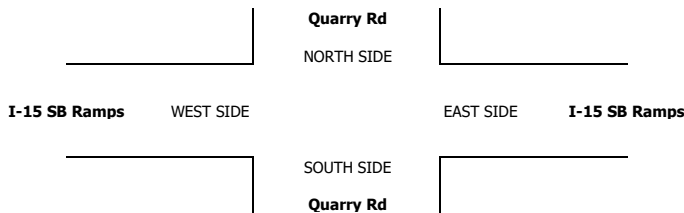
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| 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 |
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                            |                                       |                                                                                                                                       |
|----------------------------|---------------------------------------------|--------------------------------------------|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Quarry Rd<br>I-15 SB Ramps | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>1<br>STOP W                                                                                                                 |
| CLASS 5:<br>RV             | NOTES:                                      |                                            | AM<br>PM<br>MD<br>OTHER<br>OTHER      | <div> <div> <div>▲</div> <div>◀ W</div> <div>▼</div> </div> <div> <div>N</div> <div>S</div> </div> <div> <div>E ▶</div> </div> </div> |

|        | NORTHBOUND |         |         | SOUTHBOUND |         |         | EASTBOUND     |         |         | WESTBOUND     |         |         |       |
|--------|------------|---------|---------|------------|---------|---------|---------------|---------|---------|---------------|---------|---------|-------|
|        | Quarry Rd  |         |         | Quarry Rd  |         |         | I-15 SB Ramps |         |         | I-15 SB Ramps |         |         |       |
| LANES: | NL<br>X    | NT<br>1 | NR<br>0 | SL<br>0    | ST<br>1 | SR<br>X | EL<br>X       | ET<br>X | ER<br>X | WL<br>0       | WT<br>X | WR<br>0 | TOTAL |

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

| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

|    |            |    |    |    |    |    |    |    |    |    |    |    |   |
|----|------------|----|----|----|----|----|----|----|----|----|----|----|---|
| AM | 7:00 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:15 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:30 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:45 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:00 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:15 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:30 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:45 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | VOLUMES    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0 |
| PM | 4:00 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:15 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:30 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:45 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:00 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:15 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:30 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:45 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | VOLUMES    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0 |

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| 0 | 0 | 0 | 0 | 0 |
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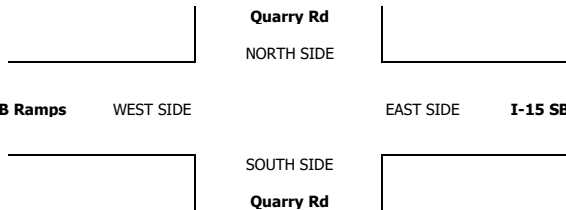
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| 0 | 0 | 0 | 0 | 0 |
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| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |

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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |         |         |                                            |         |         |                                                                |         |         |                                  |         |                      |       |
|----------------------------|---------------------------------------------|---------|---------|--------------------------------------------|---------|---------|----------------------------------------------------------------|---------|---------|----------------------------------|---------|----------------------|-------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: |         |         | Apple Valley<br>Quarry Rd<br>I-15 SB Ramps |         |         | PROJECT #:<br>SC4523<br>LOCATION #:<br>1<br>CONTROL:<br>STOP W |         |         |                                  |         |                      |       |
| CLASS 6:                   | NOTES:                                      |         |         |                                            |         |         |                                                                |         |         | AM<br>PM<br>MD<br>OTHER<br>OTHER |         | ▲<br>N<br><br>S<br>▼ |       |
| BUSES                      |                                             |         |         |                                            |         |         |                                                                |         |         |                                  | ◀ W     |                      | E ▶   |
|                            | NORTHBOUND                                  |         |         | SOUTHBOUND                                 |         |         | EASTBOUND                                                      |         |         | WESTBOUND                        |         |                      |       |
|                            | Quarry Rd                                   |         |         | Quarry Rd                                  |         |         | I-15 SB Ramps                                                  |         |         | I-15 SB Ramps                    |         |                      |       |
| LANES:                     | NL<br>X                                     | NT<br>1 | NR<br>0 | SL<br>0                                    | ST<br>1 | SR<br>X | EL<br>X                                                        | ET<br>X | ER<br>X | WL<br>0                          | WT<br>X | WR<br>0              | TOTAL |
| 7:00 AM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 7:15 AM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 7:30 AM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 7:45 AM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 8:00 AM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 8:15 AM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 8:30 AM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 8:45 AM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| VOLUMES                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| APPROACH %                 | 0%                                          | 0%      | 0%      | 0%                                         | 0%      | 0%      | 0%                                                             | 0%      | 0%      | 0%                               | 0%      | 0%                   | 0     |
| APP/DEPART                 | 0                                           | /       | 0       | 0                                          | /       | 0       | 0                                                              | /       | 0       | 0                                | /       | 0                    | 0     |
| BEGIN PEAK HR              | 8:00 AM                                     |         |         |                                            |         |         |                                                                |         |         |                                  |         |                      |       |
| VOLUMES                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| APPROACH %                 | 0%                                          | 0%      | 0%      | 0%                                         | 0%      | 0%      | 0%                                                             | 0%      | 0%      | 0%                               | 0%      | 0%                   | 0     |
| PEAK HR FACTOR             | 0.000                                       |         |         | 0.000                                      |         |         | 0.000                                                          |         |         | 0.000                            |         |                      | 0.000 |
| APP/DEPART                 | 0                                           | /       | 0       | 0                                          | /       | 0       | 0                                                              | /       | 0       | 0                                | /       | 0                    | 0     |
| 4:00 PM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 4:15 PM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 4:30 PM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 4:45 PM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 5:00 PM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 5:15 PM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 5:30 PM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| 5:45 PM                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| VOLUMES                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| APPROACH %                 | 0%                                          | 0%      | 0%      | 0%                                         | 0%      | 0%      | 0%                                                             | 0%      | 0%      | 0%                               | 0%      | 0%                   | 0     |
| APP/DEPART                 | 0                                           | /       | 0       | 0                                          | /       | 0       | 0                                                              | /       | 0       | 0                                | /       | 0                    | 0     |
| BEGIN PEAK HR              | 4:00 PM                                     |         |         |                                            |         |         |                                                                |         |         |                                  |         |                      |       |
| VOLUMES                    | 0                                           | 0       | 0       | 0                                          | 0       | 0       | 0                                                              | 0       | 0       | 0                                | 0       | 0                    | 0     |
| APPROACH %                 | 0%                                          | 0%      | 0%      | 0%                                         | 0%      | 0%      | 0%                                                             | 0%      | 0%      | 0%                               | 0%      | 0%                   | 0     |
| PEAK HR FACTOR             | 0.000                                       |         |         | 0.000                                      |         |         | 0.000                                                          |         |         | 0.000                            |         |                      | 0.000 |
| APP/DEPART                 | 0                                           | /       | 0       | 0                                          | /       | 0       | 0                                                              | /       | 0       | 0                                | /       | 0                    | 0     |

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

| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| X    | X   | X   | X   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |

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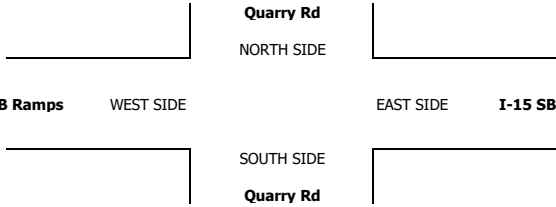
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PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

Apple Valley  
Dale Evans Pkwy  
Corwin Rd

PROJECT #: SC4523  
LOCATION #: 10  
CONTROL: STOP ALL

NOTES:

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

|                       | NORTHBOUND      |         |         | SOUTHBOUND      |         |         | EASTBOUND |         |         | WESTBOUND |         |         |       |
|-----------------------|-----------------|---------|---------|-----------------|---------|---------|-----------|---------|---------|-----------|---------|---------|-------|
|                       | Date Evans Play |         |         | Date Evans Play |         |         | Corwin Rd |         |         | Corwin Rd |         |         |       |
| LANES:                | NL<br>0         | NT<br>1 | NR<br>0 | SL<br>0         | ST<br>1 | SR<br>0 | EL<br>0   | ET<br>1 | ER<br>0 | WL<br>0   | WT<br>1 | WR<br>0 | TOTAL |
| 7:00 AM               | 0               | 33      | 4       | 0               | 12      | 3       | 3         | 3       | 0       | 1         | 0       | 0       | 59    |
| 7:15 AM               | 0               | 41      | 1       | 0               | 16      | 1       | 7         | 3       | 0       | 1         | 0       | 1       | 71    |
| 7:30 AM               | 0               | 31      | 6       | 0               | 9       | 4       | 5         | 2       | 1       | 1         | 0       | 59      | 0     |
| 7:45 AM               | 4               | 32      | 8       | 1               | 12      | 0       | 3         | 2       | 0       | 3         | 0       | 1       | 66    |
| 8:00 AM               | 0               | 24      | 4       | 0               | 8       | 0       | 7         | 1       | 0       | 2         | 2       | 0       | 44    |
| 8:15 AM               | 0               | 20      | 4       | 1               | 4       | 6       | 4         | 3       | 1       | 4         | 4       | 0       | 55    |
| 8:30 AM               | 1               | 24      | 4       | 0               | 9       | 6       | 5         | 1       | 1       | 1         | 1       | 1       | 54    |
| 8:45 AM               | 1               | 20      | 1       | 0               | 19      | 4       | 1         | 2       | 0       | 1         | 0       | 0       | 49    |
| VOLUMES               | 6               | 225     | 32      | 2               | 89      | 24      | 35        | 17      | 3       | 14        | 7       | 3       | 457   |
| APPROACH %            | 2%              | 86%     | 12%     | 2%              | 77%     | 21%     | 64%       | 31%     | 5%      | 58%       | 29%     | 13%     |       |
| APP/DEPART            | 263             | /       | 263     | 115             | /       | 106     | 55        | /       | 51      | 24        | /       | 37      | 0     |
| BEGIN PEAK HR VOLUMES | 4               | 137     | 19      | 1               | 49      | 14      | 18        | 10      | 1       | 6         | 0       | 2       | 255   |
| APPROACH %            | 3%              | 86%     | 12%     | 2%              | 84%     | 18%     | 62%       | 34%     | 3%      | 75%       | 0%      | 25%     |       |
| PEAK HR FACTOR        |                 | 0.909   |         |                 | 0.853   |         |           | 0.725   |         |           | 0.500   |         | 0.898 |
| APP/DEPART            | 160             |         | 157     | 58              |         | 56      | 29        |         | 30      | 8         |         | 12      | 0     |
| 4:00 PM               | 0               | 25      | 4       | 0               | 53      | 16      | 5         | 3       | 1       | 6         | 7       | 0       | 120   |
| 4:15 PM               | 1               | 34      | 5       | 1               | 44      | 9       | 11        | 0       | 0       | 5         | 4       | 0       | 114   |
| 4:30 PM               | 1               | 21      | 3       | 1               | 52      | 11      | 4         | 2       | 0       | 8         | 3       | 2       | 108   |
| 4:45 PM               | 1               | 28      | 3       | 1               | 50      | 9       | 2         | 1       | 1       | 6         | 2       | 0       | 104   |
| 5:00 PM               | 0               | 13      | 1       | 1               | 50      | 12      | 2         | 1       | 0       | 6         | 2       | 0       | 88    |
| 5:15 PM               | 0               | 14      | 2       | 0               | 42      | 3       | 5         | 1       | 0       | 2         | 2       | 0       | 71    |
| 5:30 PM               | 0               | 17      | 1       | 1               | 36      | 8       | 0         | 0       | 0       | 3         | 1       | 0       | 67    |
| 5:45 PM               | 1               | 17      | 3       | 0               | 35      | 4       | 2         | 2       | 0       | 5         | 1       | 0       | 70    |
| VOLUMES               | 4               | 169     | 22      | 5               | 362     | 72      | 31        | 10      | 2       | 41        | 22      | 2       | 743   |
| APPROACH %            | 2%              | 87%     | 11%     | 1%              | 82%     | 16%     | 70%       | 23%     | 5%      | 63%       | 34%     | 3%      |       |
| APP/DEPART            | 195             | /       | 202     | 439             | /       | 405     | 44        | /       | 37      | 65        | /       | 99      | 0     |
| BEGIN PEAK HR VOLUMES | 3               | 108     | 15      | 3               | 199     | 45      | 22        | 6       | 2       | 25        | 16      | 2       | 446   |
| APPROACH %            | 2%              | 86%     | 12%     | 1%              | 81%     | 18%     | 73%       | 20%     | 7%      | 58%       | 37%     | 5%      |       |
| PEAK HR FACTOR        |                 | 0.788   |         |                 | 0.895   |         |           | 0.682   |         |           | 0.827   |         | 0.929 |
| APP/DEPART            | 126             | /       | 132     | 247             | /       | 226     | 30        | /       | 24      | 43        | /       | 64      | 0     |

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**Dale Evans Pkwy**

NORTH LEG

**Corwin Rd**

WEST LEG

EAST LEG

Corwin Rd

**SOUTH LEG**

**Dale Evans Pkwy**

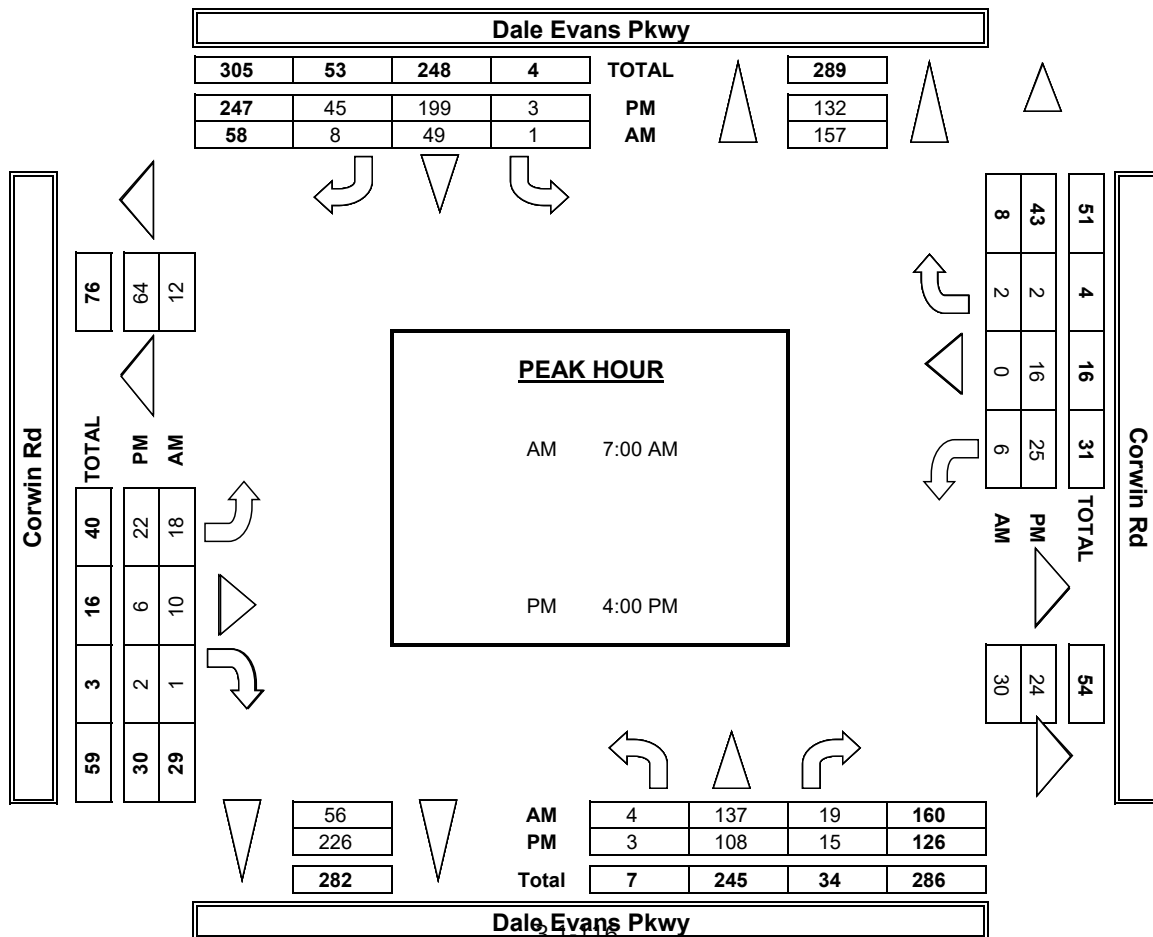
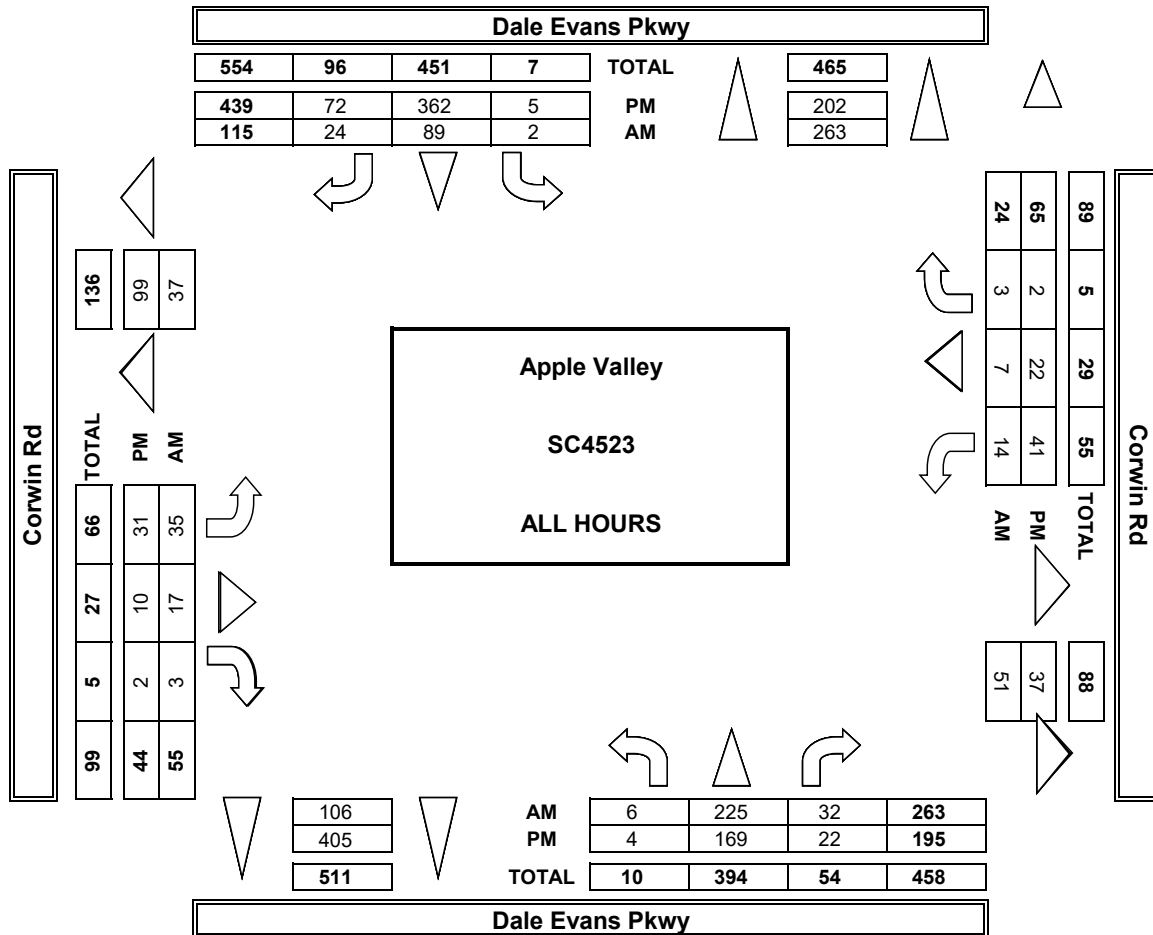
|    |         |
|----|---------|
| AM | 7:00 AM |
|    | 7:15 AM |
|    | 7:30 AM |
|    | 7:45 AM |
|    | 8:00 AM |
|    | 8:15 AM |
|    | 8:30 AM |
|    | 8:45 AM |
| PM | TOTAL   |
|    | 4:00 PM |
|    | 4:15 PM |
|    | 4:30 PM |
|    | 4:45 PM |
|    | 5:00 PM |
|    | 5:15 PM |
|    | 5:30 PM |
|    | 5:45 PM |
|    | TOTAL   |

| ALL PED + BIKE & SCOOTER |       |       |       |       |
|--------------------------|-------|-------|-------|-------|
| E LEG                    | W LEG | S LEG | N LEG | TOTAL |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 1     | 0     | 0     | 1     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 0     | 0     | 0     | 0     |
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| 0                        | 0     | 0     | 0     | 0     |
| 0                        | 1     | 0     | 0     | 1     |

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**AimTD LLC**  
TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 4/2/24  
TUESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

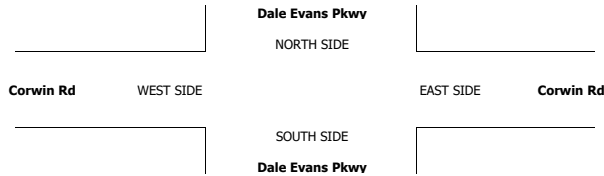
Apple Valley  
Dale Evans Pkwy  
Corwin Rd

PROJECT #:  
SC4523  
LOCATION #:  
10  
CONTROL:  
STOP ALL

| PCE      | NOTES: |   |     |   |   |   |   |  |  |  | ASH<br>PM | ▲<br>N | E ▶ |
|----------|--------|---|-----|---|---|---|---|--|--|--|-----------|--------|-----|
|          | Class  | 1 | 2   | 3 | 4 | 5 | 6 |  |  |  |           |        |     |
| Adjusted | Factor | 1 | 1.5 | 2 | 3 | 2 | 2 |  |  |  | ◀ W       | S      | ▶   |
|          |        |   |     |   |   |   |   |  |  |  |           |        |     |

| LANES: | NORTHBOUND |    |    | SOUTHBOUND |    |    | EASTBOUND |    |    | WESTBOUND |    |    | TOTAL | U-TURNS |    |    |    |     |
|--------|------------|----|----|------------|----|----|-----------|----|----|-----------|----|----|-------|---------|----|----|----|-----|
|        | NL         | NT | NR | SL         | ST | SR | EL        | ET | ER | WL        | WT | WR |       | NB      | SB | EB | WB | TTL |
|        | 0          | 1  | 0  | 0          | 1  | 0  | 0         | 1  | 0  | 0         | 1  | 0  |       |         |    |    |    |     |

|    |                |         |     |     |     |     |     |     |     |    |     |     |     |     |  |  |  |  |   |
|----|----------------|---------|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|-----|--|--|--|--|---|
| AM | 7:00 AM        | 0       | 37  | 4   | 0   | 13  | 3   | 3   | 4   | 0  | 1   | 0   | 0   | 64  |  |  |  |  | 0 |
|    | 7:15 AM        | 0       | 48  | 1   | 0   | 16  | 1   | 7   | 4   | 0  | 2   | 0   | 2   | 79  |  |  |  |  | 0 |
|    | 7:30 AM        | 0       | 36  | 6   | 0   | 11  | 6   | 7   | 2   | 2  | 1   | 0   | 0   | 71  |  |  |  |  | 0 |
|    | 7:45 AM        | 7       | 32  | 9   | 1   | 14  | 0   | 3   | 2   | 0  | 3   | 0   | 1   | 72  |  |  |  |  | 0 |
|    | 8:00 AM        | 0       | 28  | 4   | 0   | 7   | 0   | 7   | 1   | 0  | 2   | 4   | 0   | 53  |  |  |  |  | 0 |
|    | 8:15 AM        | 0       | 21  | 5   | 1   | 10  | 6   | 6   | 3   | 1  | 4   | 5   | 0   | 60  |  |  |  |  | 0 |
|    | 8:30 AM        | 1       | 28  | 4   | 0   | 11  | 9   | 5   | 1   | 1  | 1   | 1   | 1   | 63  |  |  |  |  | 0 |
|    | 8:45 AM        | 2       | 26  | 1   | 0   | 20  | 4   | 1   | 2   | 0  | 1   | 0   | 0   | 57  |  |  |  |  | 0 |
|    | VOLUMES        | 10      | 254 | 33  | 2   | 101 | 29  | 39  | 18  | 4  | 15  | 10  | 4   | 517 |  |  |  |  | 0 |
|    | APPROACH %     | 3%      | 86% | 11% | 2%  | 76% | 22% | 64% | 30% | 7% | 53% | 35% | 13% |     |  |  |  |  | 0 |
| PM | APP/DEPART     | 297     | /   | 297 | 132 | /   | 119 | 61  | /   | 53 | 28  | /   | 49  | 0   |  |  |  |  | 0 |
|    | BEGIN PEAK HR  | 7:00 AM |     |     |     |     |     |     |     |    |     |     |     |     |  |  |  |  | 0 |
|    | VOLUMES        | 7       | 152 | 20  | 1   | 54  | 10  | 20  | 11  | 2  | 7   | 0   | 3   | 285 |  |  |  |  | 0 |
|    | APPROACH %     | 4%      | 85% | 11% | 2%  | 83% | 16% | 61% | 33% | 6% | 72% | 0%  | 28% |     |  |  |  |  | 0 |
|    | PEAK HR FACTOR | 0.918   |     |     |     |     |     |     |     |    |     |     |     |     |  |  |  |  | 0 |
|    | APP/DEPART     | 178     | /   | 174 | 65  | /   | 62  | 33  | /   | 32 | 9   | /   | 17  | 0   |  |  |  |  | 0 |
|    | 4:00 PM        | 0       | 27  | 4   | 0   | 54  | 16  | 5   | 4   | 1  | 6   | 7   | 0   | 124 |  |  |  |  | 0 |
|    | 4:15 PM        | 1       | 35  | 5   | 1   | 46  | 9   | 11  | 0   | 0  | 5   | 4   | 0   | 117 |  |  |  |  | 0 |
|    | 4:30 PM        | 1       | 23  | 4   | 2   | 54  | 12  | 5   | 2   | 0  | 8   | 3   | 2   | 114 |  |  |  |  | 0 |
|    | 4:45 PM        | 2       | 28  | 3   | 1   | 56  | 10  | 2   | 1   | 1  | 8   | 2   | 0   | 113 |  |  |  |  | 0 |
| PM | 5:00 PM        | 0       | 15  | 1   | 1   | 54  | 12  | 2   | 1   | 0  | 6   | 2   | 0   | 94  |  |  |  |  | 0 |
|    | 5:15 PM        | 0       | 18  | 3   | 0   | 43  | 3   | 5   | 1   | 0  | 2   | 2   | 0   | 76  |  |  |  |  | 0 |
|    | 5:30 PM        | 0       | 19  | 1   | 1   | 38  | 9   | 0   | 0   | 0  | 3   | 1   | 0   | 72  |  |  |  |  | 0 |
|    | 5:45 PM        | 2       | 17  | 3   | 0   | 35  | 4   | 2   | 2   | 0  | 5   | 1   | 0   | 71  |  |  |  |  | 0 |
|    | VOLUMES        | 6       | 182 | 23  | 6   | 379 | 75  | 32  | 11  | 2  | 43  | 22  | 2   | 780 |  |  |  |  | 0 |
|    | APPROACH %     | 3%      | 86% | 11% | 1%  | 83% | 16% | 71% | 25% | 4% | 64% | 33% | 3%  |     |  |  |  |  | 0 |
|    | APP/DEPART     | 211     | /   | 215 | 459 | /   | 423 | 45  | /   | 40 | 67  | /   | 103 | 0   |  |  |  |  | 0 |
|    | BEGIN PEAK HR  | 4:00 PM |     |     |     |     |     |     |     |    |     |     |     |     |  |  |  |  | 0 |
|    | VOLUMES        | 4       | 113 | 16  | 4   | 209 | 47  | 23  | 7   | 2  | 27  | 16  | 2   | 468 |  |  |  |  | 0 |
|    | APPROACH %     | 3%      | 85% | 12% | 1%  | 81% | 18% | 71% | 22% | 6% | 60% | 36% | 4%  |     |  |  |  |  | 0 |
| PM | PEAK HR FACTOR | 0.808   |     |     |     |     |     |     |     |    |     |     |     |     |  |  |  |  | 0 |
|    | APP/DEPART     | 133     | /   | 138 | 259 | /   | 238 | 32  | /   | 26 | 45  | /   | 67  | 0   |  |  |  |  | 0 |



# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                              |                                       |                          |
|----------------------------|---------------------------------------------|----------------------------------------------|---------------------------------------|--------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Dale Evans Pkwy<br>Corwin Rd | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4523<br>10<br>STOP ALL |
|----------------------------|---------------------------------------------|----------------------------------------------|---------------------------------------|--------------------------|

|                       |               |                                  |                         |     |
|-----------------------|---------------|----------------------------------|-------------------------|-----|
| <b>CLASS 1:</b>       | <b>NOTES:</b> | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▼ | ▶ E |
| PASSENGER<br>VEHICLES |               |                                  |                         |     |

|        | NORTHBOUND<br>Dale Evans Pkwy |         |         | SOUTHBOUND<br>Dale Evans Pkwy |         |         | EASTBOUND<br>Corwin Rd |         |         | WESTBOUND<br>Corwin Rd |         |         |       |
|--------|-------------------------------|---------|---------|-------------------------------|---------|---------|------------------------|---------|---------|------------------------|---------|---------|-------|
| LANES: | NL<br>0                       | NT<br>1 | NR<br>0 | SL<br>0                       | ST<br>1 | SR<br>0 | EL<br>0                | ET<br>1 | ER<br>0 | WL<br>0                | WT<br>1 | WR<br>0 | TOTAL |

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

| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

|    |                |         |     |     |       |     |     |       |     |    |       |     |     |       |
|----|----------------|---------|-----|-----|-------|-----|-----|-------|-----|----|-------|-----|-----|-------|
| AM | 7:00 AM        | 0       | 27  | 4   | 0     | 11  | 3   | 3     | 2   | 0  | 1     | 0   | 0   | 51    |
|    | 7:15 AM        | 0       | 37  | 1   | 0     | 16  | 1   | 7     | 2   | 0  | 0     | 0   | 0   | 64    |
|    | 7:30 AM        | 0       | 26  | 6   | 0     | 8   | 2   | 4     | 2   | 0  | 1     | 0   | 0   | 49    |
|    | 7:45 AM        | 2       | 32  | 7   | 1     | 10  | 0   | 3     | 2   | 0  | 3     | 0   | 1   | 61    |
|    | 8:00 AM        | 0       | 19  | 4   | 0     | 2   | 0   | 7     | 1   | 0  | 2     | 1   | 0   | 36    |
|    | 8:15 AM        | 0       | 19  | 3   | 1     | 5   | 6   | 3     | 3   | 1  | 4     | 3   | 0   | 48    |
|    | 8:30 AM        | 1       | 22  | 4   | 0     | 7   | 4   | 5     | 1   | 1  | 1     | 1   | 1   | 48    |
|    | 8:45 AM        | 0       | 15  | 1   | 0     | 18  | 4   | 1     | 2   | 0  | 1     | 0   | 0   | 42    |
|    | VOLUMES        | 3       | 197 | 30  | 2     | 77  | 20  | 33    | 15  | 2  | 13    | 5   | 2   | 399   |
|    | APPROACH %     | 1%      | 86% | 13% | 2%    | 78% | 20% | 66%   | 30% | 4% | 65%   | 25% | 10% |       |
| PM | APP/DEPART     | 230     | /   | 232 | 99    | /   | 92  | 50    | /   | 47 | 20    | /   | 28  | 0     |
|    | BEGIN PEAK HR  | 7:00 AM |     |     |       |     |     |       |     |    |       |     |     |       |
|    | VOLUMES        | 2       | 122 | 18  | 1     | 45  | 6   | 17    | 8   | 0  | 5     | 0   | 1   | 225   |
|    | APPROACH %     | 1%      | 86% | 13% | 2%    | 87% | 12% | 68%   | 32% | 0% | 83%   | 0%  | 17% |       |
|    | PEAK HR FACTOR | 0.866   |     |     | 0.765 |     |     | 0.694 |     |    | 0.375 |     |     | 0.879 |
|    | APP/DEPART     | 142     | /   | 140 | 52    | /   | 50  | 25    | /   | 27 | 6     | /   | 8   | 0     |
|    | 4:00 PM        | 0       | 22  | 4   | 0     | 52  | 16  | 5     | 2   | 1  | 6     | 7   | 0   | 115   |
|    | 4:15 PM        | 1       | 33  | 5   | 1     | 41  | 9   | 11    | 0   | 0  | 5     | 4   | 0   | 110   |
|    | 4:30 PM        | 1       | 20  | 2   | 0     | 51  | 10  | 3     | 2   | 0  | 8     | 3   | 2   | 102   |
|    | 4:45 PM        | 0       | 28  | 3   | 1     | 45  | 8   | 2     | 1   | 1  | 3     | 2   | 0   | 94    |
|    | 5:00 PM        | 0       | 12  | 1   | 1     | 48  | 12  | 2     | 1   | 0  | 6     | 2   | 0   | 85    |
|    | 5:15 PM        | 0       | 11  | 1   | 0     | 41  | 3   | 5     | 1   | 0  | 2     | 2   | 0   | 66    |
|    | 5:30 PM        | 0       | 16  | 1   | 1     | 35  | 7   | 0     | 0   | 0  | 3     | 1   | 0   | 64    |
|    | 5:45 PM        | 0       | 17  | 3   | 0     | 35  | 4   | 2     | 2   | 0  | 5     | 1   | 0   | 69    |
|    | VOLUMES        | 2       | 159 | 20  | 4     | 348 | 69  | 30    | 9   | 2  | 38    | 22  | 2   | 706   |
|    | APPROACH %     | 1%      | 88% | 11% | 1%    | 83% | 16% | 71%   | 21% | 5% | 61%   | 35% | 3%  |       |
|    | APP/DEPART     | 181     | /   | 191 | 421   | /   | 388 | 42    | /   | 33 | 62    | /   | 94  | 0     |
|    | BEGIN PEAK HR  | 4:00 PM |     |     |       |     |     |       |     |    |       |     |     |       |
|    | VOLUMES        | 2       | 103 | 14  | 2     | 189 | 43  | 21    | 5   | 2  | 22    | 16  | 2   | 421   |
|    | APPROACH %     | 2%      | 87% | 12% | 1%    | 81% | 18% | 75%   | 18% | 7% | 55%   | 40% | 5%  |       |
|    | PEAK HR FACTOR | 0.763   |     |     | 0.860 |     |     | 0.636 |     |    | 0.769 |     |     | 0.915 |
|    | APP/DEPART     | 119     | /   | 126 | 234   | /   | 213 | 28    | /   | 21 | 40    | /   | 61  | 0     |

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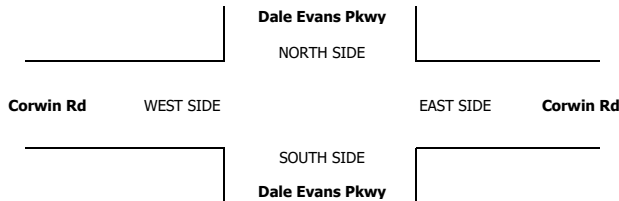
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                                                   |                                             |                               |                                              |         |                                       |         |                          |                        |         |         |                        |         |         |       |
|---------------------------------------------------|---------------------------------------------|-------------------------------|----------------------------------------------|---------|---------------------------------------|---------|--------------------------|------------------------|---------|---------|------------------------|---------|---------|-------|
| DATE:<br>4/2/24<br>TUESDAY                        | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: |                               | Apple Valley<br>Dale Evans Pkwy<br>Corwin Rd |         | PROJECT #:<br>LOCATION #:<br>CONTROL: |         | SC4523<br>10<br>STOP ALL |                        |         |         |                        |         |         |       |
| CLASS 2:<br>2-AXLE<br>WORK<br>VEHICLES/<br>TRUCKS | NOTES:                                      |                               |                                              |         |                                       |         | AM                       | ◀ W                    | ▲ N     | E ▶     |                        |         |         |       |
|                                                   |                                             |                               |                                              |         |                                       |         | PM                       |                        |         |         |                        |         |         |       |
|                                                   |                                             |                               |                                              |         |                                       |         | MD                       |                        |         |         |                        |         |         |       |
|                                                   |                                             |                               |                                              |         |                                       |         | OTHER                    |                        |         |         | S                      |         |         |       |
|                                                   |                                             |                               |                                              |         |                                       |         | OTHER                    |                        |         |         | ▼                      |         |         |       |
|                                                   |                                             | NORTHBOUND<br>Dale Evans Pkwy |                                              |         | SOUTHBOUND<br>Dale Evans Pkwy         |         |                          | EASTBOUND<br>Corwin Rd |         |         | WESTBOUND<br>Corwin Rd |         |         | TOTAL |
| LANES:                                            |                                             | NL<br>0                       | NT<br>1                                      | NR<br>0 | SL<br>0                               | ST<br>1 | SR<br>0                  | EL<br>0                | ET<br>1 | ER<br>0 | WL<br>0                | WT<br>1 | WR<br>0 |       |
| 7:00 AM                                           | 0                                           | 5                             | 0                                            | 0       | 1                                     | 0       | 0                        | 1                      | 0       | 0       | 0                      | 0       | 0       | 7     |
| 7:15 AM                                           | 0                                           | 1                             | 0                                            | 0       | 0                                     | 0       | 0                        | 1                      | 0       | 0       | 1                      | 0       | 1       | 4     |
| 7:30 AM                                           | 0                                           | 3                             | 0                                            | 0       | 0                                     | 0       | 0                        | 0                      | 0       | 0       | 0                      | 0       | 0       | 3     |
| 7:45 AM                                           | 0                                           | 0                             | 1                                            | 0       | 0                                     | 0       | 0                        | 0                      | 0       | 0       | 0                      | 0       | 0       | 1     |
| 8:00 AM                                           | 0                                           | 2                             | 0                                            | 0       | 0                                     | 0       | 0                        | 0                      | 0       | 0       | 0                      | 0       | 0       | 2     |
| 8:15 AM                                           | 0                                           | 1                             | 1                                            | 0       | 3                                     | 0       | 0                        | 0                      | 0       | 0       | 1                      | 0       | 0       | 6     |
| 8:30 AM                                           | 0                                           | 0                             | 0                                            | 0       | 0                                     | 0       | 0                        | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| 8:45 AM                                           | 0                                           | 2                             | 0                                            | 0       | 1                                     | 0       | 0                        | 0                      | 0       | 0       | 0                      | 0       | 0       | 3     |
| VOLUMES                                           | 0                                           | 14                            | 2                                            | 0       | 5                                     | 0       | 0                        | 2                      | 0       | 1       | 1                      | 1       |         | 26    |
| APPROACH %                                        | 0%                                          | 88%                           | 13%                                          | 0%      | 100%                                  | 0%      | 0%                       | 100%                   | 0%      | 33%     | 33%                    | 33%     |         |       |
| APP/DEPART                                        | 16                                          | /                             | 15                                           | 5       | /                                     | 6       | 2                        | /                      | 4       | 3       | /                      | 1       |         | 0     |
| BEGIN PEAK HR                                     | 7:00 AM                                     |                               |                                              |         |                                       |         |                          |                        |         |         |                        |         |         |       |
| VOLUMES                                           | 0                                           | 9                             | 1                                            | 0       | 1                                     | 0       | 0                        | 2                      | 0       | 1       | 0                      | 1       |         | 15    |
| APPROACH %                                        | 0%                                          | 90%                           | 10%                                          | 0%      | 100%                                  | 0%      | 0%                       | 100%                   | 0%      | 50%     | 0%                     | 50%     |         |       |
| PEAK HR FACTOR                                    | 0.500                                       |                               |                                              | 0.250   |                                       |         | 0.500                    |                        |         | 0.250   |                        |         |         | 0.536 |
| APP/DEPART                                        | 10                                          | /                             | 10                                           | 1       | /                                     | 2       | 2                        | /                      | 3       | 2       | /                      | 0       |         | 0     |
| 4:00 PM                                           | 0                                           | 2                             | 0                                            | 0       | 1                                     | 0       | 0                        | 0                      | 0       | 0       | 0                      | 0       |         | 3     |
| 4:15 PM                                           | 0                                           | 0                             | 0                                            | 0       | 2                                     | 0       | 0                        | 0                      | 0       | 0       | 0                      | 0       |         | 2     |
| 4:30 PM                                           | 0                                           | 0                             | 1                                            | 1       | 0                                     | 1       | 1                        | 0                      | 0       | 0       | 0                      | 0       |         | 4     |
| 4:45 PM                                           | 0                                           | 0                             | 0                                            | 0       | 3                                     | 0       | 0                        | 0                      | 0       | 3       | 0                      | 0       |         | 6     |
| 5:00 PM                                           | 0                                           | 0                             | 0                                            | 0       | 0                                     | 0       | 0                        | 0                      | 0       | 0       | 0                      | 0       |         | 0     |
| 5:15 PM                                           | 0                                           | 1                             | 1                                            | 0       | 1                                     | 0       | 0                        | 0                      | 0       | 0       | 0                      | 0       |         | 3     |
| 5:30 PM                                           | 0                                           | 0                             | 0                                            | 0       | 0                                     | 0       | 0                        | 0                      | 0       | 0       | 0                      | 0       |         | 0     |
| 5:45 PM                                           | 0                                           | 0                             | 0                                            | 0       | 0                                     | 0       | 0                        | 0                      | 0       | 0       | 0                      | 0       |         | 0     |
| VOLUMES                                           | 0                                           | 3                             | 2                                            | 1       | 7                                     | 1       | 1                        | 0                      | 0       | 3       | 0                      | 0       |         | 18    |
| APPROACH %                                        | 0%                                          | 60%                           | 40%                                          | 11%     | 78%                                   | 11%     | 100%                     | 0%                     | 0%      | 100%    | 0%                     | 0%      |         |       |
| APP/DEPART                                        | 5                                           | /                             | 4                                            | 9       | /                                     | 10      | 1                        | /                      | 3       | 3       | /                      | 1       |         | 0     |
| BEGIN PEAK HR                                     | 4:00 PM                                     |                               |                                              |         |                                       |         |                          |                        |         |         |                        |         |         |       |
| VOLUMES                                           | 0                                           | 2                             | 1                                            | 1       | 6                                     | 1       | 1                        | 0                      | 0       | 3       | 0                      | 0       |         | 15    |
| APPROACH %                                        | 0%                                          | 67%                           | 33%                                          | 13%     | 75%                                   | 13%     | 100%                     | 0%                     | 0%      | 100%    | 0%                     | 0%      |         |       |
| PEAK HR FACTOR                                    | 0.375                                       |                               |                                              | 0.667   |                                       |         | 0.250                    |                        |         | 0.250   |                        |         |         | 0.625 |
| APP/DEPART                                        | 3                                           | /                             | 3                                            | 8       | /                                     | 9       | 1                        | /                      | 2       | 3       | /                      | 1       |         | 0     |

| U-TURNS |    |    |    |     |
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| NB      | SB | EB | WB | TTL |
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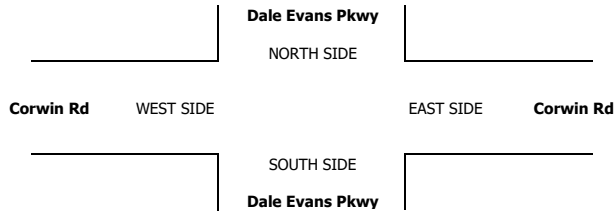
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                              |                                             |                                              |                                                                                                                                                                                                                                                                                          |
|------------------------------|---------------------------------------------|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY   | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Dale Evans Pkwy<br>Corwin Rd | PROJECT #:<br>SC4523<br>LOCATION #:<br>10<br>CONTROL:<br>STOP ALL                                                                                                                                                                                                                        |
| CLASS 3:<br>3-AXLE<br>TRUCKS | NOTES:                                      | AM<br>PM<br>MD<br>OTHER<br>OTHER             | <div> <div> <div>▲</div> <div>◀ W</div> <div>S</div> <div>▼</div> </div> <div> <div>▲</div> <div>◀ W</div> <div>S</div> <div>▼</div> </div> <div> <div>▲</div> <div>◀ W</div> <div>S</div> <div>▼</div> </div> <div> <div>▲</div> <div>◀ W</div> <div>S</div> <div>▼</div> </div> </div> |

|                | NORTHBOUND<br>Dale Evans Pkwy |         |         | SOUTHBOUND<br>Dale Evans Pkwy |         |         | EASTBOUND<br>Corwin Rd |         |         | WESTBOUND<br>Corwin Rd |         |         | TOTAL |
|----------------|-------------------------------|---------|---------|-------------------------------|---------|---------|------------------------|---------|---------|------------------------|---------|---------|-------|
| LANES:         | NL<br>0                       | NT<br>1 | NR<br>0 | SL<br>0                       | ST<br>1 | SR<br>0 | EL<br>0                | ET<br>1 | ER<br>0 | WL<br>0                | WT<br>1 | WR<br>0 |       |
| 7:00 AM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| 7:15 AM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| 7:30 AM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 1       | 0                      | 0       | 0       | 1     |
| 7:45 AM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| 8:00 AM        | 0                             | 1       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 1     |
| 8:15 AM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| 8:30 AM        | 0                             | 0       | 0       | 0                             | 1       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 1     |
| 8:45 AM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| VOLUMES        | 0                             | 1       | 0       | 0                             | 1       | 0       | 0                      | 0       | 1       | 0                      | 0       | 0       | 3     |
| APPROACH %     | 0%                            | 100%    | 0%      | 0%                            | 100%    | 0%      | 0%                     | 0%      | 100%    | 0%                     | 0%      | 0%      |       |
| APP/DEPART     | 1                             | /       | 1       | 1                             | /       | 2       | 1                      | /       | 0       | 0                      | /       | 0       | 0     |
| BEGIN PEAK HR  | 7:00 AM                       |         |         |                               |         |         |                        |         |         |                        |         |         |       |
| VOLUMES        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 1       | 0                      | 0       | 0       | 1     |
| APPROACH %     | 0%                            | 0%      | 0%      | 0%                            | 0%      | 0%      | 0%                     | 0%      | 100%    | 0%                     | 0%      | 0%      |       |
| PEAK HR FACTOR | 0.000                         |         |         | 0.000                         |         |         | 0.250                  |         |         | 0.000                  |         |         | 0.250 |
| APP/DEPART     | 0                             | /       | 0       | 0                             | /       | 1       | 1                      | /       | 0       | 0                      | /       | 0       | 0     |
| 4:00 PM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| 4:15 PM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| 4:30 PM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| 4:45 PM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| 5:00 PM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| 5:15 PM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| 5:30 PM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| 5:45 PM        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| VOLUMES        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| APPROACH %     | 0%                            | 0%      | 0%      | 0%                            | 0%      | 0%      | 0%                     | 0%      | 0%      | 0%                     | 0%      | 0%      |       |
| APP/DEPART     | 0                             | /       | 0       | 0                             | /       | 0       | 0                      | /       | 0       | 0                      | /       | 0       | 0     |
| BEGIN PEAK HR  | 4:00 PM                       |         |         |                               |         |         |                        |         |         |                        |         |         |       |
| VOLUMES        | 0                             | 0       | 0       | 0                             | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 0       | 0     |
| APPROACH %     | 0%                            | 0%      | 0%      | 0%                            | 0%      | 0%      | 0%                     | 0%      | 0%      | 0%                     | 0%      | 0%      |       |
| PEAK HR FACTOR | 0.000                         |         |         | 0.000                         |         |         | 0.000                  |         |         | 0.000                  |         |         | 0.000 |
| APP/DEPART     | 0                             | /       | 0       | 0                             | /       | 0       | 0                      | /       | 0       | 0                      | /       | 0       | 0     |

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

| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |
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| 0        | 0        | 0        | 0        |
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| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
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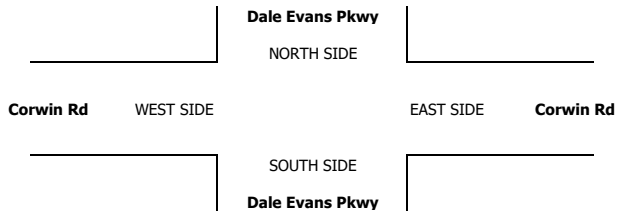
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# INTERSECTION TURNING MOVEMENT COUNTS

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

|                                         |                                             |                                              |                                  |                                |                      |
|-----------------------------------------|---------------------------------------------|----------------------------------------------|----------------------------------|--------------------------------|----------------------|
| DATE:<br>4/2/24<br>TUESDAY              | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Dale Evans Pkwy<br>Corwin Rd | PROJECT #:<br>SC4523             | LOCATION #:<br>10              | CONTROL:<br>STOP ALL |
| CLASS 4:<br>4 OR MORE<br>AXLE<br>TRUCKS | NOTES:                                      |                                              | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>◀ W<br>S<br>E ▶<br>▼ |                      |

|        | NORTHBOUND<br>Dale Evans Pkwy |         |         | SOUTHBOUND<br>Dale Evans Pkwy |         |         | EASTBOUND<br>Corwin Rd |         |         | WESTBOUND<br>Corwin Rd |         |         | TOTAL |
|--------|-------------------------------|---------|---------|-------------------------------|---------|---------|------------------------|---------|---------|------------------------|---------|---------|-------|
| LANES: | NL<br>0                       | NT<br>1 | NR<br>0 | SL<br>0                       | ST<br>1 | SR<br>0 | EL<br>0                | ET<br>1 | ER<br>0 | WL<br>0                | WT<br>1 | WR<br>0 |       |

|    |                |         |      |    |       |      |     |       |    |    |       |    |    |
|----|----------------|---------|------|----|-------|------|-----|-------|----|----|-------|----|----|
| AM | 7:00 AM        | 0       | 0    | 0  | 0     | 0    | 0   | 0     | 0  | 0  | 0     | 0  | 0  |
|    | 7:15 AM        | 0       | 3    | 0  | 0     | 0    | 0   | 0     | 0  | 0  | 0     | 0  | 3  |
|    | 7:30 AM        | 0       | 1    | 0  | 0     | 1    | 0   | 0     | 0  | 0  | 0     | 0  | 3  |
|    | 7:45 AM        | 1       | 0    | 0  | 0     | 0    | 0   | 0     | 0  | 0  | 0     | 0  | 1  |
|    | 8:00 AM        | 0       | 0    | 0  | 0     | 1    | 0   | 0     | 0  | 0  | 1     | 0  | 2  |
|    | 8:15 AM        | 0       | 0    | 0  | 0     | 0    | 0   | 0     | 0  | 0  | 0     | 0  | 1  |
|    | 8:30 AM        | 0       | 2    | 0  | 0     | 0    | 1   | 0     | 0  | 0  | 0     | 0  | 3  |
|    | 8:45 AM        | 0       | 2    | 0  | 0     | 0    | 0   | 0     | 0  | 0  | 0     | 0  | 2  |
|    | VOLUMES        | 1       | 8    | 0  | 0     | 2    | 1   | 2     | 0  | 0  | 1     | 0  | 15 |
|    | APPROACH %     | 11%     | 89%  | 0% | 0%    | 67%  | 33% | 100%  | 0% | 0% | 100%  | 0% |    |
| PM | APP/DEPART     | 9       | /    | 10 | 3     | /    | 2   | 2     | /  | 0  | 1     | /  | 3  |
|    | BEGIN PEAK HR  | 7:00 AM |      |    |       |      |     |       |    |    |       |    |    |
|    | VOLUMES        | 1       | 4    | 0  | 0     | 1    | 0   | 1     | 0  | 0  | 0     | 0  | 7  |
|    | APPROACH %     | 20%     | 80%  | 0% | 0%    | 100% | 0%  | 100%  | 0% | 0% | 0%    | 0% |    |
|    | PEAK HR FACTOR | 0.417   |      |    | 0.250 |      |     | 0.250 |    |    | 0.000 |    |    |
|    | APP/DEPART     | 5       | /    | 5  | 1     | /    | 1   | 1     | /  | 0  | 0     | /  | 1  |
|    | VOLUMES        | 0       | 0    | 0  | 0     | 0    | 0   | 0     | 0  | 0  | 0     | 0  | 0  |
|    | APPROACH %     | 0%      | 100% | 0% | 0%    | 100% | 0%  | 0%    | 0% | 0% | 0%    | 0% |    |
|    | APP/DEPART     | 4       | /    | 4  | 6     | /    | 6   | 0     | /  | 0  | 0     | /  | 0  |
|    | BEGIN PEAK HR  | 4:00 PM |      |    |       |      |     |       |    |    |       |    |    |
|    | VOLUMES        | 0       | 1    | 0  | 0     | 3    | 0   | 0     | 0  | 0  | 0     | 0  | 4  |
|    | APPROACH %     | 0%      | 100% | 0% | 0%    | 100% | 0%  | 0%    | 0% | 0% | 0%    | 0% |    |
|    | PEAK HR FACTOR | 0.250   |      |    | 0.375 |      |     | 0.000 |    |    | 0.000 |    |    |
|    | APP/DEPART     | 1       | /    | 1  | 3     | /    | 3   | 0     | /  | 0  | 0     | /  | 0  |

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

| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |

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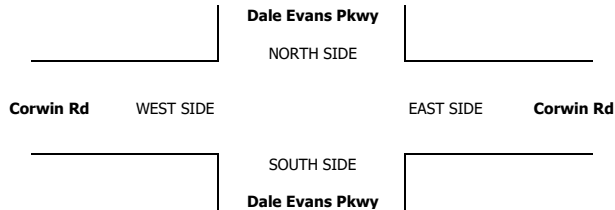
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| 0 | 0 | 0 | 0 |
|---|---|---|---|



# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                              |                                                                                                                                                                                                  |
|----------------------------|---------------------------------------------|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Dale Evans Pkwy<br>Corwin Rd | PROJECT #:<br>SC4523<br>LOCATION #:<br>10<br>CONTROL:<br>STOP ALL                                                                                                                                |
| CLASS 5:<br>RV             | NOTES:                                      |                                              | <div> <div> <div>AM</div> <div>PM</div> <div>MD</div> <div>OTHER</div> </div> <div> <div>▲</div> <div>◀ W</div> <div>▼</div> </div> <div> <div>N</div> <div>S</div> <div>▶ E</div> </div> </div> |

|        | NORTHBOUND      |    |    | SOUTHBOUND      |    |    | EASTBOUND |    |    | WESTBOUND |    |    |       |
|--------|-----------------|----|----|-----------------|----|----|-----------|----|----|-----------|----|----|-------|
|        | Dale Evans Pkwy |    |    | Dale Evans Pkwy |    |    | Corwin Rd |    |    | Corwin Rd |    |    |       |
| LANES: | NL              | NT | NR | SL              | ST | SR | EL        | ET | ER | WL        | WT | WR | TOTAL |
|        | 0               | 1  | 0  | 0               | 1  | 0  | 0         | 1  | 0  | 0         | 1  | 0  |       |

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

| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| X    | X   | X   | X   |

|    |            |    |    |    |    |    |    |    |    |    |    |    |   |
|----|------------|----|----|----|----|----|----|----|----|----|----|----|---|
| AM | 7:00 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:15 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:30 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 7:45 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:00 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:15 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:30 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 8:45 AM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | VOLUMES    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0 |
| PM | 4:00 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:15 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:30 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 4:45 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:00 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:15 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:30 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | 5:45 PM    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | VOLUMES    | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |
|    | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0 |

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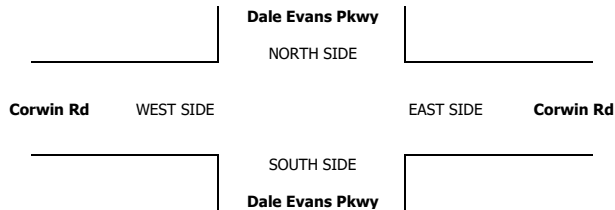
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| 0 | 0 | 0 | 0 | 0 |
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|---|---|---|---|
| 0 | 0 | 0 | 0 |
|---|---|---|---|



# INTERSECTION TURNING MOVEMENT COUNTS

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

|                            |                                             |                                              |                                                                   |
|----------------------------|---------------------------------------------|----------------------------------------------|-------------------------------------------------------------------|
| DATE:<br>4/2/24<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Apple Valley<br>Dale Evans Pkwy<br>Corwin Rd | PROJECT #:<br>SC4523<br>LOCATION #:<br>10<br>CONTROL:<br>STOP ALL |
|----------------------------|---------------------------------------------|----------------------------------------------|-------------------------------------------------------------------|

|          |        |                                  |                       |
|----------|--------|----------------------------------|-----------------------|
| CLASS 6: | NOTES: | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>E<br>S<br>▼ |
| BUSES    |        | ◀ W<br>S<br>▶ E                  |                       |

|        | NORTHBOUND<br>Dale Evans Pkwy |         |         | SOUTHBOUND<br>Dale Evans Pkwy |         |         | EASTBOUND<br>Corwin Rd |         |         | WESTBOUND<br>Corwin Rd |         |         | TOTAL |
|--------|-------------------------------|---------|---------|-------------------------------|---------|---------|------------------------|---------|---------|------------------------|---------|---------|-------|
| LANES: | NL<br>0                       | NT<br>1 | NR<br>0 | SL<br>0                       | ST<br>1 | SR<br>0 | EL<br>0                | ET<br>1 | ER<br>0 | WL<br>0                | WT<br>1 | WR<br>0 |       |

|                |                |         |     |       |       |     |       |       |    |       |       |    |       |       |
|----------------|----------------|---------|-----|-------|-------|-----|-------|-------|----|-------|-------|----|-------|-------|
| AM             | 7:00 AM        | 0       | 1   | 0     | 0     | 0   | 0     | 0     | 0  | 0     | 0     | 0  | 0     | 1     |
|                | 7:15 AM        | 0       | 0   | 0     | 0     | 0   | 0     | 0     | 0  | 0     | 0     | 0  | 0     | 0     |
|                | 7:30 AM        | 0       | 1   | 0     | 0     | 0   | 2     | 0     | 0  | 0     | 0     | 0  | 0     | 3     |
|                | 7:45 AM        | 1       | 0   | 0     | 0     | 2   | 0     | 0     | 0  | 0     | 0     | 0  | 0     | 3     |
|                | 8:00 AM        | 0       | 2   | 0     | 0     | 1   | 0     | 0     | 0  | 0     | 0     | 0  | 0     | 3     |
|                | 8:15 AM        | 0       | 0   | 0     | 0     | 0   | 0     | 0     | 0  | 0     | 0     | 0  | 0     | 0     |
|                | 8:30 AM        | 0       | 0   | 0     | 0     | 1   | 1     | 0     | 0  | 0     | 0     | 0  | 0     | 2     |
|                | 8:45 AM        | 1       | 1   | 0     | 0     | 0   | 0     | 0     | 0  | 0     | 0     | 0  | 0     | 2     |
|                | VOLUMES        | 2       | 5   | 0     | 0     | 4   | 3     | 0     | 0  | 0     | 0     | 0  | 0     | 14    |
|                | APPROACH %     | 29%     | 71% | 0%    | 0%    | 57% | 43%   | 0%    | 0% | 0%    | 0%    | 0% | 0%    |       |
| PM             | APP/DEPART     | 7       | /   | 5     | 7     | /   | 4     | 0     | /  | 0     | 0     | /  | 5     | 0     |
|                | BEGIN PEAK HR  | 7:00 AM |     |       |       |     |       |       |    |       |       |    |       |       |
|                | VOLUMES        | 1       | 2   | 0     | 0     | 2   | 2     | 0     | 0  | 0     | 0     | 0  | 0     | 7     |
|                | APPROACH %     | 33%     | 67% | 0%    | 0%    | 50% | 50%   | 0%    | 0% | 0%    | 0%    | 0% | 0%    |       |
|                | PEAK HR FACTOR | 0.750   |     |       | 0.500 |     |       | 0.000 |    |       | 0.000 |    |       | 0.583 |
|                | APP/DEPART     | 3       | /   | 2     | 4     | /   | 2     | 0     | /  | 0     | 0     | /  | 3     | 0     |
|                | 4:00 PM        | 0       | 1   | 0     | 0     | 0   | 0     | 0     | 1  | 0     | 0     | 0  | 0     | 2     |
|                | 4:15 PM        | 0       | 1   | 0     | 0     | 1   | 0     | 0     | 0  | 0     | 0     | 0  | 0     | 2     |
|                | 4:30 PM        | 0       | 0   | 0     | 0     | 0   | 0     | 0     | 0  | 0     | 0     | 0  | 0     | 0     |
|                | 4:45 PM        | 1       | 0   | 0     | 0     | 0   | 1     | 0     | 0  | 0     | 0     | 0  | 0     | 2     |
| 5:00 PM        | 0              | 0       | 0   | 0     | 0     | 0   | 0     | 0     | 0  | 0     | 0     | 0  | 0     |       |
| 5:15 PM        | 0              | 1       | 0   | 0     | 0     | 0   | 0     | 0     | 0  | 0     | 0     | 0  | 1     |       |
| 5:30 PM        | 0              | 0       | 0   | 0     | 0     | 1   | 0     | 0     | 0  | 0     | 0     | 0  | 1     |       |
| 5:45 PM        | 1              | 0       | 0   | 0     | 0     | 0   | 0     | 0     | 0  | 0     | 0     | 0  | 1     |       |
| VOLUMES        | 2              | 3       | 0   | 0     | 1     | 2   | 0     | 1     | 0  | 0     | 0     | 0  | 9     |       |
| APPROACH %     | 40%            | 60%     | 0%  | 0%    | 33%   | 67% | 0%    | 100%  | 0% | 0%    | 0%    | 0% |       |       |
| APP/DEPART     | 5              | /       | 3   | 3     | /     | 1   | 1     | /     | 1  | 0     | /     | 4  | 0     |       |
| BEGIN PEAK HR  | 4:00 PM        |         |     |       |       |     |       |       |    |       |       |    |       |       |
| VOLUMES        | 1              | 2       | 0   | 0     | 1     | 1   | 0     | 1     | 0  | 0     | 0     | 0  | 6     |       |
| APPROACH %     | 33%            | 67%     | 0%  | 0%    | 50%   | 50% | 0%    | 100%  | 0% | 0%    | 0%    | 0% |       |       |
| PEAK HR FACTOR | 0.750          |         |     | 0.500 |       |     | 0.250 |       |    | 0.000 |       |    | 0.750 |       |
| APP/DEPART     | 3              | /       | 2   | 2     | /     | 1   | 1     | /     | 1  | 0     | /     | 2  | 0     |       |

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

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| 0 | 0 | 0 | 0 | 0 |
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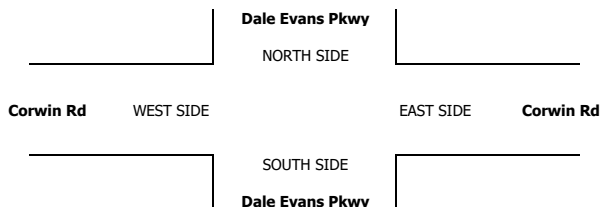
| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>X | ERR<br>X | WRR<br>X |

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| 0 | 0 | 0 | 0 |
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A102423

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

**DATE:** Tuesday, April 02, 2024  
**JOB #:** SC4523

**CITY:** Apple Valley  
**LOCATION:** CLASS4 Stoddard Wells Rd east of I-15 NB Ramps

| AM TIME               | EB  |    |    |     |   |   | TOTAL   | PM Time               | EB  |    |    |     |   |   | TOTAL   |
|-----------------------|-----|----|----|-----|---|---|---------|-----------------------|-----|----|----|-----|---|---|---------|
|                       | 1   | 2  | 3  | 4   | 5 | 6 |         |                       | 1   | 2  | 3  | 4   | 5 | 6 |         |
| 0:00                  | 1   | 0  | 0  | 0   | 0 | 0 | 1       | 12:00                 | 3   | 2  | 5  | 4   | 0 | 0 | 14      |
| 0:15                  | 3   | 0  | 0  | 1   | 0 | 0 | 4       | 12:15                 | 5   | 0  | 2  | 4   | 0 | 0 | 11      |
| 0:30                  | 2   | 0  | 1  | 0   | 0 | 0 | 3       | 12:30                 | 8   | 1  | 2  | 7   | 0 | 0 | 18      |
| 0:45                  | 2   | 0  | 1  | 1   | 0 | 0 | 4       | 12:45                 | 4   | 0  | 2  | 8   | 0 | 0 | 14      |
| 1:00                  | 0   | 0  | 0  | 2   | 0 | 0 | 2       | 13:00                 | 9   | 2  | 1  | 3   | 0 | 0 | 15      |
| 1:15                  | 2   | 0  | 1  | 1   | 0 | 0 | 4       | 13:15                 | 7   | 1  | 2  | 3   | 0 | 0 | 13      |
| 1:30                  | 5   | 0  | 0  | 0   | 0 | 0 | 5       | 13:30                 | 10  | 1  | 6  | 6   | 0 | 0 | 23      |
| 1:45                  | 5   | 0  | 0  | 0   | 0 | 0 | 5       | 13:45                 | 13  | 1  | 3  | 3   | 0 | 0 | 20      |
| 2:00                  | 2   | 0  | 1  | 1   | 0 | 0 | 4       | 14:00                 | 10  | 0  | 2  | 5   | 0 | 0 | 17      |
| 2:15                  | 2   | 0  | 0  | 0   | 0 | 0 | 2       | 14:15                 | 21  | 4  | 1  | 4   | 0 | 0 | 30      |
| 2:30                  | 4   | 0  | 0  | 1   | 0 | 0 | 5       | 14:30                 | 18  | 1  | 2  | 3   | 0 | 0 | 24      |
| 2:45                  | 8   | 0  | 0  | 0   | 0 | 0 | 8       | 14:45                 | 13  | 0  | 1  | 5   | 0 | 0 | 19      |
| 3:00                  | 7   | 0  | 0  | 0   | 0 | 0 | 7       | 15:00                 | 17  | 1  | 1  | 6   | 0 | 0 | 25      |
| 3:15                  | 6   | 0  | 0  | 0   | 0 | 0 | 6       | 15:15                 | 31  | 1  | 4  | 5   | 0 | 0 | 41      |
| 3:30                  | 15  | 0  | 0  | 1   | 0 | 0 | 16      | 15:30                 | 27  | 4  | 2  | 8   | 0 | 0 | 41      |
| 3:45                  | 17  | 0  | 0  | 2   | 0 | 0 | 19      | 15:45                 | 52  | 1  | 0  | 4   | 0 | 0 | 57      |
| 4:00                  | 18  | 0  | 0  | 0   | 0 | 0 | 18      | 16:00                 | 48  | 2  | 2  | 2   | 0 | 0 | 54      |
| 4:15                  | 25  | 0  | 1  | 0   | 0 | 0 | 26      | 16:15                 | 60  | 2  | 0  | 9   | 0 | 0 | 71      |
| 4:30                  | 33  | 0  | 0  | 2   | 0 | 0 | 35      | 16:30                 | 27  | 1  | 1  | 2   | 0 | 0 | 31      |
| 4:45                  | 63  | 0  | 0  | 3   | 0 | 0 | 66      | 16:45                 | 15  | 2  | 0  | 3   | 0 | 0 | 20      |
| 5:00                  | 29  | 0  | 1  | 3   | 0 | 0 | 33      | 17:00                 | 18  | 1  | 1  | 6   | 0 | 0 | 26      |
| 5:15                  | 60  | 1  | 0  | 3   | 0 | 0 | 64      | 17:15                 | 11  | 0  | 0  | 1   | 0 | 0 | 12      |
| 5:30                  | 32  | 2  | 1  | 4   | 0 | 0 | 39      | 17:30                 | 22  | 1  | 1  | 3   | 0 | 0 | 27      |
| 5:45                  | 34  | 0  | 0  | 2   | 0 | 0 | 36      | 17:45                 | 24  | 0  | 0  | 2   | 0 | 0 | 26      |
| 6:00                  | 20  | 0  | 2  | 6   | 0 | 0 | 28      | 18:00                 | 10  | 1  | 2  | 5   | 0 | 0 | 18      |
| 6:15                  | 23  | 2  | 2  | 0   | 0 | 0 | 27      | 18:15                 | 12  | 0  | 0  | 9   | 0 | 0 | 21      |
| 6:30                  | 17  | 3  | 1  | 2   | 0 | 0 | 23      | 18:30                 | 12  | 0  | 3  | 4   | 0 | 0 | 19      |
| 6:45                  | 14  | 2  | 1  | 3   | 0 | 0 | 20      | 18:45                 | 10  | 0  | 0  | 3   | 0 | 0 | 13      |
| 7:00                  | 14  | 1  | 1  | 2   | 0 | 0 | 18      | 19:00                 | 10  | 0  | 1  | 0   | 0 | 0 | 11      |
| 7:15                  | 13  | 2  | 2  | 3   | 0 | 0 | 20      | 19:15                 | 9   | 0  | 0  | 0   | 0 | 0 | 9       |
| 7:30                  | 25  | 1  | 0  | 2   | 0 | 0 | 28      | 19:30                 | 11  | 1  | 0  | 5   | 0 | 0 | 17      |
| 7:45                  | 15  | 0  | 1  | 3   | 0 | 0 | 19      | 19:45                 | 7   | 0  | 2  | 3   | 0 | 0 | 12      |
| 8:00                  | 11  | 4  | 5  | 3   | 0 | 0 | 23      | 20:00                 | 8   | 0  | 0  | 2   | 0 | 0 | 10      |
| 8:15                  | 14  | 0  | 4  | 5   | 0 | 0 | 23      | 20:15                 | 6   | 0  | 0  | 6   | 0 | 0 | 12      |
| 8:30                  | 15  | 1  | 4  | 5   | 0 | 0 | 25      | 20:30                 | 11  | 0  | 0  | 5   | 0 | 0 | 16      |
| 8:45                  | 15  | 2  | 4  | 2   | 0 | 0 | 23      | 20:45                 | 9   | 0  | 3  | 1   | 1 | 0 | 14      |
| 9:00                  | 13  | 0  | 1  | 9   | 0 | 0 | 23      | 21:00                 | 4   | 0  | 0  | 0   | 0 | 0 | 4       |
| 9:15                  | 6   | 2  | 3  | 8   | 0 | 0 | 19      | 21:15                 | 4   | 0  | 1  | 2   | 0 | 0 | 7       |
| 9:30                  | 10  | 4  | 3  | 3   | 0 | 0 | 20      | 21:30                 | 1   | 0  | 0  | 0   | 0 | 0 | 1       |
| 9:45                  | 4   | 2  | 1  | 3   | 0 | 0 | 10      | 21:45                 | 7   | 0  | 0  | 2   | 0 | 0 | 9       |
| 10:00                 | 10  | 1  | 7  | 10  | 0 | 0 | 28      | 22:00                 | 3   | 0  | 0  | 2   | 0 | 0 | 5       |
| 10:15                 | 6   | 4  | 2  | 4   | 0 | 0 | 16      | 22:15                 | 5   | 0  | 0  | 1   | 0 | 0 | 6       |
| 10:30                 | 11  | 2  | 6  | 10  | 0 | 0 | 29      | 22:30                 | 2   | 0  | 1  | 0   | 0 | 0 | 3       |
| 10:45                 | 5   | 4  | 3  | 3   | 0 | 0 | 15      | 22:45                 | 3   | 0  | 2  | 2   | 0 | 0 | 7       |
| 11:00                 | 8   | 6  | 2  | 6   | 0 | 0 | 22      | 23:00                 | 0   | 0  | 0  | 1   | 0 | 0 | 1       |
| 11:15                 | 6   | 1  | 1  | 4   | 0 | 0 | 12      | 23:15                 | 1   | 0  | 0  | 0   | 0 | 0 | 1       |
| 11:30                 | 7   | 1  | 5  | 4   | 0 | 0 | 17      | 23:30                 | 0   | 0  | 1  | 2   | 0 | 0 | 3       |
| 11:45                 | 8   | 1  | 3  | 7   | 0 | 0 | 19      | 23:45                 | 1   | 0  | 0  | 3   | 0 | 0 | 4       |
| <b>TOTAL</b>          | 665 | 49 | 71 | 134 | 0 | 0 | 919     | <b>TOTAL</b>          | 619 | 31 | 57 | 164 | 1 | 0 | 872     |
| <b>AM PEAK HOUR</b>   |     |    |    |     |   |   | 4:45 AM | <b>AM PEAK HOUR</b>   |     |    |    |     |   |   | 3:30 PM |
| <b>AM PEAK VOLUME</b> |     |    |    |     |   |   | 202     | <b>AM PEAK VOLUME</b> |     |    |    |     |   |   | 223     |

|                |                       |                     |       |      |      |       |      |      |        |
|----------------|-----------------------|---------------------|-------|------|------|-------|------|------|--------|
| <b>CLASS 1</b> | PASSENGER VEHICLES    | <b>TOTAL: AM+PM</b> | 1,284 | 80   | 128  | 298   | 1    | 0    | 1,791  |
| <b>CLASS 2</b> | 2-AXLE TRUCKS         | <b>% OF TOTAL</b>   | 71.7% | 4.5% | 7.1% | 16.6% | 0.1% | 0.0% | 100.0% |
| <b>CLASS 3</b> | 3-AXLE TRUCKS         |                     |       |      |      |       |      |      |        |
| <b>CLASS 4</b> | 4 OR MORE AXLE TRUCKS |                     |       |      |      |       |      |      |        |
| <b>CLASS 5</b> | RV                    | <b>TOTAL: ALL</b>   | 2,346 | 148  | 191  | 678   | 1    | 0    | 3,364  |
| <b>CLASS 6</b> | Buses                 | <b>% OF TOTAL</b>   | 69.7% | 4.4% | 5.7% | 20.2% | 0.0% | 0.0% | 100.0% |

A102423

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024  
JOB #: SC4523CITY: Apple Valley  
LOCATION: CLASS4 Stoddard Wells Rd east of I-15 NB Ramps

| AM TIME        | WB  |    |    |     |   |   |  | TOTAL   | PM Time        | WB  |    |    |     |   |   |  | TOTAL   |
|----------------|-----|----|----|-----|---|---|--|---------|----------------|-----|----|----|-----|---|---|--|---------|
|                | 1   | 2  | 3  | 4   | 5 | 6 |  |         |                | 1   | 2  | 3  | 4   | 5 | 6 |  |         |
| 0:00           | 2   | 0  | 1  | 2   | 0 | 0 |  | 5       | 12:00          | 10  | 2  | 2  | 3   | 0 | 0 |  | 17      |
| 0:15           | 1   | 0  | 0  | 2   | 0 | 0 |  | 3       | 12:15          | 4   | 1  | 3  | 6   | 0 | 0 |  | 14      |
| 0:30           | 2   | 0  | 0  | 2   | 0 | 0 |  | 4       | 12:30          | 6   | 2  | 1  | 7   | 0 | 0 |  | 16      |
| 0:45           | 2   | 0  | 0  | 2   | 0 | 0 |  | 4       | 12:45          | 7   | 3  | 0  | 8   | 0 | 0 |  | 18      |
| 1:00           | 9   | 0  | 0  | 1   | 0 | 0 |  | 10      | 13:00          | 10  | 1  | 0  | 8   | 0 | 0 |  | 19      |
| 1:15           | 7   | 0  | 0  | 0   | 0 | 0 |  | 7       | 13:15          | 10  | 1  | 2  | 8   | 0 | 0 |  | 21      |
| 1:30           | 7   | 0  | 0  | 3   | 0 | 0 |  | 10      | 13:30          | 20  | 1  | 1  | 6   | 0 | 0 |  | 28      |
| 1:45           | 2   | 0  | 0  | 1   | 0 | 0 |  | 3       | 13:45          | 30  | 1  | 0  | 3   | 0 | 0 |  | 34      |
| 2:00           | 9   | 0  | 0  | 1   | 0 | 0 |  | 10      | 14:00          | 14  | 1  | 1  | 5   | 0 | 0 |  | 21      |
| 2:15           | 4   | 0  | 0  | 1   | 0 | 0 |  | 5       | 14:15          | 7   | 1  | 0  | 7   | 0 | 0 |  | 15      |
| 2:30           | 11  | 1  | 0  | 6   | 0 | 0 |  | 18      | 14:30          | 34  | 0  | 0  | 4   | 0 | 0 |  | 38      |
| 2:45           | 11  | 0  | 0  | 1   | 0 | 0 |  | 12      | 14:45          | 14  | 0  | 1  | 4   | 0 | 0 |  | 19      |
| 3:00           | 29  | 0  | 0  | 1   | 0 | 0 |  | 30      | 15:00          | 21  | 1  | 3  | 9   | 0 | 0 |  | 34      |
| 3:15           | 19  | 0  | 0  | 2   | 0 | 0 |  | 21      | 15:15          | 18  | 2  | 1  | 4   | 0 | 0 |  | 25      |
| 3:30           | 15  | 0  | 0  | 1   | 0 | 0 |  | 16      | 15:30          | 61  | 4  | 0  | 9   | 0 | 0 |  | 74      |
| 3:45           | 19  | 0  | 0  | 2   | 0 | 0 |  | 21      | 15:45          | 31  | 1  | 1  | 4   | 0 | 0 |  | 37      |
| 4:00           | 5   | 0  | 0  | 1   | 0 | 0 |  | 6       | 16:00          | 87  | 1  | 0  | 2   | 0 | 0 |  | 90      |
| 4:15           | 1   | 0  | 1  | 0   | 0 | 0 |  | 2       | 16:15          | 33  | 0  | 2  | 4   | 0 | 0 |  | 39      |
| 4:30           | 3   | 0  | 0  | 2   | 0 | 0 |  | 5       | 16:30          | 21  | 1  | 1  | 3   | 0 | 0 |  | 26      |
| 4:45           | 5   | 0  | 0  | 3   | 0 | 0 |  | 8       | 16:45          | 22  | 1  | 4  | 4   | 0 | 0 |  | 31      |
| 5:00           | 7   | 0  | 0  | 2   | 0 | 0 |  | 9       | 17:00          | 8   | 0  | 1  | 2   | 0 | 0 |  | 11      |
| 5:15           | 3   | 0  | 0  | 1   | 0 | 0 |  | 4       | 17:15          | 8   | 0  | 2  | 4   | 0 | 0 |  | 14      |
| 5:30           | 8   | 2  | 0  | 0   | 0 | 0 |  | 10      | 17:30          | 35  | 2  | 0  | 3   | 0 | 0 |  | 40      |
| 5:45           | 6   | 1  | 1  | 2   | 0 | 0 |  | 10      | 17:45          | 13  | 0  | 0  | 1   | 0 | 0 |  | 14      |
| 6:00           | 13  | 0  | 0  | 4   | 0 | 0 |  | 17      | 18:00          | 6   | 0  | 0  | 1   | 0 | 0 |  | 7       |
| 6:15           | 5   | 0  | 0  | 2   | 0 | 0 |  | 7       | 18:15          | 11  | 1  | 2  | 3   | 0 | 0 |  | 17      |
| 6:30           | 8   | 0  | 0  | 4   | 0 | 0 |  | 12      | 18:30          | 20  | 0  | 0  | 1   | 0 | 0 |  | 21      |
| 6:45           | 6   | 0  | 0  | 7   | 0 | 0 |  | 13      | 18:45          | 13  | 0  | 0  | 10  | 0 | 0 |  | 23      |
| 7:00           | 8   | 1  | 0  | 4   | 0 | 0 |  | 13      | 19:00          | 9   | 0  | 0  | 6   | 0 | 0 |  | 15      |
| 7:15           | 8   | 1  | 0  | 3   | 0 | 0 |  | 12      | 19:15          | 10  | 0  | 1  | 5   | 0 | 0 |  | 16      |
| 7:30           | 7   | 0  | 1  | 6   | 0 | 0 |  | 14      | 19:30          | 10  | 0  | 0  | 3   | 0 | 0 |  | 13      |
| 7:45           | 13  | 1  | 1  | 13  | 0 | 0 |  | 28      | 19:45          | 9   | 0  | 1  | 0   | 0 | 0 |  | 10      |
| 8:00           | 9   | 2  | 2  | 4   | 0 | 0 |  | 17      | 20:00          | 3   | 2  | 0  | 3   | 0 | 0 |  | 8       |
| 8:15           | 8   | 2  | 0  | 5   | 0 | 0 |  | 15      | 20:15          | 7   | 0  | 0  | 4   | 0 | 0 |  | 11      |
| 8:30           | 8   | 1  | 1  | 3   | 0 | 0 |  | 13      | 20:30          | 9   | 0  | 1  | 3   | 0 | 0 |  | 13      |
| 8:45           | 13  | 1  | 1  | 5   | 0 | 0 |  | 20      | 20:45          | 12  | 1  | 0  | 5   | 0 | 0 |  | 18      |
| 9:00           | 10  | 0  | 0  | 7   | 0 | 0 |  | 17      | 21:00          | 13  | 0  | 0  | 3   | 0 | 0 |  | 16      |
| 9:15           | 7   | 1  | 3  | 5   | 0 | 0 |  | 16      | 21:15          | 8   | 0  | 0  | 0   | 0 | 0 |  | 8       |
| 9:30           | 3   | 0  | 0  | 9   | 0 | 0 |  | 12      | 21:30          | 4   | 0  | 0  | 3   | 0 | 0 |  | 7       |
| 9:45           | 4   | 3  | 1  | 5   | 0 | 0 |  | 13      | 21:45          | 2   | 0  | 0  | 0   | 0 | 0 |  | 2       |
| 10:00          | 6   | 1  | 4  | 6   | 0 | 0 |  | 17      | 22:00          | 6   | 0  | 0  | 4   | 0 | 0 |  | 10      |
| 10:15          | 7   | 1  | 2  | 10  | 0 | 0 |  | 20      | 22:15          | 3   | 0  | 0  | 1   | 0 | 0 |  | 4       |
| 10:30          | 3   | 0  | 1  | 11  | 0 | 0 |  | 15      | 22:30          | 8   | 0  | 1  | 0   | 0 | 0 |  | 9       |
| 10:45          | 6   | 5  | 1  | 9   | 0 | 0 |  | 21      | 22:45          | 3   | 0  | 0  | 2   | 0 | 0 |  | 5       |
| 11:00          | 8   | 2  | 1  | 9   | 0 | 0 |  | 20      | 23:00          | 1   | 0  | 1  | 1   | 0 | 0 |  | 3       |
| 11:15          | 2   | 1  | 2  | 12  | 0 | 0 |  | 17      | 23:15          | 0   | 0  | 1  | 1   | 0 | 0 |  | 2       |
| 11:30          | 11  | 6  | 1  | 10  | 0 | 0 |  | 28      | 23:30          | 2   | 0  | 1  | 6   | 0 | 0 |  | 9       |
| 11:45          | 8   | 4  | 2  | 4   | 0 | 0 |  | 18      | 23:45          | 1   | 0  | 1  | 1   | 0 | 0 |  | 3       |
| TOTAL          | 368 | 37 | 27 | 196 | 0 | 0 |  | 628     | TOTAL          | 694 | 31 | 36 | 184 | 0 | 0 |  | 945     |
| AM PEAK HOUR   |     |    |    |     |   |   |  | 3:00 AM | AM PEAK HOUR   |     |    |    |     |   |   |  | 3:30 PM |
| AM PEAK VOLUME |     |    |    |     |   |   |  | 88      | AM PEAK VOLUME |     |    |    |     |   |   |  | 240     |

CLASS 1 PASSENGER VEHICLES  
 CLASS 2 2-AXLE TRUCKS  
 CLASS 3 3-AXLE TRUCKS  
 CLASS 4 4 OR MORE AXLE TRUCKS  
 CLASS 5 RV  
 CLASS 6 BUS

|              |       |      |      |       |      |      |        |
|--------------|-------|------|------|-------|------|------|--------|
| TOTAL: AM+PM | 1,062 | 68   | 63   | 380   | 0    | 0    | 1,573  |
| % OF TOTAL   | 67.5% | 4.3% | 4.0% | 24.2% | 0.0% | 0.0% | 100.0% |

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

**DATE:** Tuesday, April 02, 2024**CITY:** Apple Valley**JOB #:** SC4523**LOCATION:** CLASS4 Stoddard Wells Rd east of I-15 NB Ramps

| AM<br>TIME            | COMBINED |    |    |     |   |   |  | TOTAL   | PM<br>Time            | COMBINED |    |    |     |   |   |  | TOTAL   |
|-----------------------|----------|----|----|-----|---|---|--|---------|-----------------------|----------|----|----|-----|---|---|--|---------|
|                       | 1        | 2  | 3  | 4   | 5 | 6 |  |         |                       | 1        | 2  | 3  | 4   | 5 | 6 |  |         |
| 0:00                  | 3        | 0  | 1  | 2   | 0 | 0 |  | 6       | 12:00                 | 13       | 4  | 7  | 7   | 0 | 0 |  | 31      |
| 0:15                  | 4        | 0  | 0  | 3   | 0 | 0 |  | 7       | 12:15                 | 9        | 1  | 5  | 10  | 0 | 0 |  | 25      |
| 0:30                  | 4        | 0  | 1  | 2   | 0 | 0 |  | 7       | 12:30                 | 14       | 3  | 3  | 14  | 0 | 0 |  | 34      |
| 0:45                  | 4        | 0  | 1  | 3   | 0 | 0 |  | 8       | 12:45                 | 11       | 3  | 2  | 16  | 0 | 0 |  | 32      |
| 1:00                  | 9        | 0  | 0  | 3   | 0 | 0 |  | 12      | 13:00                 | 19       | 3  | 1  | 11  | 0 | 0 |  | 34      |
| 1:15                  | 9        | 0  | 1  | 1   | 0 | 0 |  | 11      | 13:15                 | 17       | 2  | 4  | 11  | 0 | 0 |  | 34      |
| 1:30                  | 12       | 0  | 0  | 3   | 0 | 0 |  | 15      | 13:30                 | 30       | 2  | 7  | 12  | 0 | 0 |  | 51      |
| 1:45                  | 7        | 0  | 0  | 1   | 0 | 0 |  | 8       | 13:45                 | 43       | 2  | 3  | 6   | 0 | 0 |  | 54      |
| 2:00                  | 11       | 0  | 1  | 2   | 0 | 0 |  | 14      | 14:00                 | 24       | 1  | 3  | 10  | 0 | 0 |  | 38      |
| 2:15                  | 6        | 0  | 0  | 1   | 0 | 0 |  | 7       | 14:15                 | 28       | 5  | 1  | 11  | 0 | 0 |  | 45      |
| 2:30                  | 15       | 1  | 0  | 7   | 0 | 0 |  | 23      | 14:30                 | 52       | 1  | 2  | 7   | 0 | 0 |  | 62      |
| 2:45                  | 19       | 0  | 0  | 1   | 0 | 0 |  | 20      | 14:45                 | 27       | 0  | 2  | 9   | 0 | 0 |  | 38      |
| 3:00                  | 36       | 0  | 0  | 1   | 0 | 0 |  | 37      | 15:00                 | 38       | 2  | 4  | 15  | 0 | 0 |  | 59      |
| 3:15                  | 25       | 0  | 0  | 2   | 0 | 0 |  | 27      | 15:15                 | 49       | 3  | 5  | 9   | 0 | 0 |  | 66      |
| 3:30                  | 30       | 0  | 0  | 2   | 0 | 0 |  | 32      | 15:30                 | 88       | 8  | 2  | 17  | 0 | 0 |  | 115     |
| 3:45                  | 36       | 0  | 0  | 4   | 0 | 0 |  | 40      | 15:45                 | 83       | 2  | 1  | 8   | 0 | 0 |  | 94      |
| 4:00                  | 23       | 0  | 0  | 1   | 0 | 0 |  | 24      | 16:00                 | 135      | 3  | 2  | 4   | 0 | 0 |  | 144     |
| 4:15                  | 26       | 0  | 2  | 0   | 0 | 0 |  | 28      | 16:15                 | 93       | 2  | 2  | 13  | 0 | 0 |  | 110     |
| 4:30                  | 36       | 0  | 0  | 4   | 0 | 0 |  | 40      | 16:30                 | 48       | 2  | 2  | 5   | 0 | 0 |  | 57      |
| 4:45                  | 68       | 0  | 0  | 6   | 0 | 0 |  | 74      | 16:45                 | 37       | 3  | 4  | 7   | 0 | 0 |  | 51      |
| 5:00                  | 36       | 0  | 1  | 5   | 0 | 0 |  | 42      | 17:00                 | 26       | 1  | 2  | 8   | 0 | 0 |  | 37      |
| 5:15                  | 63       | 1  | 0  | 4   | 0 | 0 |  | 68      | 17:15                 | 19       | 0  | 2  | 5   | 0 | 0 |  | 26      |
| 5:30                  | 40       | 4  | 1  | 4   | 0 | 0 |  | 49      | 17:30                 | 57       | 3  | 1  | 6   | 0 | 0 |  | 67      |
| 5:45                  | 40       | 1  | 1  | 4   | 0 | 0 |  | 46      | 17:45                 | 37       | 0  | 0  | 3   | 0 | 0 |  | 40      |
| 6:00                  | 33       | 0  | 2  | 10  | 0 | 0 |  | 45      | 18:00                 | 16       | 1  | 2  | 6   | 0 | 0 |  | 25      |
| 6:15                  | 28       | 2  | 2  | 2   | 0 | 0 |  | 34      | 18:15                 | 23       | 1  | 2  | 12  | 0 | 0 |  | 38      |
| 6:30                  | 25       | 3  | 1  | 6   | 0 | 0 |  | 35      | 18:30                 | 32       | 0  | 3  | 5   | 0 | 0 |  | 40      |
| 6:45                  | 20       | 2  | 1  | 10  | 0 | 0 |  | 33      | 18:45                 | 23       | 0  | 0  | 13  | 0 | 0 |  | 36      |
| 7:00                  | 22       | 2  | 1  | 6   | 0 | 0 |  | 31      | 19:00                 | 19       | 0  | 1  | 6   | 0 | 0 |  | 26      |
| 7:15                  | 21       | 3  | 2  | 6   | 0 | 0 |  | 32      | 19:15                 | 19       | 0  | 1  | 5   | 0 | 0 |  | 25      |
| 7:30                  | 32       | 1  | 1  | 8   | 0 | 0 |  | 42      | 19:30                 | 21       | 1  | 0  | 8   | 0 | 0 |  | 30      |
| 7:45                  | 28       | 1  | 2  | 16  | 0 | 0 |  | 47      | 19:45                 | 16       | 0  | 3  | 3   | 0 | 0 |  | 22      |
| 8:00                  | 20       | 6  | 7  | 7   | 0 | 0 |  | 40      | 20:00                 | 11       | 2  | 0  | 5   | 0 | 0 |  | 18      |
| 8:15                  | 22       | 2  | 4  | 10  | 0 | 0 |  | 38      | 20:15                 | 13       | 0  | 0  | 10  | 0 | 0 |  | 23      |
| 8:30                  | 23       | 2  | 5  | 8   | 0 | 0 |  | 38      | 20:30                 | 20       | 0  | 1  | 8   | 0 | 0 |  | 29      |
| 8:45                  | 28       | 3  | 5  | 7   | 0 | 0 |  | 43      | 20:45                 | 21       | 1  | 3  | 6   | 1 | 0 |  | 32      |
| 9:00                  | 23       | 0  | 1  | 16  | 0 | 0 |  | 40      | 21:00                 | 17       | 0  | 0  | 3   | 0 | 0 |  | 20      |
| 9:15                  | 13       | 3  | 6  | 13  | 0 | 0 |  | 35      | 21:15                 | 12       | 0  | 1  | 2   | 0 | 0 |  | 15      |
| 9:30                  | 13       | 4  | 3  | 12  | 0 | 0 |  | 32      | 21:30                 | 5        | 0  | 0  | 3   | 0 | 0 |  | 8       |
| 9:45                  | 8        | 5  | 2  | 8   | 0 | 0 |  | 23      | 21:45                 | 9        | 0  | 0  | 2   | 0 | 0 |  | 11      |
| 10:00                 | 16       | 2  | 11 | 16  | 0 | 0 |  | 45      | 22:00                 | 9        | 0  | 0  | 6   | 0 | 0 |  | 15      |
| 10:15                 | 13       | 5  | 4  | 14  | 0 | 0 |  | 36      | 22:15                 | 8        | 0  | 0  | 2   | 0 | 0 |  | 10      |
| 10:30                 | 14       | 2  | 7  | 21  | 0 | 0 |  | 44      | 22:30                 | 10       | 0  | 2  | 0   | 0 | 0 |  | 12      |
| 10:45                 | 11       | 9  | 4  | 12  | 0 | 0 |  | 36      | 22:45                 | 6        | 0  | 2  | 4   | 0 | 0 |  | 12      |
| 11:00                 | 16       | 8  | 3  | 15  | 0 | 0 |  | 42      | 23:00                 | 1        | 0  | 1  | 2   | 0 | 0 |  | 4       |
| 11:15                 | 8        | 2  | 3  | 16  | 0 | 0 |  | 29      | 23:15                 | 1        | 0  | 1  | 1   | 0 | 0 |  | 3       |
| 11:30                 | 18       | 7  | 6  | 14  | 0 | 0 |  | 45      | 23:30                 | 2        | 0  | 2  | 8   | 0 | 0 |  | 12      |
| 11:45                 | 16       | 5  | 5  | 11  | 0 | 0 |  | 37      | 23:45                 | 2        | 0  | 1  | 4   | 0 | 0 |  | 7       |
| <b>TOTAL</b>          | 1,033    | 86 | 98 | 330 | 0 | 0 |  | 1,547   | <b>TOTAL</b>          | 1,313    | 62 | 93 | 348 | 1 | 0 |  | 1,817   |
| <b>AM PEAK HOUR</b>   |          |    |    |     |   |   |  | 4:45 AM | <b>AM PEAK HOUR</b>   |          |    |    |     |   |   |  | 3:30 PM |
| <b>AM PEAK VOLUME</b> |          |    |    |     |   |   |  | 233     | <b>AM PEAK VOLUME</b> |          |    |    |     |   |   |  | 463     |

|                |                       |                     |       |      |      |       |      |      |        |
|----------------|-----------------------|---------------------|-------|------|------|-------|------|------|--------|
| <b>CLASS 1</b> | PASSENGER VEHICLES    | <b>TOTAL: AM+PM</b> | 2,346 | 148  | 191  | 678   | 1    | 0    | 3,364  |
| <b>CLASS 2</b> | 2-AXLE TRUCKS         | <b>% OF TOTAL</b>   | 69.7% | 4.4% | 5.7% | 20.2% | 0.0% | 0.0% | 100.0% |
| <b>CLASS 3</b> | 3-AXLE TRUCKS         |                     |       |      |      |       |      |      |        |
| <b>CLASS 4</b> | 4 OR MORE AXLE TRUCKS |                     |       |      |      |       |      |      |        |
| <b>CLASS 5</b> | RV                    |                     |       |      |      |       |      |      |        |
| <b>CLASS 6</b> | Buses                 |                     |       |      |      |       |      |      |        |

31124

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024

CITY: Apple Valley

JOB #: SC4523

LOCATION: CLASS2 Johnson Rd west of Navajo Rd

| AM<br>TIME     | EB  |    |    |    |   |   | TOTAL   | PM<br>Time     | EB  |    |   |    |   |    | TOTAL   |
|----------------|-----|----|----|----|---|---|---------|----------------|-----|----|---|----|---|----|---------|
|                | 1   | 2  | 3  | 4  | 5 | 6 |         |                | 1   | 2  | 3 | 4  | 5 | 6  |         |
| 0:00           | 3   | 3  | 0  | 1  | 0 | 0 | 7       | 12:00          | 6   | 2  | 0 | 1  | 0 | 1  | 10      |
| 0:15           | 3   | 0  | 0  | 0  | 0 | 0 | 3       | 12:15          | 1   | 1  | 0 | 0  | 0 | 0  | 2       |
| 0:30           | 1   | 1  | 1  | 1  | 0 | 0 | 4       | 12:30          | 0   | 1  | 0 | 0  | 0 | 0  | 1       |
| 0:45           | 2   | 0  | 1  | 1  | 0 | 0 | 4       | 12:45          | 1   | 0  | 0 | 3  | 0 | 0  | 4       |
| 1:00           | 2   | 0  | 0  | 0  | 0 | 0 | 2       | 13:00          | 3   | 2  | 1 | 5  | 0 | 1  | 12      |
| 1:15           | 1   | 0  | 1  | 1  | 0 | 0 | 3       | 13:15          | 3   | 3  | 0 | 0  | 0 | 0  | 6       |
| 1:30           | 2   | 0  | 0  | 0  | 0 | 0 | 2       | 13:30          | 3   | 4  | 0 | 1  | 0 | 0  | 8       |
| 1:45           | 2   | 0  | 0  | 1  | 0 | 0 | 3       | 13:45          | 4   | 0  | 0 | 3  | 0 | 0  | 7       |
| 2:00           | 5   | 1  | 0  | 0  | 0 | 0 | 6       | 14:00          | 10  | 2  | 0 | 2  | 0 | 1  | 15      |
| 2:15           | 0   | 1  | 1  | 1  | 0 | 0 | 3       | 14:15          | 13  | 3  | 0 | 3  | 0 | 0  | 19      |
| 2:30           | 1   | 0  | 1  | 2  | 0 | 0 | 4       | 14:30          | 7   | 1  | 0 | 2  | 0 | 0  | 10      |
| 2:45           | 4   | 0  | 0  | 0  | 0 | 0 | 4       | 14:45          | 12  | 3  | 0 | 0  | 0 | 0  | 15      |
| 3:00           | 17  | 4  | 0  | 0  | 0 | 0 | 21      | 15:00          | 10  | 4  | 0 | 1  | 0 | 0  | 15      |
| 3:15           | 2   | 0  | 0  | 1  | 0 | 0 | 3       | 15:15          | 16  | 9  | 0 | 1  | 0 | 1  | 27      |
| 3:30           | 4   | 1  | 0  | 1  | 0 | 0 | 6       | 15:30          | 13  | 10 | 0 | 4  | 0 | 0  | 27      |
| 3:45           | 0   | 1  | 0  | 1  | 0 | 0 | 2       | 15:45          | 22  | 8  | 0 | 1  | 0 | 0  | 31      |
| 4:00           | 2   | 1  | 0  | 1  | 0 | 0 | 4       | 16:00          | 29  | 0  | 0 | 0  | 0 | 0  | 29      |
| 4:15           | 0   | 1  | 0  | 0  | 0 | 0 | 1       | 16:15          | 16  | 2  | 1 | 3  | 0 | 1  | 23      |
| 4:30           | 3   | 1  | 0  | 0  | 0 | 0 | 4       | 16:30          | 18  | 1  | 0 | 0  | 0 | 0  | 19      |
| 4:45           | 9   | 1  | 0  | 1  | 0 | 0 | 11      | 16:45          | 21  | 0  | 0 | 0  | 0 | 0  | 21      |
| 5:00           | 2   | 0  | 1  | 1  | 0 | 0 | 4       | 17:00          | 14  | 2  | 0 | 1  | 0 | 0  | 17      |
| 5:15           | 3   | 1  | 0  | 0  | 0 | 0 | 4       | 17:15          | 16  | 0  | 1 | 0  | 0 | 1  | 18      |
| 5:30           | 9   | 0  | 0  | 3  | 0 | 0 | 12      | 17:30          | 13  | 0  | 1 | 1  | 0 | 0  | 15      |
| 5:45           | 12  | 1  | 0  | 2  | 0 | 0 | 15      | 17:45          | 18  | 1  | 0 | 1  | 0 | 0  | 20      |
| 6:00           | 8   | 3  | 0  | 0  | 0 | 0 | 11      | 18:00          | 8   | 3  | 1 | 0  | 0 | 0  | 12      |
| 6:15           | 1   | 1  | 0  | 2  | 0 | 0 | 4       | 18:15          | 2   | 4  | 0 | 2  | 0 | 1  | 9       |
| 6:30           | 4   | 2  | 0  | 0  | 0 | 1 | 7       | 18:30          | 4   | 1  | 0 | 1  | 0 | 0  | 6       |
| 6:45           | 4   | 2  | 0  | 2  | 0 | 0 | 8       | 18:45          | 7   | 2  | 0 | 0  | 0 | 0  | 9       |
| 7:00           | 4   | 1  | 0  | 1  | 0 | 1 | 7       | 19:00          | 2   | 3  | 0 | 1  | 0 | 1  | 7       |
| 7:15           | 8   | 0  | 0  | 0  | 0 | 0 | 8       | 19:15          | 7   | 2  | 0 | 2  | 0 | 0  | 11      |
| 7:30           | 18  | 0  | 0  | 0  | 0 | 0 | 18      | 19:30          | 8   | 0  | 0 | 0  | 0 | 0  | 8       |
| 7:45           | 11  | 0  | 0  | 1  | 0 | 0 | 12      | 19:45          | 6   | 1  | 0 | 1  | 0 | 0  | 8       |
| 8:00           | 3   | 0  | 0  | 1  | 0 | 1 | 5       | 20:00          | 4   | 0  | 0 | 1  | 0 | 1  | 6       |
| 8:15           | 9   | 1  | 0  | 2  | 0 | 0 | 12      | 20:15          | 4   | 1  | 0 | 0  | 0 | 0  | 5       |
| 8:30           | 8   | 1  | 0  | 1  | 0 | 0 | 10      | 20:30          | 7   | 0  | 0 | 2  | 0 | 0  | 9       |
| 8:45           | 16  | 0  | 0  | 2  | 0 | 0 | 18      | 20:45          | 4   | 1  | 1 | 0  | 0 | 1  | 7       |
| 9:00           | 6   | 2  | 0  | 2  | 0 | 1 | 11      | 21:00          | 2   | 0  | 0 | 0  | 0 | 0  | 2       |
| 9:15           | 5   | 1  | 0  | 0  | 0 | 0 | 6       | 21:15          | 1   | 1  | 0 | 1  | 0 | 0  | 3       |
| 9:30           | 2   | 2  | 0  | 3  | 0 | 0 | 7       | 21:30          | 2   | 1  | 0 | 1  | 0 | 0  | 4       |
| 9:45           | 3   | 1  | 0  | 1  | 0 | 0 | 5       | 21:45          | 5   | 1  | 0 | 1  | 0 | 0  | 7       |
| 10:00          | 1   | 2  | 1  | 3  | 0 | 0 | 7       | 22:00          | 2   | 4  | 0 | 1  | 0 | 0  | 7       |
| 10:15          | 3   | 3  | 2  | 1  | 0 | 1 | 10      | 22:15          | 2   | 1  | 0 | 2  | 0 | 0  | 5       |
| 10:30          | 7   | 1  | 1  | 2  | 0 | 0 | 11      | 22:30          | 1   | 0  | 0 | 1  | 0 | 0  | 2       |
| 10:45          | 3   | 1  | 1  | 0  | 0 | 0 | 5       | 22:45          | 1   | 0  | 0 | 0  | 0 | 0  | 1       |
| 11:00          | 1   | 6  | 0  | 2  | 0 | 2 | 11      | 23:00          | 0   | 0  | 0 | 1  | 0 | 0  | 1       |
| 11:15          | 3   | 0  | 0  | 1  | 0 | 0 | 4       | 23:15          | 3   | 0  | 1 | 1  | 0 | 0  | 5       |
| 11:30          | 1   | 1  | 0  | 0  | 0 | 0 | 2       | 23:30          | 0   | 1  | 1 | 0  | 0 | 0  | 2       |
| 11:45          | 2   | 2  | 0  | 1  | 0 | 0 | 5       | 23:45          | 1   | 1  | 0 | 2  | 0 | 0  | 4       |
| TOTAL          | 220 | 51 | 11 | 47 | 0 | 7 | 336     | TOTAL          | 352 | 87 | 8 | 54 | 0 | 10 | 511     |
| AM PEAK HOUR   |     |    |    |    |   |   | 8:15 AM | AM PEAK HOUR   |     |    |   |    |   |    | 3:15 PM |
| AM PEAK VOLUME |     |    |    |    |   |   | 51      | AM PEAK VOLUME |     |    |   |    |   |    | 114     |

|         |                       |                |       |       |      |       |      |      |        |
|---------|-----------------------|----------------|-------|-------|------|-------|------|------|--------|
| CLASS 1 | PASSENGER VEHICLES    | TOTAL: AM + PM | 572   | 138   | 19   | 101   | 0    | 17   | 847    |
| CLASS 2 | 2-AXLE TRUCKS         | % OF TOTAL     | 67.5% | 16.3% | 2.2% | 11.9% | 0.0% | 2.0% | 100.0% |
| CLASS 3 | 3-AXLE TRUCKS         |                |       |       |      |       |      |      |        |
| CLASS 4 | 4 OR MORE AXLE TRUCKS |                |       |       |      |       |      |      |        |
| CLASS 5 | RV                    | TOTAL: ALL     | 980   | 279   | 37   | 201   | 0    | 37   | 1,534  |
| CLASS 6 | Buses                 | % OF TOTAL     | 63.9% | 18.2% | 2.4% | 13.1% | 0.0% | 2.4% | 100.0% |

# 24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024  
JOB #: SC4523

CITY: Apple Valley  
LOCATION: CLASS2 Johnson Rd west of Navajo Rd

| AM<br>TIME     | WB  |    |   |    |   |    |         | PM<br>Time     | WB  |    |   |    |   |    |         |
|----------------|-----|----|---|----|---|----|---------|----------------|-----|----|---|----|---|----|---------|
|                | 1   | 2  | 3 | 4  | 5 | 6  | TOTAL   |                | 1   | 2  | 3 | 4  | 5 | 6  | TOTAL   |
| 0:00           | 0   | 0  | 0 | 0  | 0 | 0  | 0       | 12:00          | 2   | 2  | 1 | 0  | 0 | 0  | 5       |
| 0:15           | 0   | 0  | 1 | 1  | 0 | 0  | 2       | 12:15          | 1   | 1  | 0 | 0  | 0 | 0  | 2       |
| 0:30           | 0   | 0  | 0 | 1  | 0 | 0  | 1       | 12:30          | 2   | 0  | 0 | 2  | 0 | 1  | 5       |
| 0:45           | 0   | 1  | 0 | 1  | 0 | 0  | 2       | 12:45          | 1   | 2  | 0 | 0  | 0 | 0  | 3       |
| 1:00           | 0   | 1  | 0 | 2  | 0 | 0  | 3       | 13:00          | 1   | 1  | 0 | 2  | 0 | 0  | 4       |
| 1:15           | 3   | 1  | 0 | 2  | 0 | 0  | 6       | 13:15          | 5   | 2  | 1 | 1  | 0 | 0  | 9       |
| 1:30           | 3   | 1  | 0 | 1  | 0 | 0  | 5       | 13:30          | 5   | 1  | 0 | 1  | 0 | 1  | 8       |
| 1:45           | 1   | 1  | 0 | 1  | 0 | 0  | 3       | 13:45          | 4   | 2  | 0 | 1  | 0 | 1  | 8       |
| 2:00           | 2   | 1  | 0 | 0  | 0 | 0  | 3       | 14:00          | 3   | 3  | 0 | 0  | 0 | 0  | 6       |
| 2:15           | 2   | 2  | 0 | 0  | 0 | 0  | 4       | 14:15          | 5   | 1  | 0 | 1  | 0 | 0  | 7       |
| 2:30           | 2   | 3  | 0 | 3  | 0 | 0  | 8       | 14:30          | 8   | 1  | 0 | 2  | 0 | 1  | 12      |
| 2:45           | 0   | 0  | 0 | 2  | 0 | 0  | 2       | 14:45          | 1   | 3  | 0 | 1  | 0 | 0  | 5       |
| 3:00           | 2   | 1  | 0 | 0  | 0 | 0  | 3       | 15:00          | 5   | 3  | 1 | 2  | 0 | 0  | 11      |
| 3:15           | 2   | 0  | 0 | 1  | 0 | 0  | 3       | 15:15          | 1   | 2  | 0 | 0  | 0 | 0  | 3       |
| 3:30           | 6   | 2  | 0 | 2  | 0 | 0  | 10      | 15:30          | 6   | 2  | 0 | 0  | 0 | 1  | 9       |
| 3:45           | 3   | 0  | 0 | 1  | 0 | 0  | 4       | 15:45          | 6   | 3  | 0 | 3  | 0 | 0  | 12      |
| 4:00           | 2   | 1  | 0 | 1  | 0 | 0  | 4       | 16:00          | 17  | 0  | 1 | 1  | 0 | 0  | 19      |
| 4:15           | 6   | 2  | 1 | 0  | 0 | 0  | 9       | 16:15          | 31  | 0  | 0 | 0  | 0 | 0  | 31      |
| 4:30           | 2   | 3  | 0 | 2  | 0 | 0  | 7       | 16:30          | 9   | 1  | 1 | 2  | 0 | 1  | 14      |
| 4:45           | 5   | 4  | 1 | 2  | 0 | 0  | 12      | 16:45          | 6   | 1  | 2 | 1  | 0 | 0  | 10      |
| 5:00           | 9   | 6  | 0 | 0  | 0 | 1  | 16      | 17:00          | 2   | 0  | 0 | 4  | 0 | 0  | 6       |
| 5:15           | 9   | 6  | 0 | 0  | 0 | 0  | 15      | 17:15          | 4   | 0  | 0 | 1  | 0 | 0  | 5       |
| 5:30           | 2   | 7  | 0 | 0  | 0 | 0  | 9       | 17:30          | 27  | 0  | 0 | 0  | 0 | 1  | 28      |
| 5:45           | 5   | 2  | 0 | 0  | 0 | 0  | 7       | 17:45          | 3   | 0  | 0 | 2  | 0 | 0  | 5       |
| 6:00           | 9   | 2  | 0 | 0  | 0 | 1  | 12      | 18:00          | 4   | 1  | 0 | 1  | 0 | 0  | 6       |
| 6:15           | 5   | 3  | 0 | 2  | 0 | 0  | 10      | 18:15          | 8   | 5  | 0 | 1  | 0 | 0  | 14      |
| 6:30           | 4   | 1  | 0 | 1  | 0 | 1  | 7       | 18:30          | 6   | 1  | 0 | 1  | 0 | 1  | 9       |
| 6:45           | 1   | 2  | 0 | 0  | 0 | 0  | 3       | 18:45          | 8   | 1  | 0 | 3  | 0 | 0  | 12      |
| 7:00           | 5   | 1  | 0 | 2  | 0 | 0  | 8       | 19:00          | 4   | 3  | 0 | 1  | 0 | 0  | 8       |
| 7:15           | 3   | 0  | 0 | 1  | 0 | 1  | 5       | 19:15          | 5   | 1  | 0 | 0  | 0 | 0  | 6       |
| 7:30           | 8   | 0  | 1 | 2  | 0 | 1  | 12      | 19:30          | 5   | 0  | 0 | 1  | 0 | 1  | 7       |
| 7:45           | 9   | 1  | 0 | 0  | 0 | 0  | 10      | 19:45          | 4   | 1  | 0 | 0  | 0 | 0  | 5       |
| 8:00           | 2   | 3  | 0 | 1  | 0 | 0  | 6       | 20:00          | 0   | 0  | 0 | 1  | 0 | 0  | 1       |
| 8:15           | 5   | 1  | 0 | 2  | 0 | 0  | 8       | 20:15          | 2   | 3  | 0 | 1  | 0 | 0  | 6       |
| 8:30           | 6   | 1  | 1 | 1  | 0 | 1  | 10      | 20:30          | 14  | 1  | 0 | 0  | 0 | 1  | 16      |
| 8:45           | 2   | 0  | 0 | 3  | 0 | 0  | 5       | 20:45          | 10  | 5  | 0 | 0  | 0 | 0  | 15      |
| 9:00           | 7   | 1  | 1 | 3  | 0 | 0  | 12      | 21:00          | 7   | 3  | 0 | 0  | 0 | 0  | 10      |
| 9:15           | 5   | 0  | 0 | 1  | 0 | 0  | 6       | 21:15          | 3   | 2  | 0 | 1  | 0 | 0  | 6       |
| 9:30           | 0   | 2  | 0 | 3  | 0 | 2  | 7       | 21:30          | 1   | 0  | 0 | 1  | 0 | 0  | 2       |
| 9:45           | 0   | 0  | 0 | 2  | 0 | 0  | 2       | 21:45          | 3   | 0  | 0 | 1  | 0 | 0  | 4       |
| 10:00          | 1   | 1  | 0 | 2  | 0 | 0  | 4       | 22:00          | 5   | 1  | 0 | 1  | 0 | 0  | 7       |
| 10:15          | 1   | 1  | 1 | 0  | 0 | 0  | 3       | 22:15          | 0   | 1  | 0 | 1  | 0 | 0  | 2       |
| 10:30          | 3   | 1  | 0 | 1  | 0 | 1  | 6       | 22:30          | 1   | 1  | 0 | 1  | 0 | 0  | 3       |
| 10:45          | 6   | 4  | 0 | 1  | 0 | 0  | 11      | 22:45          | 0   | 0  | 1 | 0  | 0 | 0  | 1       |
| 11:00          | 9   | 1  | 0 | 1  | 0 | 0  | 11      | 23:00          | 0   | 0  | 0 | 0  | 0 | 0  | 0       |
| 11:15          | 2   | 1  | 0 | 1  | 0 | 0  | 4       | 23:15          | 1   | 1  | 1 | 0  | 0 | 0  | 3       |
| 11:30          | 2   | 4  | 1 | 1  | 0 | 1  | 9       | 23:30          | 0   | 0  | 0 | 1  | 0 | 0  | 1       |
| 11:45          | 1   | 3  | 1 | 1  | 0 | 0  | 6       | 23:45          | 0   | 0  | 0 | 1  | 0 | 0  | 1       |
| TOTAL          | 162 | 79 | 9 | 55 | 0 | 10 | 315     | TOTAL          | 246 | 62 | 9 | 45 | 0 | 10 | 372     |
| AM PEAK HOUR   |     |    |   |    |   |    | 4:45 AM | AM PEAK HOUR   |     |    |   |    |   |    | 3:45 PM |
| AM PEAK VOLUME |     |    |   |    |   |    | 52      | AM PEAK VOLUME |     |    |   |    |   |    | 76      |

|         |                       |              |       |       |      |       |      |      |        |
|---------|-----------------------|--------------|-------|-------|------|-------|------|------|--------|
| CLASS 1 | PASSENGER VEHICLES    | TOTAL: AM+PM | 408   | 141   | 18   | 100   | 0    | 20   | 687    |
| CLASS 2 | 2-AXLE TRUCKS         | % OF TOTAL   | 59.4% | 20.5% | 2.6% | 14.6% | 0.0% | 2.9% | 100.0% |
| CLASS 3 | 3-AXLE TRUCKS         |              |       |       |      |       |      |      |        |
| CLASS 4 | 4 OR MORE AXLE TRUCKS |              |       |       |      |       |      |      |        |
| CLASS 5 | RV                    |              |       |       |      |       |      |      |        |
| CLASS 6 | BUS                   |              |       |       |      |       |      |      |        |

31124

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024

CITY: Apple Valley

JOB #: SC4523

LOCATION: CLASS2 Johnson Rd west of Navajo Rd

| AM<br>TIME     | COMBINED |     |    |     |   |    | TOTAL   | PM<br>Time     | COMBINED |     |    |    |   |    | TOTAL   |
|----------------|----------|-----|----|-----|---|----|---------|----------------|----------|-----|----|----|---|----|---------|
|                | 1        | 2   | 3  | 4   | 5 | 6  |         |                | 1        | 2   | 3  | 4  | 5 | 6  |         |
| 0:00           | 3        | 3   | 0  | 1   | 0 | 0  | 7       | 12:00          | 8        | 4   | 1  | 1  | 0 | 1  | 15      |
| 0:15           | 3        | 0   | 1  | 1   | 0 | 0  | 5       | 12:15          | 2        | 2   | 0  | 0  | 0 | 0  | 4       |
| 0:30           | 1        | 1   | 1  | 2   | 0 | 0  | 5       | 12:30          | 2        | 1   | 0  | 2  | 0 | 1  | 6       |
| 0:45           | 2        | 1   | 1  | 2   | 0 | 0  | 6       | 12:45          | 2        | 2   | 0  | 3  | 0 | 0  | 7       |
| 1:00           | 2        | 1   | 0  | 2   | 0 | 0  | 5       | 13:00          | 4        | 3   | 1  | 7  | 0 | 1  | 16      |
| 1:15           | 4        | 1   | 1  | 3   | 0 | 0  | 9       | 13:15          | 8        | 5   | 1  | 1  | 0 | 0  | 15      |
| 1:30           | 5        | 1   | 0  | 1   | 0 | 0  | 7       | 13:30          | 8        | 5   | 0  | 2  | 0 | 1  | 16      |
| 1:45           | 3        | 1   | 0  | 2   | 0 | 0  | 6       | 13:45          | 8        | 2   | 0  | 4  | 0 | 1  | 15      |
| 2:00           | 7        | 2   | 0  | 0   | 0 | 0  | 9       | 14:00          | 13       | 5   | 0  | 2  | 0 | 1  | 21      |
| 2:15           | 2        | 3   | 1  | 1   | 0 | 0  | 7       | 14:15          | 18       | 4   | 0  | 4  | 0 | 0  | 26      |
| 2:30           | 3        | 3   | 1  | 5   | 0 | 0  | 12      | 14:30          | 15       | 2   | 0  | 4  | 0 | 1  | 22      |
| 2:45           | 4        | 0   | 0  | 2   | 0 | 0  | 6       | 14:45          | 13       | 6   | 0  | 1  | 0 | 0  | 20      |
| 3:00           | 19       | 5   | 0  | 0   | 0 | 0  | 24      | 15:00          | 15       | 7   | 1  | 3  | 0 | 0  | 26      |
| 3:15           | 4        | 0   | 0  | 2   | 0 | 0  | 6       | 15:15          | 17       | 11  | 0  | 1  | 0 | 1  | 30      |
| 3:30           | 10       | 3   | 0  | 3   | 0 | 0  | 16      | 15:30          | 19       | 12  | 0  | 4  | 0 | 1  | 36      |
| 3:45           | 3        | 1   | 0  | 2   | 0 | 0  | 6       | 15:45          | 28       | 11  | 0  | 4  | 0 | 0  | 43      |
| 4:00           | 4        | 2   | 0  | 2   | 0 | 0  | 8       | 16:00          | 46       | 0   | 1  | 1  | 0 | 0  | 48      |
| 4:15           | 6        | 3   | 1  | 0   | 0 | 0  | 10      | 16:15          | 47       | 2   | 1  | 3  | 0 | 1  | 54      |
| 4:30           | 5        | 4   | 0  | 2   | 0 | 0  | 11      | 16:30          | 27       | 2   | 1  | 2  | 0 | 1  | 33      |
| 4:45           | 14       | 5   | 1  | 3   | 0 | 0  | 23      | 16:45          | 27       | 1   | 2  | 1  | 0 | 0  | 31      |
| 5:00           | 11       | 6   | 1  | 1   | 0 | 1  | 20      | 17:00          | 16       | 2   | 0  | 5  | 0 | 0  | 23      |
| 5:15           | 12       | 7   | 0  | 0   | 0 | 0  | 19      | 17:15          | 20       | 0   | 1  | 1  | 0 | 1  | 23      |
| 5:30           | 11       | 7   | 0  | 3   | 0 | 0  | 21      | 17:30          | 40       | 0   | 1  | 1  | 0 | 1  | 43      |
| 5:45           | 17       | 3   | 0  | 2   | 0 | 0  | 22      | 17:45          | 21       | 1   | 0  | 3  | 0 | 0  | 25      |
| 6:00           | 17       | 5   | 0  | 0   | 0 | 1  | 23      | 18:00          | 12       | 4   | 1  | 1  | 0 | 0  | 18      |
| 6:15           | 6        | 4   | 0  | 4   | 0 | 0  | 14      | 18:15          | 10       | 9   | 0  | 3  | 0 | 1  | 23      |
| 6:30           | 8        | 3   | 0  | 1   | 0 | 2  | 14      | 18:30          | 10       | 2   | 0  | 2  | 0 | 1  | 15      |
| 6:45           | 5        | 4   | 0  | 2   | 0 | 0  | 11      | 18:45          | 15       | 3   | 0  | 3  | 0 | 0  | 21      |
| 7:00           | 9        | 2   | 0  | 3   | 0 | 1  | 15      | 19:00          | 6        | 6   | 0  | 2  | 0 | 1  | 15      |
| 7:15           | 11       | 0   | 0  | 1   | 0 | 1  | 13      | 19:15          | 12       | 3   | 0  | 2  | 0 | 0  | 17      |
| 7:30           | 26       | 0   | 1  | 2   | 0 | 1  | 30      | 19:30          | 13       | 0   | 0  | 1  | 0 | 1  | 15      |
| 7:45           | 20       | 1   | 0  | 1   | 0 | 0  | 22      | 19:45          | 10       | 2   | 0  | 1  | 0 | 0  | 13      |
| 8:00           | 5        | 3   | 0  | 2   | 0 | 1  | 11      | 20:00          | 4        | 0   | 0  | 2  | 0 | 1  | 7       |
| 8:15           | 14       | 2   | 0  | 4   | 0 | 0  | 20      | 20:15          | 6        | 4   | 0  | 1  | 0 | 0  | 11      |
| 8:30           | 14       | 2   | 1  | 2   | 0 | 1  | 20      | 20:30          | 21       | 1   | 0  | 2  | 0 | 1  | 25      |
| 8:45           | 18       | 0   | 0  | 5   | 0 | 0  | 23      | 20:45          | 14       | 6   | 1  | 0  | 0 | 1  | 22      |
| 9:00           | 13       | 3   | 1  | 5   | 0 | 1  | 23      | 21:00          | 9        | 3   | 0  | 0  | 0 | 0  | 12      |
| 9:15           | 10       | 1   | 0  | 1   | 0 | 0  | 12      | 21:15          | 4        | 3   | 0  | 2  | 0 | 0  | 9       |
| 9:30           | 2        | 4   | 0  | 6   | 0 | 2  | 14      | 21:30          | 3        | 1   | 0  | 2  | 0 | 0  | 6       |
| 9:45           | 3        | 1   | 0  | 3   | 0 | 0  | 7       | 21:45          | 8        | 1   | 0  | 2  | 0 | 0  | 11      |
| 10:00          | 2        | 3   | 1  | 5   | 0 | 0  | 11      | 22:00          | 7        | 5   | 0  | 2  | 0 | 0  | 14      |
| 10:15          | 4        | 4   | 3  | 1   | 0 | 1  | 13      | 22:15          | 2        | 2   | 0  | 3  | 0 | 0  | 7       |
| 10:30          | 10       | 2   | 1  | 3   | 0 | 1  | 17      | 22:30          | 2        | 1   | 0  | 2  | 0 | 0  | 5       |
| 10:45          | 9        | 5   | 1  | 1   | 0 | 0  | 16      | 22:45          | 1        | 0   | 1  | 0  | 0 | 0  | 2       |
| 11:00          | 10       | 7   | 0  | 3   | 0 | 2  | 22      | 23:00          | 0        | 0   | 0  | 1  | 0 | 0  | 1       |
| 11:15          | 5        | 1   | 0  | 2   | 0 | 0  | 8       | 23:15          | 4        | 1   | 2  | 1  | 0 | 0  | 8       |
| 11:30          | 3        | 5   | 1  | 1   | 0 | 1  | 11      | 23:30          | 0        | 1   | 1  | 1  | 0 | 0  | 3       |
| 11:45          | 3        | 5   | 1  | 2   | 0 | 0  | 11      | 23:45          | 1        | 1   | 0  | 3  | 0 | 0  | 5       |
| TOTAL          | 382      | 130 | 20 | 102 | 0 | 17 | 651     | TOTAL          | 598      | 149 | 17 | 99 | 0 | 20 | 883     |
| AM PEAK HOUR   |          |     |    |     |   |    | 8:15 AM | AM PEAK HOUR   |          |     |    |    |   |    | 3:30 PM |
| AM PEAK VOLUME |          |     |    |     |   |    | 86      | AM PEAK VOLUME |          |     |    |    |   |    | 181     |

|         |                       |                |       |       |      |       |      |      |        |
|---------|-----------------------|----------------|-------|-------|------|-------|------|------|--------|
| CLASS 1 | PASSENGER VEHICLES    | TOTAL: AM + PM | 980   | 279   | 37   | 201   | 0    | 37   | 1,534  |
| CLASS 2 | 2-AXLE TRUCKS         | % OF TOTAL     | 63.9% | 18.2% | 2.4% | 13.1% | 0.0% | 2.4% | 100.0% |
| CLASS 3 | 3-AXLE TRUCKS         |                |       |       |      |       |      |      |        |
| CLASS 4 | 4 OR MORE AXLE TRUCKS |                |       |       |      |       |      |      |        |
| CLASS 5 | RV                    |                |       |       |      |       |      |      |        |
| CLASS 6 | Buses                 |                |       |       |      |       |      |      |        |

# Counts Unlimited, Inc.

Town of Apple Valley  
Johnson Road  
W/ Central Road  
24 Hour Directional Classification Count  
Eastbound

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

APV003  
Site Code: 051-24070

| 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     |
|-------------|----------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-----------|
| 01/30/24    | 0        | 10              | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 10        |
| 01:00       | 0        | 13              | 0           | 0     | 0             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 14        |
| 02:00       | 0        | 5               | 0           | 0     | 0             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 6         |
| 03:00       | 0        | <b>17</b>       | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | <b>19</b> |
| 04:00       | 0        | 7               | 1           | 0     | 0             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 9         |
| 05:00       | 0        | 7               | 1           | 0     | 0             | 0             | 0             | <b>1</b>      | 1             | 0             | 0            | 0            | 0            | 10        |
| 06:00       | 0        | 11              | 6           | 0     | 0             | <b>1</b>      | 0             | 1             | 0             | 0             | 0            | 0            | 0            | 19        |
| 07:00       | 0        | 7               | 4           | 0     | 0             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 12        |
| 08:00       | 0        | 9               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 11        |
| 09:00       | 0        | 6               | 1           | 0     | 0             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 8         |
| 10:00       | <b>1</b> | 9               | 5           | 0     | 0             | 0             | 0             | 0             | <b>2</b>      | 0             | 0            | 0            | 0            | 17        |
| 11:00       | 0        | 2               | <b>8</b>    | 0     | <b>1</b>      | 0             | 0             | 1             | 2             | 0             | 0            | 0            | 0            | 14        |
| 12 PM       | 0        | 18              | 5           | 0     | <b>2</b>      | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 25        |
| 13:00       | 0        | 20              | 8           | 0     | 1             | 0             | 0             | 0             | <b>1</b>      | 0             | 0            | 0            | 0            | 30        |
| 14:00       | 0        | 21              | 9           | 0     | 1             | 0             | 0             | <b>1</b>      | 0             | 0             | 0            | 0            | 0            | 32        |
| 15:00       | <b>1</b> | 52              | 17          | 0     | 2             | 0             | 0             | 1             | 1             | 0             | 0            | 0            | 0            | 74        |
| 16:00       | 0        | <b>56</b>       | <b>25</b>   | 0     | 0             | <b>1</b>      | 0             | 0             | 0             | 0             | 0            | 0            | 0            | <b>82</b> |
| 17:00       | 0        | 43              | 11          | 0     | 0             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 55        |
| 18:00       | 0        | 26              | 2           | 0     | 0             | 0             | 0             | 1             | 1             | 0             | 0            | 0            | 0            | 30        |
| 19:00       | 0        | 14              | 0           | 0     | 0             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 15        |
| 20:00       | 0        | 8               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 8         |
| 21:00       | 0        | 4               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 4         |
| 22:00       | 0        | 14              | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 14        |
| 23:00       | 0        | 7               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 7         |
| Total       | 2        | 386             | 107         | 0     | 7             | 3             | 0             | 6             | 14            | 0             | 0            | 0            | 0            | 525       |
| Percent     | 0.4%     | 73.5%           | 20.4%       | 0.0%  | 1.3%          | 0.6%          | 0.0%          | 1.1%          | 2.7%          | 0.0%          | 0.0%         | 0.0%         | 0.0%         |           |
| AM Peak     | 10:00    | 03:00           | 11:00       |       | 11:00         | 06:00         |               | 05:00         | 10:00         |               |              |              |              | 03:00     |
| Vol.        | 1        | 17              | 8           |       | 1             | 1             |               | 1             | 2             |               |              |              |              | 19        |
| PM Peak     | 15:00    | 16:00           | 16:00       |       | 12:00         | 16:00         |               | 14:00         | 13:00         |               |              |              |              | 16:00     |
| Vol.        | 1        | 56              | 25          |       | 2             | 1             |               | 1             | 1             |               |              |              |              | 82        |
| Grand Total | 2        | 386             | 107         | 0     | 7             | 3             | 0             | 6             | 14            | 0             | 0            | 0            | 0            | 525       |
| Percent     | 0.4%     | 73.5%           | 20.4%       | 0.0%  | 1.3%          | 0.6%          | 0.0%          | 1.1%          | 2.7%          | 0.0%          | 0.0%         | 0.0%         | 0.0%         |           |

# Counts Unlimited, Inc.

Town of Apple Valley  
Johnson Road  
W/ Central Road  
24 Hour Directional Classification Count  
Westbound

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

APV003  
Site Code: 051-24070

| 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 |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 01/30/24    | 0     | 1               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 1     |
| 01:00       | 0     | 0               | 0           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 1     |
| 02:00       | 0     | 4               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 4     |
| 03:00       | 0     | 6               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 7     |
| 04:00       | 0     | 32              | 7           | 0     | 0             | 0             | 0             | 1             | 0             | 0             | 0            | 0            | 0            | 40    |
| 05:00       | 0     | 42              | 14          | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 56    |
| 06:00       | 0     | 28              | 5           | 1     | 0             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 35    |
| 07:00       | 0     | 31              | 5           | 1     | 0             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 38    |
| 08:00       | 0     | 17              | 6           | 2     | 1             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 27    |
| 09:00       | 0     | 16              | 3           | 0     | 0             | 0             | 0             | 1             | 0             | 0             | 0            | 0            | 0            | 20    |
| 10:00       | 1     | 9               | 3           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 15    |
| 11:00       | 1     | 8               | 2           | 0     | 3             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 15    |
| 12 PM       | 0     | 13              | 6           | 0     | 0             | 0             | 0             | 0             | 2             | 0             | 0            | 0            | 0            | 21    |
| 13:00       | 1     | 13              | 9           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 23    |
| 14:00       | 0     | 10              | 6           | 0     | 1             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 18    |
| 15:00       | 0     | 18              | 9           | 1     | 0             | 1             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 30    |
| 16:00       | 0     | 40              | 9           | 0     | 1             | 2             | 0             | 2             | 1             | 0             | 0            | 0            | 0            | 55    |
| 17:00       | 0     | 13              | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 15    |
| 18:00       | 0     | 4               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 4     |
| 19:00       | 1     | 7               | 0           | 0     | 0             | 0             | 0             | 0             | 2             | 0             | 0            | 0            | 0            | 10    |
| 20:00       | 0     | 4               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 4     |
| 21:00       | 0     | 3               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 3     |
| 22:00       | 0     | 3               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 3     |
| 23:00       | 0     | 2               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 2     |
| Total       | 4     | 324             | 87          | 5     | 9             | 3             | 0             | 4             | 11            | 0             | 0            | 0            | 0            | 447   |
| Percent     | 0.9%  | 72.5%           | 19.5%       | 1.1%  | 2.0%          | 0.7%          | 0.0%          | 0.9%          | 2.5%          | 0.0%          | 0.0%         | 0.0%         | 0.0%         |       |
| AM Peak     | 10:00 | 05:00           | 05:00       | 08:00 | 11:00         |               |               | 04:00         | 06:00         |               |              |              |              | 05:00 |
| Vol.        | 1     | 42              | 14          | 2     | 3             |               |               | 1             | 1             |               |              |              |              | 56    |
| PM Peak     | 13:00 | 16:00           | 13:00       | 15:00 | 14:00         | 16:00         |               | 16:00         | 12:00         |               |              |              |              | 16:00 |
| Vol.        | 1     | 40              | 9           | 1     | 1             | 2             |               | 2             | 2             |               |              |              |              | 55    |
| Grand Total | 4     | 324             | 87          | 5     | 9             | 3             | 0             | 4             | 11            | 0             | 0            | 0            | 0            | 447   |
| Percent     | 0.9%  | 72.5%           | 19.5%       | 1.1%  | 2.0%          | 0.7%          | 0.0%          | 0.9%          | 2.5%          | 0.0%          | 0.0%         | 0.0%         | 0.0%         |       |



# Counts Unlimited, Inc.

Town of Apple Valley  
Johnson Road  
W/ Central Road  
24 Hour Directional Classification Count  
Eastbound, Westbound

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

APV003  
Site Code: 051-24070

| 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      |
|-------------|----------|-----------------|-------------|----------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|------------|
| 01/30/24    | 0        | 11              | 0           | 0        | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 11         |
| 01:00       | 0        | 13              | 0           | 0        | 1             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 15         |
| 02:00       | 0        | 9               | 0           | 0        | 0             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 10         |
| 03:00       | 0        | 23              | 3           | 0        | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 26         |
| 04:00       | 0        | 39              | 8           | 0        | 0             | 0             | 0             | <b>1</b>      | 1             | 0             | 0            | 0            | 0            | 49         |
| 05:00       | 0        | <b>49</b>       | <b>15</b>   | 0        | 0             | 0             | 0             | 1             | 1             | 0             | 0            | 0            | 0            | <b>66</b>  |
| 06:00       | 0        | 39              | 11          | 1        | 0             | <b>1</b>      | 0             | 1             | 1             | 0             | 0            | 0            | 0            | 54         |
| 07:00       | 0        | 38              | 9           | 1        | 0             | 0             | 0             | 0             | 2             | 0             | 0            | 0            | 0            | 50         |
| 08:00       | 0        | 26              | 8           | <b>2</b> | 1             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 38         |
| 09:00       | 0        | 22              | 4           | 0        | 0             | 1             | 0             | 1             | 0             | 0             | 0            | 0            | 0            | 28         |
| 10:00       | <b>2</b> | 18              | 8           | 0        | 2             | 0             | 0             | 0             | 2             | 0             | 0            | 0            | 0            | 32         |
| 11:00       | 1        | 10              | 10          | 0        | <b>4</b>      | 0             | 0             | 1             | <b>3</b>      | 0             | 0            | 0            | 0            | 29         |
| 12 PM       | 0        | 31              | 11          | 0        | <b>2</b>      | 0             | 0             | 0             | 2             | 0             | 0            | 0            | 0            | 46         |
| 13:00       | <b>1</b> | 33              | 17          | 0        | 1             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 53         |
| 14:00       | 0        | 31              | 15          | 0        | 2             | 0             | 0             | 1             | 1             | 0             | 0            | 0            | 0            | 50         |
| 15:00       | 1        | 70              | 26          | <b>1</b> | 2             | 1             | 0             | 1             | 2             | 0             | 0            | 0            | 0            | 104        |
| 16:00       | 0        | <b>96</b>       | <b>34</b>   | 0        | 1             | <b>3</b>      | 0             | <b>2</b>      | 1             | 0             | 0            | 0            | 0            | <b>137</b> |
| 17:00       | 0        | 56              | 13          | 0        | 0             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 70         |
| 18:00       | 0        | 30              | 2           | 0        | 0             | 0             | 0             | 1             | 1             | 0             | 0            | 0            | 0            | 34         |
| 19:00       | 1        | 21              | 0           | 0        | 0             | 0             | 0             | 0             | <b>3</b>      | 0             | 0            | 0            | 0            | 25         |
| 20:00       | 0        | 12              | 0           | 0        | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 12         |
| 21:00       | 0        | 7               | 0           | 0        | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 7          |
| 22:00       | 0        | 17              | 0           | 0        | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 17         |
| 23:00       | 0        | 9               | 0           | 0        | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 9          |
| Total       | 6        | 710             | 194         | 5        | 16            | 6             | 0             | 10            | 25            | 0             | 0            | 0            | 0            | 972        |
| Percent     | 0.6%     | 73.0%           | 20.0%       | 0.5%     | 1.6%          | 0.6%          | 0.0%          | 1.0%          | 2.6%          | 0.0%          | 0.0%         | 0.0%         | 0.0%         |            |
| AM Peak     | 10:00    | 05:00           | 05:00       | 08:00    | 11:00         | 06:00         |               | 04:00         | 11:00         |               |              |              |              | 05:00      |
| Vol.        | 2        | 49              | 15          | 2        | 4             | 1             |               | 1             | 3             |               |              |              |              | 66         |
| PM Peak     | 13:00    | 16:00           | 16:00       | 15:00    | 12:00         | 16:00         |               | 16:00         | 19:00         |               |              |              |              | 16:00      |
| Vol.        | 1        | 96              | 34          | 1        | 2             | 3             |               | 2             | 3             |               |              |              |              | 137        |
| Grand Total | 6        | 710             | 194         | 5        | 16            | 6             | 0             | 10            | 25            | 0             | 0            | 0            | 0            | 972        |
| Percent     | 0.6%     | 73.0%           | 20.0%       | 0.5%     | 1.6%          | 0.6%          | 0.0%          | 1.0%          | 2.6%          | 0.0%          | 0.0%         | 0.0%         | 0.0%         |            |

A102423

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

**DATE:** Tuesday, April 02, 2024**CITY:** Apple Valley**JOB #:** SC4523**LOCATION:** CLASS3 Dale Evans Pkwy south of Johnson Rd

| AM<br>TIME            | NB  |    |    |    |   |   | TOTAL   | PM<br>Time            | NB  |    |    |    |   |    | TOTAL   |
|-----------------------|-----|----|----|----|---|---|---------|-----------------------|-----|----|----|----|---|----|---------|
|                       | 1   | 2  | 3  | 4  | 5 | 6 |         |                       | 1   | 2  | 3  | 4  | 5 | 6  |         |
| 0:00                  | 3   | 0  | 0  | 1  | 0 | 0 | 4       | 12:00                 | 25  | 2  | 1  | 0  | 0 | 1  | 29      |
| 0:15                  | 6   | 0  | 0  | 0  | 0 | 0 | 6       | 12:15                 | 20  | 0  | 1  | 1  | 0 | 0  | 22      |
| 0:30                  | 2   | 0  | 0  | 0  | 0 | 0 | 2       | 12:30                 | 15  | 1  | 0  | 1  | 0 | 0  | 17      |
| 0:45                  | 5   | 0  | 0  | 0  | 0 | 0 | 5       | 12:45                 | 20  | 1  | 1  | 3  | 0 | 0  | 25      |
| 1:00                  | 1   | 0  | 0  | 1  | 0 | 0 | 2       | 13:00                 | 17  | 0  | 0  | 1  | 1 | 0  | 19      |
| 1:15                  | 2   | 0  | 0  | 0  | 0 | 0 | 2       | 13:15                 | 25  | 1  | 1  | 1  | 0 | 0  | 28      |
| 1:30                  | 4   | 0  | 0  | 0  | 0 | 0 | 4       | 13:30                 | 26  | 1  | 0  | 1  | 0 | 1  | 29      |
| 1:45                  | 0   | 0  | 0  | 0  | 0 | 0 | 0       | 13:45                 | 23  | 1  | 0  | 2  | 0 | 0  | 26      |
| 2:00                  | 6   | 0  | 0  | 0  | 0 | 0 | 6       | 14:00                 | 31  | 2  | 0  | 0  | 1 | 1  | 35      |
| 2:15                  | 1   | 0  | 0  | 0  | 0 | 0 | 1       | 14:15                 | 34  | 1  | 0  | 2  | 0 | 1  | 38      |
| 2:30                  | 9   | 0  | 0  | 1  | 0 | 0 | 10      | 14:30                 | 33  | 0  | 0  | 0  | 0 | 2  | 35      |
| 2:45                  | 10  | 0  | 0  | 0  | 0 | 0 | 10      | 14:45                 | 18  | 2  | 0  | 1  | 0 | 0  | 21      |
| 3:00                  | 2   | 1  | 0  | 0  | 0 | 0 | 3       | 15:00                 | 18  | 1  | 2  | 0  | 0 | 2  | 23      |
| 3:15                  | 11  | 0  | 0  | 0  | 0 | 0 | 11      | 15:15                 | 23  | 0  | 0  | 0  | 0 | 1  | 24      |
| 3:30                  | 10  | 0  | 0  | 0  | 0 | 0 | 10      | 15:30                 | 39  | 1  | 0  | 1  | 0 | 0  | 41      |
| 3:45                  | 10  | 0  | 0  | 0  | 0 | 0 | 10      | 15:45                 | 22  | 0  | 0  | 1  | 0 | 0  | 23      |
| 4:00                  | 11  | 0  | 0  | 0  | 0 | 0 | 11      | 16:00                 | 26  | 0  | 0  | 1  | 0 | 0  | 27      |
| 4:15                  | 19  | 0  | 0  | 0  | 0 | 0 | 19      | 16:15                 | 42  | 0  | 0  | 1  | 0 | 1  | 44      |
| 4:30                  | 19  | 0  | 0  | 1  | 0 | 0 | 20      | 16:30                 | 28  | 0  | 0  | 2  | 0 | 0  | 30      |
| 4:45                  | 33  | 0  | 0  | 1  | 0 | 0 | 34      | 16:45                 | 30  | 0  | 1  | 0  | 0 | 0  | 31      |
| 5:00                  | 35  | 1  | 0  | 0  | 0 | 0 | 36      | 17:00                 | 13  | 0  | 0  | 1  | 0 | 0  | 14      |
| 5:15                  | 49  | 5  | 0  | 0  | 0 | 0 | 54      | 17:15                 | 11  | 1  | 0  | 1  | 0 | 1  | 14      |
| 5:30                  | 52  | 0  | 0  | 0  | 0 | 0 | 52      | 17:30                 | 16  | 0  | 0  | 1  | 0 | 0  | 17      |
| 5:45                  | 29  | 1  | 0  | 0  | 0 | 0 | 30      | 17:45                 | 23  | 0  | 0  | 0  | 0 | 0  | 23      |
| 6:00                  | 22  | 0  | 1  | 2  | 0 | 0 | 25      | 18:00                 | 12  | 0  | 0  | 0  | 0 | 0  | 12      |
| 6:15                  | 33  | 1  | 0  | 0  | 0 | 1 | 35      | 18:15                 | 13  | 1  | 0  | 1  | 0 | 1  | 16      |
| 6:30                  | 33  | 1  | 0  | 0  | 0 | 0 | 34      | 18:30                 | 14  | 0  | 0  | 1  | 1 | 0  | 16      |
| 6:45                  | 26  | 1  | 1  | 1  | 0 | 0 | 29      | 18:45                 | 9   | 0  | 0  | 1  | 0 | 0  | 10      |
| 7:00                  | 25  | 6  | 0  | 0  | 0 | 1 | 32      | 19:00                 | 7   | 0  | 0  | 0  | 0 | 1  | 8       |
| 7:15                  | 37  | 2  | 0  | 2  | 0 | 0 | 41      | 19:15                 | 10  | 0  | 0  | 1  | 0 | 0  | 11      |
| 7:30                  | 34  | 2  | 1  | 2  | 0 | 1 | 40      | 19:30                 | 11  | 0  | 1  | 1  | 0 | 0  | 13      |
| 7:45                  | 27  | 2  | 0  | 1  | 0 | 0 | 30      | 19:45                 | 8   | 0  | 1  | 2  | 0 | 0  | 11      |
| 8:00                  | 26  | 1  | 1  | 0  | 0 | 1 | 29      | 20:00                 | 11  | 0  | 0  | 1  | 0 | 1  | 13      |
| 8:15                  | 19  | 2  | 1  | 0  | 0 | 1 | 23      | 20:15                 | 16  | 0  | 0  | 0  | 0 | 0  | 16      |
| 8:30                  | 22  | 0  | 1  | 1  | 0 | 0 | 24      | 20:30                 | 12  | 1  | 1  | 0  | 0 | 0  | 14      |
| 8:45                  | 21  | 1  | 0  | 1  | 0 | 1 | 24      | 20:45                 | 6   | 0  | 0  | 0  | 0 | 0  | 6       |
| 9:00                  | 17  | 1  | 0  | 4  | 0 | 1 | 23      | 21:00                 | 11  | 0  | 0  | 0  | 0 | 0  | 11      |
| 9:15                  | 14  | 2  | 2  | 3  | 0 | 0 | 21      | 21:15                 | 13  | 0  | 0  | 0  | 0 | 0  | 13      |
| 9:30                  | 16  | 2  | 1  | 1  | 0 | 0 | 20      | 21:30                 | 5   | 0  | 0  | 0  | 0 | 0  | 5       |
| 9:45                  | 23  | 3  | 0  | 2  | 0 | 0 | 28      | 21:45                 | 8   | 0  | 0  | 0  | 0 | 0  | 8       |
| 10:00                 | 16  | 1  | 1  | 0  | 1 | 1 | 20      | 22:00                 | 12  | 0  | 0  | 0  | 0 | 0  | 12      |
| 10:15                 | 15  | 2  | 1  | 2  | 0 | 0 | 20      | 22:15                 | 6   | 0  | 0  | 0  | 0 | 0  | 6       |
| 10:30                 | 12  | 2  | 2  | 1  | 0 | 0 | 17      | 22:30                 | 4   | 0  | 0  | 1  | 0 | 0  | 5       |
| 10:45                 | 17  | 1  | 0  | 2  | 0 | 0 | 20      | 22:45                 | 3   | 0  | 0  | 0  | 0 | 0  | 3       |
| 11:00                 | 9   | 2  | 0  | 0  | 0 | 1 | 12      | 23:00                 | 0   | 0  | 0  | 0  | 0 | 0  | 0       |
| 11:15                 | 11  | 1  | 0  | 0  | 0 | 0 | 12      | 23:15                 | 5   | 0  | 0  | 0  | 0 | 0  | 5       |
| 11:30                 | 15  | 3  | 0  | 1  | 0 | 0 | 19      | 23:30                 | 5   | 0  | 0  | 0  | 0 | 0  | 5       |
| 11:45                 | 23  | 1  | 2  | 0  | 0 | 0 | 26      | 23:45                 | 2   | 0  | 0  | 0  | 0 | 0  | 2       |
| <b>TOTAL</b>          | 842 | 48 | 15 | 31 | 1 | 9 | 946     | <b>TOTAL</b>          | 781 | 17 | 10 | 31 | 2 | 15 | 856     |
| <b>AM PEAK HOUR</b>   |     |    |    |    |   |   | 4:45 AM | <b>AM PEAK HOUR</b>   |     |    |    |    |   |    | 3:30 PM |
| <b>AM PEAK VOLUME</b> |     |    |    |    |   |   | 176     | <b>AM PEAK VOLUME</b> |     |    |    |    |   |    | 135     |

|                |                       |                     |       |      |      |      |      |      |        |
|----------------|-----------------------|---------------------|-------|------|------|------|------|------|--------|
| <b>CLASS 1</b> | PASSENGER VEHICLES    | <b>TOTAL: AM+PM</b> | 1,623 | 65   | 25   | 62   | 3    | 24   | 1,802  |
| <b>CLASS 2</b> | 2-AXLE TRUCKS         | <b>% OF TOTAL</b>   | 90.1% | 3.6% | 1.4% | 3.4% | 0.2% | 1.3% | 100.0% |
| <b>CLASS 3</b> | 3-AXLE TRUCKS         |                     |       |      |      |      |      |      |        |
| <b>CLASS 4</b> | 4 OR MORE AXLE TRUCKS |                     |       |      |      |      |      |      |        |
| <b>CLASS 5</b> | RV                    | <b>TOTAL: ALL</b>   | 3,407 | 137  | 55   | 124  | 4    | 52   | 3,779  |
| <b>CLASS 6</b> | Buses                 | <b>% OF TOTAL</b>   | 90.2% | 3.6% | 1.5% | 3.3% | 0.1% | 1.4% | 100.0% |

A102423

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024  
JOB #: SC4523CITY: Apple Valley  
LOCATION: CLASS3 Dale Evans Pkwy south of Johnson Rd

| AM<br>TIME     | SB  |    |    |          |   |    |   | TOTAL          | PM<br>Time | SB    |    |         |    |   |    |       | TOTAL |
|----------------|-----|----|----|----------|---|----|---|----------------|------------|-------|----|---------|----|---|----|-------|-------|
|                | 1   | 2  | 3  | 4        | 5 | 6  | 1 |                |            | 2     | 3  | 4       | 5  | 6 |    |       |       |
| 0:00           | 7   | 0  | 0  | 0        | 0 | 0  | 0 | 7              | 12:00      | 23    | 1  | 3       | 1  | 0 | 0  | 28    |       |
| 0:15           | 0   | 0  | 0  | 0        | 0 | 0  | 0 | 0              | 12:15      | 23    | 1  | 1       | 1  | 0 | 0  | 26    |       |
| 0:30           | 5   | 0  | 0  | 0        | 0 | 0  | 0 | 5              | 12:30      | 23    | 0  | 1       | 3  | 0 | 1  | 28    |       |
| 0:45           | 7   | 1  | 0  | 2        | 0 | 0  | 0 | 10             | 12:45      | 22    | 2  | 0       | 2  | 0 | 0  | 26    |       |
| 1:00           | 9   | 0  | 0  | 0        | 0 | 0  | 0 | 9              | 13:00      | 16    | 3  | 0       | 1  | 0 | 0  | 20    |       |
| 1:15           | 6   | 0  | 0  | 0        | 0 | 0  | 0 | 6              | 13:15      | 14    | 1  | 0       | 1  | 0 | 0  | 16    |       |
| 1:30           | 2   | 0  | 0  | 0        | 0 | 0  | 0 | 2              | 13:30      | 25    | 1  | 1       | 2  | 0 | 1  | 30    |       |
| 1:45           | 3   | 0  | 0  | 0        | 0 | 0  | 0 | 3              | 13:45      | 21    | 2  | 0       | 0  | 0 | 1  | 24    |       |
| 2:00           | 4   | 1  | 0  | 0        | 0 | 0  | 0 | 5              | 14:00      | 18    | 2  | 2       | 0  | 1 | 1  | 24    |       |
| 2:15           | 4   | 0  | 0  | 0        | 0 | 0  | 0 | 4              | 14:15      | 26    | 0  | 2       | 0  | 0 | 0  | 28    |       |
| 2:30           | 2   | 0  | 0  | 0        | 0 | 0  | 0 | 2              | 14:30      | 31    | 1  | 0       | 1  | 0 | 2  | 35    |       |
| 2:45           | 16  | 0  | 0  | 1        | 0 | 0  | 0 | 17             | 14:45      | 37    | 2  | 1       | 2  | 0 | 1  | 43    |       |
| 3:00           | 29  | 0  | 0  | 1        | 0 | 0  | 0 | 30             | 15:00      | 29    | 2  | 1       | 2  | 0 | 0  | 34    |       |
| 3:15           | 10  | 0  | 0  | 0        | 0 | 0  | 0 | 10             | 15:15      | 44    | 4  | 0       | 1  | 0 | 1  | 50    |       |
| 3:30           | 10  | 0  | 0  | 0        | 0 | 0  | 0 | 10             | 15:30      | 51    | 3  | 0       | 0  | 0 | 1  | 55    |       |
| 3:45           | 14  | 0  | 0  | 0        | 0 | 0  | 0 | 14             | 15:45      | 53    | 5  | 1       | 0  | 0 | 0  | 59    |       |
| 4:00           | 9   | 0  | 0  | 0        | 0 | 0  | 0 | 9              | 16:00      | 67    | 2  | 1       | 0  | 0 | 1  | 71    |       |
| 4:15           | 6   | 0  | 0  | 0        | 0 | 0  | 0 | 6              | 16:15      | 52    | 4  | 0       | 0  | 0 | 0  | 56    |       |
| 4:30           | 7   | 0  | 0  | 0        | 0 | 0  | 0 | 7              | 16:30      | 57    | 2  | 0       | 2  | 0 | 1  | 62    |       |
| 4:45           | 26  | 1  | 0  | 1        | 0 | 0  | 0 | 28             | 16:45      | 55    | 1  | 1       | 2  | 0 | 0  | 59    |       |
| 5:00           | 7   | 0  | 0  | 1        | 0 | 0  | 0 | 8              | 17:00      | 56    | 1  | 0       | 1  | 0 | 0  | 58    |       |
| 5:15           | 10  | 0  | 0  | 0        | 0 | 0  | 0 | 10             | 17:15      | 45    | 2  | 0       | 1  | 0 | 0  | 48    |       |
| 5:30           | 16  | 1  | 0  | 1        | 0 | 0  | 0 | 18             | 17:30      | 38    | 0  | 1       | 0  | 0 | 1  | 40    |       |
| 5:45           | 18  | 0  | 0  | 0        | 0 | 0  | 0 | 18             | 17:45      | 38    | 2  | 0       | 0  | 0 | 0  | 40    |       |
| 6:00           | 7   | 0  | 0  | 0        | 0 | 0  | 0 | 7              | 18:00      | 31    | 1  | 0       | 1  | 0 | 0  | 33    |       |
| 6:15           | 9   | 1  | 0  | 1        | 0 | 1  | 0 | 12             | 18:15      | 28    | 0  | 0       | 0  | 0 | 0  | 28    |       |
| 6:30           | 11  | 0  | 1  | 0        | 0 | 0  | 1 | 13             | 18:30      | 25    | 1  | 0       | 0  | 0 | 1  | 27    |       |
| 6:45           | 6   | 0  | 0  | 0        | 0 | 0  | 0 | 6              | 18:45      | 20    | 0  | 0       | 2  | 0 | 0  | 22    |       |
| 7:00           | 13  | 1  | 0  | 0        | 0 | 0  | 0 | 14             | 19:00      | 27    | 0  | 1       | 0  | 0 | 0  | 28    |       |
| 7:15           | 17  | 0  | 0  | 1        | 0 | 0  | 0 | 18             | 19:15      | 18    | 0  | 0       | 1  | 0 | 0  | 19    |       |
| 7:30           | 13  | 0  | 1  | 0        | 0 | 0  | 2 | 16             | 19:30      | 18    | 1  | 0       | 0  | 0 | 1  | 20    |       |
| 7:45           | 11  | 1  | 0  | 2        | 0 | 0  | 2 | 16             | 19:45      | 21    | 1  | 0       | 0  | 0 | 0  | 22    |       |
| 8:00           | 5   | 2  | 0  | 0        | 0 | 0  | 2 | 9              | 20:00      | 13    | 0  | 0       | 0  | 0 | 0  | 13    |       |
| 8:15           | 11  | 2  | 0  | 0        | 0 | 0  | 0 | 13             | 20:15      | 13    | 0  | 0       | 0  | 0 | 0  | 13    |       |
| 8:30           | 15  | 0  | 2  | 2        | 0 | 2  | 0 | 21             | 20:30      | 16    | 0  | 0       | 1  | 0 | 1  | 18    |       |
| 8:45           | 18  | 1  | 0  | 0        | 0 | 0  | 0 | 19             | 20:45      | 19    | 0  | 0       | 1  | 0 | 0  | 20    |       |
| 9:00           | 12  | 1  | 0  | 2        | 0 | 0  | 0 | 15             | 21:00      | 15    | 0  | 1       | 0  | 0 | 0  | 16    |       |
| 9:15           | 15  | 0  | 1  | 1        | 0 | 0  | 0 | 17             | 21:15      | 12    | 0  | 0       | 1  | 0 | 0  | 13    |       |
| 9:30           | 19  | 1  | 0  | 0        | 0 | 0  | 1 | 21             | 21:30      | 9     | 0  | 0       | 0  | 0 | 0  | 9     |       |
| 9:45           | 12  | 1  | 0  | 1        | 0 | 0  | 0 | 14             | 21:45      | 5     | 0  | 0       | 0  | 0 | 0  | 5     |       |
| 10:00          | 17  | 1  | 2  | 1        | 0 | 0  | 0 | 21             | 22:00      | 7     | 0  | 0       | 2  | 0 | 0  | 9     |       |
| 10:15          | 14  | 3  | 0  | 1        | 0 | 0  | 0 | 18             | 22:15      | 2     | 0  | 0       | 1  | 0 | 0  | 3     |       |
| 10:30          | 22  | 0  | 2  | 4        | 0 | 1  | 0 | 29             | 22:30      | 8     | 0  | 0       | 0  | 0 | 0  | 8     |       |
| 10:45          | 17  | 1  | 0  | 1        | 0 | 0  | 0 | 19             | 22:45      | 9     | 0  | 0       | 0  | 0 | 0  | 9     |       |
| 11:00          | 21  | 1  | 0  | 1        | 0 | 0  | 0 | 23             | 23:00      | 10    | 0  | 0       | 0  | 0 | 0  | 10    |       |
| 11:15          | 16  | 2  | 0  | 1        | 0 | 0  | 0 | 19             | 23:15      | 13    | 0  | 0       | 0  | 0 | 0  | 13    |       |
| 11:30          | 22  | 0  | 2  | 1        | 0 | 1  | 0 | 26             | 23:30      | 7     | 0  | 0       | 0  | 0 | 0  | 7     |       |
| 11:45          | 23  | 1  | 1  | 1        | 0 | 0  | 0 | 26             | 23:45      | 1     | 0  | 0       | 1  | 0 | 0  | 2     |       |
| TOTAL          | 573 | 24 | 12 | 28       | 0 | 13 |   | 650            | TOTAL      | 1,211 | 48 | 18      | 34 | 1 | 15 | 1,327 |       |
| AM PEAK HOUR   |     |    |    | 11:00 AM |   |    |   | AM PEAK HOUR   |            |       |    | 4:00 PM |    |   |    |       |       |
| AM PEAK VOLUME |     |    |    | 94       |   |    |   | AM PEAK VOLUME |            |       |    | 248     |    |   |    |       |       |

CLASS 1 PASSENGER VEHICLES  
CLASS 2 2-AXLE TRUCKS  
CLASS 3 3-AXLE TRUCKS  
CLASS 4 4 OR MORE AXLE TRUCKS  
CLASS 5 RV  
CLASS 6 BUS

|              |       |      |      |      |      |      |        |
|--------------|-------|------|------|------|------|------|--------|
| TOTAL: AM+PM | 1,784 | 72   | 30   | 62   | 1    | 28   | 1,977  |
| % OF TOTAL   | 90.2% | 3.6% | 1.5% | 3.1% | 0.1% | 1.4% | 100.0% |

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

**DATE:** Tuesday, April 02, 2024**CITY:** Apple Valley**JOB #:** SC4523**LOCATION:** CLASS3 Dale Evans Pkwy south of Johnson Rd

| AM<br>Time            | COMBINED |    |    |    |   |    |  | TOTAL   | PM<br>Time            | COMBINED |    |    |    |   |    |  | TOTAL   |
|-----------------------|----------|----|----|----|---|----|--|---------|-----------------------|----------|----|----|----|---|----|--|---------|
|                       | 1        | 2  | 3  | 4  | 5 | 6  |  |         |                       | 1        | 2  | 3  | 4  | 5 | 6  |  |         |
| 0:00                  | 10       | 0  | 0  | 1  | 0 | 0  |  | 11      | 12:00                 | 48       | 3  | 4  | 1  | 0 | 1  |  | 57      |
| 0:15                  | 6        | 0  | 0  | 0  | 0 | 0  |  | 6       | 12:15                 | 43       | 1  | 2  | 2  | 0 | 0  |  | 48      |
| 0:30                  | 7        | 0  | 0  | 0  | 0 | 0  |  | 7       | 12:30                 | 38       | 1  | 1  | 4  | 0 | 1  |  | 45      |
| 0:45                  | 12       | 1  | 0  | 2  | 0 | 0  |  | 15      | 12:45                 | 42       | 3  | 1  | 5  | 0 | 0  |  | 51      |
| 1:00                  | 10       | 0  | 0  | 1  | 0 | 0  |  | 11      | 13:00                 | 33       | 3  | 0  | 2  | 0 | 1  |  | 39      |
| 1:15                  | 8        | 0  | 0  | 0  | 0 | 0  |  | 8       | 13:15                 | 39       | 2  | 1  | 2  | 0 | 0  |  | 44      |
| 1:30                  | 6        | 0  | 0  | 0  | 0 | 0  |  | 6       | 13:30                 | 51       | 2  | 1  | 3  | 0 | 2  |  | 59      |
| 1:45                  | 3        | 0  | 0  | 0  | 0 | 0  |  | 3       | 13:45                 | 44       | 3  | 0  | 2  | 0 | 1  |  | 50      |
| 2:00                  | 10       | 1  | 0  | 0  | 0 | 0  |  | 11      | 14:00                 | 49       | 4  | 2  | 0  | 2 | 2  |  | 59      |
| 2:15                  | 5        | 0  | 0  | 0  | 0 | 0  |  | 5       | 14:15                 | 60       | 1  | 2  | 2  | 0 | 1  |  | 66      |
| 2:30                  | 11       | 0  | 0  | 1  | 0 | 0  |  | 12      | 14:30                 | 64       | 1  | 0  | 1  | 0 | 4  |  | 70      |
| 2:45                  | 26       | 0  | 0  | 1  | 0 | 0  |  | 27      | 14:45                 | 55       | 4  | 1  | 3  | 0 | 1  |  | 64      |
| 3:00                  | 31       | 1  | 0  | 1  | 0 | 0  |  | 33      | 15:00                 | 47       | 3  | 3  | 2  | 0 | 2  |  | 57      |
| 3:15                  | 21       | 0  | 0  | 0  | 0 | 0  |  | 21      | 15:15                 | 67       | 4  | 0  | 1  | 0 | 2  |  | 74      |
| 3:30                  | 20       | 0  | 0  | 0  | 0 | 0  |  | 20      | 15:30                 | 90       | 4  | 0  | 1  | 0 | 1  |  | 96      |
| 3:45                  | 24       | 0  | 0  | 0  | 0 | 0  |  | 24      | 15:45                 | 75       | 5  | 1  | 1  | 0 | 0  |  | 82      |
| 4:00                  | 20       | 0  | 0  | 0  | 0 | 0  |  | 20      | 16:00                 | 93       | 2  | 1  | 1  | 0 | 1  |  | 98      |
| 4:15                  | 25       | 0  | 0  | 0  | 0 | 0  |  | 25      | 16:15                 | 94       | 4  | 0  | 1  | 0 | 1  |  | 100     |
| 4:30                  | 26       | 0  | 0  | 1  | 0 | 0  |  | 27      | 16:30                 | 85       | 2  | 0  | 4  | 0 | 1  |  | 92      |
| 4:45                  | 59       | 1  | 0  | 2  | 0 | 0  |  | 62      | 16:45                 | 85       | 1  | 2  | 2  | 0 | 0  |  | 90      |
| 5:00                  | 42       | 1  | 0  | 1  | 0 | 0  |  | 44      | 17:00                 | 69       | 1  | 0  | 2  | 0 | 0  |  | 72      |
| 5:15                  | 59       | 5  | 0  | 0  | 0 | 0  |  | 64      | 17:15                 | 56       | 3  | 0  | 2  | 0 | 1  |  | 62      |
| 5:30                  | 68       | 1  | 0  | 1  | 0 | 0  |  | 70      | 17:30                 | 54       | 0  | 1  | 1  | 0 | 1  |  | 57      |
| 5:45                  | 47       | 1  | 0  | 0  | 0 | 0  |  | 48      | 17:45                 | 61       | 2  | 0  | 0  | 0 | 0  |  | 63      |
| 6:00                  | 29       | 0  | 1  | 2  | 0 | 0  |  | 32      | 18:00                 | 43       | 1  | 0  | 1  | 0 | 0  |  | 45      |
| 6:15                  | 42       | 2  | 0  | 1  | 0 | 2  |  | 47      | 18:15                 | 41       | 1  | 0  | 1  | 0 | 1  |  | 44      |
| 6:30                  | 44       | 1  | 1  | 0  | 0 | 1  |  | 47      | 18:30                 | 39       | 1  | 0  | 1  | 1 | 1  |  | 43      |
| 6:45                  | 32       | 1  | 1  | 1  | 0 | 0  |  | 35      | 18:45                 | 29       | 0  | 0  | 3  | 0 | 0  |  | 32      |
| 7:00                  | 38       | 7  | 0  | 0  | 0 | 1  |  | 46      | 19:00                 | 34       | 0  | 1  | 0  | 0 | 1  |  | 36      |
| 7:15                  | 54       | 2  | 0  | 3  | 0 | 0  |  | 59      | 19:15                 | 28       | 0  | 0  | 2  | 0 | 0  |  | 30      |
| 7:30                  | 47       | 2  | 2  | 2  | 0 | 3  |  | 56      | 19:30                 | 29       | 1  | 1  | 1  | 0 | 1  |  | 33      |
| 7:45                  | 38       | 3  | 0  | 3  | 0 | 2  |  | 46      | 19:45                 | 29       | 1  | 1  | 2  | 0 | 0  |  | 33      |
| 8:00                  | 31       | 3  | 1  | 0  | 0 | 3  |  | 38      | 20:00                 | 24       | 0  | 0  | 1  | 0 | 1  |  | 26      |
| 8:15                  | 30       | 4  | 1  | 0  | 0 | 1  |  | 36      | 20:15                 | 29       | 0  | 0  | 0  | 0 | 0  |  | 29      |
| 8:30                  | 37       | 0  | 3  | 3  | 0 | 2  |  | 45      | 20:30                 | 28       | 1  | 1  | 1  | 0 | 1  |  | 32      |
| 8:45                  | 39       | 2  | 0  | 1  | 0 | 1  |  | 43      | 20:45                 | 25       | 0  | 0  | 1  | 0 | 0  |  | 26      |
| 9:00                  | 29       | 2  | 0  | 6  | 0 | 1  |  | 38      | 21:00                 | 26       | 0  | 1  | 0  | 0 | 0  |  | 27      |
| 9:15                  | 29       | 2  | 3  | 4  | 0 | 0  |  | 38      | 21:15                 | 25       | 0  | 0  | 1  | 0 | 0  |  | 26      |
| 9:30                  | 35       | 3  | 1  | 1  | 0 | 1  |  | 41      | 21:30                 | 14       | 0  | 0  | 0  | 0 | 0  |  | 14      |
| 9:45                  | 35       | 4  | 0  | 3  | 0 | 0  |  | 42      | 21:45                 | 13       | 0  | 0  | 0  | 0 | 0  |  | 13      |
| 10:00                 | 33       | 2  | 3  | 1  | 1 | 1  |  | 41      | 22:00                 | 19       | 0  | 0  | 2  | 0 | 0  |  | 21      |
| 10:15                 | 29       | 5  | 1  | 3  | 0 | 0  |  | 38      | 22:15                 | 8        | 0  | 0  | 1  | 0 | 0  |  | 9       |
| 10:30                 | 34       | 2  | 4  | 5  | 0 | 1  |  | 46      | 22:30                 | 12       | 0  | 0  | 1  | 0 | 0  |  | 13      |
| 10:45                 | 34       | 2  | 0  | 3  | 0 | 0  |  | 39      | 22:45                 | 12       | 0  | 0  | 0  | 0 | 0  |  | 12      |
| 11:00                 | 30       | 3  | 0  | 1  | 0 | 1  |  | 35      | 23:00                 | 10       | 0  | 0  | 0  | 0 | 0  |  | 10      |
| 11:15                 | 27       | 3  | 0  | 1  | 0 | 0  |  | 31      | 23:15                 | 18       | 0  | 0  | 0  | 0 | 0  |  | 18      |
| 11:30                 | 37       | 3  | 2  | 2  | 0 | 1  |  | 45      | 23:30                 | 12       | 0  | 0  | 0  | 0 | 0  |  | 12      |
| 11:45                 | 46       | 2  | 3  | 1  | 0 | 0  |  | 52      | 23:45                 | 3        | 0  | 0  | 1  | 0 | 0  |  | 4       |
| <b>TOTAL</b>          | 1,415    | 72 | 27 | 59 | 1 | 22 |  | 1,596   | <b>TOTAL</b>          | 1,992    | 65 | 28 | 65 | 3 | 30 |  | 2,183   |
| <b>AM PEAK HOUR</b>   |          |    |    |    |   |    |  | 4:45 AM | <b>AM PEAK HOUR</b>   |          |    |    |    |   |    |  | 4:00 PM |
| <b>AM PEAK VOLUME</b> |          |    |    |    |   |    |  | 240     | <b>AM PEAK VOLUME</b> |          |    |    |    |   |    |  | 380     |

CLASS 1 PASSENGER VEHICLES  
CLASS 2 2-AXLE TRUCKS  
CLASS 3 3-AXLE TRUCKS  
CLASS 4 4 OR MORE AXLE TRUCKS  
CLASS 5 RV  
CLASS 6 Buses

|                     |       |      |      |      |      |      |        |
|---------------------|-------|------|------|------|------|------|--------|
| <b>TOTAL: AM+PM</b> | 3,407 | 137  | 55   | 124  | 4    | 52   | 3,779  |
| <b>% OF TOTAL</b>   | 90.2% | 3.6% | 1.5% | 3.3% | 0.1% | 1.4% | 100.0% |

31124

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

**DATE:** Tuesday, April 02, 2024**CITY:** Apple Valley**JOB #:** SC4523**LOCATION:** CLASS1 Navajo Rd north of Los Padres Rd

| AM<br>TIME            | NB |   |   |   |   |   |         | PM<br>Time            | NB |    |   |   |   |   |         |
|-----------------------|----|---|---|---|---|---|---------|-----------------------|----|----|---|---|---|---|---------|
|                       | 1  | 2 | 3 | 4 | 5 | 6 | TOTAL   |                       | 1  | 2  | 3 | 4 | 5 | 6 | TOTAL   |
| 0:00                  | 1  | 0 | 0 | 0 | 0 | 0 | 1       | 12:00                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 0:15                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 12:15                 | 1  | 0  | 0 | 0 | 0 | 0 | 1       |
| 0:30                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 12:30                 | 0  | 1  | 0 | 0 | 0 | 0 | 1       |
| 0:45                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 12:45                 | 0  | 1  | 0 | 0 | 0 | 0 | 1       |
| 1:00                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 13:00                 | 1  | 0  | 0 | 0 | 0 | 0 | 1       |
| 1:15                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 13:15                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 1:30                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 13:30                 | 3  | 0  | 0 | 0 | 0 | 0 | 3       |
| 1:45                  | 1  | 0 | 0 | 0 | 0 | 0 | 1       | 13:45                 | 2  | 1  | 0 | 0 | 0 | 0 | 3       |
| 2:00                  | 1  | 0 | 0 | 0 | 0 | 0 | 1       | 14:00                 | 0  | 1  | 0 | 0 | 0 | 0 | 1       |
| 2:15                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 14:15                 | 4  | 0  | 0 | 0 | 0 | 0 | 4       |
| 2:30                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 14:30                 | 3  | 0  | 0 | 0 | 0 | 0 | 3       |
| 2:45                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 14:45                 | 2  | 2  | 0 | 0 | 0 | 0 | 4       |
| 3:00                  | 1  | 0 | 0 | 0 | 0 | 0 | 1       | 15:00                 | 0  | 0  | 0 | 1 | 0 | 0 | 1       |
| 3:15                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 15:15                 | 8  | 4  | 1 | 0 | 0 | 0 | 13      |
| 3:30                  | 3  | 0 | 0 | 0 | 0 | 0 | 3       | 15:30                 | 3  | 2  | 0 | 0 | 0 | 0 | 5       |
| 3:45                  | 1  | 0 | 0 | 0 | 0 | 0 | 1       | 15:45                 | 4  | 0  | 0 | 0 | 0 | 0 | 4       |
| 4:00                  | 1  | 0 | 0 | 0 | 0 | 0 | 1       | 16:00                 | 3  | 2  | 0 | 0 | 0 | 0 | 5       |
| 4:15                  | 2  | 0 | 0 | 0 | 0 | 0 | 2       | 16:15                 | 5  | 0  | 1 | 0 | 0 | 0 | 6       |
| 4:30                  | 6  | 1 | 0 | 0 | 0 | 0 | 7       | 16:30                 | 2  | 0  | 0 | 0 | 0 | 0 | 2       |
| 4:45                  | 8  | 0 | 0 | 0 | 0 | 0 | 8       | 16:45                 | 2  | 0  | 0 | 0 | 0 | 0 | 2       |
| 5:00                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 17:00                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 5:15                  | 3  | 1 | 0 | 0 | 0 | 0 | 4       | 17:15                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 5:30                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 17:30                 | 1  | 0  | 0 | 0 | 0 | 0 | 1       |
| 5:45                  | 2  | 1 | 0 | 0 | 0 | 0 | 3       | 17:45                 | 1  | 0  | 0 | 0 | 0 | 0 | 1       |
| 6:00                  | 2  | 0 | 0 | 0 | 0 | 0 | 2       | 18:00                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 6:15                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 18:15                 | 1  | 0  | 0 | 0 | 0 | 0 | 1       |
| 6:30                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 18:30                 | 1  | 0  | 0 | 0 | 0 | 0 | 1       |
| 6:45                  | 1  | 0 | 0 | 0 | 0 | 0 | 1       | 18:45                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 7:00                  | 1  | 0 | 0 | 0 | 0 | 0 | 1       | 19:00                 | 1  | 0  | 0 | 0 | 0 | 0 | 1       |
| 7:15                  | 0  | 1 | 0 | 0 | 0 | 0 | 1       | 19:15                 | 1  | 1  | 0 | 0 | 0 | 0 | 2       |
| 7:30                  | 1  | 0 | 0 | 0 | 0 | 0 | 1       | 19:30                 | 1  | 0  | 0 | 0 | 0 | 0 | 1       |
| 7:45                  | 1  | 0 | 0 | 0 | 0 | 0 | 1       | 19:45                 | 0  | 1  | 0 | 0 | 0 | 0 | 1       |
| 8:00                  | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 20:00                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 8:15                  | 2  | 0 | 0 | 0 | 0 | 0 | 2       | 20:15                 | 2  | 0  | 0 | 0 | 0 | 0 | 2       |
| 8:30                  | 1  | 0 | 0 | 0 | 0 | 0 | 1       | 20:30                 | 1  | 0  | 0 | 0 | 0 | 0 | 1       |
| 8:45                  | 2  | 0 | 0 | 0 | 0 | 0 | 2       | 20:45                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 9:00                  | 1  | 2 | 0 | 0 | 0 | 0 | 3       | 21:00                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 9:15                  | 2  | 0 | 1 | 0 | 0 | 0 | 3       | 21:15                 | 2  | 0  | 0 | 0 | 0 | 0 | 2       |
| 9:30                  | 3  | 1 | 0 | 0 | 0 | 0 | 4       | 21:30                 | 1  | 0  | 0 | 0 | 0 | 0 | 1       |
| 9:45                  | 4  | 0 | 0 | 0 | 0 | 0 | 4       | 21:45                 | 1  | 0  | 0 | 0 | 0 | 0 | 1       |
| 10:00                 | 2  | 0 | 0 | 0 | 0 | 0 | 2       | 22:00                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 10:15                 | 1  | 1 | 0 | 0 | 0 | 0 | 2       | 22:15                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 10:30                 | 2  | 0 | 0 | 0 | 0 | 0 | 2       | 22:30                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 10:45                 | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 22:45                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 11:00                 | 0  | 0 | 0 | 0 | 0 | 0 | 0       | 23:00                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 11:15                 | 1  | 0 | 0 | 0 | 0 | 0 | 1       | 23:15                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 11:30                 | 1  | 1 | 0 | 0 | 0 | 0 | 2       | 23:30                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| 11:45                 | 2  | 0 | 0 | 0 | 0 | 0 | 2       | 23:45                 | 0  | 0  | 0 | 0 | 0 | 0 | 0       |
| <b>TOTAL</b>          | 60 | 9 | 1 | 0 | 0 | 0 | 70      | <b>TOTAL</b>          | 57 | 16 | 2 | 1 | 0 | 0 | 76      |
| <b>AM PEAK HOUR</b>   |    |   |   |   |   |   | 4:30 AM | <b>AM PEAK HOUR</b>   |    |    |   |   |   |   | 3:15 PM |
| <b>AM PEAK VOLUME</b> |    |   |   |   |   |   | 19      | <b>AM PEAK VOLUME</b> |    |    |   |   |   |   | 27      |

|                |                       |                     |       |       |      |      |      |      |        |
|----------------|-----------------------|---------------------|-------|-------|------|------|------|------|--------|
| <b>CLASS 1</b> | PASSENGER VEHICLES    | <b>TOTAL: AM+PM</b> | 117   | 25    | 3    | 1    | 0    | 0    | 146    |
| <b>CLASS 2</b> | 2-AXLE TRUCKS         | <b>% OF TOTAL</b>   | 80.1% | 17.1% | 2.1% | 0.7% | 0.0% | 0.0% | 100.0% |
| <b>CLASS 3</b> | 3-AXLE TRUCKS         |                     |       |       |      |      |      |      |        |
| <b>CLASS 4</b> | 4 OR MORE AXLE TRUCKS |                     |       |       |      |      |      |      |        |
| <b>CLASS 5</b> | RV                    | <b>TOTAL: ALL</b>   | 305   | 66    | 4    | 2    | 0    | 0    | 377    |
| <b>CLASS 6</b> | Buses                 | <b>% OF TOTAL</b>   | 80.9% | 17.5% | 1.1% | 0.5% | 0.0% | 0.0% | 100.0% |

# 24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024  
JOB #: SC4523

CITY: Apple Valley  
LOCATION: CLASS1 Navajo Rd north of Los Padres Rd

| AM TIME        | SB |    |   |   |   |   |         | PM Time        | SB  |    |   |   |   |   |         |
|----------------|----|----|---|---|---|---|---------|----------------|-----|----|---|---|---|---|---------|
|                | 1  | 2  | 3 | 4 | 5 | 6 | TOTAL   |                | 1   | 2  | 3 | 4 | 5 | 6 | TOTAL   |
| 0:00           | 0  | 0  | 0 | 0 | 0 | 0 | 0       | 12:00          | 0   | 0  | 0 | 0 | 0 | 0 | 0       |
| 0:15           | 1  | 0  | 0 | 0 | 0 | 0 | 1       | 12:15          | 1   | 0  | 0 | 0 | 0 | 0 | 1       |
| 0:30           | 1  | 1  | 0 | 0 | 0 | 0 | 2       | 12:30          | 1   | 2  | 0 | 0 | 0 | 0 | 3       |
| 0:45           | 0  | 0  | 0 | 0 | 0 | 0 | 0       | 12:45          | 3   | 0  | 0 | 0 | 0 | 0 | 3       |
| 1:00           | 2  | 0  | 0 | 0 | 0 | 0 | 2       | 13:00          | 1   | 0  | 0 | 0 | 0 | 0 | 1       |
| 1:15           | 0  | 0  | 0 | 0 | 0 | 0 | 0       | 13:15          | 1   | 1  | 0 | 0 | 0 | 0 | 2       |
| 1:30           | 1  | 0  | 0 | 0 | 0 | 0 | 1       | 13:30          | 7   | 2  | 0 | 0 | 0 | 0 | 9       |
| 1:45           | 2  | 0  | 0 | 0 | 0 | 0 | 2       | 13:45          | 6   | 1  | 0 | 0 | 0 | 0 | 7       |
| 2:00           | 2  | 0  | 0 | 0 | 0 | 0 | 2       | 14:00          | 3   | 0  | 0 | 0 | 0 | 0 | 3       |
| 2:15           | 1  | 0  | 0 | 0 | 0 | 0 | 1       | 14:15          | 5   | 1  | 0 | 0 | 0 | 0 | 6       |
| 2:30           | 0  | 0  | 0 | 0 | 0 | 0 | 0       | 14:30          | 10  | 3  | 0 | 0 | 0 | 0 | 13      |
| 2:45           | 0  | 0  | 0 | 0 | 0 | 0 | 0       | 14:45          | 5   | 1  | 0 | 0 | 0 | 0 | 6       |
| 3:00           | 5  | 1  | 0 | 0 | 0 | 0 | 6       | 15:00          | 4   | 0  | 0 | 1 | 0 | 0 | 5       |
| 3:15           | 4  | 0  | 0 | 0 | 0 | 0 | 4       | 15:15          | 5   | 1  | 0 | 0 | 0 | 0 | 6       |
| 3:30           | 3  | 0  | 0 | 0 | 0 | 0 | 3       | 15:30          | 10  | 0  | 0 | 0 | 0 | 0 | 10      |
| 3:45           | 4  | 0  | 0 | 0 | 0 | 0 | 4       | 15:45          | 2   | 0  | 0 | 0 | 0 | 0 | 2       |
| 4:00           | 4  | 0  | 0 | 0 | 0 | 0 | 4       | 16:00          | 4   | 5  | 0 | 0 | 0 | 0 | 9       |
| 4:15           | 1  | 0  | 0 | 0 | 0 | 0 | 1       | 16:15          | 0   | 0  | 0 | 0 | 0 | 0 | 0       |
| 4:30           | 0  | 0  | 0 | 0 | 0 | 0 | 0       | 16:30          | 4   | 0  | 0 | 0 | 0 | 0 | 4       |
| 4:45           | 2  | 0  | 0 | 0 | 0 | 0 | 2       | 16:45          | 1   | 0  | 0 | 0 | 0 | 0 | 1       |
| 5:00           | 0  | 0  | 0 | 0 | 0 | 0 | 0       | 17:00          | 0   | 0  | 0 | 0 | 0 | 0 | 0       |
| 5:15           | 0  | 2  | 0 | 0 | 0 | 0 | 2       | 17:15          | 2   | 0  | 0 | 0 | 0 | 0 | 2       |
| 5:30           | 1  | 0  | 0 | 0 | 0 | 0 | 1       | 17:30          | 5   | 0  | 0 | 0 | 0 | 0 | 5       |
| 5:45           | 1  | 1  | 0 | 0 | 0 | 0 | 2       | 17:45          | 5   | 1  | 0 | 0 | 0 | 0 | 6       |
| 6:00           | 0  | 0  | 0 | 0 | 0 | 0 | 0       | 18:00          | 1   | 1  | 0 | 0 | 0 | 0 | 2       |
| 6:15           | 0  | 0  | 0 | 0 | 0 | 0 | 0       | 18:15          | 1   | 0  | 0 | 0 | 0 | 0 | 1       |
| 6:30           | 0  | 0  | 0 | 0 | 0 | 0 | 0       | 18:30          | 7   | 1  | 0 | 0 | 0 | 0 | 8       |
| 6:45           | 0  | 0  | 0 | 0 | 0 | 0 | 0       | 18:45          | 5   | 0  | 0 | 0 | 0 | 0 | 5       |
| 7:00           | 0  | 0  | 0 | 0 | 0 | 0 | 0       | 19:00          | 0   | 1  | 0 | 0 | 0 | 0 | 1       |
| 7:15           | 0  | 0  | 0 | 0 | 0 | 0 | 0       | 19:15          | 0   | 0  | 0 | 0 | 0 | 0 | 0       |
| 7:30           | 1  | 1  | 0 | 0 | 0 | 0 | 2       | 19:30          | 1   | 0  | 0 | 0 | 0 | 0 | 1       |
| 7:45           | 1  | 1  | 0 | 0 | 0 | 0 | 2       | 19:45          | 1   | 0  | 0 | 0 | 0 | 0 | 1       |
| 8:00           | 2  | 4  | 0 | 0 | 0 | 0 | 6       | 20:00          | 5   | 0  | 0 | 0 | 0 | 0 | 5       |
| 8:15           | 1  | 0  | 0 | 0 | 0 | 0 | 1       | 20:15          | 2   | 1  | 0 | 0 | 0 | 0 | 3       |
| 8:30           | 1  | 0  | 1 | 0 | 0 | 0 | 2       | 20:30          | 2   | 0  | 0 | 0 | 0 | 0 | 2       |
| 8:45           | 2  | 1  | 0 | 0 | 0 | 0 | 3       | 20:45          | 0   | 0  | 0 | 0 | 0 | 0 | 0       |
| 9:00           | 2  | 1  | 0 | 0 | 0 | 0 | 3       | 21:00          | 4   | 0  | 0 | 0 | 0 | 0 | 4       |
| 9:15           | 2  | 0  | 0 | 0 | 0 | 0 | 2       | 21:15          | 1   | 0  | 0 | 0 | 0 | 0 | 1       |
| 9:30           | 3  | 0  | 0 | 0 | 0 | 0 | 3       | 21:30          | 0   | 0  | 0 | 0 | 0 | 0 | 0       |
| 9:45           | 2  | 0  | 0 | 0 | 0 | 0 | 2       | 21:45          | 0   | 0  | 0 | 0 | 0 | 0 | 0       |
| 10:00          | 1  | 1  | 0 | 0 | 0 | 0 | 2       | 22:00          | 0   | 0  | 0 | 0 | 0 | 0 | 0       |
| 10:15          | 4  | 1  | 0 | 0 | 0 | 0 | 5       | 22:15          | 0   | 0  | 0 | 0 | 0 | 0 | 0       |
| 10:30          | 1  | 0  | 0 | 0 | 0 | 0 | 1       | 22:30          | 3   | 0  | 0 | 0 | 0 | 0 | 3       |
| 10:45          | 2  | 0  | 0 | 0 | 0 | 0 | 2       | 22:45          | 0   | 0  | 0 | 0 | 0 | 0 | 0       |
| 11:00          | 3  | 1  | 0 | 0 | 0 | 0 | 4       | 23:00          | 0   | 0  | 0 | 0 | 0 | 0 | 0       |
| 11:15          | 2  | 1  | 0 | 0 | 0 | 0 | 3       | 23:15          | 0   | 0  | 0 | 0 | 0 | 0 | 0       |
| 11:30          | 2  | 2  | 0 | 0 | 0 | 0 | 4       | 23:30          | 0   | 0  | 0 | 0 | 0 | 0 | 0       |
| 11:45          | 2  | 0  | 0 | 0 | 0 | 0 | 2       | 23:45          | 1   | 0  | 0 | 0 | 0 | 0 | 1       |
| TOTAL          | 69 | 19 | 1 | 0 | 0 | 0 | 89      | TOTAL          | 119 | 22 | 0 | 1 | 0 | 0 | 142     |
| AM PEAK HOUR   |    |    |   |   |   |   | 3:00 AM | AM PEAK HOUR   |     |    |   |   |   |   | 2:30 PM |
| AM PEAK VOLUME |    |    |   |   |   |   | 17      | AM PEAK VOLUME |     |    |   |   |   |   | 30      |

|         |                       |              |       |       |      |      |      |      |        |
|---------|-----------------------|--------------|-------|-------|------|------|------|------|--------|
| CLASS 1 | PASSENGER VEHICLES    | TOTAL: AM+PM | 188   | 41    | 1    | 1    | 0    | 0    | 231    |
| CLASS 2 | 2-AXLE TRUCKS         | % OF TOTAL   | 81.4% | 17.7% | 0.4% | 0.4% | 0.0% | 0.0% | 100.0% |
| CLASS 3 | 3-AXLE TRUCKS         |              |       |       |      |      |      |      |        |
| CLASS 4 | 4 OR MORE AXLE TRUCKS |              |       |       |      |      |      |      |        |
| CLASS 5 | RV                    |              |       |       |      |      |      |      |        |
| CLASS 6 | BUS                   |              |       |       |      |      |      |      |        |

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024

CITY: Apple Valley

JOB #: SC4523

LOCATION: CLASS1 Navajo Rd north of Los Padres Rd

| AM TIME               | COMBINED |    |   |   |   |   |   | TOTAL | PM Time               | COMBINED |    |   |   |   |   |   | TOTAL |
|-----------------------|----------|----|---|---|---|---|---|-------|-----------------------|----------|----|---|---|---|---|---|-------|
|                       | 1        | 2  | 3 | 4 | 5 | 6 |   |       |                       | 1        | 2  | 3 | 4 | 5 | 6 |   |       |
| 0:00                  | 1        | 0  | 0 | 0 | 0 | 0 | 0 | 1     | 12:00                 | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     |
| 0:15                  | 1        | 0  | 0 | 0 | 0 | 0 | 0 | 1     | 12:15                 | 2        | 0  | 0 | 0 | 0 | 0 | 0 | 2     |
| 0:30                  | 1        | 1  | 0 | 0 | 0 | 0 | 0 | 2     | 12:30                 | 1        | 3  | 0 | 0 | 0 | 0 | 0 | 4     |
| 0:45                  | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     | 12:45                 | 3        | 1  | 0 | 0 | 0 | 0 | 0 | 4     |
| 1:00                  | 2        | 0  | 0 | 0 | 0 | 0 | 0 | 2     | 13:00                 | 2        | 0  | 0 | 0 | 0 | 0 | 0 | 2     |
| 1:15                  | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     | 13:15                 | 1        | 1  | 0 | 0 | 0 | 0 | 0 | 2     |
| 1:30                  | 1        | 0  | 0 | 0 | 0 | 0 | 0 | 1     | 13:30                 | 10       | 2  | 0 | 0 | 0 | 0 | 0 | 12    |
| 1:45                  | 3        | 0  | 0 | 0 | 0 | 0 | 0 | 3     | 13:45                 | 8        | 2  | 0 | 0 | 0 | 0 | 0 | 10    |
| 2:00                  | 3        | 0  | 0 | 0 | 0 | 0 | 0 | 3     | 14:00                 | 3        | 1  | 0 | 0 | 0 | 0 | 0 | 4     |
| 2:15                  | 1        | 0  | 0 | 0 | 0 | 0 | 0 | 1     | 14:15                 | 9        | 1  | 0 | 0 | 0 | 0 | 0 | 10    |
| 2:30                  | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     | 14:30                 | 13       | 3  | 0 | 0 | 0 | 0 | 0 | 16    |
| 2:45                  | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     | 14:45                 | 7        | 3  | 0 | 0 | 0 | 0 | 0 | 10    |
| 3:00                  | 6        | 1  | 0 | 0 | 0 | 0 | 0 | 7     | 15:00                 | 4        | 0  | 0 | 2 | 0 | 0 | 0 | 6     |
| 3:15                  | 4        | 0  | 0 | 0 | 0 | 0 | 0 | 4     | 15:15                 | 13       | 5  | 1 | 0 | 0 | 0 | 0 | 19    |
| 3:30                  | 6        | 0  | 0 | 0 | 0 | 0 | 0 | 6     | 15:30                 | 13       | 2  | 0 | 0 | 0 | 0 | 0 | 15    |
| 3:45                  | 5        | 0  | 0 | 0 | 0 | 0 | 0 | 5     | 15:45                 | 6        | 0  | 0 | 0 | 0 | 0 | 0 | 6     |
| 4:00                  | 5        | 0  | 0 | 0 | 0 | 0 | 0 | 5     | 16:00                 | 7        | 7  | 0 | 0 | 0 | 0 | 0 | 14    |
| 4:15                  | 3        | 0  | 0 | 0 | 0 | 0 | 0 | 3     | 16:15                 | 5        | 0  | 1 | 0 | 0 | 0 | 0 | 6     |
| 4:30                  | 6        | 1  | 0 | 0 | 0 | 0 | 0 | 7     | 16:30                 | 6        | 0  | 0 | 0 | 0 | 0 | 0 | 6     |
| 4:45                  | 10       | 0  | 0 | 0 | 0 | 0 | 0 | 10    | 16:45                 | 3        | 0  | 0 | 0 | 0 | 0 | 0 | 3     |
| 5:00                  | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     | 17:00                 | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     |
| 5:15                  | 3        | 3  | 0 | 0 | 0 | 0 | 0 | 6     | 17:15                 | 2        | 0  | 0 | 0 | 0 | 0 | 0 | 2     |
| 5:30                  | 1        | 0  | 0 | 0 | 0 | 0 | 0 | 1     | 17:30                 | 6        | 0  | 0 | 0 | 0 | 0 | 0 | 6     |
| 5:45                  | 3        | 2  | 0 | 0 | 0 | 0 | 0 | 5     | 17:45                 | 6        | 1  | 0 | 0 | 0 | 0 | 0 | 7     |
| 6:00                  | 2        | 0  | 0 | 0 | 0 | 0 | 0 | 2     | 18:00                 | 1        | 1  | 0 | 0 | 0 | 0 | 0 | 2     |
| 6:15                  | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     | 18:15                 | 2        | 0  | 0 | 0 | 0 | 0 | 0 | 2     |
| 6:30                  | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     | 18:30                 | 8        | 1  | 0 | 0 | 0 | 0 | 0 | 9     |
| 6:45                  | 1        | 0  | 0 | 0 | 0 | 0 | 0 | 1     | 18:45                 | 5        | 0  | 0 | 0 | 0 | 0 | 0 | 5     |
| 7:00                  | 1        | 0  | 0 | 0 | 0 | 0 | 0 | 1     | 19:00                 | 1        | 1  | 0 | 0 | 0 | 0 | 0 | 2     |
| 7:15                  | 0        | 1  | 0 | 0 | 0 | 0 | 0 | 1     | 19:15                 | 1        | 1  | 0 | 0 | 0 | 0 | 0 | 2     |
| 7:30                  | 2        | 1  | 0 | 0 | 0 | 0 | 0 | 3     | 19:30                 | 2        | 0  | 0 | 0 | 0 | 0 | 0 | 2     |
| 7:45                  | 2        | 1  | 0 | 0 | 0 | 0 | 0 | 3     | 19:45                 | 1        | 1  | 0 | 0 | 0 | 0 | 0 | 2     |
| 8:00                  | 2        | 4  | 0 | 0 | 0 | 0 | 0 | 6     | 20:00                 | 5        | 0  | 0 | 0 | 0 | 0 | 0 | 5     |
| 8:15                  | 3        | 0  | 0 | 0 | 0 | 0 | 0 | 3     | 20:15                 | 4        | 1  | 0 | 0 | 0 | 0 | 0 | 5     |
| 8:30                  | 2        | 0  | 1 | 0 | 0 | 0 | 0 | 3     | 20:30                 | 3        | 0  | 0 | 0 | 0 | 0 | 0 | 3     |
| 8:45                  | 4        | 1  | 0 | 0 | 0 | 0 | 0 | 5     | 20:45                 | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     |
| 9:00                  | 3        | 3  | 0 | 0 | 0 | 0 | 0 | 6     | 21:00                 | 4        | 0  | 0 | 0 | 0 | 0 | 0 | 4     |
| 9:15                  | 4        | 0  | 1 | 0 | 0 | 0 | 0 | 5     | 21:15                 | 3        | 0  | 0 | 0 | 0 | 0 | 0 | 3     |
| 9:30                  | 6        | 1  | 0 | 0 | 0 | 0 | 0 | 7     | 21:30                 | 1        | 0  | 0 | 0 | 0 | 0 | 0 | 1     |
| 9:45                  | 6        | 0  | 0 | 0 | 0 | 0 | 0 | 6     | 21:45                 | 1        | 0  | 0 | 0 | 0 | 0 | 0 | 1     |
| 10:00                 | 3        | 1  | 0 | 0 | 0 | 0 | 0 | 4     | 22:00                 | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     |
| 10:15                 | 5        | 2  | 0 | 0 | 0 | 0 | 0 | 7     | 22:15                 | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     |
| 10:30                 | 3        | 0  | 0 | 0 | 0 | 0 | 0 | 3     | 22:30                 | 3        | 0  | 0 | 0 | 0 | 0 | 0 | 3     |
| 10:45                 | 2        | 0  | 0 | 0 | 0 | 0 | 0 | 2     | 22:45                 | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     |
| 11:00                 | 3        | 1  | 0 | 0 | 0 | 0 | 0 | 4     | 23:00                 | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     |
| 11:15                 | 3        | 1  | 0 | 0 | 0 | 0 | 0 | 4     | 23:15                 | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     |
| 11:30                 | 3        | 3  | 0 | 0 | 0 | 0 | 0 | 6     | 23:30                 | 0        | 0  | 0 | 0 | 0 | 0 | 0 | 0     |
| 11:45                 | 4        | 0  | 0 | 0 | 0 | 0 | 0 | 4     | 23:45                 | 1        | 0  | 0 | 0 | 0 | 0 | 0 | 1     |
| <b>TOTAL</b>          | 129      | 28 | 2 | 0 | 0 | 0 | 0 | 159   | <b>TOTAL</b>          | 176      | 38 | 2 | 2 | 0 | 0 | 0 | 218   |
| <b>AM PEAK HOUR</b>   |          |    |   |   |   |   |   |       | <b>AM PEAK HOUR</b>   |          |    |   |   |   |   |   |       |
| <b>AM PEAK VOLUME</b> |          |    |   |   |   |   |   |       | <b>AM PEAK VOLUME</b> |          |    |   |   |   |   |   |       |
| 4:00 AM               |          |    |   |   |   |   |   |       | 3:15 PM               |          |    |   |   |   |   |   |       |
| 25                    |          |    |   |   |   |   |   |       | 54                    |          |    |   |   |   |   |   |       |

|                |                       |                     |       |       |      |      |      |      |        |
|----------------|-----------------------|---------------------|-------|-------|------|------|------|------|--------|
| <b>CLASS 1</b> | PASSENGER VEHICLES    | <b>TOTAL: AM+PM</b> | 305   | 66    | 4    | 2    | 0    | 0    | 377    |
| <b>CLASS 2</b> | 2-AXLE TRUCKS         | <b>% OF TOTAL</b>   | 80.9% | 17.5% | 1.1% | 0.5% | 0.0% | 0.0% | 100.0% |
| <b>CLASS 3</b> | 3-AXLE TRUCKS         |                     |       |       |      |      |      |      |        |
| <b>CLASS 4</b> | 4 OR MORE AXLE TRUCKS |                     |       |       |      |      |      |      |        |
| <b>CLASS 5</b> | RV                    |                     |       |       |      |      |      |      |        |
| <b>CLASS 6</b> | Buses                 |                     |       |       |      |      |      |      |        |

# Counts Unlimited, Inc.

Page 1

City of Apple Valley  
Dakota Avenue  
N/ Corwin Road  
24 Hour Directional Classification Count

PO Box 1178  
Corona, CA 92878  
(951) 268-6268

email: counts@countsunlimited.com

APV001  
Site Code: 051-24741

## Northbound

| Start Time   | Motorcy | 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 |
|--------------|---------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 08/27/24     | 0       | 0               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0     |
| 01:00        | 0       | 0               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 1     |
| 02:00        | 0       | 2               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 2     |
| 03:00        | 0       | 8               | 0           | 0     | 0             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 9     |
| 04:00        | 0       | 19              | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 20    |
| 05:00        | 0       | 13              | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 15    |
| 06:00        | 0       | 4               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 5     |
| 07:00        | 0       | 7               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 8     |
| 08:00        | 0       | 6               | 1           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 8     |
| 09:00        | 0       | 6               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 6     |
| 10:00        | 0       | 2               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 4     |
| 11:00        | 0       | 1               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 1     |
| 12 PM        | 0       | 0               | 2           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 3     |
| 13:00        | 0       | 4               | 0           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 5     |
| 14:00        | 0       | 4               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 4     |
| 15:00        | 0       | 8               | 1           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 10    |
| 16:00        | 0       | 15              | 4           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 19    |
| 17:00        | 0       | 2               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 2     |
| 18:00        | 0       | 5               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 5     |
| 19:00        | 0       | 2               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 3     |
| 20:00        | 0       | 0               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0     |
| 21:00        | 0       | 4               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 5     |
| 22:00        | 0       | 3               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 3     |
| 23:00        | 0       | 0               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0     |
| Total        | 0       | 115             | 18          | 0     | 4             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 138   |
| Percent      | 0.0%    | 83.3%           | 13.0%       | 0.0%  | 2.9%          | 0.7%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          | 0.0%         | 0.0%         | 0.0%         |       |
| AM Peak Vol. |         | 04:00           | 05:00       |       | 08:00         | 03:00         |               |               |               |               |              |              |              | 04:00 |
| PM Peak Vol. |         | 16:00           | 16:00       |       | 12:00         |               |               |               |               |               |              |              |              | 16:00 |
| Grand Total  | 0       | 115             | 18          | 0     | 4             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 138   |
| Percent      | 0.0%    | 83.3%           | 13.0%       | 0.0%  | 2.9%          | 0.7%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          | 0.0%         | 0.0%         | 0.0%         |       |



# Counts Unlimited, Inc.

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N/ Corwin Road  
24 Hour Directional Classification Count

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Corona, CA 92878  
(951) 268-6268

email: counts@countsunlimited.com

APV001  
Site Code: 051-24741

## Southbound

| Start Time   | Motorcy | 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 |
|--------------|---------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 08/27/24     | 0       | 0               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 2     |
| 01:00        | 0       | 2               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 2     |
| 02:00        | 0       | 2               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 2     |
| 03:00        | 0       | 7               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 7     |
| 04:00        | 0       | 7               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 7     |
| 05:00        | 0       | 6               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 7     |
| 06:00        | 0       | 3               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 3     |
| 07:00        | 0       | 3               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 4     |
| 08:00        | 0       | 5               | 0           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 6     |
| 09:00        | 0       | 9               | 1           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 11    |
| 10:00        | 0       | 3               | 1           | 0     | 0             | 0             | 0             | 1             | 0             | 0             | 0            | 0            | 0            | 5     |
| 11:00        | 0       | 6               | 1           | 0     | 1             | 0             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 9     |
| 12 PM        | 0       | 18              | 1           | 0     | 1             | 1             | 0             | 0             | 1             | 0             | 0            | 0            | 0            | 22    |
| 13:00        | 0       | 11              | 1           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 14    |
| 14:00        | 0       | 14              | 2           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 17    |
| 15:00        | 0       | 6               | 2           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 10    |
| 16:00        | 0       | 17              | 4           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 22    |
| 17:00        | 0       | 7               | 5           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 13    |
| 18:00        | 0       | 9               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 9     |
| 19:00        | 0       | 0               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 2     |
| 20:00        | 0       | 3               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 3     |
| 21:00        | 0       | 1               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 1     |
| 22:00        | 0       | 11              | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 12    |
| 23:00        | 0       | 3               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 3     |
| Total        | 0       | 153             | 25          | 0     | 11            | 1             | 0             | 1             | 2             | 0             | 0            | 0            | 0            | 193   |
| Percent      | 0.0%    | 79.3%           | 13.0%       | 0.0%  | 5.7%          | 0.5%          | 0.0%          | 0.5%          | 1.0%          | 0.0%          | 0.0%         | 0.0%         | 0.0%         |       |
| AM Peak Vol. |         | 09:00           | 00:00       |       | 08:00         |               |               | 10:00         | 11:00         |               |              |              |              | 09:00 |
| PM Peak Vol. |         | 12:00           | 17:00       |       | 13:00         | 12:00         |               |               | 12:00         |               |              |              |              | 12:00 |
| Grand Total  | 0       | 153             | 25          | 0     | 11            | 1             | 0             | 1             | 2             | 0             | 0            | 0            | 0            | 193   |
| Percent      | 0.0%    | 79.3%           | 13.0%       | 0.0%  | 5.7%          | 0.5%          | 0.0%          | 0.5%          | 1.0%          | 0.0%          | 0.0%         | 0.0%         | 0.0%         |       |

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email: counts@countsunlimited.com

APV001  
Site Code: 051-24741

## Northbound, Southbound

| Start Time   | Motorcy | 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     |
|--------------|---------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-----------|
| 08/27/24     | 0       | 0               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 2         |
| 01:00        | 0       | 2               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 3         |
| 02:00        | 0       | 4               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 4         |
| 03:00        | 0       | 15              | 0           | 0     | 0             | <b>1</b>      | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 16        |
| 04:00        | 0       | <b>26</b>       | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | <b>27</b> |
| 05:00        | 0       | 19              | <b>3</b>    | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 22        |
| 06:00        | 0       | 7               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 8         |
| 07:00        | 0       | 10              | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 12        |
| 08:00        | 0       | 11              | 1           | 0     | <b>2</b>      | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 14        |
| 09:00        | 0       | 15              | 1           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 17        |
| 10:00        | 0       | 5               | 3           | 0     | 0             | 0             | 0             | <b>1</b>      | 0             | 0             | 0            | 0            | 0            | 9         |
| 11:00        | 0       | 7               | 1           | 0     | 1             | 0             | 0             | 0             | <b>1</b>      | 0             | 0            | 0            | 0            | 10        |
| 12 PM        | 0       | 18              | 3           | 0     | 2             | <b>1</b>      | 0             | 0             | <b>1</b>      | 0             | 0            | 0            | 0            | 25        |
| 13:00        | 0       | 15              | 1           | 0     | <b>3</b>      | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 19        |
| 14:00        | 0       | 18              | 2           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 21        |
| 15:00        | 0       | 14              | 3           | 0     | 3             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 20        |
| 16:00        | 0       | <b>32</b>       | <b>8</b>    | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | <b>41</b> |
| 17:00        | 0       | 9               | 5           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 15        |
| 18:00        | 0       | 14              | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 14        |
| 19:00        | 0       | 2               | 3           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 5         |
| 20:00        | 0       | 3               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 3         |
| 21:00        | 0       | 5               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 6         |
| 22:00        | 0       | 14              | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 15        |
| 23:00        | 0       | 3               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 3         |
| Total        | 0       | 268             | 43          | 0     | 15            | 2             | 0             | 1             | 2             | 0             | 0            | 0            | 0            | 331       |
| Percent      | 0.0%    | 81.0%           | 13.0%       | 0.0%  | 4.5%          | 0.6%          | 0.0%          | 0.3%          | 0.6%          | 0.0%          | 0.0%         | 0.0%         | 0.0%         |           |
| AM Peak Vol. |         | 04:00           | 05:00       |       | 08:00         | 03:00         |               | 10:00         | 11:00         |               |              |              |              | 04:00     |
| PM Peak Vol. |         | 16:00           | 16:00       |       | 13:00         | 12:00         |               |               | 12:00         |               |              |              |              | 16:00     |
| Grand Total  | 0       | 268             | 43          | 0     | 15            | 2             | 0             | 1             | 2             | 0             | 0            | 0            | 0            | 331       |
| Percent      | 0.0%    | 81.0%           | 13.0%       | 0.0%  | 4.5%          | 0.6%          | 0.0%          | 0.3%          | 0.6%          | 0.0%          | 0.0%         | 0.0%         | 0.0%         |           |

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## **APPENDIX 3.2: EXISTING (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Lanes, Volumes, Timings  
1: Corwin Rd. & Dakota Av.

Existing (2024) AM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations     |                                                                                   |  |  |                                                                                   |  |                                                                                   |
| Traffic Volume (vph)    | 9                                                                                 | 14                                                                                | 7                                                                                 | 1                                                                                 | 1                                                                                 | 6                                                                                 |
| Future Volume (vph)     | 9                                                                                 | 14                                                                                | 7                                                                                 | 1                                                                                 | 1                                                                                 | 6                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        |                                                                                   | 55                                                                                | 55                                                                                |                                                                                   | 45                                                                                |                                                                                   |
| Link Distance (ft)      |                                                                                   | 3330                                                                              | 1344                                                                              |                                                                                   | 1769                                                                              |                                                                                   |
| Travel Time (s)         |                                                                                   | 41.3                                                                              | 16.7                                                                              |                                                                                   | 26.8                                                                              |                                                                                   |
| Peak Hour Factor        | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

| Intersection             |      |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 3.3  |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 9    | 14                                                                                | 7                                                                                 | 1    | 1                                                                                 | 6    |
| Future Vol, veh/h        | 9    | 14                                                                                | 7                                                                                 | 1    | 1                                                                                 | 6    |
| 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         | 64   | 64                                                                                | 64                                                                                | 64   | 64                                                                                | 64   |
| Heavy Vehicles, %        | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Mvmt Flow                | 14   | 22                                                                                | 11                                                                                | 2    | 2                                                                                 | 9    |

| Major/Minor          | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 13     | 0      | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | 4.1    | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | 2.2    | -      | -      |
| Pot Cap-1 Maneuver   | 1619   | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1619   | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach               | EB   | WB | SB   |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 2.83 | 0  | 8.45 |
| HCM LOS                |      |    | A    |

| Minor Lane/Major Mvmt     | EBL   | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)          | 704   | -   | -   | -   | 1054  |
| HCM Lane V/C Ratio        | 0.009 | -   | -   | -   | 0.01  |
| HCM Control Delay (s/veh) | 7.2   | 0   | -   | -   | 8.5   |
| HCM Lane LOS              | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh)     | 0     | -   | -   | -   | 0     |

Lanes, Volumes, Timings  
2: Ramona Rd. & Fresno Rd.

Existing (2024) AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Future Volume (vph)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| 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)      |                                                                                   | 1354                                                                              |                                                                                   |                                                                                   | 321                                                                               |                                                                                   |                                                                                    | 1023                                                                                |                                                                                     |                                                                                     | 285                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 20.5                                                                              |                                                                                   |                                                                                   | 4.9                                                                               |                                                                                   |                                                                                    | 15.5                                                                                |                                                                                     |                                                                                     | 4.3                                                                                 |                                                                                     |
| Peak Hour Factor        | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                               | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



HCM 7th TWSC  
2: Ramona Rd. & Fresno Rd.

Existing (2024) AM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    |
| Future Vol, veh/h        | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 0    |

| Major/Minor          | Minor2 |     | Minor1 |      | Major1 |      | Major2 |   |   |      |   |   |
|----------------------|--------|-----|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 2      | 4   | 2      | 3    | 3      | 1    | 2      | 0 | 0 | 2    | 0 | 0 |
| Stage 1              | 2      | 2   | -      | 1    | 1      | -    | -      | - | - | -    | - | - |
| Stage 2              | 0      | 2   | -      | 2    | 2      | -    | -      | - | - | -    | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.1  | 6.5    | 6.2  | 4.1    | - | - | 4.1  | - | - |
| Critical Hdwy Stg 1  | 6.1    | 5.5 | -      | 6.1  | 5.5    | -    | -      | - | - | -    | - | - |
| Critical Hdwy Stg 2  | 6.1    | 5.5 | -      | 6.1  | 5.5    | -    | -      | - | - | -    | - | - |
| Follow-up Hdwy       | 3.5    | 4   | 3.3    | 3.5  | 4      | 3.3  | 2.2    | - | - | 2.2  | - | - |
| Pot Cap-1 Maneuver   | 1026   | 896 | 1088   | 1024 | 897    | 1090 | 1634   | - | - | 1634 | - | - |
| Stage 1              | 1026   | 898 | -      | 1027 | 899    | -    | -      | - | - | -    | - | - |
| Stage 2              | -      | 898 | -      | 1026 | 898    | -    | -      | - | - | -    | - | - |
| Platoon blocked, %   |        |     |        |      |        |      |        | - | - |      | - | - |
| Mov Cap-1 Maneuver   | 1026   | 896 | 1088   | 1024 | 897    | 1090 | 1634   | - | - | 1634 | - | - |
| Mov Cap-2 Maneuver   | 1026   | 896 | -      | 1024 | 897    | -    | -      | - | - | -    | - | - |
| Stage 1              | 1026   | 898 | -      | 1027 | 899    | -    | -      | - | - | -    | - | - |
| Stage 2              | -      | 898 | -      | 1026 | 898    | -    | -      | - | - | -    | - | - |

| Approach               | EB | WB   | NB | SB |
|------------------------|----|------|----|----|
| HCM Control Delay, s/v | 0  | 8.52 | 0  | 0  |
| HCM LOS                | A  | A    |    |    |

| Minor Lane/Major Mvmt     | NBL  | NBT | NBR | EBLn1WBLn1 | SBL  | SBT | SBR |
|---------------------------|------|-----|-----|------------|------|-----|-----|
| Capacity (veh/h)          | 1634 | -   | -   | - 1024     | 1634 | -   | -   |
| HCM Lane V/C Ratio        | -    | -   | -   | - 0.002    | -    | -   | -   |
| HCM Control Delay (s/veh) | 0    | -   | -   | 0 8.5      | 0    | -   | -   |
| HCM Lane LOS              | A    | -   | -   | A A        | A    | -   | -   |
| HCM 95th %tile Q(veh)     | 0    | -   | -   | - 0        | 0    | -   | -   |

Lanes, Volumes, Timings  
3: Navajo Rd. & Altadena St.

Existing (2024) AM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 4                                                                                 | 5                                                                                 | 2                                                                                 | 1                                                                                 | 4                                                                                 | 4                                                                                 |
| Future Volume (vph)     | 4                                                                                 | 5                                                                                 | 2                                                                                 | 1                                                                                 | 4                                                                                 | 4                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 30                                                                                |                                                                                   |                                                                                   | 55                                                                                | 55                                                                                |                                                                                   |
| Link Distance (ft)      | 2664                                                                              |                                                                                   |                                                                                   | 475                                                                               | 6664                                                                              |                                                                                   |
| Travel Time (s)         | 60.5                                                                              |                                                                                   |                                                                                   | 5.9                                                                               | 82.6                                                                              |                                                                                   |
| Peak Hour Factor        | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
3: Navajo Rd. & Altadena St.

Existing (2024) AM Peak Hour

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 4.5                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 4                                                                                 | 5    | 2    | 1                                                                                 | 4                                                                                 | 4    |
| Future Vol, veh/h        | 4                                                                                 | 5    | 2    | 1                                                                                 | 4                                                                                 | 4    |
| 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         | 71                                                                                | 71   | 71   | 71                                                                                | 71                                                                                | 71   |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 6                                                                                 | 7    | 3    | 1                                                                                 | 6                                                                                 | 6    |

| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 15     | 8      | 11     | 0 | - | 0 |
| Stage 1              | 8      | -      | -      | - | - | - |
| Stage 2              | 7      | -      | -      | - | - | - |
| Critical Hdwy        | 6.4    | 6.2    | 4.1    | - | - | - |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | - | - |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | - | - |
| Follow-up Hdwy       | 3.5    | 3.3    | 2.2    | - | - | - |
| Pot Cap-1 Maneuver   | 1008   | 1079   | 1621   | - | - | - |
| Stage 1              | 1020   | -      | -      | - | - | - |
| Stage 2              | 1021   | -      | -      | - | - | - |
| Platoon blocked, %   |        |        |        | - | - | - |
| Mov Cap-1 Maneuver   | 1006   | 1079   | 1621   | - | - | - |
| Mov Cap-2 Maneuver   | 1006   | -      | -      | - | - | - |
| Stage 1              | 1018   | -      | -      | - | - | - |
| Stage 2              | 1021   | -      | -      | - | - | - |

| Approach               | EB   | NB   | SB |
|------------------------|------|------|----|
| HCM Control Delay, s/v | 8.49 | 4.82 | 0  |
| HCM LOS                | A    |      |    |

| Minor Lane/Major Mvmt     | NBL   | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)          | 1200  | -   | 1046  | -   | -   |
| HCM Lane V/C Ratio        | 0.002 | -   | 0.012 | -   | -   |
| HCM Control Delay (s/veh) | 7.2   | 0   | 8.5   | -   | -   |
| HCM Lane LOS              | A     | A   | A     | -   | -   |
| HCM 95th %tile Q(veh)     | 0     | -   | 0     | -   | -   |

Lanes, Volumes, Timings  
4: Navajo Rd. & Johnson Rd.

Existing (2024) AM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 19                                                                                | 40                                                                                | 18                                                                                | 34                                                                                | 19                                                                                | 1                                                                                 |
| Future Volume (vph)     | 19                                                                                | 40                                                                                | 18                                                                                | 34                                                                                | 19                                                                                | 1                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Storage Length (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 100                                                                               |
| Storage Lanes           |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |
| Taper Length (ft)       |                                                                                   |                                                                                   | 90                                                                                |                                                                                   | 90                                                                                |                                                                                   |
| Link Speed (mph)        | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                | 55                                                                                |                                                                                   |
| Link Distance (ft)      | 5327                                                                              |                                                                                   |                                                                                   | 1321                                                                              | 6664                                                                              |                                                                                   |
| Travel Time (s)         | 80.7                                                                              |                                                                                   |                                                                                   | 20.0                                                                              | 82.6                                                                              |                                                                                   |
| Peak Hour Factor        | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
4: Navajo Rd. & Johnson Rd.

Existing (2024) AM Peak Hour

| Intersection              |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|---------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 2.4                                                                               |      |        |                                                                                   |                                                                                   |      |
| Movement                  | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations       |  |      |        |  |  |      |
| Traffic Vol, veh/h        | 19                                                                                | 40   | 18     | 34                                                                                | 19                                                                                | 1    |
| Future Vol, veh/h         | 19                                                                                | 40   | 18     | 34                                                                                | 19                                                                                | 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          | 76                                                                                | 76   | 76     | 76                                                                                | 76                                                                                | 76   |
| Heavy Vehicles, %         | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                 | 25                                                                                | 53   | 24     | 45                                                                                | 25                                                                                | 1    |
|                           |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Major/Minor               | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |      |
| Conflicting Flow All      | 0                                                                                 | 0    | 78     | 0                                                                                 | 143                                                                               | 51   |
| Stage 1                   | -                                                                                 | -    | -      | -                                                                                 | 51                                                                                | -    |
| Stage 2                   | -                                                                                 | -    | -      | -                                                                                 | 92                                                                                | -    |
| Critical Hdwy             | -                                                                                 | -    | 4.1    | -                                                                                 | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1       | -                                                                                 | -    | -      | -                                                                                 | 5.4                                                                               | -    |
| Critical Hdwy Stg 2       | -                                                                                 | -    | -      | -                                                                                 | 5.4                                                                               | -    |
| Follow-up Hdwy            | -                                                                                 | -    | 2.2    | -                                                                                 | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver        | -                                                                                 | -    | 1534   | -                                                                                 | 854                                                                               | 1022 |
| Stage 1                   | -                                                                                 | -    | -      | -                                                                                 | 976                                                                               | -    |
| Stage 2                   | -                                                                                 | -    | -      | -                                                                                 | 937                                                                               | -    |
| Platoon blocked, %        | -                                                                                 | -    |        | -                                                                                 |                                                                                   |      |
| Mov Cap-1 Maneuver        | -                                                                                 | -    | 1534   | -                                                                                 | 840                                                                               | 1022 |
| Mov Cap-2 Maneuver        | -                                                                                 | -    | -      | -                                                                                 | 840                                                                               | -    |
| Stage 1                   | -                                                                                 | -    | -      | -                                                                                 | 976                                                                               | -    |
| Stage 2                   | -                                                                                 | -    | -      | -                                                                                 | 922                                                                               | -    |
|                           |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|                           |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Approach                  | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |      |
| HCM Control Delay, s/v    | 0                                                                                 |      | 2.56   |                                                                                   | 9.38                                                                              |      |
| HCM LOS                   | A                                                                                 |      |        |                                                                                   |                                                                                   |      |
|                           |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|                           |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt     | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |      |
| Capacity (veh/h)          | 848                                                                               | -    | -      | 623                                                                               | -                                                                                 |      |
| HCM Lane V/C Ratio        | 0.031                                                                             | -    | -      | 0.015                                                                             | -                                                                                 |      |
| HCM Control Delay (s/veh) | 9.4                                                                               | -    | -      | 7.4                                                                               | 0                                                                                 |      |
| HCM Lane LOS              | A                                                                                 | -    | -      | A                                                                                 | A                                                                                 |      |
| HCM 95th %tile Q(veh)     | 0.1                                                                               | -    | -      | 0                                                                                 | -                                                                                 |      |

Lanes, Volumes, Timings  
5: Dale Evans Pkwy. & Johnson Rd.

Existing (2024) AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 1                                                                                 | 97                                                                                | 11                                                                                | 7                                                                                 | 74                                                                                | 61                                                                                | 22                                                                                  | 134                                                                                 | 13                                                                                  | 28                                                                                  | 58                                                                                  | 1                                                                                   |
| Future Volume (vph)     | 1                                                                                 | 97                                                                                | 11                                                                                | 7                                                                                 | 74                                                                                | 61                                                                                | 22                                                                                  | 134                                                                                 | 13                                                                                  | 28                                                                                  | 58                                                                                  | 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                                                                              |                                                                                   |                                                                                   | 5327                                                                              |                                                                                   |                                                                                     | 4005                                                                                |                                                                                     |                                                                                     | 1074                                                                                |                                                                                     |
| Travel Time (s)         |                                                                                   | 115.4                                                                             |                                                                                   |                                                                                   | 80.7                                                                              |                                                                                   |                                                                                     | 49.6                                                                                |                                                                                     |                                                                                     | 13.3                                                                                |                                                                                     |
| Peak Hour Factor        | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th AWSC  
5: Dale Evans Pkwy. & Johnson Rd.

Existing (2024) AM Peak Hour

| Intersection              |     |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Intersection Delay, s/veh | 9.8 |  |  |  |  |  |  |  |  |  |  |  |
| Intersection LOS          | A   |  |  |  |  |  |  |  |  |  |  |  |

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |  |  |  |  |  |  |      |
| Traffic Vol, veh/h  | 1    | 97                                                                                | 11   | 7    | 74                                                                                | 61                                                                                | 22                                                                                  | 134                                                                                 | 13                                                                                  | 28                                                                                  | 58                                                                                  | 1    |
| Future Vol, veh/h   | 1    | 97                                                                                | 11   | 7    | 74                                                                                | 61                                                                                | 22                                                                                  | 134                                                                                 | 13                                                                                  | 28                                                                                  | 58                                                                                  | 1    |
| Peak Hour Factor    | 0.81 | 0.81                                                                              | 0.81 | 0.81 | 0.81                                                                              | 0.81                                                                              | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81 |
| Heavy Vehicles, %   | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0    |
| Mvmt Flow           | 1    | 120                                                                               | 14   | 9    | 91                                                                                | 75                                                                                | 27                                                                                  | 165                                                                                 | 16                                                                                  | 35                                                                                  | 72                                                                                  | 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, s/veh   | 10.2 | 9.2 | 10.1 | 9.6 |
| HCM LOS                    | B    | A   | B    | 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%    | 89%   | 91%   | 0%    | 0%    | 98%   |
| Vol Right, %             | 0%    | 0%    | 100%  | 10%   | 0%    | 100%  | 0%    | 2%    |
| Sign Control             | Stop  | Stop  | Stop  | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 22    | 134   | 13    | 109   | 81    | 61    | 28    | 59    |
| LT Vol                   | 22    | 0     | 0     | 1     | 7     | 0     | 28    | 0     |
| Through Vol              | 0     | 134   | 0     | 97    | 74    | 0     | 0     | 58    |
| RT Vol                   | 0     | 0     | 13    | 11    | 0     | 61    | 0     | 1     |
| Lane Flow Rate           | 27    | 165   | 16    | 135   | 100   | 75    | 35    | 73    |
| Geometry Grp             | 6     | 6     | 6     | 6     | 6     | 6     | 6     | 6     |
| Degree of Util (X)       | 0.047 | 0.264 | 0.023 | 0.218 | 0.163 | 0.107 | 0.062 | 0.121 |
| Departure Headway (Hd)   | 6.26  | 5.755 | 5.049 | 5.823 | 5.869 | 5.122 | 6.493 | 5.975 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 573   | 625   | 710   | 618   | 612   | 700   | 553   | 601   |
| Service Time             | 3.984 | 3.479 | 2.772 | 3.549 | 3.594 | 2.847 | 4.22  | 3.701 |
| HCM Lane V/C Ratio       | 0.047 | 0.264 | 0.023 | 0.218 | 0.163 | 0.107 | 0.063 | 0.121 |
| HCM Control Delay, s/veh | 9.3   | 10.5  | 7.9   | 10.2  | 9.7   | 8.5   | 9.7   | 9.5   |
| HCM Lane LOS             | A     | B     | A     | B     | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.1   | 1.1   | 0.1   | 0.8   | 0.6   | 0.4   | 0.2   | 0.4   |

Lanes, Volumes, Timings  
6: Stoddard Wells Rd. & Johnson Rd.

Existing (2024) AM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 96                                                                                | 1                                                                                 | 28                                                                                | 108                                                                               | 1                                                                                 | 52                                                                                |
| Future Volume (vph)     | 96                                                                                | 1                                                                                 | 28                                                                                | 108                                                                               | 1                                                                                 | 52                                                                                |
| 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        | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



HCM 7th TWSC  
6: Stoddard Wells Rd. & Johnson Rd.

Existing (2024) AM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 3.4                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 96                                                                                | 1    | 28                                                                                | 108  | 1    | 52                                                                                |
| Future Vol, veh/h        | 96                                                                                | 1    | 28                                                                                | 108  | 1    | 52                                                                                |
| 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         | 86                                                                                | 86   | 86                                                                                | 86   | 86   | 86                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 112                                                                               | 1    | 33                                                                                | 126  | 1    | 60                                                                                |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 158    | 95     | 0      |
| Stage 1              | 95     | -      | -      |
| Stage 2              | 63     | -      | -      |
| Critical Hdwy        | 6.4    | 6.2    | -      |
| Critical Hdwy Stg 1  | 5.4    | -      | -      |
| Critical Hdwy Stg 2  | 5.4    | -      | -      |
| Follow-up Hdwy       | 3.5    | 3.3    | -      |
| Pot Cap-1 Maneuver   | 838    | 967    | -      |
| Stage 1              | 933    | -      | -      |
| Stage 2              | 965    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 837    | 967    | -      |
| Mov Cap-2 Maneuver   | 837    | -      | -      |
| Stage 1              | 933    | -      | -      |
| Stage 2              | 964    | -      | -      |

| Approach               | WB   | NB | SB   |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 9.96 | 0  | 0.14 |
| HCM LOS                | A    |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 838   | 34    |
| HCM Lane V/C Ratio        | -   | -        | 0.135 | 0.001 |
| HCM Control Delay (s/veh) | -   | -        | 10    | 7.5   |
| HCM Lane LOS              | -   | -        | A     | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 0.5   | 0     |

# Lanes, Volumes, Timings

Existing (2024) AM Peak Hour

## 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 9                                                                                 | 10                                                                                | 28                                                                                | 6                                                                                 | 142                                                                               | 1                                                                                 | 7                                                                                   | 30                                                                                  | 3                                                                                   | 123                                                                                 | 0                                                                                   | 22                                                                                  |
| Future Volume (vph)     | 9                                                                                 | 10                                                                                | 28                                                                                | 6                                                                                 | 142                                                                               | 1                                                                                 | 7                                                                                   | 30                                                                                  | 3                                                                                   | 123                                                                                 | 0                                                                                   | 22                                                                                  |
| 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        | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th TWSC  
7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

Existing (2024) AM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 5.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 9    | 10   | 28   | 6    | 142  | 1    | 7    | 30   | 3    | 123  | 0    | 22   |
| Future Vol, veh/h        | 9    | 10   | 28   | 6    | 142  | 1    | 7    | 30   | 3    | 123  | 0    | 22   |
| 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         | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 9    | 10   | 29   | 6    | 148  | 1    | 7    | 31   | 3    | 128  | 0    | 23   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |      | Minor2 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|------|--------|-----|-----|
| Conflicting Flow All | 149    | 0 | 0 | 40     | 0 | 0 | 204    | 205 | 25   | 206    | 219 | 148 |
| Stage 1              | -      | - | - | -      | - | - | 44     | 44  | -    | 161    | 161 | -   |
| Stage 2              | -      | - | - | -      | - | - | 160    | 161 | -    | 45     | 58  | -   |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 7.1    | 6.5 | 6.2  | 7.1    | 6.5 | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5 | -    | 6.1    | 5.5 | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5 | -    | 6.1    | 5.5 | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4   | 3.3  | 3.5    | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 1445   | - | - | 1583   | - | - | 758    | 695 | 1057 | 756    | 683 | 904 |
| Stage 1              | -      | - | - | -      | - | - | 976    | 862 | -    | 846    | 769 | -   |
| Stage 2              | -      | - | - | -      | - | - | 846    | 768 | -    | 974    | 850 | -   |
| Platoon blocked, %   |        | - | - |        | - | - |        |     |      |        |     |     |
| Mov Cap-1 Maneuver   | 1445   | - | - | 1583   | - | - | 731    | 687 | 1057 | 712    | 675 | 904 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 731    | 687 | -    | 712    | 675 | -   |
| Stage 1              | -      | - | - | -      | - | - | 969    | 857 | -    | 842    | 765 | -   |
| Stage 2              | -      | - | - | -      | - | - | 821    | 765 | -    | 930    | 845 | -   |

| Approach               | EB   |  |  | WB   |  |  | NB    |  |  | SB    |  |  |
|------------------------|------|--|--|------|--|--|-------|--|--|-------|--|--|
| HCM Control Delay, s/v | 1.44 |  |  | 0.29 |  |  | 10.36 |  |  | 11.15 |  |  |
| HCM LOS                |      |  |  |      |  |  | B     |  |  | B     |  |  |

| Minor Lane/Major Mvmt     | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)          | 713   | 300   | -   | -   | 72    | -   | -   | 736   |
| HCM Lane V/C Ratio        | 0.058 | 0.006 | -   | -   | 0.004 | -   | -   | 0.205 |
| HCM Control Delay (s/veh) | 10.4  | 7.5   | 0   | -   | 7.3   | 0   | -   | 11.2  |
| HCM Lane LOS              | B     | A     | A   | -   | A     | A   | -   | B     |
| HCM 95th %tile Q(veh)     | 0.2   | 0     | -   | -   | 0     | -   | -   | 0.8   |

Lanes, Volumes, Timings  
8: Stoddard Wells Rd. & Quarry Rd.

Existing (2024) AM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations     |                                                                                   |  |  |                                                                                   |  |                                                                                   |
| Traffic Volume (vph)    | 1                                                                                 | 13                                                                                | 47                                                                                | 124                                                                               | 34                                                                                | 3                                                                                 |
| Future Volume (vph)     | 1                                                                                 | 13                                                                                | 47                                                                                | 124                                                                               | 34                                                                                | 3                                                                                 |
| 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        | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              | 0.84                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
8: Stoddard Wells Rd. & Quarry Rd.

Existing (2024) AM Peak Hour

| Intersection             |      |                                                                                   |                                                                                   |       |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.6  |                                                                                   |                                                                                   |       |                                                                                   |      |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR   | SBL                                                                               | SBR  |
| Lane Configurations      |      |  |  |       |  |      |
| Traffic Vol, veh/h       | 1    | 13                                                                                | 47                                                                                | 124   | 34                                                                                | 3    |
| Future Vol, veh/h        | 1    | 13                                                                                | 47                                                                                | 124   | 34                                                                                | 3    |
| 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         | 84   | 84                                                                                | 84                                                                                | 84    | 84                                                                                | 84   |
| Heavy Vehicles, %        | 0    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0    |
| Mvmt Flow                | 1    | 15                                                                                | 56                                                                                | 148   | 40                                                                                | 4    |

| Major/Minor          | Major1 | Major2 | Minor2    |
|----------------------|--------|--------|-----------|
| Conflicting Flow All | 56     | 0      | 0 148 130 |
| Stage 1              | -      | -      | - 130 -   |
| Stage 2              | -      | -      | - 18 -    |
| Critical Hdwy        | 4.1    | -      | - 6.4 6.2 |
| Critical Hdwy Stg 1  | -      | -      | - 5.4 -   |
| Critical Hdwy Stg 2  | -      | -      | - 5.4 -   |
| Follow-up Hdwy       | 2.2    | -      | - 3.5 3.3 |
| Pot Cap-1 Maneuver   | 1562   | -      | - 849 925 |
| Stage 1              | -      | -      | - 901 -   |
| Stage 2              | -      | -      | - 1010 -  |
| Platoon blocked, %   | -      | -      | -         |
| Mov Cap-1 Maneuver   | 1562   | -      | - 849 925 |
| Mov Cap-2 Maneuver   | -      | -      | - 849 -   |
| Stage 1              | -      | -      | - 900 -   |
| Stage 2              | -      | -      | - 1010 -  |

| Approach               | EB   | WB | SB   |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 0.52 | 0  | 9.44 |
| HCM LOS                |      |    | A    |

| Minor Lane/Major Mvmt     | EBL   | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)          | 129   | -   | -   | -   | 854   |
| HCM Lane V/C Ratio        | 0.001 | -   | -   | -   | 0.052 |
| HCM Control Delay (s/veh) | 7.3   | 0   | -   | -   | 9.4   |
| HCM Lane LOS              | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh)     | 0     | -   | -   | -   | 0.2   |

Lanes, Volumes, Timings  
9: Quarry Rd. & I-15 SB Ramps

Existing (2024) AM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 35                                                                                | 1                                                                                 | 1                                                                                 | 124                                                                               | 1                                                                                 | 2                                                                                 |
| Future Volume (vph)     | 35                                                                                | 1                                                                                 | 1                                                                                 | 124                                                                               | 1                                                                                 | 2                                                                                 |
| 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        | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
9: Quarry Rd. & I-15 SB Ramps

Existing (2024) AM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2                                                                                 |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 35                                                                                | 1    | 1                                                                                 | 124  | 1    | 2                                                                                 |
| Future Vol, veh/h        | 35                                                                                | 1    | 1                                                                                 | 124  | 1    | 2                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Peak Hour Factor         | 79                                                                                | 79   | 79                                                                                | 79   | 79   | 79                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 44                                                                                | 1    | 1                                                                                 | 157  | 1    | 3                                                                                 |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 85     | 80     | 0      |
| Stage 1              | 80     | -      | -      |
| Stage 2              | 5      | -      | -      |
| Critical Hdwy        | 6.4    | 6.2    | -      |
| Critical Hdwy Stg 1  | 5.4    | -      | -      |
| Critical Hdwy Stg 2  | 5.4    | -      | -      |
| Follow-up Hdwy       | 3.5    | 3.3    | -      |
| Pot Cap-1 Maneuver   | 922    | 986    | -      |
| Stage 1              | 948    | -      | -      |
| Stage 2              | 1023   | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 921    | 986    | -      |
| Mov Cap-2 Maneuver   | 921    | -      | -      |
| Stage 1              | 948    | -      | -      |
| Stage 2              | 1022   | -      | -      |

| Approach               | WB   | NB | SB  |
|------------------------|------|----|-----|
| HCM Control Delay, s/v | 9.11 | 0  | 2.5 |
| HCM LOS                | A    |    |     |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 922   | 600   |
| HCM Lane V/C Ratio        | -   | -        | 0.049 | 0.001 |
| HCM Control Delay (s/veh) | -   | -        | 9.1   | 7.5   |
| HCM Lane LOS              | -   | -        | A     | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 0.2   | 0     |

# Lanes, Volumes, Timings

Existing (2024) AM Peak Hour

## 10: Dale Evans Pkwy. & Corwin Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 20                                                                                | 11                                                                                | 2                                                                                 | 7                                                                                 | 1                                                                                 | 3                                                                                 | 6                                                                                  | 150                                                                                 | 20                                                                                  | 1                                                                                   | 52                                                                                  | 8                                                                                   |
| Future Volume (vph)     | 20                                                                                | 11                                                                                | 2                                                                                 | 7                                                                                 | 1                                                                                 | 3                                                                                 | 6                                                                                  | 150                                                                                 | 20                                                                                  | 1                                                                                   | 52                                                                                  | 8                                                                                   |
| 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                                                                              |                                                                                   |                                                                                   | 3330                                                                              |                                                                                   |                                                                                    | 1135                                                                                |                                                                                     |                                                                                     | 747                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                   | 41.3                                                                              |                                                                                   |                                                                                    | 14.1                                                                                |                                                                                     |                                                                                     | 9.3                                                                                 |                                                                                     |
| 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            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.9 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 20   | 11   | 2    | 7    | 1    | 3    | 6    | 150  | 20   | 1    | 52   | 8    |
| Future Vol, veh/h   | 20   | 11   | 2    | 7    | 1    | 3    | 6    | 150  | 20   | 1    | 52   | 8    |
| 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 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow           | 22   | 12   | 2    | 8    | 1    | 3    | 7    | 167  | 22   | 1    | 58   | 9    |
| 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, s/veh   | 7.8 | 7.5 | 8.1 | 7.5 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                     | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 3%    | 61%   | 64%   | 2%    |
| Vol Thru, %              | 85%   | 33%   | 9%    | 85%   |
| Vol Right, %             | 11%   | 6%    | 27%   | 13%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 176   | 33    | 11    | 61    |
| LT Vol                   | 6     | 20    | 7     | 1     |
| Through Vol              | 150   | 11    | 1     | 52    |
| RT Vol                   | 20    | 2     | 3     | 8     |
| Lane Flow Rate           | 196   | 37    | 12    | 68    |
| Geometry Grp             | 1     | 1     | 1     | 1     |
| Degree of Util (X)       | 0.216 | 0.046 | 0.015 | 0.076 |
| Departure Headway (Hd)   | 3.976 | 4.561 | 4.468 | 4.059 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 898   | 790   | 806   | 873   |
| Service Time             | 2.023 | 2.561 | 2.469 | 2.129 |
| HCM Lane V/C Ratio       | 0.218 | 0.047 | 0.015 | 0.078 |
| HCM Control Delay, s/veh | 8.1   | 7.8   | 7.5   | 7.5   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.8   | 0.1   | 0     | 0.2   |

Lanes, Volumes, Timings  
1: Corwin Rd. & Dakota Av.

Existing (2024) PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations     |                                                                                   |  |  |                                                                                   |  |                                                                                   |
| Traffic Volume (vph)    | 21                                                                                | 5                                                                                 | 19                                                                                | 1                                                                                 | 1                                                                                 | 24                                                                                |
| Future Volume (vph)     | 21                                                                                | 5                                                                                 | 19                                                                                | 1                                                                                 | 1                                                                                 | 24                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        |                                                                                   | 55                                                                                | 55                                                                                |                                                                                   | 45                                                                                |                                                                                   |
| Link Distance (ft)      |                                                                                   | 3330                                                                              | 1344                                                                              |                                                                                   | 1769                                                                              |                                                                                   |
| Travel Time (s)         |                                                                                   | 41.3                                                                              | 16.7                                                                              |                                                                                   | 26.8                                                                              |                                                                                   |
| 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         | 5.2  |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 21   | 5                                                                                 | 19                                                                                | 1    | 1                                                                                 | 24   |
| Future Vol, veh/h        | 21   | 5                                                                                 | 19                                                                                | 1    | 1                                                                                 | 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, %        | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Mvmt Flow                | 30   | 7                                                                                 | 28                                                                                | 1    | 1                                                                                 | 35   |

| Major/Minor          | Major1 | Major2 | Minor2 |     |      |
|----------------------|--------|--------|--------|-----|------|
| Conflicting Flow All | 29     | 0      | 0      | 96  | 28   |
| Stage 1              | -      | -      | -      | 28  | -    |
| Stage 2              | -      | -      | -      | 68  | -    |
| Critical Hdwy        | 4.1    | -      | -      | 6.4 | 6.2  |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.4 | -    |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.4 | -    |
| Follow-up Hdwy       | 2.2    | -      | -      | 3.5 | 3.3  |
| Pot Cap-1 Maneuver   | 1597   | -      | -      | 908 | 1053 |
| Stage 1              | -      | -      | -      | 999 | -    |
| Stage 2              | -      | -      | -      | 960 | -    |
| Platoon blocked, %   | -      | -      | -      | -   | -    |
| Mov Cap-1 Maneuver   | 1597   | -      | -      | 890 | 1053 |
| Mov Cap-2 Maneuver   | -      | -      | -      | 890 | -    |
| Stage 1              | -      | -      | -      | 980 | -    |
| Stage 2              | -      | -      | -      | 960 | -    |

| Approach               | EB   | WB | SB   |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 5.89 | 0  | 8.57 |
| HCM LOS                |      |    | A    |

| Minor Lane/Major Mvmt     | EBL   | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)          | 1454  | -   | -   | -   | 1045  |
| HCM Lane V/C Ratio        | 0.019 | -   | -   | -   | 0.035 |
| HCM Control Delay (s/veh) | 7.3   | 0   | -   | -   | 8.6   |
| HCM Lane LOS              | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh)     | 0.1   | -   | -   | -   | 0.1   |

Lanes, Volumes, Timings  
2: Ramona Rd. & Fresno Rd.

Existing (2024) PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Future Volume (vph)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| 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)      |                                                                                   | 1354                                                                              |                                                                                   |                                                                                   | 321                                                                               |                                                                                   |                                                                                     | 1023                                                                                |                                                                                     |                                                                                     | 285                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 20.5                                                                              |                                                                                   |                                                                                   | 4.9                                                                               |                                                                                   |                                                                                     | 15.5                                                                                |                                                                                     |                                                                                     | 4.3                                                                                 |                                                                                     |
| Peak Hour Factor        | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                     | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th TWSC  
2: Ramona Rd. & Fresno Rd.

Existing (2024) PM Peak Hour

| 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       | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    |
| Future Vol, veh/h        | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 0    | 0    | 4    | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 0    |

| Major/Minor          | Minor2 |     | Minor1 |      | Major1 |      | Major2 |   |   |      |   |   |
|----------------------|--------|-----|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 2      | 4   | 2      | 3    | 3      | 1    | 2      | 0 | 0 | 2    | 0 | 0 |
| Stage 1              | 2      | 2   | -      | 1    | 1      | -    | -      | - | - | -    | - | - |
| Stage 2              | 0      | 2   | -      | 2    | 2      | -    | -      | - | - | -    | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.1  | 6.5    | 6.2  | 4.1    | - | - | 4.1  | - | - |
| Critical Hdwy Stg 1  | 6.1    | 5.5 | -      | 6.1  | 5.5    | -    | -      | - | - | -    | - | - |
| Critical Hdwy Stg 2  | 6.1    | 5.5 | -      | 6.1  | 5.5    | -    | -      | - | - | -    | - | - |
| Follow-up Hdwy       | 3.5    | 4   | 3.3    | 3.5  | 4      | 3.3  | 2.2    | - | - | 2.2  | - | - |
| Pot Cap-1 Maneuver   | 1026   | 896 | 1088   | 1024 | 897    | 1090 | 1634   | - | - | 1634 | - | - |
| Stage 1              | 1026   | 898 | -      | 1027 | 899    | -    | -      | - | - | -    | - | - |
| Stage 2              | -      | 898 | -      | 1026 | 898    | -    | -      | - | - | -    | - | - |
| Platoon blocked, %   |        |     |        |      |        |      |        | - | - |      | - | - |
| Mov Cap-1 Maneuver   | 1026   | 896 | 1088   | 1024 | 897    | 1090 | 1634   | - | - | 1634 | - | - |
| Mov Cap-2 Maneuver   | 1026   | 896 | -      | 1024 | 897    | -    | -      | - | - | -    | - | - |
| Stage 1              | 1026   | 898 | -      | 1027 | 899    | -    | -      | - | - | -    | - | - |
| Stage 2              | -      | 898 | -      | 1026 | 898    | -    | -      | - | - | -    | - | - |

| Approach               | EB | WB   | NB | SB |
|------------------------|----|------|----|----|
| HCM Control Delay, s/v | 0  | 8.53 | 0  | 0  |
| HCM LOS                | A  | A    |    |    |

| Minor Lane/Major Mvmt     | NBL  | NBT | NBR | EBLn1WBLn1 | SBL  | SBT | SBR |
|---------------------------|------|-----|-----|------------|------|-----|-----|
| Capacity (veh/h)          | 1634 | -   | -   | - 1024     | 1634 | -   | -   |
| HCM Lane V/C Ratio        | -    | -   | -   | - 0.004    | -    | -   | -   |
| HCM Control Delay (s/veh) | 0    | -   | -   | 0 8.5      | 0    | -   | -   |
| HCM Lane LOS              | A    | -   | -   | A A        | A    | -   | -   |
| HCM 95th %tile Q(veh)     | 0    | -   | -   | - 0        | 0    | -   | -   |

Lanes, Volumes, Timings  
3: Navajo Rd. & Altadena St.

Existing (2024) PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 20                                                                                | 1                                                                                 | 2                                                                                 | 1                                                                                 | 3                                                                                 | 22                                                                                |
| Future Volume (vph)     | 20                                                                                | 1                                                                                 | 2                                                                                 | 1                                                                                 | 3                                                                                 | 22                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 30                                                                                |                                                                                   |                                                                                   | 55                                                                                | 55                                                                                |                                                                                   |
| Link Distance (ft)      | 2664                                                                              |                                                                                   |                                                                                   | 475                                                                               | 6664                                                                              |                                                                                   |
| Travel Time (s)         | 60.5                                                                              |                                                                                   |                                                                                   | 5.9                                                                               | 82.6                                                                              |                                                                                   |
| Peak Hour Factor        | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
3: Navajo Rd. & Altadena St.

Existing (2024) PM Peak Hour

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 4                                                                                 |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 20                                                                                | 1    | 2    | 1                                                                                 | 3                                                                                 | 22   |
| Future Vol, veh/h        | 20                                                                                | 1    | 2    | 1                                                                                 | 3                                                                                 | 22   |
| 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         | 73                                                                                | 73   | 73   | 73                                                                                | 73                                                                                | 73   |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 27                                                                                | 1    | 3    | 1                                                                                 | 4                                                                                 | 30   |

| Major/Minor          | Minor2 | Major1 |      | Major2 |   |   |
|----------------------|--------|--------|------|--------|---|---|
| Conflicting Flow All | 26     | 19     | 34   | 0      | - | 0 |
| Stage 1              | 19     | -      | -    | -      | - | - |
| Stage 2              | 7      | -      | -    | -      | - | - |
| Critical Hdwy        | 6.4    | 6.2    | 4.1  | -      | - | - |
| Critical Hdwy Stg 1  | 5.4    | -      | -    | -      | - | - |
| Critical Hdwy Stg 2  | 5.4    | -      | -    | -      | - | - |
| Follow-up Hdwy       | 3.5    | 3.3    | 2.2  | -      | - | - |
| Pot Cap-1 Maneuver   | 995    | 1065   | 1590 | -      | - | - |
| Stage 1              | 1009   | -      | -    | -      | - | - |
| Stage 2              | 1021   | -      | -    | -      | - | - |
| Platoon blocked, %   |        |        |      | -      | - | - |
| Mov Cap-1 Maneuver   | 993    | 1065   | 1590 | -      | - | - |
| Mov Cap-2 Maneuver   | 993    | -      | -    | -      | - | - |
| Stage 1              | 1007   | -      | -    | -      | - | - |
| Stage 2              | 1021   | -      | -    | -      | - | - |

| Approach               | EB   | NB   | SB |
|------------------------|------|------|----|
| HCM Control Delay, s/v | 8.72 | 4.85 | 0  |
| HCM LOS                | A    |      |    |

| Minor Lane/Major Mvmt     | NBL   | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)          | 1200  | -   | 996   | -   | -   |
| HCM Lane V/C Ratio        | 0.002 | -   | 0.029 | -   | -   |
| HCM Control Delay (s/veh) | 7.3   | 0   | 8.7   | -   | -   |
| HCM Lane LOS              | A     | A   | A     | -   | -   |
| HCM 95th %tile Q(veh)     | 0     | -   | 0.1   | -   | -   |

Lanes, Volumes, Timings  
4: Navajo Rd. & Johnson Rd.

Existing (2024) PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 68                                                                                | 41                                                                                | 17                                                                                | 46                                                                                | 43                                                                                | 12                                                                                |
| Future Volume (vph)     | 68                                                                                | 41                                                                                | 17                                                                                | 46                                                                                | 43                                                                                | 12                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Storage Length (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 100                                                                               |
| Storage Lanes           |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |
| Taper Length (ft)       |                                                                                   |                                                                                   | 90                                                                                |                                                                                   | 90                                                                                |                                                                                   |
| Link Speed (mph)        | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                | 55                                                                                |                                                                                   |
| Link Distance (ft)      | 5327                                                                              |                                                                                   |                                                                                   | 1835                                                                              | 6664                                                                              |                                                                                   |
| Travel Time (s)         | 80.7                                                                              |                                                                                   |                                                                                   | 27.8                                                                              | 82.6                                                                              |                                                                                   |
| Peak Hour Factor        | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



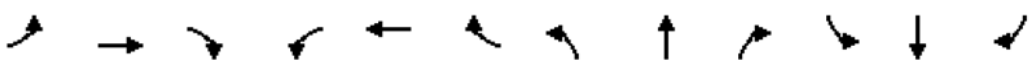
HCM 7th TWSC  
4: Navajo Rd. & Johnson Rd.

Existing (2024) PM Peak Hour

| Intersection              |                                                                                   |        |        |                                                                                   |                                                                                   |      |
|---------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 3                                                                                 |        |        |                                                                                   |                                                                                   |      |
| Movement                  | EBT                                                                               | EBR    | WBL    | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations       |  |        |        |  |  |      |
| Traffic Vol, veh/h        | 68                                                                                | 41     | 17     | 46                                                                                | 43                                                                                | 12   |
| Future Vol, veh/h         | 68                                                                                | 41     | 17     | 46                                                                                | 43                                                                                | 12   |
| 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          | 76                                                                                | 76     | 76     | 76                                                                                | 76                                                                                | 76   |
| Heavy Vehicles, %         | 0                                                                                 | 0      | 0      | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                 | 89                                                                                | 54     | 22     | 61                                                                                | 57                                                                                | 16   |
|                           |                                                                                   |        |        |                                                                                   |                                                                                   |      |
| Major/Minor               | Major1                                                                            | Major2 | Minor1 |                                                                                   |                                                                                   |      |
| Conflicting Flow All      | 0                                                                                 | 0      | 143    | 0                                                                                 | 222                                                                               | 116  |
| Stage 1                   | -                                                                                 | -      | -      | -                                                                                 | 116                                                                               | -    |
| Stage 2                   | -                                                                                 | -      | -      | -                                                                                 | 105                                                                               | -    |
| Critical Hdwy             | -                                                                                 | -      | 4.1    | -                                                                                 | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1       | -                                                                                 | -      | -      | -                                                                                 | 5.4                                                                               | -    |
| Critical Hdwy Stg 2       | -                                                                                 | -      | -      | -                                                                                 | 5.4                                                                               | -    |
| Follow-up Hdwy            | -                                                                                 | -      | 2.2    | -                                                                                 | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver        | -                                                                                 | -      | 1452   | -                                                                                 | 771                                                                               | 941  |
| Stage 1                   | -                                                                                 | -      | -      | -                                                                                 | 914                                                                               | -    |
| Stage 2                   | -                                                                                 | -      | -      | -                                                                                 | 924                                                                               | -    |
| Platoon blocked, %        | -                                                                                 | -      |        | -                                                                                 |                                                                                   |      |
| Mov Cap-1 Maneuver        | -                                                                                 | -      | 1452   | -                                                                                 | 759                                                                               | 941  |
| Mov Cap-2 Maneuver        | -                                                                                 | -      | -      | -                                                                                 | 759                                                                               | -    |
| Stage 1                   | -                                                                                 | -      | -      | -                                                                                 | 914                                                                               | -    |
| Stage 2                   | -                                                                                 | -      | -      | -                                                                                 | 909                                                                               | -    |
|                           |                                                                                   |        |        |                                                                                   |                                                                                   |      |
|                           |                                                                                   |        |        |                                                                                   |                                                                                   |      |
| Approach                  | EB                                                                                | WB     |        | NB                                                                                |                                                                                   |      |
| HCM Control Delay, s/v    | 0                                                                                 | 2.03   |        | 10                                                                                |                                                                                   |      |
| HCM LOS                   | B                                                                                 |        |        |                                                                                   |                                                                                   |      |
|                           |                                                                                   |        |        |                                                                                   |                                                                                   |      |
|                           |                                                                                   |        |        |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt     | NBLn1                                                                             | EBT    | EBR    | WBL                                                                               | WBT                                                                               |      |
| Capacity (veh/h)          | 792                                                                               | -      | -      | 486                                                                               | -                                                                                 |      |
| HCM Lane V/C Ratio        | 0.091                                                                             | -      | -      | 0.015                                                                             | -                                                                                 |      |
| HCM Control Delay (s/veh) | 10                                                                                | -      | -      | 7.5                                                                               | 0                                                                                 |      |
| HCM Lane LOS              | B                                                                                 | -      | -      | A                                                                                 | A                                                                                 |      |
| HCM 95th %tile Q(veh)     | 0.3                                                                               | -      | -      | 0                                                                                 | -                                                                                 |      |

Lanes, Volumes, Timings  
5: Dale Evans Pkwy. & Johnson Rd.

Existing (2024) PM Peak Hour

|                         |  |                                                                                   |      |      |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                                | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                    |  |      |      |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 1                                                                                  | 179                                                                               | 35   | 43   | 168                                                                               | 42                                                                                | 29                                                                                  | 69                                                                                  | 48                                                                                  | 75                                                                                  | 197                                                                                 | 1                                                                                   |
| Future Volume (vph)     | 1                                                                                  | 179                                                                               | 35   | 43   | 168                                                                               | 42                                                                                | 29                                                                                  | 69                                                                                  | 48                                                                                  | 75                                                                                  | 197                                                                                 | 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                                                                              |      |      | 5327                                                                              |                                                                                   |                                                                                     | 4005                                                                                |                                                                                     |                                                                                     | 1074                                                                                |                                                                                     |
| Travel Time (s)         |                                                                                    | 115.4                                                                             |      |      | 80.7                                                                              |                                                                                   |                                                                                     | 49.6                                                                                |                                                                                     |                                                                                     | 13.3                                                                                |                                                                                     |
| Peak Hour Factor        | 0.80                                                                               | 0.80                                                                              | 0.80 | 0.80 | 0.80                                                                              | 0.80                                                                              | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                |
| Shared Lane Traffic (%) |                                                                                    |                                                                                   |      |      |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                    | Stop                                                                              |      |      | Stop                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                    |                                                                                   |      |      |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                              |                                                                                   |      |      |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                       |                                                                                   |      |      |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th AWSC  
5: Dale Evans Pkwy. & Johnson Rd.

Existing (2024) PM Peak Hour

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 16.5 |
| Intersection LOS          | C    |

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |  |  |  |  |  |  |      |
| Traffic Vol, veh/h  | 1    | 179                                                                               | 35   | 43   | 168                                                                               | 42                                                                                | 29                                                                                  | 69                                                                                  | 48                                                                                  | 75                                                                                  | 197                                                                                 | 1    |
| Future Vol, veh/h   | 1    | 179                                                                               | 35   | 43   | 168                                                                               | 42                                                                                | 29                                                                                  | 69                                                                                  | 48                                                                                  | 75                                                                                  | 197                                                                                 | 1    |
| Peak Hour Factor    | 0.80 | 0.80                                                                              | 0.80 | 0.80 | 0.80                                                                              | 0.80                                                                              | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80 |
| Heavy Vehicles, %   | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0    |
| Mvmt Flow           | 1    | 224                                                                               | 44   | 54   | 210                                                                               | 53                                                                                | 36                                                                                  | 86                                                                                  | 60                                                                                  | 94                                                                                  | 246                                                                                 | 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, s/veh   | 18.7 | 17.4 | 11.9 | 16.3 |
| HCM LOS                    | C    | C    | B    | C    |

| Lane                     | NBLn1 | NBLn2 | NBLn3 | EBLn1 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Vol Left, %              | 100%  | 0%    | 0%    | 0%    | 20%   | 0%    | 100%  | 0%    |
| Vol Thru, %              | 0%    | 100%  | 0%    | 83%   | 80%   | 0%    | 0%    | 99%   |
| Vol Right, %             | 0%    | 0%    | 100%  | 16%   | 0%    | 100%  | 0%    | 1%    |
| Sign Control             | Stop  | Stop  | Stop  | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 29    | 69    | 48    | 215   | 211   | 42    | 75    | 198   |
| LT Vol                   | 29    | 0     | 0     | 1     | 43    | 0     | 75    | 0     |
| Through Vol              | 0     | 69    | 0     | 179   | 168   | 0     | 0     | 197   |
| RT Vol                   | 0     | 0     | 48    | 35    | 0     | 42    | 0     | 1     |
| Lane Flow Rate           | 36    | 86    | 60    | 269   | 264   | 53    | 94    | 248   |
| Geometry Grp             | 6     | 6     | 6     | 6     | 6     | 6     | 6     | 6     |
| Degree of Util (X)       | 0.085 | 0.189 | 0.119 | 0.548 | 0.547 | 0.097 | 0.206 | 0.509 |
| Departure Headway (Hd)   | 8.395 | 7.88  | 7.16  | 7.335 | 7.462 | 6.646 | 7.925 | 7.407 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 426   | 454   | 499   | 492   | 483   | 538   | 452   | 485   |
| Service Time             | 6.166 | 5.651 | 4.93  | 5.096 | 5.223 | 4.406 | 5.689 | 5.171 |
| HCM Lane V/C Ratio       | 0.085 | 0.189 | 0.12  | 0.547 | 0.547 | 0.099 | 0.208 | 0.511 |
| HCM Control Delay, s/veh | 12    | 12.5  | 10.9  | 18.7  | 18.9  | 10.1  | 12.7  | 17.7  |
| HCM Lane LOS             | B     | B     | B     | C     | C     | B     | B     | C     |
| HCM 95th-tile Q          | 0.3   | 0.7   | 0.4   | 3.3   | 3.2   | 0.3   | 0.8   | 2.8   |

Lanes, Volumes, Timings  
6: Stoddard Wells Rd. & Johnson Rd.

Existing (2024) PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 194                                                                               | 3                                                                                 | 12                                                                                | 212                                                                               | 2                                                                                 | 27                                                                                |
| Future Volume (vph)     | 194                                                                               | 3                                                                                 | 12                                                                                | 212                                                                               | 2                                                                                 | 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        | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
6: Stoddard Wells Rd. & Johnson Rd.

Existing (2024) PM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5.5                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 194                                                                               | 3    | 12                                                                                | 212  | 2    | 27                                                                                |
| Future Vol, veh/h        | 194                                                                               | 3    | 12                                                                                | 212  | 2    | 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         | 67                                                                                | 67   | 67                                                                                | 67   | 67   | 67                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 290                                                                               | 4    | 18                                                                                | 316  | 3    | 40                                                                                |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 222    | 176    | 0      | 0 | 334  |
| Stage 1              | 176    | -      | -      | - | -    |
| Stage 2              | 46     | -      | -      | - | -    |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1  |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -    |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2  |
| Pot Cap-1 Maneuver   | 770    | 872    | -      | - | 1236 |
| Stage 1              | 859    | -      | -      | - | -    |
| Stage 2              | 981    | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 768    | 872    | -      | - | 1236 |
| Mov Cap-2 Maneuver   | 768    | -      | -      | - | -    |
| Stage 1              | 859    | -      | -      | - | -    |
| Stage 2              | 979    | -      | -      | - | -    |

| Approach               | WB    | NB | SB   |
|------------------------|-------|----|------|
| HCM Control Delay, s/v | 12.54 | 0  | 0.55 |
| HCM LOS                | B     |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 770   | 124   |
| HCM Lane V/C Ratio        | -   | -        | 0.382 | 0.002 |
| HCM Control Delay (s/veh) | -   | -        | 12.5  | 7.9   |
| HCM Lane LOS              | -   | -        | B     | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 1.8   | 0     |

# Lanes, Volumes, Timings

Existing (2024) PM Peak Hour

## 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 5                                                                                 | 16                                                                                | 45                                                                                | 8                                                                                 | 213                                                                               | 1                                                                                 | 4                                                                                   | 25                                                                                  | 10                                                                                  | 198                                                                                 | 0                                                                                   | 19                                                                                  |
| Future Volume (vph)     | 5                                                                                 | 16                                                                                | 45                                                                                | 8                                                                                 | 213                                                                               | 1                                                                                 | 4                                                                                   | 25                                                                                  | 10                                                                                  | 198                                                                                 | 0                                                                                   | 19                                                                                  |
| 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        | 0.68                                                                              | 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            |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th TWSC  
7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

Existing (2024) PM Peak Hour

| Intersection              |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
|---------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 9.7    |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Movement                  | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR  | SBL    | SBT                                                                                 | SBR  |
| Lane Configurations       |        |  |      |        |  |      |        |  |      |        |  |      |
| Traffic Vol, veh/h        | 5      | 16                                                                                | 45   | 8      | 213                                                                               | 1    | 4      | 25                                                                                | 10   | 198    | 0                                                                                   | 19   |
| Future Vol, veh/h         | 5      | 16                                                                                | 45   | 8      | 213                                                                               | 1    | 4      | 25                                                                                | 10   | 198    | 0                                                                                   | 19   |
| 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          | 68     | 68                                                                                | 68   | 68     | 68                                                                                | 68   | 68     | 68                                                                                | 68   | 68     | 68                                                                                  | 68   |
| Heavy Vehicles, %         | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0    |
| Mvmt Flow                 | 7      | 24                                                                                | 66   | 12     | 313                                                                               | 1    | 6      | 37                                                                                | 15   | 291    | 0                                                                                   | 28   |
|                           |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Major/Minor               | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |      | Minor2 |                                                                                     |      |
| Conflicting Flow All      | 315    | 0                                                                                 | 0    | 90     | 0                                                                                 | 0    | 408    | 410                                                                               | 57   | 394    | 442                                                                                 | 314  |
| Stage 1                   | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 71     | 71                                                                                | -    | 337    | 337                                                                                 | -    |
| Stage 2                   | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 337    | 338                                                                               | -    | 57     | 104                                                                                 | -    |
| Critical Hdwy             | 4.1    | -                                                                                 | -    | 4.1    | -                                                                                 | -    | 7.1    | 6.5                                                                               | 6.2  | 7.1    | 6.5                                                                                 | 6.2  |
| Critical Hdwy Stg 1       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -    | 6.1    | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -    | 6.1    | 5.5                                                                                 | -    |
| Follow-up Hdwy            | 2.2    | -                                                                                 | -    | 2.2    | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3  | 3.5    | 4                                                                                   | 3.3  |
| Pot Cap-1 Maneuver        | 1257   | -                                                                                 | -    | 1518   | -                                                                                 | -    | 557    | 535                                                                               | 1015 | 569    | 513                                                                                 | 731  |
| Stage 1                   | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 943    | 839                                                                               | -    | 681    | 644                                                                                 | -    |
| Stage 2                   | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 682    | 644                                                                               | -    | 960    | 813                                                                                 | -    |
| Platoon blocked, %        |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |      |        |                                                                                     |      |
| Mov Cap-1 Maneuver        | 1257   | -                                                                                 | -    | 1518   | -                                                                                 | -    | 528    | 526                                                                               | 1015 | 514    | 505                                                                                 | 731  |
| Mov Cap-2 Maneuver        | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 528    | 526                                                                               | -    | 514    | 505                                                                                 | -    |
| Stage 1                   | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 938    | 834                                                                               | -    | 675    | 638                                                                                 | -    |
| Stage 2                   | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 649    | 638                                                                               | -    | 899    | 808                                                                                 | -    |
|                           |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
|                           |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Approach                  | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |      | SB     |                                                                                     |      |
| HCM Control Delay, s/v    | 0.6    |                                                                                   |      | 0.27   |                                                                                   |      | 11.62  |                                                                                   |      | 21.7   |                                                                                     |      |
| HCM LOS                   |        |                                                                                   |      |        |                                                                                   |      | B      |                                                                                   |      | C      |                                                                                     |      |
|                           |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Minor Lane/Major Mvmt     | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |      |        |                                                                                     |      |
| Capacity (veh/h)          | 601    | 119                                                                               | -    | -      | 65                                                                                | -    | -      | 528                                                                               |      |        |                                                                                     |      |
| HCM Lane V/C Ratio        | 0.095  | 0.006                                                                             | -    | -      | 0.008                                                                             | -    | -      | 0.605                                                                             |      |        |                                                                                     |      |
| HCM Control Delay (s/veh) | 11.6   | 7.9                                                                               | 0    | -      | 7.4                                                                               | 0    | -      | 21.7                                                                              |      |        |                                                                                     |      |
| HCM Lane LOS              | B      | A                                                                                 | A    | -      | A                                                                                 | A    | -      | C                                                                                 |      |        |                                                                                     |      |
| HCM 95th %tile Q(veh)     | 0.3    | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 4                                                                                 |      |        |                                                                                     |      |

Lanes, Volumes, Timings  
8: Stoddard Wells Rd. & Quarry Rd.

Existing (2024) PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations     |                                                                                   |  |  |                                                                                   |  |                                                                                   |
| Traffic Volume (vph)    | 6                                                                                 | 22                                                                                | 31                                                                                | 205                                                                               | 43                                                                                | 2                                                                                 |
| Future Volume (vph)     | 6                                                                                 | 22                                                                                | 31                                                                                | 205                                                                               | 43                                                                                | 2                                                                                 |
| 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        | 0.58                                                                              | 0.58                                                                              | 0.58                                                                              | 0.58                                                                              | 0.58                                                                              | 0.58                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



HCM 7th TWSC  
8: Stoddard Wells Rd. & Quarry Rd.

Existing (2024) PM Peak Hour

| Intersection             |      |                                                                                   |                                                                                   |       |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.7  |                                                                                   |                                                                                   |       |                                                                                   |      |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR   | SBL                                                                               | SBR  |
| Lane Configurations      |      |  |  |       |  |      |
| Traffic Vol, veh/h       | 6    | 22                                                                                | 31                                                                                | 205   | 43                                                                                | 2    |
| Future Vol, veh/h        | 6    | 22                                                                                | 31                                                                                | 205   | 43                                                                                | 2    |
| 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         | 58   | 58                                                                                | 58                                                                                | 58    | 58                                                                                | 58   |
| Heavy Vehicles, %        | 0    | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0    |
| Mvmt Flow                | 10   | 38                                                                                | 53                                                                                | 353   | 74                                                                                | 3    |

| Major/Minor          | Major1 | Major2 | Minor2 |     |     |
|----------------------|--------|--------|--------|-----|-----|
| Conflicting Flow All | 53     | 0      | 0      | 289 | 230 |
| Stage 1              | -      | -      | -      | 230 | -   |
| Stage 2              | -      | -      | -      | 59  | -   |
| Critical Hdwy        | 4.1    | -      | -      | 6.4 | 6.2 |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.4 | -   |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.4 | -   |
| Follow-up Hdwy       | 2.2    | -      | -      | 3.5 | 3.3 |
| Pot Cap-1 Maneuver   | 1565   | -      | -      | 706 | 814 |
| Stage 1              | -      | -      | -      | 813 | -   |
| Stage 2              | -      | -      | -      | 969 | -   |
| Platoon blocked, %   | -      | -      | -      | -   | -   |
| Mov Cap-1 Maneuver   | 1565   | -      | -      | 701 | 814 |
| Mov Cap-2 Maneuver   | -      | -      | -      | 701 | -   |
| Stage 1              | -      | -      | -      | 807 | -   |
| Stage 2              | -      | -      | -      | 969 | -   |

| Approach               | EB   | WB | SB    |
|------------------------|------|----|-------|
| HCM Control Delay, s/v | 1.57 | 0  | 10.73 |
| HCM LOS                |      |    | B     |

| Minor Lane/Major Mvmt     | EBL   | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)          | 386   | -   | -   | -   | 706   |
| HCM Lane V/C Ratio        | 0.007 | -   | -   | -   | 0.11  |
| HCM Control Delay (s/veh) | 7.3   | 0   | -   | -   | 10.7  |
| HCM Lane LOS              | A     | A   | -   | -   | B     |
| HCM 95th %tile Q(veh)     | 0     | -   | -   | -   | 0.4   |

Lanes, Volumes, Timings  
9: Quarry Rd. & I-15 SB Ramps

Existing (2024) PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 45                                                                                | 1                                                                                 | 1                                                                                 | 210                                                                               | 1                                                                                 | 1                                                                                 |
| Future Volume (vph)     | 45                                                                                | 1                                                                                 | 1                                                                                 | 210                                                                               | 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        | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
9: Quarry Rd. & I-15 SB Ramps

Existing (2024) PM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.8                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 45                                                                                | 1    | 1                                                                                 | 210  | 1    | 1                                                                                 |
| Future Vol, veh/h        | 45                                                                                | 1    | 1                                                                                 | 210  | 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         | 56                                                                                | 56   | 56                                                                                | 56   | 56   | 56                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 80                                                                                | 2    | 2                                                                                 | 375  | 2    | 2                                                                                 |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 195    | 189    | 0      | 0 | 377  |
| Stage 1              | 189    | -      | -      | - | -    |
| Stage 2              | 5      | -      | -      | - | -    |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1  |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -    |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2  |
| Pot Cap-1 Maneuver   | 799    | 858    | -      | - | 1193 |
| Stage 1              | 848    | -      | -      | - | -    |
| Stage 2              | 1023   | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 798    | 858    | -      | - | 1193 |
| Mov Cap-2 Maneuver   | 798    | -      | -      | - | -    |
| Stage 1              | 848    | -      | -      | - | -    |
| Stage 2              | 1021   | -      | -      | - | -    |

| Approach                    | WB | NB | SB   |
|-----------------------------|----|----|------|
| HCM Control Delay, s/v10.02 |    | 0  | 4.01 |
| HCM LOS                     | B  |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 799   | 900   |
| HCM Lane V/C Ratio        | -   | -        | 0.103 | 0.001 |
| HCM Control Delay (s/veh) | -   | -        | 10    | 8     |
| HCM Lane LOS              | -   | -        | B     | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 0.3   | 0     |

Lanes, Volumes, Timings  
10: Dale Evans Pkwy. & Corwin Rd.

Existing (2024) PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 23                                                                                | 6                                                                                 | 2                                                                                 | 27                                                                                | 16                                                                                | 2                                                                                 | 3                                                                                  | 111                                                                                 | 16                                                                                  | 4                                                                                   | 208                                                                                 | 46                                                                                  |
| Future Volume (vph)     | 23                                                                                | 6                                                                                 | 2                                                                                 | 27                                                                                | 16                                                                                | 2                                                                                 | 3                                                                                  | 111                                                                                 | 16                                                                                  | 4                                                                                   | 208                                                                                 | 46                                                                                  |
| 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                                                                              |                                                                                   |                                                                                   | 3330                                                                              |                                                                                   |                                                                                    | 1135                                                                                |                                                                                     |                                                                                     | 747                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                   | 41.3                                                                              |                                                                                   |                                                                                    | 14.1                                                                                |                                                                                     |                                                                                     | 9.3                                                                                 |                                                                                     |
| Peak Hour Factor        | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                               | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.7 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 23   | 6    | 2    | 27   | 16   | 2    | 3    | 111  | 16   | 4    | 208  | 46   |
| Future Vol, veh/h   | 23   | 6    | 2    | 27   | 16   | 2    | 3    | 111  | 16   | 4    | 208  | 46   |
| Peak Hour Factor    | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow           | 25   | 6    | 2    | 29   | 17   | 2    | 3    | 119  | 17   | 4    | 224  | 49   |
| 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, s/veh   | 8.2 | 8.3 | 8.2 | 9.1 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                     | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 2%    | 74%   | 60%   | 2%    |
| Vol Thru, %              | 85%   | 19%   | 36%   | 81%   |
| Vol Right, %             | 12%   | 6%    | 4%    | 18%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 130   | 31    | 45    | 258   |
| LT Vol                   | 3     | 23    | 27    | 4     |
| Through Vol              | 111   | 6     | 16    | 208   |
| RT Vol                   | 16    | 2     | 2     | 46    |
| Lane Flow Rate           | 140   | 33    | 48    | 277   |
| Geometry Grp             | 1     | 1     | 1     | 1     |
| Degree of Util (X)       | 0.168 | 0.046 | 0.066 | 0.32  |
| Departure Headway (Hd)   | 4.315 | 4.976 | 4.938 | 4.149 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 833   | 720   | 726   | 868   |
| Service Time             | 2.331 | 3.002 | 2.964 | 2.162 |
| HCM Lane V/C Ratio       | 0.168 | 0.046 | 0.066 | 0.319 |
| HCM Control Delay, s/veh | 8.2   | 8.2   | 8.3   | 9.1   |
| HCM Lane LOS             | A     | A     | A     | A     |
| HCM 95th-tile Q          | 0.6   | 0.1   | 0.2   | 1.4   |

## **APPENDIX 3.3: EXISTING (2024) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**

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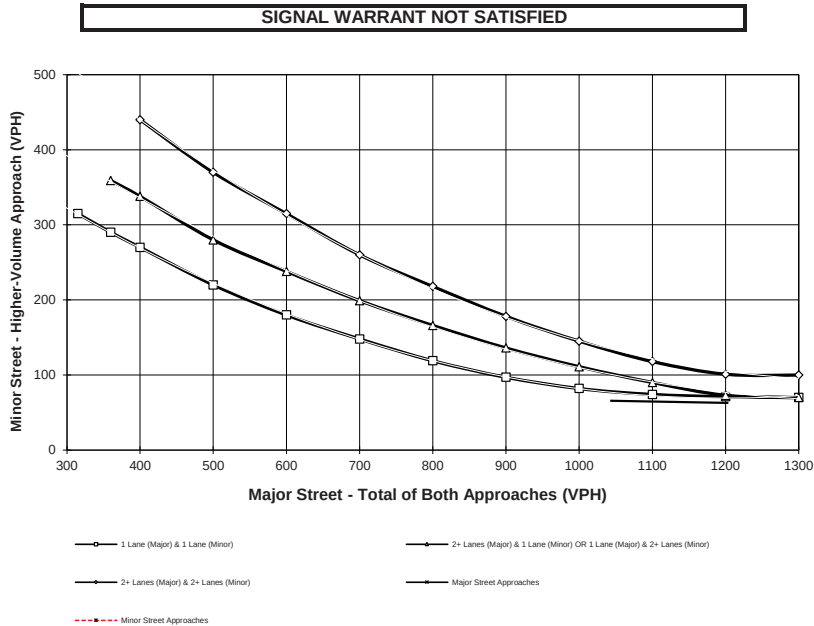
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) AM Peak Hour Warrants

Major Street Name = Corwin Rd. Total of Both Approaches (VPH) = 31  
Number of Approach Lanes Major Street = 1

Minor Street Name = Dakota Av. High Volume Approach (VPH) = 7  
Number of Approach Lanes Minor Street = 1



\*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

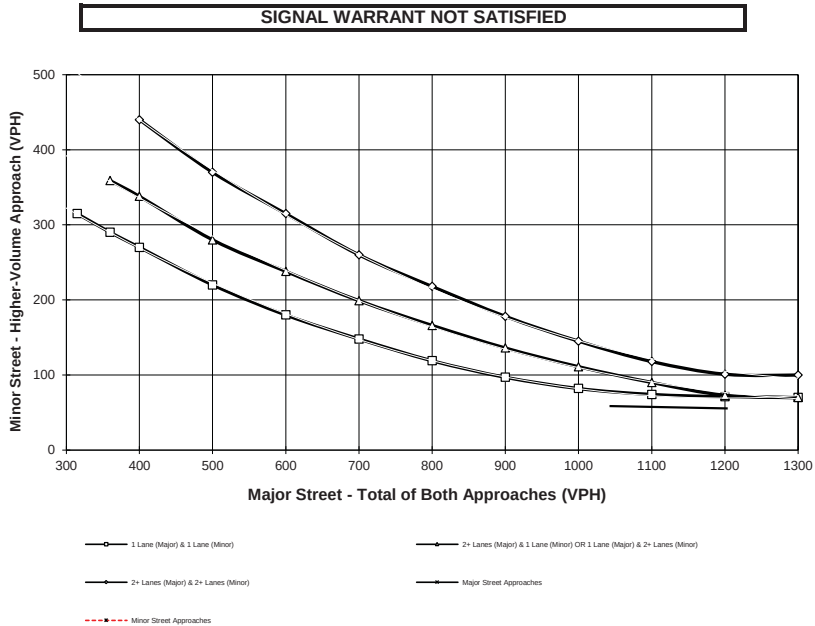
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) PM Peak Hour Warrants

Major Street Name = Corwin Rd. Total of Both Approaches (VPH) = 46  
Number of Approach Lanes Major Street = 1

Minor Street Name = Dakota Av. High Volume Approach (VPH) = 25  
Number of Approach Lanes Minor Street = 1



\*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



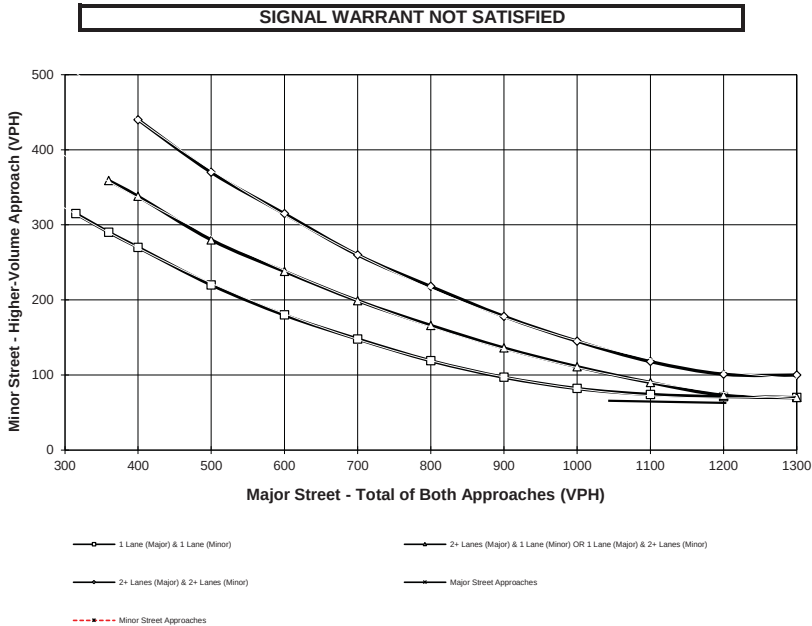
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) AM Peak Hour Warrants**

Major Street Name = **Ramona Rd.**      Total of Both Approaches (VPH) = **1**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Fresno Rd.**      High Volume Approach (VPH) = **1**  
Number of Approach Lanes Minor Street = **1**



\*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

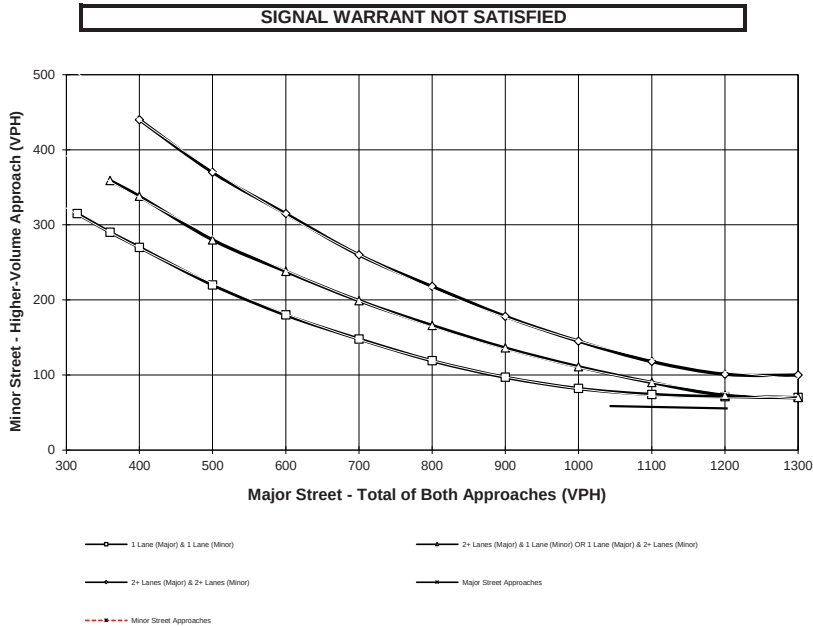
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) PM Peak Hour Warrants**

Major Street Name = **Fresno Rd.**      Total of Both Approaches (VPH) = **2**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Ramona Rd.**      High Volume Approach (VPH) = **1**  
Number of Approach Lanes Minor Street = **1**



\*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

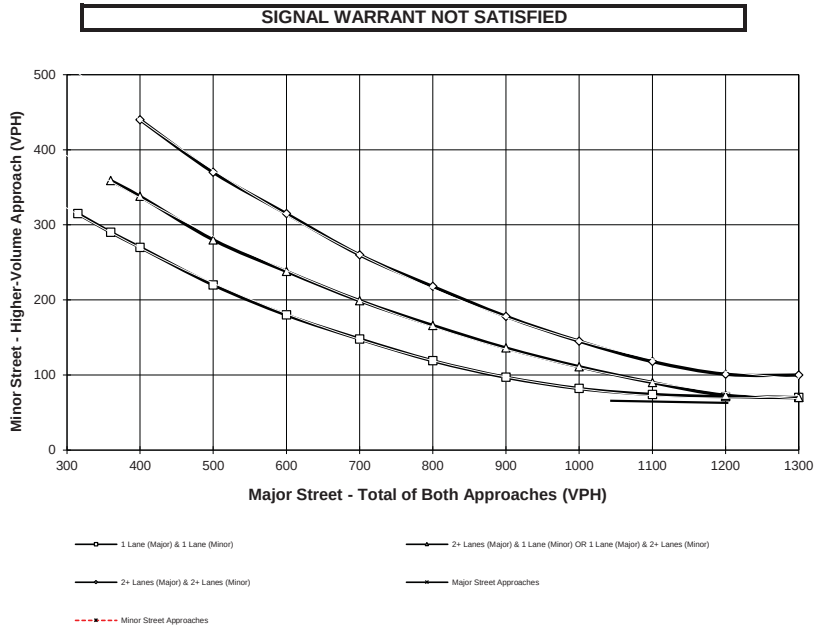
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) AM Peak Hour Warrants

Major Street Name = Navajo Rd. Total of Both Approaches (VPH) = 11  
Number of Approach Lanes Major Street = 1

Minor Street Name = Altadena St. High Volume Approach (VPH) = 9  
Number of Approach Lanes Minor Street = 1



\*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

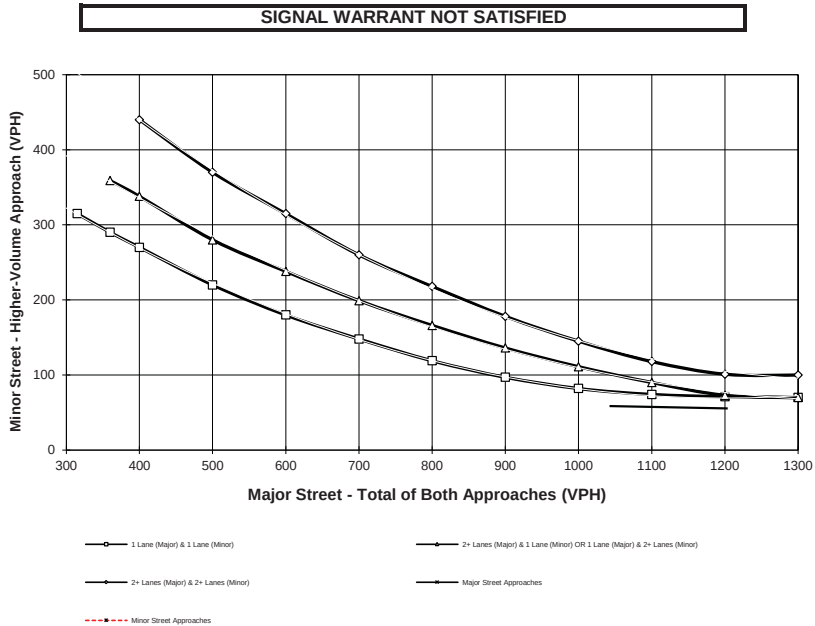
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) PM Peak Hour Warrants

Major Street Name = Navajo Rd. Total of Both Approaches (VPH) = 28  
Number of Approach Lanes Major Street = 1

Minor Street Name = Altadena St. High Volume Approach (VPH) = 21  
Number of Approach Lanes Minor Street = 1



\*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

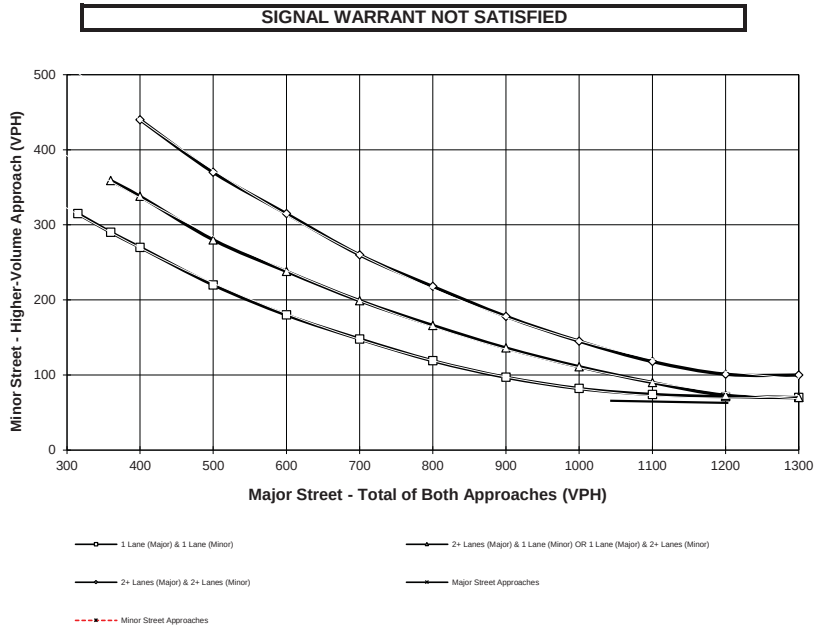
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) AM Peak Hour Warrants

Major Street Name = Johnson Rd. Total of Both Approaches (VPH) = 111  
Number of Approach Lanes Major Street = 1

Minor Street Name = Navajo Rd. High Volume Approach (VPH) = 20  
Number of Approach Lanes Minor Street = 1



\*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

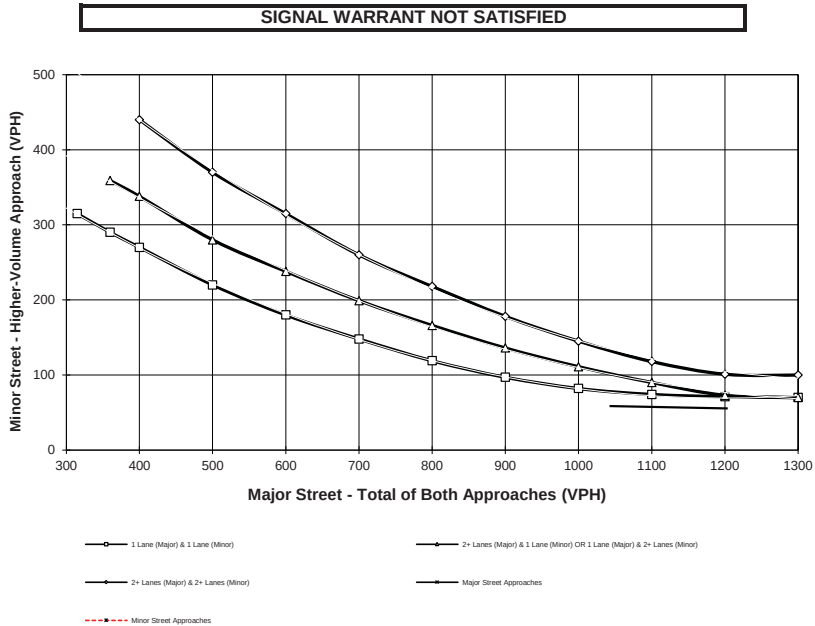
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) PM Peak Hour Warrants

Major Street Name = Johnson Rd. Total of Both Approaches (VPH) = 172  
Number of Approach Lanes Major Street = 1

Minor Street Name = Navajo Rd. High Volume Approach (VPH) = 55  
Number of Approach Lanes Minor Street = 1



\*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

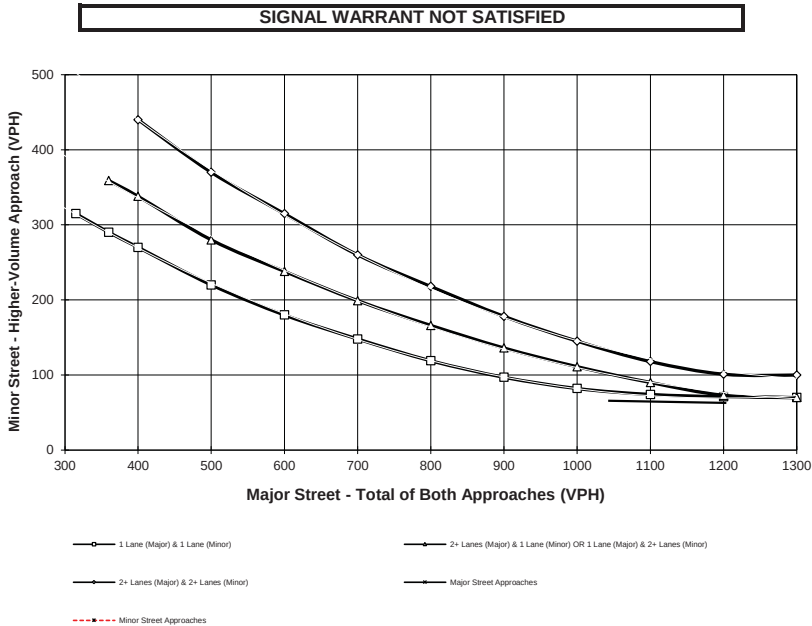
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) 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 = Johnson Rd. High Volume Approach (VPH) = 142  
Number of Approach Lanes Minor Street = 1



\*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

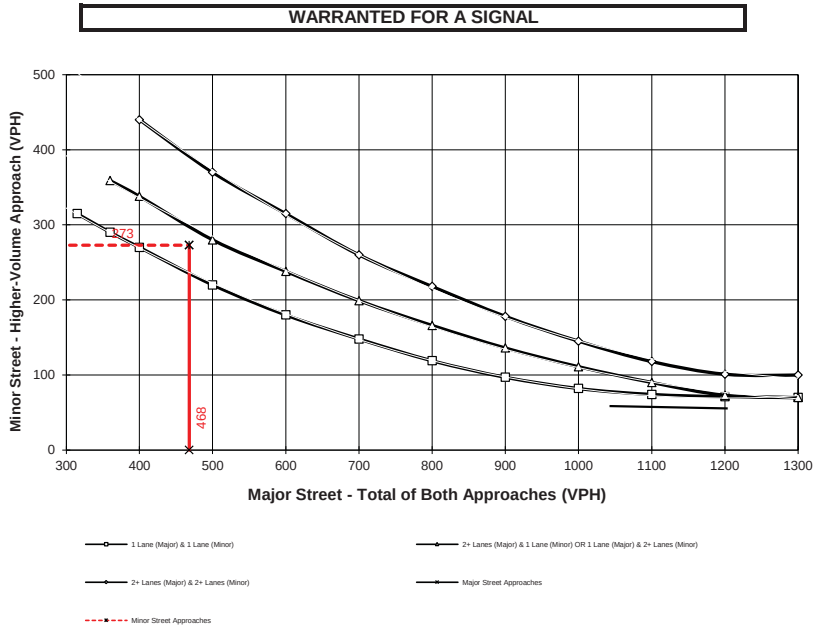
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) PM Peak Hour Warrants

Major Street Name = Johnson Rd. Total of Both Approaches (VPH) = 468  
Number of Approach Lanes Major Street = 1

Minor Street Name = Dale Evans Pkwy. High Volume Approach (VPH) = 273  
Number of Approach Lanes Minor Street = 1



\*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

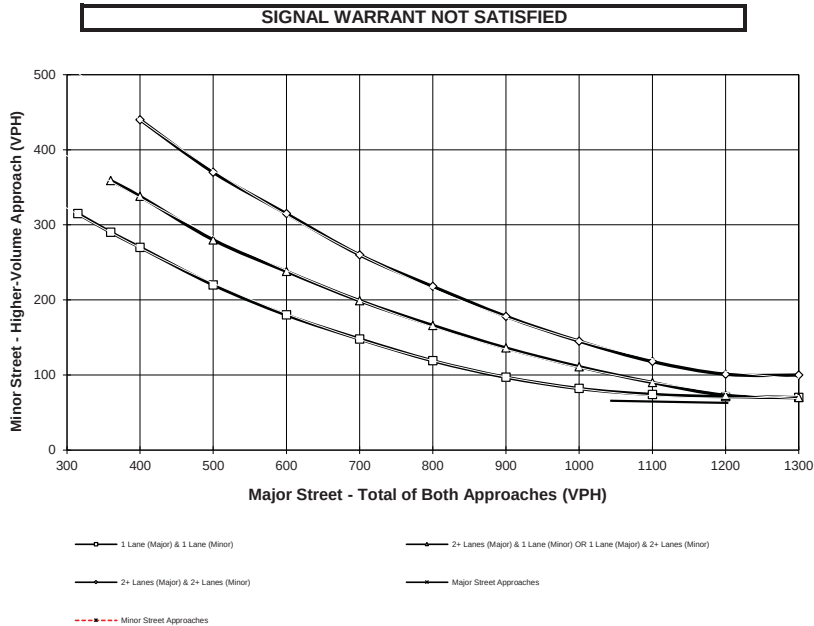
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) AM Peak Hour Warrants**

Major Street Name = **Stoddard Wells Rd.**      Total of Both Approaches (VPH) = **189**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.**      High Volume Approach (VPH) = **97**  
Number of Approach Lanes Minor Street = **1**



\*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

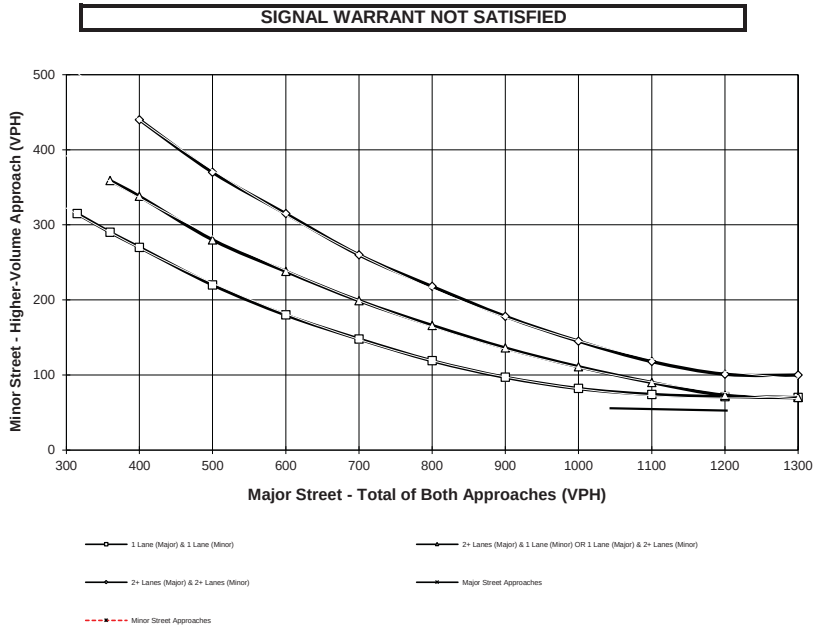
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) PM Peak Hour Warrants**

Major Street Name = **Stoddard Wells Rd.**      Total of Both Approaches (VPH) = **253**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.**      High Volume Approach (VPH) = **197**  
Number of Approach Lanes Minor Street = **1**



\*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

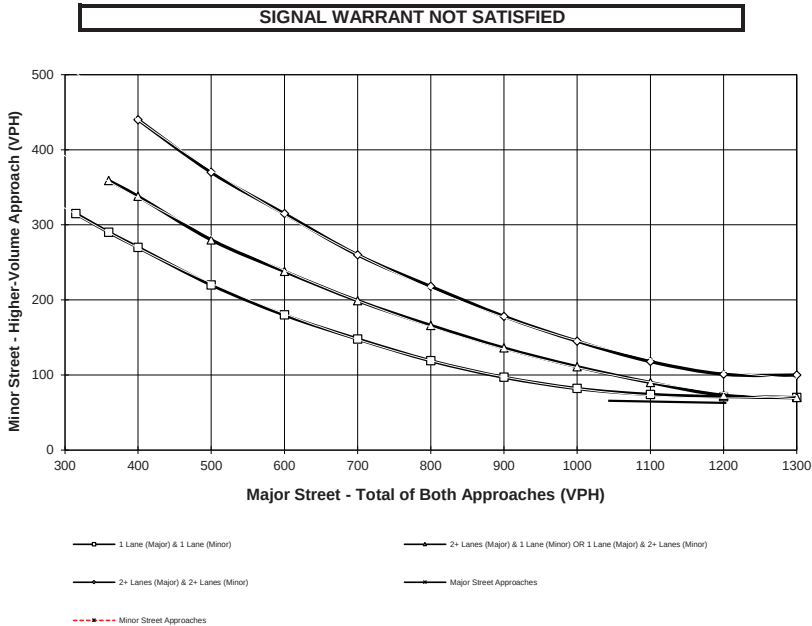
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) AM Peak Hour Warrants

Major Street Name = Stoddard Wells Rd. Total of Both Approaches (VPH) = 196  
Number of Approach Lanes Major Street = 1

Minor Street Name = I-15 NB Ramps - Outer Hwy. 15 High Volume Approach (VPH) = 145  
Number of Approach Lanes Minor Street = 1



\*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

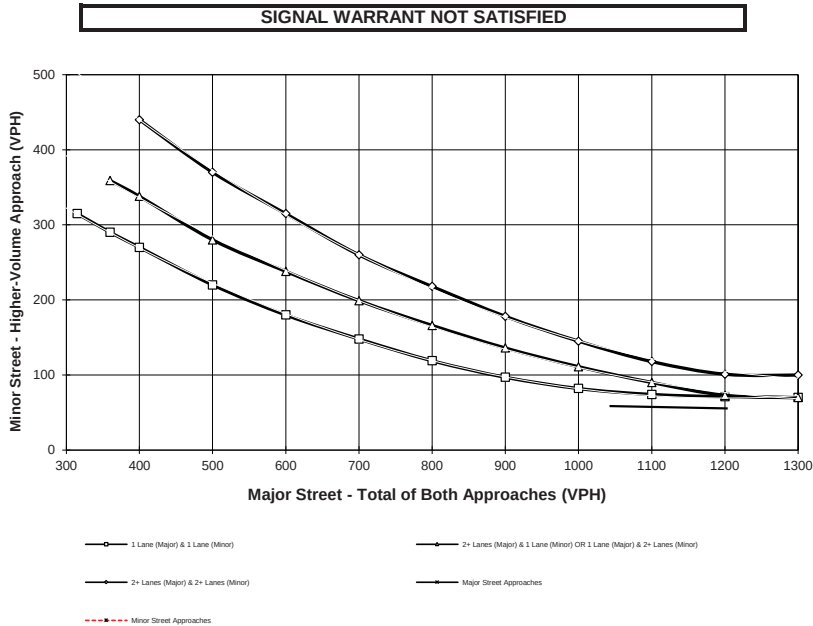
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) PM Peak Hour Warrants

Major Street Name = Stoddard Wells Rd. Total of Both Approaches (VPH) = 288  
Number of Approach Lanes Major Street = 1

Minor Street Name = I-15 NB Ramps - Outer Hwy. 15 High Volume Approach (VPH) = 217  
Number of Approach Lanes Minor Street = 1



\*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

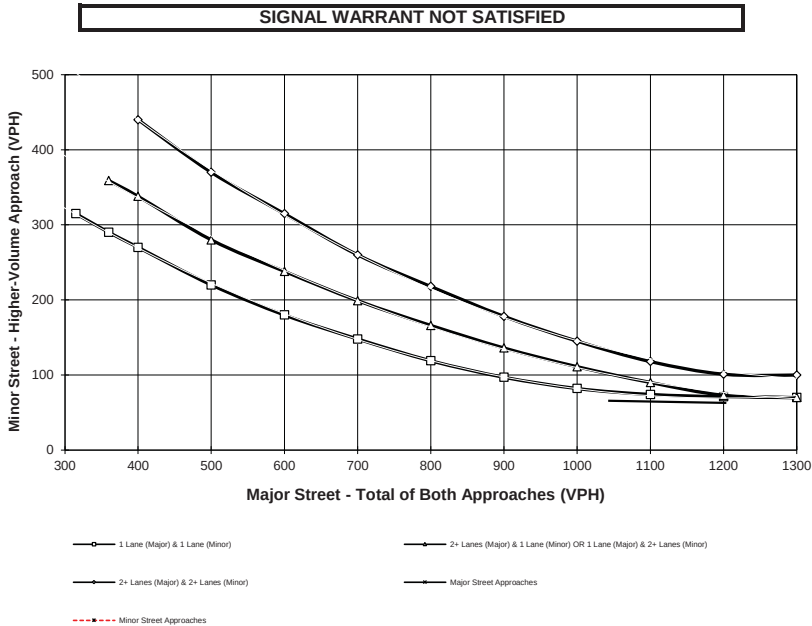
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) AM Peak Hour Warrants**

Major Street Name = **Stoddard Wells Rd.**      Total of Both Approaches (VPH) = **185**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Rd.**      High Volume Approach (VPH) = **37**  
Number of Approach Lanes Minor Street = **1**



\*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

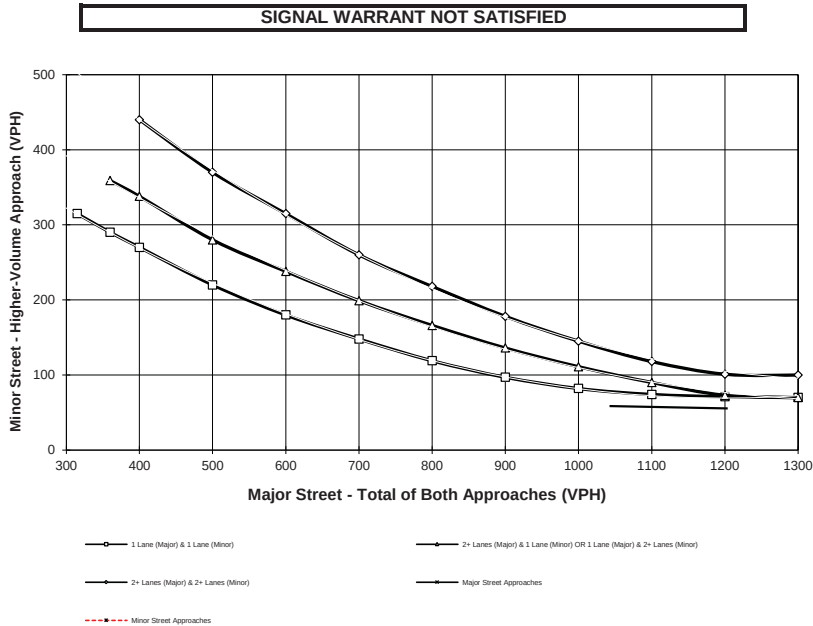
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) PM 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 = **Quarry Rd.**      High Volume Approach (VPH) = **45**  
Number of Approach Lanes Minor Street = **1**



\*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

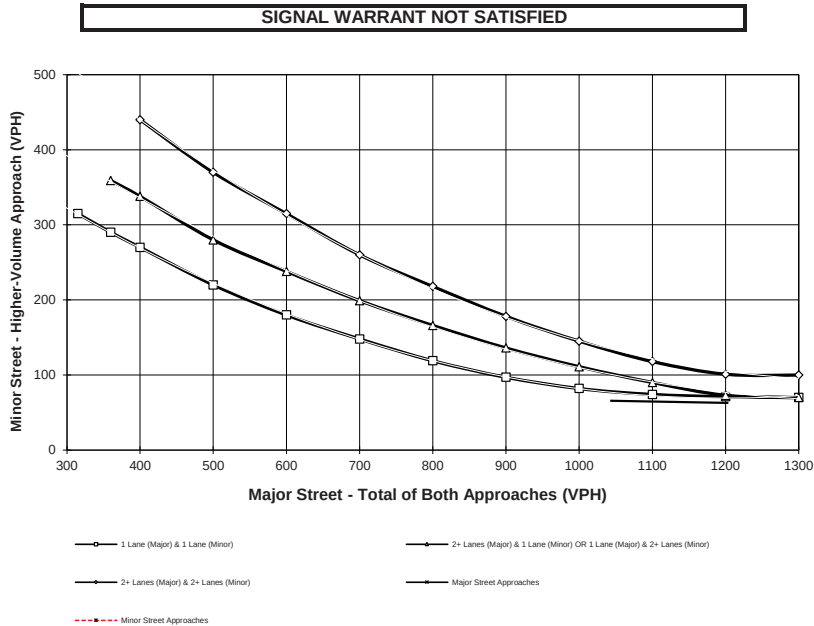
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) AM Peak Hour Warrants

Major Street Name = Quarry Rd. Total of Both Approaches (VPH) = 128  
Number of Approach Lanes Major Street = 1

Minor Street Name = I-15 SB Ramps High Volume Approach (VPH) = 36  
Number of Approach Lanes Minor Street = 1



\*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

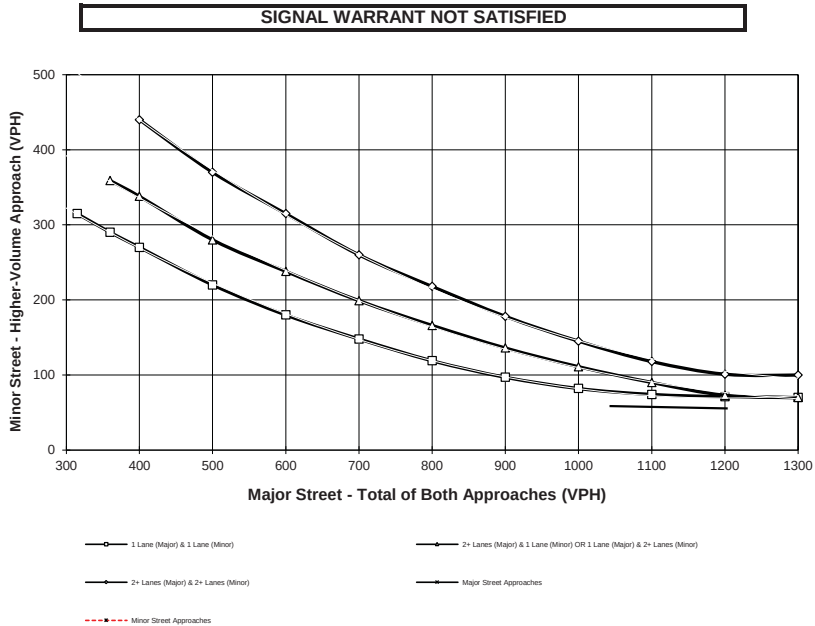
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) PM Peak Hour Warrants

Major Street Name = Quarry Rd. Total of Both Approaches (VPH) = 213  
Number of Approach Lanes Major Street = 1

Minor Street Name = I-15 SB Ramps High Volume Approach (VPH) = 46  
Number of Approach Lanes Minor Street = 1



\*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



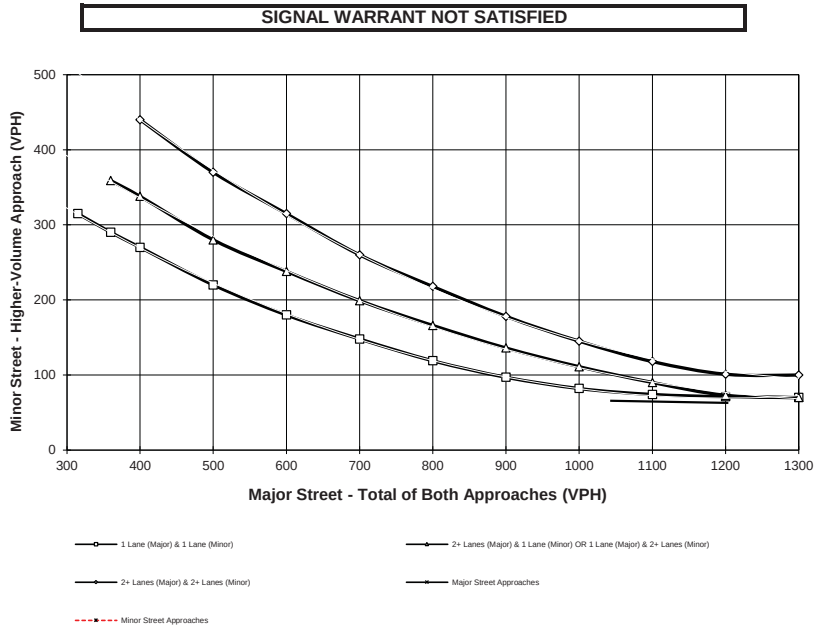
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) AM Peak Hour Warrants

Major Street Name = Dale Evans Pkwy. Total of Both Approaches (VPH) = 237  
Number of Approach Lanes Major Street = 1

Minor Street Name = Corwin Rd. High Volume Approach (VPH) = 33  
Number of Approach Lanes Minor Street = 1



\*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

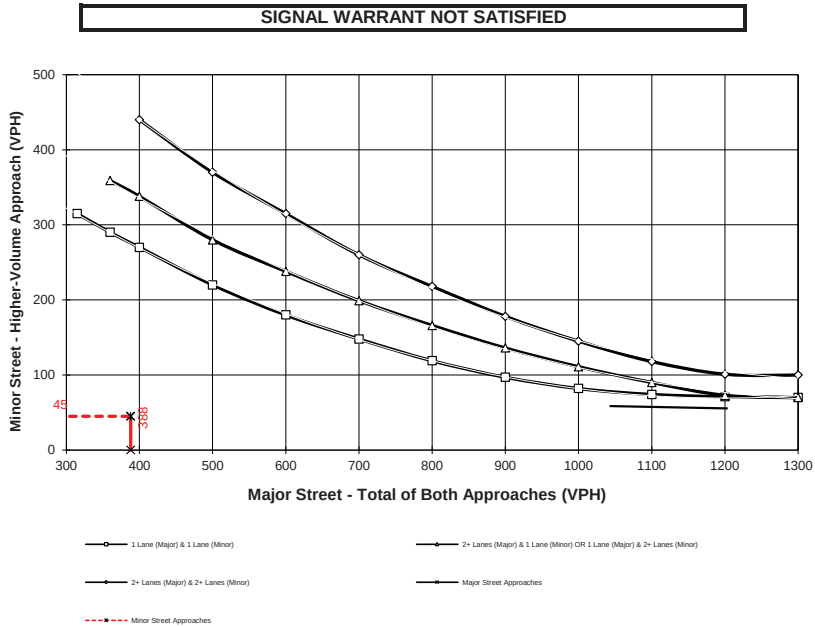
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING (2024) PM Peak Hour Warrants

Major Street Name = Dale Evans Pkwy. Total of Both Approaches (VPH) = 388  
Number of Approach Lanes Major Street = 1

Minor Street Name = Corwin Rd. High Volume Approach (VPH) = 45  
Number of Approach Lanes Minor Street = 1



\*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 3.4: EXISTING (2024) CONDITIONS QUEUING ANALYSIS WORKSHEETS**

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HCM 7th TWSC  
7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

Existing (2024) AM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 5.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 9    | 10   | 28   | 6    | 142  | 1    | 7    | 30   | 3    | 123  | 0    | 22   |
| Future Vol, veh/h        | 9    | 10   | 28   | 6    | 142  | 1    | 7    | 30   | 3    | 123  | 0    | 22   |
| 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         | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 9    | 10   | 29   | 6    | 148  | 1    | 7    | 31   | 3    | 128  | 0    | 23   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |      | Minor2 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|------|--------|-----|-----|
| Conflicting Flow All | 149    | 0 | 0 | 40     | 0 | 0 | 204    | 205 | 25   | 206    | 219 | 148 |
| Stage 1              | -      | - | - | -      | - | - | 44     | 44  | -    | 161    | 161 | -   |
| Stage 2              | -      | - | - | -      | - | - | 160    | 161 | -    | 45     | 58  | -   |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 7.1    | 6.5 | 6.2  | 7.1    | 6.5 | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5 | -    | 6.1    | 5.5 | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5 | -    | 6.1    | 5.5 | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4   | 3.3  | 3.5    | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 1445   | - | - | 1583   | - | - | 758    | 695 | 1057 | 756    | 683 | 904 |
| Stage 1              | -      | - | - | -      | - | - | 976    | 862 | -    | 846    | 769 | -   |
| Stage 2              | -      | - | - | -      | - | - | 846    | 768 | -    | 974    | 850 | -   |
| Platoon blocked, %   |        | - | - |        | - | - |        |     |      |        |     |     |
| Mov Cap-1 Maneuver   | 1445   | - | - | 1583   | - | - | 731    | 687 | 1057 | 712    | 675 | 904 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 731    | 687 | -    | 712    | 675 | -   |
| Stage 1              | -      | - | - | -      | - | - | 969    | 857 | -    | 842    | 765 | -   |
| Stage 2              | -      | - | - | -      | - | - | 821    | 765 | -    | 930    | 845 | -   |

| Approach               | EB   |  |  | WB   |  |  | NB    |  |  | SB    |  |  |
|------------------------|------|--|--|------|--|--|-------|--|--|-------|--|--|
| HCM Control Delay, s/v | 1.44 |  |  | 0.29 |  |  | 10.36 |  |  | 11.15 |  |  |
| HCM LOS                |      |  |  |      |  |  | B     |  |  | B     |  |  |

| Minor Lane/Major Mvmt     | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)          | 713   | 300   | -   | -   | 72    | -   | -   | 736   |
| HCM Lane V/C Ratio        | 0.058 | 0.006 | -   | -   | 0.004 | -   | -   | 0.205 |
| HCM Control Delay (s/veh) | 10.4  | 7.5   | 0   | -   | 7.3   | 0   | -   | 11.2  |
| HCM Lane LOS              | B     | A     | A   | -   | A     | A   | -   | B     |
| HCM 95th %tile Q(veh)     | 0.2   | 0     | -   | -   | 0     | -   | -   | 0.8   |

HCM 7th TWSC  
9: Quarry Rd. & I-15 SB Ramps

Existing (2024) AM Peak Hour

Intersection

Int Delay, s/veh 2

| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 35                                                                                | 1    | 1                                                                                 | 124  | 1    | 2                                                                                 |
| Future Vol, veh/h        | 35                                                                                | 1    | 1                                                                                 | 124  | 1    | 2                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Peak Hour Factor         | 79                                                                                | 79   | 79                                                                                | 79   | 79   | 79                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 44                                                                                | 1    | 1                                                                                 | 157  | 1    | 3                                                                                 |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 85     | 80     | 0      |
| Stage 1              | 80     | -      | -      |
| Stage 2              | 5      | -      | -      |
| Critical Hdwy        | 6.4    | 6.2    | -      |
| Critical Hdwy Stg 1  | 5.4    | -      | -      |
| Critical Hdwy Stg 2  | 5.4    | -      | -      |
| Follow-up Hdwy       | 3.5    | 3.3    | -      |
| Pot Cap-1 Maneuver   | 922    | 986    | -      |
| Stage 1              | 948    | -      | -      |
| Stage 2              | 1023   | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 921    | 986    | -      |
| Mov Cap-2 Maneuver   | 921    | -      | -      |
| Stage 1              | 948    | -      | -      |
| Stage 2              | 1022   | -      | -      |

| Approach               | WB   | NB | SB  |
|------------------------|------|----|-----|
| HCM Control Delay, s/v | 9.11 | 0  | 2.5 |
| HCM LOS                | A    |    |     |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 922   | 600   |
| HCM Lane V/C Ratio        | -   | -        | 0.049 | 0.001 |
| HCM Control Delay (s/veh) | -   | -        | 9.1   | 7.5   |
| HCM Lane LOS              | -   | -        | A     | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 0.2   | 0     |

HCM 7th TWSC  
7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

Existing (2024) PM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 9.7  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 5    | 16   | 45   | 8    | 213  | 1    | 4    | 25   | 10   | 198  | 0    | 19   |
| Future Vol, veh/h        | 5    | 16   | 45   | 8    | 213  | 1    | 4    | 25   | 10   | 198  | 0    | 19   |
| 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         | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 7    | 24   | 66   | 12   | 313  | 1    | 6    | 37   | 15   | 291  | 0    | 28   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |      | Minor2 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|------|--------|-----|-----|
| Conflicting Flow All | 315    | 0 | 0 | 90     | 0 | 0 | 408    | 410 | 57   | 394    | 442 | 314 |
| Stage 1              | -      | - | - | -      | - | - | 71     | 71  | -    | 337    | 337 | -   |
| Stage 2              | -      | - | - | -      | - | - | 337    | 338 | -    | 57     | 104 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 7.1    | 6.5 | 6.2  | 7.1    | 6.5 | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5 | -    | 6.1    | 5.5 | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5 | -    | 6.1    | 5.5 | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4   | 3.3  | 3.5    | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 1257   | - | - | 1518   | - | - | 557    | 535 | 1015 | 569    | 513 | 731 |
| Stage 1              | -      | - | - | -      | - | - | 943    | 839 | -    | 681    | 644 | -   |
| Stage 2              | -      | - | - | -      | - | - | 682    | 644 | -    | 960    | 813 | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -   | -    | -      | -   | -   |
| Mov Cap-1 Maneuver   | 1257   | - | - | 1518   | - | - | 528    | 526 | 1015 | 514    | 505 | 731 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 528    | 526 | -    | 514    | 505 | -   |
| Stage 1              | -      | - | - | -      | - | - | 938    | 834 | -    | 675    | 638 | -   |
| Stage 2              | -      | - | - | -      | - | - | 649    | 638 | -    | 899    | 808 | -   |

| Approach               | EB  | WB   | NB    | SB   |
|------------------------|-----|------|-------|------|
| HCM Control Delay, s/v | 0.6 | 0.27 | 11.62 | 21.7 |
| HCM LOS                |     |      | B     | C    |

| Minor Lane/Major Mvmt     | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|---------------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)          | 601   | 119   | -   | -   | 65    | -   | -   | 528   |
| HCM Lane V/C Ratio        | 0.095 | 0.006 | -   | -   | 0.008 | -   | -   | 0.605 |
| HCM Control Delay (s/veh) | 11.6  | 7.9   | 0   | -   | 7.4   | 0   | -   | 21.7  |
| HCM Lane LOS              | B     | A     | A   | -   | A     | A   | -   | C     |
| HCM 95th %tile Q(veh)     | 0.3   | 0     | -   | -   | 0     | -   | -   | 4     |

HCM 7th TWSC  
9: Quarry Rd. & I-15 SB Ramps

Existing (2024) PM Peak Hour

Intersection

Int Delay, s/veh 1.8

| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 45                                                                                | 1    | 1                                                                                 | 210  | 1    | 1                                                                                 |
| Future Vol, veh/h        | 45                                                                                | 1    | 1                                                                                 | 210  | 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         | 56                                                                                | 56   | 56                                                                                | 56   | 56   | 56                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 80                                                                                | 2    | 2                                                                                 | 375  | 2    | 2                                                                                 |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 195    | 189    | 0      |
| Stage 1              | 189    | -      | -      |
| Stage 2              | 5      | -      | -      |
| Critical Hdwy        | 6.4    | 6.2    | -      |
| Critical Hdwy Stg 1  | 5.4    | -      | -      |
| Critical Hdwy Stg 2  | 5.4    | -      | -      |
| Follow-up Hdwy       | 3.5    | 3.3    | -      |
| Pot Cap-1 Maneuver   | 799    | 858    | -      |
| Stage 1              | 848    | -      | -      |
| Stage 2              | 1023   | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 798    | 858    | -      |
| Mov Cap-2 Maneuver   | 798    | -      | -      |
| Stage 1              | 848    | -      | -      |
| Stage 2              | 1021   | -      | -      |

| Approach                    | WB | NB | SB   |
|-----------------------------|----|----|------|
| HCM Control Delay, s/v10.02 |    | 0  | 4.01 |
| HCM LOS                     | B  |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 799   | 900   |
| HCM Lane V/C Ratio        | -   | -        | 0.103 | 0.001 |
| HCM Control Delay (s/veh) | -   | -        | 10    | 8     |
| HCM Lane LOS              | -   | -        | B     | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 0.3   | 0     |

**APPENDIX 5.1: OPENING YEAR CUMULATIVE (2027) WITHOUT  
PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS  
WORKSHEETS**



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Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - AM Peak Hour  
1: Corwin Rd. & Dakota Av.

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations     |                                                                                   |  |  |                                                                                   |  |                                                                                   |
| Traffic Volume (vph)    | 10                                                                                | 15                                                                                | 7                                                                                 | 2                                                                                 | 2                                                                                 | 6                                                                                 |
| Future Volume (vph)     | 10                                                                                | 15                                                                                | 7                                                                                 | 2                                                                                 | 2                                                                                 | 6                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        |                                                                                   | 55                                                                                | 55                                                                                |                                                                                   | 45                                                                                |                                                                                   |
| Link Distance (ft)      |                                                                                   | 3330                                                                              | 1344                                                                              |                                                                                   | 1769                                                                              |                                                                                   |
| Travel Time (s)         |                                                                                   | 41.3                                                                              | 16.7                                                                              |                                                                                   | 26.8                                                                              |                                                                                   |
| Peak Hour Factor        | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
1: Corwin Rd. & Dakota Av.

Opening Year Cumulative (2027) Without Project - AM Peak Hour

| Intersection              |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|---------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 3.3    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                  | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations       |        |  |  |        |  |      |
| Traffic Vol, veh/h        | 10     | 15                                                                                | 7                                                                                 | 2      | 2                                                                                 | 6    |
| Future Vol, veh/h         | 10     | 15                                                                                | 7                                                                                 | 2      | 2                                                                                 | 6    |
| 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          | 64     | 64                                                                                | 64                                                                                | 64     | 64                                                                                | 64   |
| Heavy Vehicles, %         | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0    |
| Mvmt Flow                 | 16     | 23                                                                                | 11                                                                                | 3      | 3                                                                                 | 9    |
| Major/Minor               | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All      | 14     | 0                                                                                 | -                                                                                 | 0      | 67                                                                                | 13   |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 13                                                                                | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 55                                                                                | -    |
| Critical Hdwy             | 4.1    | -                                                                                 | -                                                                                 | -      | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1       | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Critical Hdwy Stg 2       | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Follow-up Hdwy            | 2.2    | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver        | 1617   | -                                                                                 | -                                                                                 | -      | 943                                                                               | 1074 |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 1016                                                                              | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 973                                                                               | -    |
| Platoon blocked, %        |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver        | 1617   | -                                                                                 | -                                                                                 | -      | 934                                                                               | 1074 |
| Mov Cap-2 Maneuver        | -      | -                                                                                 | -                                                                                 | -      | 934                                                                               | -    |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 1006                                                                              | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 973                                                                               | -    |
| Approach                  | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s/v    | 2.9    | 0                                                                                 |                                                                                   | 8.52   |                                                                                   |      |
| HCM LOS                   |        |                                                                                   |                                                                                   | A      |                                                                                   |      |
| Minor Lane/Major Mvmt     | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)          | 720    | -                                                                                 | -                                                                                 | -      | 1035                                                                              |      |
| HCM Lane V/C Ratio        | 0.01   | -                                                                                 | -                                                                                 | -      | 0.012                                                                             |      |
| HCM Control Delay (s/veh) | 7.2    | 0                                                                                 | -                                                                                 | -      | 8.5                                                                               |      |
| HCM Lane LOS              | A      | A                                                                                 | -                                                                                 | -      | A                                                                                 |      |
| HCM 95th %tile Q(veh)     | 0      | -                                                                                 | -                                                                                 | -      | 0                                                                                 |      |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - AM Peak Hour  
 2: Ramona Rd. & Fresno Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Future Volume (vph)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| 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)      |                                                                                   | 1354                                                                              |                                                                                   |                                                                                   | 321                                                                               |                                                                                   |                                                                                    | 1023                                                                                |                                                                                     |                                                                                     | 285                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 20.5                                                                              |                                                                                   |                                                                                   | 4.9                                                                               |                                                                                   |                                                                                    | 15.5                                                                                |                                                                                     |                                                                                     | 4.3                                                                                 |                                                                                     |
| Peak Hour Factor        | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                               | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th TWSC Opening Year Cumulative (2027) Without Project - AM Peak Hour  
2: Ramona Rd. & Fresno Rd.

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.1  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    |
| Future Vol, veh/h        | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 2    | 2    | 0    | 0    | 0    |

| Major/Minor          | Minor2 |     | Minor1 |      | Major1 |      | Major2 |   |   |      |   |   |
|----------------------|--------|-----|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 4      | 6   | 2      | 5    | 5      | 3    | 2      | 0 | 0 | 4    | 0 | 0 |
| Stage 1              | 2      | 2   | -      | 3    | 3      | -    | -      | - | - | -    | - | - |
| Stage 2              | 2      | 4   | -      | 2    | 2      | -    | -      | - | - | -    | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.1  | 6.5    | 6.2  | 4.1    | - | - | 4.1  | - | - |
| Critical Hdwy Stg 1  | 6.1    | 5.5 | -      | 6.1  | 5.5    | -    | -      | - | - | -    | - | - |
| Critical Hdwy Stg 2  | 6.1    | 5.5 | -      | 6.1  | 5.5    | -    | -      | - | - | -    | - | - |
| Follow-up Hdwy       | 3.5    | 4   | 3.3    | 3.5  | 4      | 3.3  | 2.2    | - | - | 2.2  | - | - |
| Pot Cap-1 Maneuver   | 1022   | 893 | 1088   | 1021 | 894    | 1087 | 1634   | - | - | 1631 | - | - |
| Stage 1              | 1026   | 898 | -      | 1025 | 897    | -    | -      | - | - | -    | - | - |
| Stage 2              | 1026   | 897 | -      | 1026 | 898    | -    | -      | - | - | -    | - | - |
| Platoon blocked, %   |        |     |        |      |        |      |        | - | - | -    | - | - |
| Mov Cap-1 Maneuver   | 1022   | 893 | 1088   | 1021 | 894    | 1087 | 1634   | - | - | 1631 | - | - |
| Mov Cap-2 Maneuver   | 1022   | 893 | -      | 1021 | 894    | -    | -      | - | - | -    | - | - |
| Stage 1              | 1026   | 898 | -      | 1025 | 897    | -    | -      | - | - | -    | - | - |
| Stage 2              | 1026   | 897 | -      | 1026 | 898    | -    | -      | - | - | -    | - | - |

| Approach               | EB | WB   | NB | SB |
|------------------------|----|------|----|----|
| HCM Control Delay, s/v | 0  | 8.53 | 0  | 0  |
| HCM LOS                | A  | A    |    |    |

| Minor Lane/Major Mvmt     | NBL  | NBT | NBR | EBLn1WBLn1 | SBL  | SBT | SBR |
|---------------------------|------|-----|-----|------------|------|-----|-----|
| Capacity (veh/h)          | 1634 | -   | -   | - 1021     | 1631 | -   | -   |
| HCM Lane V/C Ratio        | -    | -   | -   | - 0.002    | -    | -   | -   |
| HCM Control Delay (s/veh) | 0    | -   | -   | 0 8.5      | 0    | -   | -   |
| HCM Lane LOS              | A    | -   | -   | A A        | A    | -   | -   |
| HCM 95th %tile Q(veh)     | 0    | -   | -   | - 0        | 0    | -   | -   |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - AM Peak Hour  
 3: Navajo Rd. & Altadena St.

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 4                                                                                 | 5                                                                                 | 2                                                                                 | 1                                                                                 | 4                                                                                 | 4                                                                                 |
| Future Volume (vph)     | 4                                                                                 | 5                                                                                 | 2                                                                                 | 1                                                                                 | 4                                                                                 | 4                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 30                                                                                |                                                                                   |                                                                                   | 55                                                                                | 55                                                                                |                                                                                   |
| Link Distance (ft)      | 2664                                                                              |                                                                                   |                                                                                   | 475                                                                               | 6664                                                                              |                                                                                   |
| Travel Time (s)         | 60.5                                                                              |                                                                                   |                                                                                   | 5.9                                                                               | 82.6                                                                              |                                                                                   |
| Peak Hour Factor        | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC Opening Year Cumulative (2027) Without Project - AM Peak Hour  
3: Navajo Rd. & Altadena St.

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 4.5                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 4                                                                                 | 5    | 2    | 1                                                                                 | 4                                                                                 | 4    |
| Future Vol, veh/h        | 4                                                                                 | 5    | 2    | 1                                                                                 | 4                                                                                 | 4    |
| 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         | 71                                                                                | 71   | 71   | 71                                                                                | 71                                                                                | 71   |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 6                                                                                 | 7    | 3    | 1                                                                                 | 6                                                                                 | 6    |

| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 15     | 8      | 11     | 0 | - | 0 |
| Stage 1              | 8      | -      | -      | - | - | - |
| Stage 2              | 7      | -      | -      | - | - | - |
| Critical Hdwy        | 6.4    | 6.2    | 4.1    | - | - | - |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | - | - |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | - | - |
| Follow-up Hdwy       | 3.5    | 3.3    | 2.2    | - | - | - |
| Pot Cap-1 Maneuver   | 1008   | 1079   | 1621   | - | - | - |
| Stage 1              | 1020   | -      | -      | - | - | - |
| Stage 2              | 1021   | -      | -      | - | - | - |
| Platoon blocked, %   |        |        |        | - | - | - |
| Mov Cap-1 Maneuver   | 1006   | 1079   | 1621   | - | - | - |
| Mov Cap-2 Maneuver   | 1006   | -      | -      | - | - | - |
| Stage 1              | 1018   | -      | -      | - | - | - |
| Stage 2              | 1021   | -      | -      | - | - | - |

| Approach               | EB   | NB   | SB |
|------------------------|------|------|----|
| HCM Control Delay, s/v | 8.49 | 4.82 | 0  |
| HCM LOS                | A    |      |    |

| Minor Lane/Major Mvmt     | NBL   | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)          | 1200  | -   | 1046  | -   | -   |
| HCM Lane V/C Ratio        | 0.002 | -   | 0.012 | -   | -   |
| HCM Control Delay (s/veh) | 7.2   | 0   | 8.5   | -   | -   |
| HCM Lane LOS              | A     | A   | A     | -   | -   |
| HCM 95th %tile Q(veh)     | 0     | -   | 0     | -   | -   |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - AM Peak Hour  
 4: Navajo Rd. & Johnson Rd.

|                             |  |  |  |  |  |  |
|-----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                  | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations         |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)        | 1128                                                                              | 234                                                                               | 58                                                                                | 391                                                                               | 93                                                                                | 11                                                                                |
| Future Volume (vph)         | 1128                                                                              | 234                                                                               | 58                                                                                | 391                                                                               | 93                                                                                | 11                                                                                |
| Ideal Flow (vphpl)          | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Storage Length (ft)         |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 100                                                                               |
| Storage Lanes               |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |
| Taper Length (ft)           |                                                                                   |                                                                                   | 90                                                                                |                                                                                   | 90                                                                                |                                                                                   |
| Link Speed (mph)            | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                | 55                                                                                |                                                                                   |
| Link Distance (ft)          | 5327                                                                              |                                                                                   |                                                                                   | 1835                                                                              | 6664                                                                              |                                                                                   |
| Travel Time (s)             | 80.7                                                                              |                                                                                   |                                                                                   | 27.8                                                                              | 82.6                                                                              |                                                                                   |
| Peak Hour Factor            | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              |
| Shared Lane Traffic (%)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control                | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| <b>Intersection Summary</b> |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                  | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:               | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



HCM 7th TWSC Opening Year Cumulative (2027) Without Project - AM Peak Hour  
4: Navajo Rd. & Johnson Rd.

| Intersection               |                                                                                   |                        |      |                                                                                   |                                                                                   |                                |
|----------------------------|-----------------------------------------------------------------------------------|------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------|
| Int Delay, s/veh           | 93                                                                                |                        |      |                                                                                   |                                                                                   |                                |
| Movement                   | EBT                                                                               | EBR                    | WBL  | WBT                                                                               | NBL                                                                               | NBR                            |
| Lane Configurations        |  |                        |      |  |  |                                |
| Traffic Vol, veh/h         | 1128                                                                              | 234                    | 58   | 391                                                                               | 93                                                                                | 11                             |
| Future Vol, veh/h          | 1128                                                                              | 234                    | 58   | 391                                                                               | 93                                                                                | 11                             |
| 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           | 76                                                                                | 76                     | 76   | 76                                                                                | 76                                                                                | 76                             |
| Heavy Vehicles, %          | 0                                                                                 | 0                      | 0    | 0                                                                                 | 0                                                                                 | 0                              |
| Mvmt Flow                  | 1484                                                                              | 308                    | 76   | 514                                                                               | 122                                                                               | 14                             |
|                            |                                                                                   |                        |      |                                                                                   |                                                                                   |                                |
| Major/Minor                | Major1                                                                            | Major2                 |      | Minor1                                                                            |                                                                                   |                                |
| Conflicting Flow All       | 0                                                                                 | 0                      | 1792 | 0                                                                                 | 2305                                                                              | 1638                           |
| Stage 1                    | -                                                                                 | -                      | -    | -                                                                                 | 1638                                                                              | -                              |
| Stage 2                    | -                                                                                 | -                      | -    | -                                                                                 | 667                                                                               | -                              |
| Critical Hdwy              | -                                                                                 | -                      | 4.1  | -                                                                                 | 6.4                                                                               | 6.2                            |
| Critical Hdwy Stg 1        | -                                                                                 | -                      | -    | -                                                                                 | 5.4                                                                               | -                              |
| Critical Hdwy Stg 2        | -                                                                                 | -                      | -    | -                                                                                 | 5.4                                                                               | -                              |
| Follow-up Hdwy             | -                                                                                 | -                      | 2.2  | -                                                                                 | 3.5                                                                               | 3.3                            |
| Pot Cap-1 Maneuver         | -                                                                                 | -                      | 350  | -                                                                                 | ~ 43                                                                              | 125                            |
| Stage 1                    | -                                                                                 | -                      | -    | -                                                                                 | 176                                                                               | -                              |
| Stage 2                    | -                                                                                 | -                      | -    | -                                                                                 | 514                                                                               | -                              |
| Platoon blocked, %         | -                                                                                 | -                      |      | -                                                                                 |                                                                                   |                                |
| Mov Cap-1 Maneuver         | -                                                                                 | -                      | 350  | -                                                                                 | ~ 30                                                                              | 125                            |
| Mov Cap-2 Maneuver         | -                                                                                 | -                      | -    | -                                                                                 | ~ 30                                                                              | -                              |
| Stage 1                    | -                                                                                 | -                      | -    | -                                                                                 | 176                                                                               | -                              |
| Stage 2                    | -                                                                                 | -                      | -    | -                                                                                 | 357                                                                               | -                              |
|                            |                                                                                   |                        |      |                                                                                   |                                                                                   |                                |
|                            |                                                                                   |                        |      |                                                                                   |                                                                                   |                                |
| Approach                   | EB                                                                                | WB                     |      | NB                                                                                |                                                                                   |                                |
| HCM Control Delay, s/v     | 0                                                                                 | 2.34                   |      | \$ 1703.09                                                                        |                                                                                   |                                |
| HCM LOS                    | F                                                                                 |                        |      |                                                                                   |                                                                                   |                                |
|                            |                                                                                   |                        |      |                                                                                   |                                                                                   |                                |
|                            |                                                                                   |                        |      |                                                                                   |                                                                                   |                                |
| Minor Lane/Major Mvmt      | NBLn1                                                                             | EBT                    | EBR  | WBL                                                                               | WBT                                                                               |                                |
| Capacity (veh/h)           | 32                                                                                | -                      | -    | 233                                                                               | -                                                                                 |                                |
| HCM Lane V/C Ratio         | 4.23                                                                              | -                      | -    | 0.218                                                                             | -                                                                                 |                                |
| HCM Control Delay (s/veh)  | \$ 1703.1                                                                         | -                      | -    | 18.1                                                                              | 0                                                                                 |                                |
| HCM Lane LOS               | F                                                                                 | -                      | -    | C                                                                                 | A                                                                                 |                                |
| HCM 95th %tile Q(veh)      | 16.2                                                                              | -                      | -    | 0.8                                                                               | -                                                                                 |                                |
| Notes                      |                                                                                   |                        |      |                                                                                   |                                                                                   |                                |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s |      | +: Computation Not Defined                                                        |                                                                                   | *: All major volume in platoon |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - AM Peak Hour  
5: Dale Evans Pkwy. & Johnson Rd.

|                             |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                  | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations         |                                                                                   |  |                                                                                   |                                                                                   |  |  |  |  |  |  |  |                                                                                     |
| Traffic Volume (vph)        | 17                                                                                | 1201                                                                              | 100                                                                               | 91                                                                                | 442                                                                               | 176                                                                               | 50                                                                                  | 149                                                                                 | 282                                                                                 | 406                                                                                 | 85                                                                                  | 7                                                                                   |
| Future Volume (vph)         | 17                                                                                | 1201                                                                              | 100                                                                               | 91                                                                                | 442                                                                               | 176                                                                               | 50                                                                                  | 149                                                                                 | 282                                                                                 | 406                                                                                 | 85                                                                                  | 7                                                                                   |
| 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                                                                              |                                                                                   |                                                                                   | 5327                                                                              |                                                                                   |                                                                                     | 4005                                                                                |                                                                                     |                                                                                     | 1074                                                                                |                                                                                     |
| Travel Time (s)             |                                                                                   | 115.4                                                                             |                                                                                   |                                                                                   | 80.7                                                                              |                                                                                   |                                                                                     | 49.6                                                                                |                                                                                     |                                                                                     | 13.3                                                                                |                                                                                     |
| Peak Hour Factor            | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                |
| Shared Lane Traffic (%)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control                |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| <b>Intersection Summary</b> |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                  | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:               | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th AWSC Opening Year Cumulative (2027) Without Project - AM Peak Hour  
5: Dale Evans Pkwy. & Johnson Rd.

| Intersection              |       |
|---------------------------|-------|
| Intersection Delay, s/veh | 985.4 |
| Intersection LOS          | F     |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    | ↗    | ↗    | ↗    | ↗    | ↗    | ↗    |      |
| Traffic Vol, veh/h  | 17   | 1201 | 100  | 91   | 442  | 176  | 50   | 149  | 282  | 406  | 85   | 7    |
| Future Vol, veh/h   | 17   | 1201 | 100  | 91   | 442  | 176  | 50   | 149  | 282  | 406  | 85   | 7    |
| Peak Hour Factor    | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow           | 21   | 1483 | 123  | 112  | 546  | 217  | 62   | 184  | 348  | 501  | 105  | 9    |
| 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, s/veh   | 1885.2 | 403.7 | 94.6 | 292.3 |
| HCM LOS                    | F      | F     | F    | F     |

| Lane                     | NBLn1 | NBLn2  | NBLn3  | EBLn1  | WBLn1  | WBLn2  | SBLn1  | SBLn2  |
|--------------------------|-------|--------|--------|--------|--------|--------|--------|--------|
| Vol Left, %              | 100%  | 0%     | 0%     | 1%     | 17%    | 0%     | 100%   | 0%     |
| Vol Thru, %              | 0%    | 100%   | 0%     | 91%    | 83%    | 0%     | 0%     | 92%    |
| Vol Right, %             | 0%    | 0%     | 100%   | 8%     | 0%     | 100%   | 0%     | 8%     |
| Sign Control             | Stop  | Stop   | Stop   | Stop   | Stop   | Stop   | Stop   | Stop   |
| Traffic Vol by Lane      | 50    | 149    | 282    | 1318   | 533    | 176    | 406    | 92     |
| LT Vol                   | 50    | 0      | 0      | 17     | 91     | 0      | 406    | 0      |
| Through Vol              | 0     | 149    | 0      | 1201   | 442    | 0      | 0      | 85     |
| RT Vol                   | 0     | 0      | 282    | 100    | 0      | 176    | 0      | 7      |
| Lane Flow Rate           | 62    | 184    | 348    | 1627   | 658    | 217    | 501    | 114    |
| Geometry Grp             | 6     | 6      | 6      | 6      | 6      | 6      | 6      | 6      |
| Degree of Util (X)       | 0.194 | 0.554  | 0.981  | 5.113  | 2.006  | 0.615  | 1.613  | 0.348  |
| Departure Headway (Hd)   | 25.59 | 25.017 | 24.214 | 14.204 | 22.581 | 21.656 | 22.265 | 21.601 |
| Convergence, Y/N         | Yes   | Yes    | Yes    | Yes    | Yes    | Yes    | Yes    | Yes    |
| Cap                      | 141   | 147    | 153    | 277    | 171    | 169    | 170    | 168    |
| Service Time             | 23.29 | 22.717 | 21.914 | 11.904 | 20.281 | 19.356 | 19.965 | 19.301 |
| HCM Lane V/C Ratio       | 0.44  | 1.252  | 2.275  | 5.874  | 3.848  | 1.284  | 2.947  | 0.679  |
| HCM Control Delay, s/veh | 34.3  | 55.1   | 126.1  | 1885.2 | 519.2  | 53.9   | 350.5  | 35.4   |
| HCM Lane LOS             | D     | F      | F      | F      | F      | F      | F      | E      |
| HCM 95th-tile Q          | 0.7   | 2.8    | 7.2    | 133.9  | 24.9   | 3.4    | 17.9   | 1.4    |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - AM Peak Hour  
6: Stoddard Wells Rd. & Johnson Rd.

|                             |  |  |  |  |  |  |
|-----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                  | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations         |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)        | 497                                                                               | 1                                                                                 | 30                                                                                | 1317                                                                              | 1                                                                                 | 55                                                                                |
| Future Volume (vph)         | 497                                                                               | 1                                                                                 | 30                                                                                | 1317                                                                              | 1                                                                                 | 55                                                                                |
| 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            | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              |
| Shared Lane Traffic (%)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control                | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| <b>Intersection Summary</b> |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                  | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:               | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC Opening Year Cumulative (2027) Without Project - AM Peak Hour  
6: Stoddard Wells Rd. & Johnson Rd.

| Intersection                                                                                                         |                                                                                   |        |                                                                                   |        |      |                                                                                   |
|----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh                                                                                                     | 102.5                                                                             |        |                                                                                   |        |      |                                                                                   |
| Movement                                                                                                             | WBL                                                                               | WBR    | NBT                                                                               | NBR    | SBL  | SBT                                                                               |
| Lane Configurations                                                                                                  |  |        |  |        |      |  |
| Traffic Vol, veh/h                                                                                                   | 497                                                                               | 1      | 30                                                                                | 1317   | 1    | 55                                                                                |
| Future Vol, veh/h                                                                                                    | 497                                                                               | 1      | 30                                                                                | 1317   | 1    | 55                                                                                |
| 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                                                                                                     | 86                                                                                | 86     | 86                                                                                | 86     | 86   | 86                                                                                |
| Heavy Vehicles, %                                                                                                    | 0                                                                                 | 0      | 0                                                                                 | 0      | 0    | 0                                                                                 |
| Mvmt Flow                                                                                                            | 578                                                                               | 1      | 35                                                                                | 1531   | 1    | 64                                                                                |
| Major/Minor                                                                                                          | Minor1                                                                            | Major1 |                                                                                   | Major2 |      |                                                                                   |
| Conflicting Flow All                                                                                                 | 867                                                                               | 801    | 0                                                                                 | 0      | 1566 | 0                                                                                 |
| Stage 1                                                                                                              | 801                                                                               | -      | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                                                                                                              | 66                                                                                | -      | -                                                                                 | -      | -    | -                                                                                 |
| Critical Hdwy                                                                                                        | 6.4                                                                               | 6.2    | -                                                                                 | -      | 4.1  | -                                                                                 |
| Critical Hdwy Stg 1                                                                                                  | 5.4                                                                               | -      | -                                                                                 | -      | -    | -                                                                                 |
| Critical Hdwy Stg 2                                                                                                  | 5.4                                                                               | -      | -                                                                                 | -      | -    | -                                                                                 |
| Follow-up Hdwy                                                                                                       | 3.5                                                                               | 3.3    | -                                                                                 | -      | 2.2  | -                                                                                 |
| Pot Cap-1 Maneuver                                                                                                   | ~ 326                                                                             | 388    | -                                                                                 | -      | 427  | -                                                                                 |
| Stage 1                                                                                                              | ~ 445                                                                             | -      | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                                                                                                              | 962                                                                               | -      | -                                                                                 | -      | -    | -                                                                                 |
| Platoon blocked, %                                                                                                   |                                                                                   |        | -                                                                                 | -      |      | -                                                                                 |
| Mov Cap-1 Maneuver                                                                                                   | ~ 325                                                                             | 388    | -                                                                                 | -      | 427  | -                                                                                 |
| Mov Cap-2 Maneuver                                                                                                   | ~ 325                                                                             | -      | -                                                                                 | -      | -    | -                                                                                 |
| Stage 1                                                                                                              | ~ 445                                                                             | -      | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                                                                                                              | 959                                                                               | -      | -                                                                                 | -      | -    | -                                                                                 |
| Approach                                                                                                             | WB                                                                                | NB     |                                                                                   | SB     |      |                                                                                   |
| HCM Control Delay, s/veh                                                                                             | 91.13                                                                             | 0      |                                                                                   | 0.24   |      |                                                                                   |
| HCM LOS                                                                                                              | F                                                                                 |        |                                                                                   |        |      |                                                                                   |
| Minor Lane/Major Mvmt                                                                                                | NBT                                                                               | NBR    | WBLn1                                                                             | SBL    | SBT  |                                                                                   |
| Capacity (veh/h)                                                                                                     | -                                                                                 | -      | 325                                                                               | 32     | -    |                                                                                   |
| HCM Lane V/C Ratio                                                                                                   | -                                                                                 | -      | 1.781                                                                             | 0.003  | -    |                                                                                   |
| HCM Control Delay (s/veh)                                                                                            | -                                                                                 | -      | \$ 391.1                                                                          | 13.5   | 0    |                                                                                   |
| HCM Lane LOS                                                                                                         | -                                                                                 | -      | F                                                                                 | B      | A    |                                                                                   |
| HCM 95th %tile Q(veh)                                                                                                | -                                                                                 | -      | 37.5                                                                              | 0      | -    |                                                                                   |
| Notes                                                                                                                |                                                                                   |        |                                                                                   |        |      |                                                                                   |
| ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon |                                                                                   |        |                                                                                   |        |      |                                                                                   |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - AM Peak Hour  
 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 10                                                                                | 87                                                                                | 85                                                                                | 25                                                                                | 614                                                                               | 56                                                                                | 7                                                                                  | 48                                                                                  | 45                                                                                  | 1354                                                                                | 0                                                                                   | 23                                                                                  |
| Future Volume (vph)     | 10                                                                                | 87                                                                                | 85                                                                                | 25                                                                                | 614                                                                               | 56                                                                                | 7                                                                                  | 48                                                                                  | 45                                                                                  | 1354                                                                                | 0                                                                                   | 23                                                                                  |
| 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        | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                               | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th TWSC Opening Year Cumulative (2027) Without Project - AM Peak Hour  
7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1562 |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 10   | 87   | 85   | 25   | 614  | 56   | 7    | 48   | 45   | 1354 | 0    | 23   |
| Future Vol, veh/h        | 10   | 87   | 85   | 25   | 614  | 56   | 7    | 48   | 45   | 1354 | 0    | 23   |
| 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         | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 10   | 91   | 89   | 26   | 640  | 58   | 7    | 50   | 47   | 1410 | 0    | 24   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     | Minor2 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 698    | 0 | 0 | 179    | 0 | 0 | 847    | 906 | 135 | 857    | 921 | 669 |
| Stage 1              | -      | - | - | -      | - | - | 156    | 156 | -   | 721    | 721 | -   |
| Stage 2              | -      | - | - | -      | - | - | 692    | 750 | -   | 136    | 200 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 7.1    | 6.5 | 6.2 | 7.1    | 6.5 | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.1    | 5.5 | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.1    | 5.5 | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4   | 3.3 | 3.5    | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 908    | - | - | 1409   | - | - | 284    | 278 | 919 | ~ 280  | 273 | 461 |
| Stage 1              | -      | - | - | -      | - | - | 851    | 773 | -   | ~ 422  | 435 | -   |
| Stage 2              | -      | - | - | -      | - | - | 438    | 422 | -   | ~ 872  | 739 | -   |
| Platoon blocked, %   |        | - | - |        | - | - |        |     |     |        |     |     |
| Mov Cap-1 Maneuver   | 908    | - | - | 1409   | - | - | 258    | 266 | 919 | ~ 208  | 261 | 461 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 258    | 266 | -   | ~ 208  | 261 | -   |
| Stage 1              | -      | - | - | -      | - | - | 840    | 763 | -   | ~ 409  | 422 | -   |
| Stage 2              | -      | - | - | -      | - | - | 402    | 409 | -   | ~ 763  | 730 | -   |

| Approach               | EB  | WB   | NB    | SB         |
|------------------------|-----|------|-------|------------|
| HCM Control Delay, s/v | 0.5 | 0.27 | 17.56 | \$ 2668.72 |
| HCM LOS                |     |      | C     | F          |

| Minor Lane/Major Mvmt     | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1     |
|---------------------------|-------|-------|-----|-----|-------|-----|-----|-----------|
| Capacity (veh/h)          | 390   | 90    | -   | -   | 64    | -   | -   | 210       |
| HCM Lane V/C Ratio        | 0.267 | 0.011 | -   | -   | 0.018 | -   | -   | 6.837     |
| HCM Control Delay (s/veh) | 17.6  | 9     | 0   | -   | 7.6   | 0   | -   | \$ 2668.7 |
| HCM Lane LOS              | C     | A     | A   | -   | A     | A   | -   | F         |
| HCM 95th %tile Q(veh)     | 1.1   | 0     | -   | -   | 0.1   | -   | -   | 156.5     |

| Notes                      |                        |                            |                                |
|----------------------------|------------------------|----------------------------|--------------------------------|
| ~: Volume exceeds capacity | \$: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - AM Peak Hour  
 8: Stoddard Wells Rd. & Quarry Rd.



| Lane Group              | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Traffic Volume (vph)    | 1    | 36   | 58   | 587  | 144  | 3    |
| Future Volume (vph)     | 1    | 36   | 58   | 587  | 144  | 3    |
| 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        | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Sign Control            |      | Free | Free |      | Stop |      |

Intersection Summary

Area Type: Other

Control Type: Unsignalized



HCM 7th TWSC Opening Year Cumulative (2027) Without Project - AM Peak Hour  
8: Stoddard Wells Rd. & Quarry Rd.

| Intersection              |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|---------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 2.5    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                  | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations       |        |  |  |        |  |      |
| Traffic Vol, veh/h        | 1      | 36                                                                                | 58                                                                                | 587    | 144                                                                               | 3    |
| Future Vol, veh/h         | 1      | 36                                                                                | 58                                                                                | 587    | 144                                                                               | 3    |
| 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          | 84     | 84                                                                                | 84                                                                                | 84     | 84                                                                                | 84   |
| Heavy Vehicles, %         | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0    |
| Mvmt Flow                 | 1      | 43                                                                                | 69                                                                                | 699    | 171                                                                               | 4    |
| Major/Minor               | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All      | 69     | 0                                                                                 | -                                                                                 | 0      | 464                                                                               | 418  |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 418                                                                               | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 45                                                                                | -    |
| Critical Hdwy             | 4.1    | -                                                                                 | -                                                                                 | -      | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1       | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Critical Hdwy Stg 2       | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Follow-up Hdwy            | 2.2    | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver        | 1545   | -                                                                                 | -                                                                                 | -      | 560                                                                               | 639  |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 668                                                                               | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 982                                                                               | -    |
| Platoon blocked, %        |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver        | 1545   | -                                                                                 | -                                                                                 | -      | 560                                                                               | 639  |
| Mov Cap-2 Maneuver        | -      | -                                                                                 | -                                                                                 | -      | 560                                                                               | -    |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 668                                                                               | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 982                                                                               | -    |
| Approach                  | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s/v    | 0.2    | 0                                                                                 |                                                                                   | 14.29  |                                                                                   |      |
| HCM LOS                   |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt     | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)          | 49     | -                                                                                 | -                                                                                 | -      | 561                                                                               |      |
| HCM Lane V/C Ratio        | 0.001  | -                                                                                 | -                                                                                 | -      | 0.312                                                                             |      |
| HCM Control Delay (s/veh) | 7.3    | 0                                                                                 | -                                                                                 | -      | 14.3                                                                              |      |
| HCM Lane LOS              | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)     | 0      | -                                                                                 | -                                                                                 | -      | 1.3                                                                               |      |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - AM Peak Hour  
 9: Quarry Rd. & I-15 SB Ramps

|                             |  |  |  |  |  |  |
|-----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                  | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations         |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)        | 145                                                                               | 1                                                                                 | 1                                                                                 | 587                                                                               | 1                                                                                 | 2                                                                                 |
| Future Volume (vph)         | 145                                                                               | 1                                                                                 | 1                                                                                 | 587                                                                               | 1                                                                                 | 2                                                                                 |
| 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            | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              |
| Shared Lane Traffic (%)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control                | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| <b>Intersection Summary</b> |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                  | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:               | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC Opening Year Cumulative (2027) Without Project - AM Peak Hour  
 9: Quarry Rd. & I-15 SB Ramps

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.6  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | YY   |      | ↑    |      |      | ↑    |
| Traffic Vol, veh/h       | 145  | 1    | 1    | 587  | 1    | 2    |
| Future Vol, veh/h        | 145  | 1    | 1    | 587  | 1    | 2    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 79   | 79   | 79   | 79   | 79   | 79   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 184  | 1    | 1    | 743  | 1    | 3    |

| Major/Minor          | Minor1 | Major1 | Major2 |   |     |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 378    | 373    | 0      | 0 | 744 |
| Stage 1              | 373    | -      | -      | - | -   |
| Stage 2              | 5      | -      | -      | - | -   |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1 |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -   |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -   |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2 |
| Pot Cap-1 Maneuver   | 628    | 678    | -      | - | 873 |
| Stage 1              | 701    | -      | -      | - | -   |
| Stage 2              | 1023   | -      | -      | - | -   |
| Platoon blocked, %   |        |        | -      | - | -   |
| Mov Cap-1 Maneuver   | 627    | 678    | -      | - | 873 |
| Mov Cap-2 Maneuver   | 627    | -      | -      | - | -   |
| Stage 1              | 701    | -      | -      | - | -   |
| Stage 2              | 1022   | -      | -      | - | -   |

| Approach                    | WB | NB | SB   |
|-----------------------------|----|----|------|
| HCM Control Delay, s/v13.12 |    | 0  | 3.04 |
| HCM LOS                     | B  |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 627   | 600   |
| HCM Lane V/C Ratio        | -   | -        | 0.295 | 0.001 |
| HCM Control Delay (s/veh) | -   | -        | 13.1  | 9.1   |
| HCM Lane LOS              | -   | -        | B     | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 1.2   | 0     |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - AM Peak Hour  
10: Dale Evans Pkwy. & Corwin Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 169                                                                               | 12                                                                                | 2                                                                                 | 7                                                                                 | 1                                                                                 | 3                                                                                 | 6                                                                                  | 345                                                                                 | 21                                                                                  | 1                                                                                   | 109                                                                                 | 58                                                                                  |
| Future Volume (vph)     | 169                                                                               | 12                                                                                | 2                                                                                 | 7                                                                                 | 1                                                                                 | 3                                                                                 | 6                                                                                  | 345                                                                                 | 21                                                                                  | 1                                                                                   | 109                                                                                 | 58                                                                                  |
| 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                                                                              |                                                                                   |                                                                                   | 3330                                                                              |                                                                                   |                                                                                    | 1135                                                                                |                                                                                     |                                                                                     | 747                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                   | 41.3                                                                              |                                                                                   |                                                                                    | 14.1                                                                                |                                                                                     |                                                                                     | 9.3                                                                                 |                                                                                     |
| 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            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th AWSC Opening Year Cumulative (2027) Without Project - AM Peak Hour  
10: Dale Evans Pkwy. & Corwin Rd.

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 11.7 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                                 | NBR  | SBL  | SBT                                                                                 | SBR  |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Lane Configurations |      |  |      |      |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h  | 169  | 12                                                                                | 2    | 7    | 1                                                                                 | 3    | 6    | 345                                                                                 | 21   | 1    | 109                                                                                 | 58   |
| Future Vol, veh/h   | 169  | 12                                                                                | 2    | 7    | 1                                                                                 | 3    | 6    | 345                                                                                 | 21   | 1    | 109                                                                                 | 58   |
| Peak Hour Factor    | 0.90 | 0.90                                                                              | 0.90 | 0.90 | 0.90                                                                              | 0.90 | 0.90 | 0.90                                                                                | 0.90 | 0.90 | 0.90                                                                                | 0.90 |
| Heavy Vehicles, %   | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    | 0                                                                                   | 0    | 0    | 0                                                                                   | 0    |
| Mvmt Flow           | 188  | 13                                                                                | 2    | 8    | 1                                                                                 | 3    | 7    | 383                                                                                 | 23   | 1    | 121                                                                                 | 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, s/veh   | 11 | 8.8 | 13.1 | 9.4 |
| HCM LOS                    | B  | A   | B    | A   |

| Lane                     | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 2%    | 92%   | 64%   | 1%    |
| Vol Thru, %              | 93%   | 7%    | 9%    | 65%   |
| Vol Right, %             | 6%    | 1%    | 27%   | 35%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 372   | 183   | 11    | 168   |
| LT Vol                   | 6     | 169   | 7     | 1     |
| Through Vol              | 345   | 12    | 1     | 109   |
| RT Vol                   | 21    | 2     | 3     | 58    |
| Lane Flow Rate           | 413   | 203   | 12    | 187   |
| Geometry Grp             | 1     | 1     | 1     | 1     |
| Degree of Util (X)       | 0.538 | 0.308 | 0.019 | 0.248 |
| Departure Headway (Hd)   | 4.685 | 5.459 | 5.713 | 4.776 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 765   | 651   | 630   | 745   |
| Service Time             | 2.749 | 3.554 | 3.713 | 2.856 |
| HCM Lane V/C Ratio       | 0.54  | 0.312 | 0.019 | 0.251 |
| HCM Control Delay, s/veh | 13.1  | 11    | 8.8   | 9.4   |
| HCM Lane LOS             | B     | B     | A     | A     |
| HCM 95th-tile Q          | 3.3   | 1.3   | 0.1   | 1     |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - PM Peak Hour  
1: Corwin Rd. & Dakota Av.



| Lane Group              | EBL          | EBT  | WBT  | WBR  | SBL  | SBR  |
|-------------------------|--------------|------|------|------|------|------|
| Lane Configurations     |              |      |      |      |      |      |
| Traffic Volume (vph)    | 22           | 5    | 20   | 2    | 2    | 25   |
| Future Volume (vph)     | 22           | 5    | 20   | 2    | 2    | 25   |
| Ideal Flow (vphpl)      | 1900         | 1900 | 1900 | 1900 | 1900 | 1900 |
| Link Speed (mph)        |              | 55   | 55   |      | 45   |      |
| Link Distance (ft)      |              | 3330 | 1344 |      | 1769 |      |
| Travel Time (s)         |              | 41.3 | 16.7 |      | 26.8 |      |
| 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 7th TWSC  
1: Corwin Rd. & Dakota Av.

Opening Year Cumulative (2027) Without Project - PM Peak Hour

| Intersection              |        |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|---------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh          | 5.2    |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                  | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR                                                                               |
| Lane Configurations       |        |  |  |        |  |  |
| Traffic Vol, veh/h        | 22     | 5                                                                                 | 20                                                                                | 2      | 2                                                                                 | 25                                                                                |
| Future Vol, veh/h         | 22     | 5                                                                                 | 20                                                                                | 2      | 2                                                                                 | 25                                                                                |
| 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, %         | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                 | 32     | 7                                                                                 | 29                                                                                | 3      | 3                                                                                 | 36                                                                                |
| Major/Minor               | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |                                                                                   |
| Conflicting Flow All      | 32     | 0                                                                                 | -                                                                                 | 0      | 101                                                                               | 30                                                                                |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 30                                                                                | -                                                                                 |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 71                                                                                | -                                                                                 |
| Critical Hdwy             | 4.1    | -                                                                                 | -                                                                                 | -      | 6.4                                                                               | 6.2                                                                               |
| Critical Hdwy Stg 1       | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -                                                                                 |
| Critical Hdwy Stg 2       | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -                                                                                 |
| Follow-up Hdwy            | 2.2    | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3                                                                               |
| Pot Cap-1 Maneuver        | 1593   | -                                                                                 | -                                                                                 | -      | 902                                                                               | 1050                                                                              |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 997                                                                               | -                                                                                 |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 957                                                                               | -                                                                                 |
| Platoon blocked, %        |        | -                                                                                 | -                                                                                 | -      |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver        | 1593   | -                                                                                 | -                                                                                 | -      | 884                                                                               | 1050                                                                              |
| Mov Cap-2 Maneuver        | -      | -                                                                                 | -                                                                                 | -      | 884                                                                               | -                                                                                 |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 977                                                                               | -                                                                                 |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 957                                                                               | -                                                                                 |
| Approach                  | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Control Delay, s/v    | 5.95   | 0                                                                                 |                                                                                   | 8.61   |                                                                                   |                                                                                   |
| HCM LOS                   |        |                                                                                   |                                                                                   | A      |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt     | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |                                                                                   |
| Capacity (veh/h)          | 1467   | -                                                                                 | -                                                                                 | -      | 1035                                                                              |                                                                                   |
| HCM Lane V/C Ratio        | 0.02   | -                                                                                 | -                                                                                 | -      | 0.038                                                                             |                                                                                   |
| HCM Control Delay (s/veh) | 7.3    | 0                                                                                 | -                                                                                 | -      | 8.6                                                                               |                                                                                   |
| HCM Lane LOS              | A      | A                                                                                 | -                                                                                 | -      | A                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)     | 0.1    | -                                                                                 | -                                                                                 | -      | 0.1                                                                               |                                                                                   |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - PM Peak Hour  
2: Ramona Rd. & Fresno Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Future Volume (vph)     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 1                                                                                   | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| 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)      |                                                                                   | 1354                                                                              |                                                                                   |                                                                                   | 321                                                                               |                                                                                   |                                                                                    | 1023                                                                                |                                                                                     |                                                                                     | 285                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 20.5                                                                              |                                                                                   |                                                                                   | 4.9                                                                               |                                                                                   |                                                                                    | 15.5                                                                                |                                                                                     |                                                                                     | 4.3                                                                                 |                                                                                     |
| Peak Hour Factor        | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                               | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



HCM 7th TWSC Opening Year Cumulative (2027) Without Project - PM Peak Hour  
2: Ramona Rd. & Fresno Rd.

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.4  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    |
| Future Vol, veh/h        | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 0    | 0    | 4    | 0    | 0    | 0    | 2    | 2    | 0    | 0    | 0    |

| Major/Minor          | Minor2 |     | Minor1 |      | Major1 |      | Major2 |   |   |      |   |   |
|----------------------|--------|-----|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 4      | 6   | 2      | 5    | 5      | 3    | 2      | 0 | 0 | 4    | 0 | 0 |
| Stage 1              | 2      | 2   | -      | 3    | 3      | -    | -      | - | - | -    | - | - |
| Stage 2              | 2      | 4   | -      | 2    | 2      | -    | -      | - | - | -    | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.1  | 6.5    | 6.2  | 4.1    | - | - | 4.1  | - | - |
| Critical Hdwy Stg 1  | 6.1    | 5.5 | -      | 6.1  | 5.5    | -    | -      | - | - | -    | - | - |
| Critical Hdwy Stg 2  | 6.1    | 5.5 | -      | 6.1  | 5.5    | -    | -      | - | - | -    | - | - |
| Follow-up Hdwy       | 3.5    | 4   | 3.3    | 3.5  | 4      | 3.3  | 2.2    | - | - | 2.2  | - | - |
| Pot Cap-1 Maneuver   | 1022   | 893 | 1088   | 1021 | 894    | 1087 | 1634   | - | - | 1631 | - | - |
| Stage 1              | 1026   | 898 | -      | 1025 | 897    | -    | -      | - | - | -    | - | - |
| Stage 2              | 1026   | 897 | -      | 1026 | 898    | -    | -      | - | - | -    | - | - |
| Platoon blocked, %   |        |     |        |      |        |      |        | - | - |      | - | - |
| Mov Cap-1 Maneuver   | 1022   | 893 | 1088   | 1021 | 894    | 1087 | 1634   | - | - | 1631 | - | - |
| Mov Cap-2 Maneuver   | 1022   | 893 | -      | 1021 | 894    | -    | -      | - | - | -    | - | - |
| Stage 1              | 1026   | 898 | -      | 1025 | 897    | -    | -      | - | - | -    | - | - |
| Stage 2              | 1026   | 897 | -      | 1026 | 898    | -    | -      | - | - | -    | - | - |

| Approach               | EB | WB   | NB | SB |
|------------------------|----|------|----|----|
| HCM Control Delay, s/v | 0  | 8.54 | 0  | 0  |
| HCM LOS                | A  | A    |    |    |

| Minor Lane/Major Mvmt     | NBL  | NBT | NBR | EBLn1WBLn1 | SBL  | SBT | SBR |
|---------------------------|------|-----|-----|------------|------|-----|-----|
| Capacity (veh/h)          | 1634 | -   | -   | - 1021     | 1631 | -   | -   |
| HCM Lane V/C Ratio        | -    | -   | -   | - 0.004    | -    | -   | -   |
| HCM Control Delay (s/veh) | 0    | -   | -   | 0 8.5      | 0    | -   | -   |
| HCM Lane LOS              | A    | -   | -   | A A        | A    | -   | -   |
| HCM 95th %tile Q(veh)     | 0    | -   | -   | - 0        | 0    | -   | -   |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - PM Peak Hour  
 3: Navajo Rd. & Altadena St.

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 21                                                                                | 1                                                                                 | 2                                                                                 | 1                                                                                 | 3                                                                                 | 23                                                                                |
| Future Volume (vph)     | 21                                                                                | 1                                                                                 | 2                                                                                 | 1                                                                                 | 3                                                                                 | 23                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 30                                                                                |                                                                                   |                                                                                   | 55                                                                                | 55                                                                                |                                                                                   |
| Link Distance (ft)      | 2664                                                                              |                                                                                   |                                                                                   | 475                                                                               | 6664                                                                              |                                                                                   |
| Travel Time (s)         | 60.5                                                                              |                                                                                   |                                                                                   | 5.9                                                                               | 82.6                                                                              |                                                                                   |
| Peak Hour Factor        | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC Opening Year Cumulative (2027) Without Project - PM Peak Hour  
3: Navajo Rd. & Altadena St.

| Intersection              |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|---------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 4.1                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                  | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations       |  |        |       |  |  |      |
| Traffic Vol, veh/h        | 21                                                                                | 1      | 2     | 1                                                                                 | 3                                                                                 | 23   |
| Future Vol, veh/h         | 21                                                                                | 1      | 2     | 1                                                                                 | 3                                                                                 | 23   |
| 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          | 73                                                                                | 73     | 73    | 73                                                                                | 73                                                                                | 73   |
| Heavy Vehicles, %         | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                 | 29                                                                                | 1      | 3     | 1                                                                                 | 4                                                                                 | 32   |
| Major/Minor               | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All      | 27                                                                                | 20     | 36    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                   | 20                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 7                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy             | 6.4                                                                               | 6.2    | 4.1   | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1       | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2       | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy            | 3.5                                                                               | 3.3    | 2.2   | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver        | 994                                                                               | 1064   | 1588  | -                                                                                 | -                                                                                 | -    |
| Stage 1                   | 1008                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 1021                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %        |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver        | 992                                                                               | 1064   | 1588  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver        | 992                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                   | 1006                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 1021                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                  | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s/v    | 8.73                                                                              | 4.85   |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                   | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt     | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)          | 1200                                                                              | -      | 995   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio        | 0.002                                                                             | -      | 0.03  | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s/veh) | 7.3                                                                               | 0      | 8.7   | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS              | A                                                                                 | A      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)     | 0                                                                                 | -      | 0.1   | -                                                                                 | -                                                                                 |      |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - PM Peak Hour  
 4: Navajo Rd. & Johnson Rd.

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 689                                                                               | 144                                                                               | 38                                                                                | 1026                                                                              | 282                                                                               | 43                                                                                |
| Future Volume (vph)     | 689                                                                               | 144                                                                               | 38                                                                                | 1026                                                                              | 282                                                                               | 43                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Storage Length (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 100                                                                               |
| Storage Lanes           |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |
| Taper Length (ft)       |                                                                                   |                                                                                   | 90                                                                                |                                                                                   | 90                                                                                |                                                                                   |
| Link Speed (mph)        | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                | 55                                                                                |                                                                                   |
| Link Distance (ft)      | 5327                                                                              |                                                                                   |                                                                                   | 1835                                                                              | 6664                                                                              |                                                                                   |
| Travel Time (s)         | 80.7                                                                              |                                                                                   |                                                                                   | 27.8                                                                              | 82.6                                                                              |                                                                                   |
| Peak Hour Factor        | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC Opening Year Cumulative (2027) Without Project - PM Peak Hour  
4: Navajo Rd. & Johnson Rd.

| Intersection               |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
|----------------------------|-----------------------------------------------------------------------------------|------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------|
| Int Delay, s/veh           | 1011.5                                                                            |                        |        |                                                                                   |                                                                                   |                                |
| Movement                   | EBT                                                                               | EBR                    | WBL    | WBT                                                                               | NBL                                                                               | NBR                            |
| Lane Configurations        |  |                        |        |  |  |                                |
| Traffic Vol, veh/h         | 689                                                                               | 144                    | 38     | 1026                                                                              | 282                                                                               | 43                             |
| Future Vol, veh/h          | 689                                                                               | 144                    | 38     | 1026                                                                              | 282                                                                               | 43                             |
| 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           | 76                                                                                | 76                     | 76     | 76                                                                                | 76                                                                                | 76                             |
| Heavy Vehicles, %          | 0                                                                                 | 0                      | 0      | 0                                                                                 | 0                                                                                 | 0                              |
| Mvmt Flow                  | 907                                                                               | 189                    | 50     | 1350                                                                              | 371                                                                               | 57                             |
|                            |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
| Major/Minor                | Major1                                                                            |                        | Major2 |                                                                                   | Minor1                                                                            |                                |
| Conflicting Flow All       | 0                                                                                 | 0                      | 1096   | 0                                                                                 | 2451                                                                              | 1001                           |
| Stage 1                    | -                                                                                 | -                      | -      | -                                                                                 | 1001                                                                              | -                              |
| Stage 2                    | -                                                                                 | -                      | -      | -                                                                                 | 1450                                                                              | -                              |
| Critical Hdwy              | -                                                                                 | -                      | 4.1    | -                                                                                 | 6.4                                                                               | 6.2                            |
| Critical Hdwy Stg 1        | -                                                                                 | -                      | -      | -                                                                                 | 5.4                                                                               | -                              |
| Critical Hdwy Stg 2        | -                                                                                 | -                      | -      | -                                                                                 | 5.4                                                                               | -                              |
| Follow-up Hdwy             | -                                                                                 | -                      | 2.2    | -                                                                                 | 3.5                                                                               | 3.3                            |
| Pot Cap-1 Maneuver         | -                                                                                 | -                      | 644    | -                                                                                 | ~ 35                                                                              | 297                            |
| Stage 1                    | -                                                                                 | -                      | -      | -                                                                                 | ~ 358                                                                             | -                              |
| Stage 2                    | -                                                                                 | -                      | -      | -                                                                                 | ~ 218                                                                             | -                              |
| Platoon blocked, %         | -                                                                                 | -                      |        | -                                                                                 |                                                                                   |                                |
| Mov Cap-1 Maneuver         | -                                                                                 | -                      | 644    | -                                                                                 | ~ 24                                                                              | 297                            |
| Mov Cap-2 Maneuver         | -                                                                                 | -                      | -      | -                                                                                 | ~ 24                                                                              | -                              |
| Stage 1                    | -                                                                                 | -                      | -      | -                                                                                 | ~ 358                                                                             | -                              |
| Stage 2                    | -                                                                                 | -                      | -      | -                                                                                 | ~ 150                                                                             | -                              |
|                            |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
|                            |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
| Approach                   | EB                                                                                |                        | WB     |                                                                                   | NB                                                                                |                                |
| HCM Control Delay, s/v     | 0                                                                                 |                        | 0.39   |                                                                                   | \$ 6913.96                                                                        |                                |
| HCM LOS                    |                                                                                   |                        |        |                                                                                   | F                                                                                 |                                |
|                            |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
|                            |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
| Minor Lane/Major Mvmt      | NBLn1                                                                             | EBT                    | EBR    | WBL                                                                               | WBT                                                                               |                                |
| Capacity (veh/h)           | 27                                                                                | -                      | -      | 64                                                                                | -                                                                                 |                                |
| HCM Lane V/C Ratio         | 15.75                                                                             | -                      | -      | 0.078                                                                             | -                                                                                 |                                |
| HCM Control Delay (s/veh)  | \$ 6914                                                                           | -                      | -      | 11.1                                                                              | 0                                                                                 |                                |
| HCM Lane LOS               | F                                                                                 | -                      | -      | B                                                                                 | A                                                                                 |                                |
| HCM 95th %tile Q(veh)      | 53.1                                                                              | -                      | -      | 0.3                                                                               | -                                                                                 |                                |
|                            |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
| Notes                      |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s |        | +: Computation Not Defined                                                        |                                                                                   | *: All major volume in platoon |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - PM Peak Hour  
5: Dale Evans Pkwy. & Johnson Rd.

|                             |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group                  | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations         |                                                                                   |  |                                                                                   |                                                                                   |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)        | 9                                                                                 | 759                                                                               | 79                                                                                | 313                                                                               | 1257                                                                              | 361                                                                               | 139                                                                                 | 101                                                                                 | 181                                                                                 | 263                                                                                 | 220                                                                                 | 17                                                                                  |
| Future Volume (vph)         | 9                                                                                 | 759                                                                               | 79                                                                                | 313                                                                               | 1257                                                                              | 361                                                                               | 139                                                                                 | 101                                                                                 | 181                                                                                 | 263                                                                                 | 220                                                                                 | 17                                                                                  |
| 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                                                                              |                                                                                   |                                                                                   | 5327                                                                              |                                                                                   |                                                                                     | 4005                                                                                |                                                                                     |                                                                                     | 1074                                                                                |                                                                                     |
| Travel Time (s)             |                                                                                   | 115.4                                                                             |                                                                                   |                                                                                   | 80.7                                                                              |                                                                                   |                                                                                     | 49.6                                                                                |                                                                                     |                                                                                     | 13.3                                                                                |                                                                                     |
| Peak Hour Factor            | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                |
| Shared Lane Traffic (%)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control                |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| <b>Intersection Summary</b> |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:                  | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:               | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th AWSC Opening Year Cumulative (2027) Without Project - PM Peak Hour  
5: Dale Evans Pkwy. & Johnson Rd.

| Intersection              |        |
|---------------------------|--------|
| Intersection Delay, s/veh | 1309.2 |
| Intersection LOS          | F      |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    | ↗    | ↗    | ↗    | ↗    | ↗    | ↗    | ↗    |
| Traffic Vol, veh/h  | 9    | 759  | 79   | 313  | 1257 | 361  | 139  | 101  | 181  | 263  | 220  | 17   |
| Future Vol, veh/h   | 9    | 759  | 79   | 313  | 1257 | 361  | 139  | 101  | 181  | 263  | 220  | 17   |
| Peak Hour Factor    | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow           | 11   | 949  | 99   | 391  | 1571 | 451  | 174  | 126  | 226  | 329  | 275  | 21   |
| 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, s/veh   | 1190.2 | 1957.1 | 6.8 | 105.3 |
| HCM LOS                    | F      | F      | A   | F     |

| Lane                     | NBLn1 | NBLn2  | NBLn3 | EBLn1  | WBLn1  | WBLn2  | SBLn1  | SBLn2  |
|--------------------------|-------|--------|-------|--------|--------|--------|--------|--------|
| Vol Left, %              | 100%  | 0%     | 0%    | 1%     | 20%    | 0%     | 100%   | 0%     |
| Vol Thru, %              | 0%    | 100%   | 0%    | 90%    | 80%    | 0%     | 0%     | 93%    |
| Vol Right, %             | 0%    | 0%     | 100%  | 9%     | 0%     | 100%   | 0%     | 7%     |
| Sign Control             | Stop  | Stop   | Stop  | Stop   | Stop   | Stop   | Stop   | Stop   |
| Traffic Vol by Lane      | 139   | 101    | 181   | 847    | 1570   | 361    | 263    | 237    |
| LT Vol                   | 139   | 0      | 0     | 9      | 313    | 0      | 263    | 0      |
| Through Vol              | 0     | 101    | 0     | 759    | 1257   | 0      | 0      | 220    |
| RT Vol                   | 0     | 0      | 181   | 79     | 0      | 361    | 0      | 17     |
| Lane Flow Rate           | 174   | 126    | 226   | 1059   | 1963   | 451    | 329    | 296    |
| Geometry Grp             | 6     | 6      | 6     | 6      | 6      | 6      | 6      | 6      |
| Degree of Util (X)       | 0.572 | 0.398  | 0.67  | 3.554  | 6.154  | 1.315  | 1.078  | 0.926  |
| Departure Headway (Hd)   | 2.453 | 1.897  | 1.12  | 16.164 | 16.876 | 15.979 | 15.871 | 15.248 |
| Convergence, Y/N         | Yes   | Yes    | Yes   | Yes    | Yes    | Yes    | Yes    | Yes    |
| Cap                      | 1470  | 1900   | 3217  | 244    | 236    | 230    | 230    | 240    |
| Service Time             | 0.153 | -0.403 | -1.18 | 13.864 | 14.576 | 13.679 | 13.571 | 12.948 |
| HCM Lane V/C Ratio       | 0.118 | 0.066  | 0.07  | 4.34   | 8.318  | 1.961  | 1.43   | 1.233  |
| HCM Control Delay, s/veh | 8.4   | 5.8    | 6.1   | 1190.2 | 2358.9 | 209.9  | 125.6  | 82.7   |
| HCM Lane LOS             | A     | A      | A     | F      | F      | F      | F      | F      |
| HCM 95th-tile Q          | 3.8   | 2      | 5.8   | 75.1   | 140.9  | 15.9   | 10.7   | 8      |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - PM Peak Hour  
 6: Stoddard Wells Rd. & Johnson Rd.

|                             |  |  |  |  |  |  |
|-----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                  | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations         |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)        | 1410                                                                              | 3                                                                                 | 13                                                                                | 845                                                                               | 2                                                                                 | 29                                                                                |
| Future Volume (vph)         | 1410                                                                              | 3                                                                                 | 13                                                                                | 845                                                                               | 2                                                                                 | 29                                                                                |
| 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            | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              |
| Shared Lane Traffic (%)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control                | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| <b>Intersection Summary</b> |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                  | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:               | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



HCM 7th TWSC Opening Year Cumulative (2027) Without Project - PM Peak Hour  
6: Stoddard Wells Rd. & Johnson Rd.

| Intersection               |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
|----------------------------|-----------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------------|----------------------------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh           | 1171.1                                                                            |                        |                                                                                   |                            |      |                                                                                   |
| Movement                   | WBL                                                                               | WBR                    | NBT                                                                               | NBR                        | SBL  | SBT                                                                               |
| Lane Configurations        |  |                        |  |                            |      |  |
| Traffic Vol, veh/h         | 1410                                                                              | 3                      | 13                                                                                | 845                        | 2    | 29                                                                                |
| Future Vol, veh/h          | 1410                                                                              | 3                      | 13                                                                                | 845                        | 2    | 29                                                                                |
| 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           | 67                                                                                | 67                     | 67                                                                                | 67                         | 67   | 67                                                                                |
| Heavy Vehicles, %          | 0                                                                                 | 0                      | 0                                                                                 | 0                          | 0    | 0                                                                                 |
| Mvmt Flow                  | 2104                                                                              | 4                      | 19                                                                                | 1261                       | 3    | 43                                                                                |
|                            |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| Major/Minor                | Minor1                                                                            | Major1                 |                                                                                   | Major2                     |      |                                                                                   |
| Conflicting Flow All       | 699                                                                               | 650                    | 0                                                                                 | 0                          | 1281 | 0                                                                                 |
| Stage 1                    | 650                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 2                    | 49                                                                                | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Critical Hdwy              | 6.4                                                                               | 6.2                    | -                                                                                 | -                          | 4.1  | -                                                                                 |
| Critical Hdwy Stg 1        | 5.4                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Critical Hdwy Stg 2        | 5.4                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Follow-up Hdwy             | 3.5                                                                               | 3.3                    | -                                                                                 | -                          | 2.2  | -                                                                                 |
| Pot Cap-1 Maneuver         | ~ 409                                                                             | 473                    | -                                                                                 | -                          | 549  | -                                                                                 |
| Stage 1                    | ~ 523                                                                             | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 2                    | ~ 978                                                                             | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Platoon blocked, %         |                                                                                   |                        | -                                                                                 | -                          |      | -                                                                                 |
| Mov Cap-1 Maneuver         | ~ 407                                                                             | 473                    | -                                                                                 | -                          | 549  | -                                                                                 |
| Mov Cap-2 Maneuver         | ~ 407                                                                             | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 1                    | ~ 523                                                                             | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 2                    | ~ 973                                                                             | -                      | -                                                                                 | -                          | -    | -                                                                                 |
|                            |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| Approach                   | WB                                                                                | NB                     |                                                                                   | SB                         |      |                                                                                   |
| HCM Control Delay (s)      | \$ 1907.84                                                                        | 0                      |                                                                                   | 0.75                       |      |                                                                                   |
| HCM LOS                    | F                                                                                 |                        |                                                                                   |                            |      |                                                                                   |
|                            |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| Minor Lane/Major Mvmt      | NBT                                                                               | NBR                    | WBLn1                                                                             | SBL                        | SBT  |                                                                                   |
| Capacity (veh/h)           | -                                                                                 | -                      | 407                                                                               | 116                        | -    |                                                                                   |
| HCM Lane V/C Ratio         | -                                                                                 | -                      | 5.185                                                                             | 0.005                      | -    |                                                                                   |
| HCM Control Delay (s/veh)  | -                                                                                 |                        | \$ 1907.8                                                                         | 11.6                       | 0    |                                                                                   |
| HCM Lane LOS               | -                                                                                 | -                      | F                                                                                 | B                          | A    |                                                                                   |
| HCM 95th %tile Q(veh)      | -                                                                                 | -                      | 216.4                                                                             | 0                          | -    |                                                                                   |
| Notes                      |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s |                                                                                   | +: Computation Not Defined |      | *: All major volume in platoon                                                    |

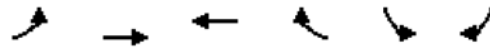
Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - PM Peak Hour  
 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 5                                                                                 | 93                                                                                | 69                                                                                | 49                                                                                | 1484                                                                              | 61                                                                                | 4                                                                                  | 79                                                                                  | 39                                                                                  | 889                                                                                 | 0                                                                                   | 20                                                                                  |
| Future Volume (vph)     | 5                                                                                 | 93                                                                                | 69                                                                                | 49                                                                                | 1484                                                                              | 61                                                                                | 4                                                                                  | 79                                                                                  | 39                                                                                  | 889                                                                                 | 0                                                                                   | 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        | 0.68                                                                              | 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            |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th TWSC Opening Year Cumulative (2027) Without Project - PM Peak Hour  
7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

| Intersection               |           |                        |      |                            |       |      |            |                                |      |             |      |      |
|----------------------------|-----------|------------------------|------|----------------------------|-------|------|------------|--------------------------------|------|-------------|------|------|
| Int Delay, s/veh           | 12514     |                        |      |                            |       |      |            |                                |      |             |      |      |
| Movement                   | EBL       | EBT                    | EBR  | WBL                        | WBT   | WBR  | NBL        | NBT                            | NBR  | SBL         | SBT  | SBR  |
| Lane Configurations        |           | ↕                      |      |                            | ↕     |      |            | ↕                              |      |             | ↕    |      |
| Traffic Vol, veh/h         | 5         | 93                     | 69   | 49                         | 1484  | 61   | 4          | 79                             | 39   | 889         | 0    | 20   |
| Future Vol, veh/h          | 5         | 93                     | 69   | 49                         | 1484  | 61   | 4          | 79                             | 39   | 889         | 0    | 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           | 68        | 68                     | 68   | 68                         | 68    | 68   | 68         | 68                             | 68   | 68          | 68   | 68   |
| Heavy Vehicles, %          | 0         | 0                      | 0    | 0                          | 0     | 0    | 0          | 0                              | 0    | 0           | 0    | 0    |
| Mvmt Flow                  | 7         | 137                    | 101  | 72                         | 2182  | 90   | 6          | 116                            | 57   | 1307        | 0    | 29   |
|                            |           |                        |      |                            |       |      |            |                                |      |             |      |      |
| Major/Minor                | Major1    |                        |      | Major2                     |       |      | Minor1     |                                |      | Minor2      |      |      |
| Conflicting Flow All       | 2272      | 0                      | 0    | 238                        | 0     | 0    | 2529       | 2618                           | 188  | 2581        | 2624 | 2227 |
| Stage 1                    | -         | -                      | -    | -                          | -     | -    | 202        | 202                            | -    | 2371        | 2371 | -    |
| Stage 2                    | -         | -                      | -    | -                          | -     | -    | 2326       | 2416                           | -    | 210         | 253  | -    |
| Critical Hdwy              | 4.1       | -                      | -    | 4.1                        | -     | -    | 7.1        | 6.5                            | 6.2  | 7.1         | 6.5  | 6.2  |
| Critical Hdwy Stg 1        | -         | -                      | -    | -                          | -     | -    | 6.1        | 5.5                            | -    | 6.1         | 5.5  | -    |
| Critical Hdwy Stg 2        | -         | -                      | -    | -                          | -     | -    | 6.1        | 5.5                            | -    | 6.1         | 5.5  | -    |
| Follow-up Hdwy             | 2.2       | -                      | -    | 2.2                        | -     | -    | 3.5        | 4                              | 3.3  | 3.5         | 4    | 3.3  |
| Pot Cap-1 Maneuver         | 228       | -                      | -    | 1341                       | -     | -    | 19         | ~ 25                           | 860  | ~ 17        | 24   | 55   |
| Stage 1                    | -         | -                      | -    | -                          | -     | -    | 804        | 738                            | -    | ~ 47        | 68   | -    |
| Stage 2                    | -         | -                      | -    | -                          | -     | -    | 50         | ~ 65                           | -    | ~ 797       | 701  | -    |
| Platoon blocked, %         |           | -                      | -    |                            | -     | -    |            |                                |      |             |      |      |
| Mov Cap-1 Maneuver         | 228       | -                      | -    | 1341                       | -     | -    | 8          | ~ 24                           | 860  | ~ 16        | 23   | 55   |
| Mov Cap-2 Maneuver         | -         | -                      | -    | -                          | -     | -    | 8          | ~ 24                           | -    | ~ 16        | 23   | -    |
| Stage 1                    | -         | -                      | -    | -                          | -     | -    | 774        | 710                            | -    | ~ 47        | 68   | -    |
| Stage 2                    | -         | -                      | -    | -                          | -     | -    | 24         | ~ 65                           | -    | ~ 599       | 675  | -    |
|                            |           |                        |      |                            |       |      |            |                                |      |             |      |      |
| Approach                   | EB        |                        |      | WB                         |       |      | NB         |                                |      | SB          |      |      |
| HCM Control Delay, s/v     | 0.64      |                        |      | 0.24                       |       |      | \$ 2358.55 |                                |      | \$ 38119.68 |      |      |
| HCM LOS                    |           |                        |      |                            |       |      | F          |                                |      | F           |      |      |
|                            |           |                        |      |                            |       |      |            |                                |      |             |      |      |
| Minor Lane/Major Mvmt      | NBLn1     | EBL                    | EBT  | EBR                        | WBL   | WBT  | WBR        | SBLn1                          |      |             |      |      |
| Capacity (veh/h)           | 32        | 50                     | -    | -                          | ~ 55  | -    | -          | 16                             |      |             |      |      |
| HCM Lane V/C Ratio         | 5.687     | 0.032                  | -    | -                          | 0.054 | -    | -          | 84.683                         |      |             |      |      |
| HCM Control Delay (s/veh)  | \$ 2358.6 | 21.3                   | 0    | -                          | 7.8   | 0    | \$ 38119.7 |                                |      |             |      |      |
| HCM Lane LOS               | F         | C                      | A    | -                          | A     | A    | -          | F                              |      |             |      |      |
| HCM 95th %tile Q(veh)      | 21.6      | 0.1                    | -    | -                          | 0.2   | -    | -          | 168.1                          |      |             |      |      |
| Notes                      |           |                        |      |                            |       |      |            |                                |      |             |      |      |
| ~: Volume exceeds capacity |           | \$: Delay exceeds 300s |      | +: Computation Not Defined |       |      |            | *: All major volume in platoon |      |             |      |      |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - PM Peak Hour  
 8: Stoddard Wells Rd. & Quarry Rd.



| Lane Group                  | EBL          | EBT  | WBT  | WBR  | SBL  | SBR  |
|-----------------------------|--------------|------|------|------|------|------|
| Lane Configurations         |              |      |      |      |      |      |
| Traffic Volume (vph)        | 6            | 36   | 54   | 1455 | 130  | 2    |
| Future Volume (vph)         | 6            | 36   | 54   | 1455 | 130  | 2    |
| 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            | 0.58         | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 |
| Shared Lane Traffic (%)     |              |      |      |      |      |      |
| Sign Control                |              | Free | Free |      | Stop |      |
| <b>Intersection Summary</b> |              |      |      |      |      |      |
| Area Type:                  | Other        |      |      |      |      |      |
| Control Type:               | Unsignalized |      |      |      |      |      |

HCM 7th TWSC Opening Year Cumulative (2027) Without Project - PM Peak Hour  
8: Stoddard Wells Rd. & Quarry Rd.

| Intersection                                                                                                         |        |                                                                                   |                                                                                   |           |                                                                                   |      |
|----------------------------------------------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh                                                                                                     | 25.3   |                                                                                   |                                                                                   |           |                                                                                   |      |
| Movement                                                                                                             | EBL    | EBT                                                                               | WBT                                                                               | WBR       | SBL                                                                               | SBR  |
| Lane Configurations                                                                                                  |        |  |  |           |  |      |
| Traffic Vol, veh/h                                                                                                   | 6      | 36                                                                                | 54                                                                                | 1455      | 130                                                                               | 2    |
| Future Vol, veh/h                                                                                                    | 6      | 36                                                                                | 54                                                                                | 1455      | 130                                                                               | 2    |
| 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                                                                                                     | 58     | 58                                                                                | 58                                                                                | 58        | 58                                                                                | 58   |
| Heavy Vehicles, %                                                                                                    | 0      | 0                                                                                 | 0                                                                                 | 0         | 0                                                                                 | 0    |
| Mvmt Flow                                                                                                            | 10     | 62                                                                                | 93                                                                                | 2509      | 224                                                                               | 3    |
| Major/Minor                                                                                                          | Major1 | Major2                                                                            |                                                                                   | Minor2    |                                                                                   |      |
| Conflicting Flow All                                                                                                 | 93     | 0                                                                                 | -                                                                                 | 0         | 1430                                                                              | 1347 |
| Stage 1                                                                                                              | -      | -                                                                                 | -                                                                                 | -         | 1347                                                                              | -    |
| Stage 2                                                                                                              | -      | -                                                                                 | -                                                                                 | -         | 83                                                                                | -    |
| Critical Hdwy                                                                                                        | 4.1    | -                                                                                 | -                                                                                 | -         | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1                                                                                                  | -      | -                                                                                 | -                                                                                 | -         | 5.4                                                                               | -    |
| Critical Hdwy Stg 2                                                                                                  | -      | -                                                                                 | -                                                                                 | -         | 5.4                                                                               | -    |
| Follow-up Hdwy                                                                                                       | 2.2    | -                                                                                 | -                                                                                 | -         | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver                                                                                                   | 1514   | -                                                                                 | -                                                                                 | -         | ~ 150                                                                             | 187  |
| Stage 1                                                                                                              | -      | -                                                                                 | -                                                                                 | -         | 245                                                                               | -    |
| Stage 2                                                                                                              | -      | -                                                                                 | -                                                                                 | -         | 946                                                                               | -    |
| Platoon blocked, %                                                                                                   |        | -                                                                                 | -                                                                                 | -         |                                                                                   |      |
| Mov Cap-1 Maneuver                                                                                                   | 1514   | -                                                                                 | -                                                                                 | -         | ~ 149                                                                             | 187  |
| Mov Cap-2 Maneuver                                                                                                   | -      | -                                                                                 | -                                                                                 | -         | ~ 149                                                                             | -    |
| Stage 1                                                                                                              | -      | -                                                                                 | -                                                                                 | -         | 243                                                                               | -    |
| Stage 2                                                                                                              | -      | -                                                                                 | -                                                                                 | -         | 946                                                                               | -    |
| Approach                                                                                                             | EB     | WB                                                                                |                                                                                   | SB        |                                                                                   |      |
| HCM Control Delay, s/v                                                                                               | 1.06   | 0                                                                                 |                                                                                   | \$ 322.07 |                                                                                   |      |
| HCM LOS                                                                                                              |        |                                                                                   |                                                                                   | F         |                                                                                   |      |
| Minor Lane/Major Mvmt                                                                                                | EBL    | EBT                                                                               | WBT                                                                               | WBR       | SBLn1                                                                             |      |
| Capacity (veh/h)                                                                                                     | 257    | -                                                                                 | -                                                                                 | -         | 149                                                                               |      |
| HCM Lane V/C Ratio                                                                                                   | 0.007  | -                                                                                 | -                                                                                 | -         | 1.525                                                                             |      |
| HCM Control Delay (s/veh)                                                                                            | 7.4    | 0                                                                                 | -                                                                                 | -         | \$ 322.1                                                                          |      |
| HCM Lane LOS                                                                                                         | A      | A                                                                                 | -                                                                                 | -         | F                                                                                 |      |
| HCM 95th %tile Q(veh)                                                                                                | 0      | -                                                                                 | -                                                                                 | -         | 15.4                                                                              |      |
| Notes                                                                                                                |        |                                                                                   |                                                                                   |           |                                                                                   |      |
| ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon |        |                                                                                   |                                                                                   |           |                                                                                   |      |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - PM Peak Hour  
 9: Quarry Rd. & I-15 SB Ramps

|                             |  |  |  |  |  |  |
|-----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                  | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations         |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)        | 132                                                                               | 1                                                                                 | 1                                                                                 | 1460                                                                              | 1                                                                                 | 1                                                                                 |
| Future Volume (vph)         | 132                                                                               | 1                                                                                 | 1                                                                                 | 1460                                                                              | 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            | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              |
| Shared Lane Traffic (%)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control                | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| <b>Intersection Summary</b> |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                  | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:               | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC Opening Year Cumulative (2027) Without Project - PM Peak Hour  
 9: Quarry Rd. & I-15 SB Ramps

| Intersection               |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
|----------------------------|-----------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------------|----------------------------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh           | 20.3                                                                              |                        |                                                                                   |                            |      |                                                                                   |
| Movement                   | WBL                                                                               | WBR                    | NBT                                                                               | NBR                        | SBL  | SBT                                                                               |
| Lane Configurations        |  |                        |  |                            |      |  |
| Traffic Vol, veh/h         | 132                                                                               | 1                      | 1                                                                                 | 1460                       | 1    | 1                                                                                 |
| Future Vol, veh/h          | 132                                                                               | 1                      | 1                                                                                 | 1460                       | 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           | 56                                                                                | 56                     | 56                                                                                | 56                         | 56   | 56                                                                                |
| Heavy Vehicles, %          | 0                                                                                 | 0                      | 0                                                                                 | 0                          | 0    | 0                                                                                 |
| Mvmt Flow                  | 236                                                                               | 2                      | 2                                                                                 | 2607                       | 2    | 2                                                                                 |
|                            |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| Major/Minor                | Minor1                                                                            | Major1                 |                                                                                   | Major2                     |      |                                                                                   |
| Conflicting Flow All       | 1311                                                                              | 1305                   | 0                                                                                 | 0                          | 2609 | 0                                                                                 |
| Stage 1                    | 1305                                                                              | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 2                    | 5                                                                                 | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Critical Hdwy              | 6.4                                                                               | 6.2                    | -                                                                                 | -                          | 4.1  | -                                                                                 |
| Critical Hdwy Stg 1        | 5.4                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Critical Hdwy Stg 2        | 5.4                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Follow-up Hdwy             | 3.5                                                                               | 3.3                    | -                                                                                 | -                          | 2.2  | -                                                                                 |
| Pot Cap-1 Maneuver         | ~ 177                                                                             | 198                    | -                                                                                 | -                          | 168  | -                                                                                 |
| Stage 1                    | 256                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 2                    | 1023                                                                              | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Platoon blocked, %         |                                                                                   |                        | -                                                                                 | -                          |      | -                                                                                 |
| Mov Cap-1 Maneuver         | ~ 175                                                                             | 198                    | -                                                                                 | -                          | 168  | -                                                                                 |
| Mov Cap-2 Maneuver         | ~ 175                                                                             | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 1                    | 256                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 2                    | 1012                                                                              | -                      | -                                                                                 | -                          | -    | -                                                                                 |
|                            |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| Approach                   | WB                                                                                | NB                     |                                                                                   | SB                         |      |                                                                                   |
| HCM Control Delay, s/veh   | 242.95                                                                            | 0                      |                                                                                   | 13.35                      |      |                                                                                   |
| HCM LOS                    | F                                                                                 |                        |                                                                                   |                            |      |                                                                                   |
|                            |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| Minor Lane/Major Mvmt      | NBT                                                                               | NBR                    | WBLn1                                                                             | SBL                        | SBT  |                                                                                   |
| Capacity (veh/h)           | -                                                                                 | -                      | 175                                                                               | 168                        | -    |                                                                                   |
| HCM Lane V/C Ratio         | -                                                                                 | -                      | 1.355                                                                             | 0.011                      | -    |                                                                                   |
| HCM Control Delay (s/veh)  | -                                                                                 | -                      | 242.9                                                                             | 26.7                       | 0    |                                                                                   |
| HCM Lane LOS               | -                                                                                 | -                      | F                                                                                 | D                          | A    |                                                                                   |
| HCM 95th %tile Q(veh)      | -                                                                                 | -                      | 14.1                                                                              | 0                          | -    |                                                                                   |
| Notes                      |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s |                                                                                   | +: Computation Not Defined |      | *: All major volume in platoon                                                    |

Lanes, Volumes, Timings      Opening Year Cumulative (2027) Without Project - PM Peak Hour  
10: Dale Evans Pkwy. & Corwin Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 92                                                                                | 6                                                                                 | 2                                                                                 | 29                                                                                | 17                                                                                | 2                                                                                 | 3                                                                                  | 212                                                                                 | 17                                                                                  | 4                                                                                   | 418                                                                                 | 197                                                                                 |
| Future Volume (vph)     | 92                                                                                | 6                                                                                 | 2                                                                                 | 29                                                                                | 17                                                                                | 2                                                                                 | 3                                                                                  | 212                                                                                 | 17                                                                                  | 4                                                                                   | 418                                                                                 | 197                                                                                 |
| 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                                                                              |                                                                                   |                                                                                   | 3330                                                                              |                                                                                   |                                                                                    | 1135                                                                                |                                                                                     |                                                                                     | 747                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                   | 41.3                                                                              |                                                                                   |                                                                                    | 14.1                                                                                |                                                                                     |                                                                                     | 9.3                                                                                 |                                                                                     |
| Peak Hour Factor        | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                               | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



HCM 7th AWSC Opening Year Cumulative (2027) Without Project - PM Peak Hour  
10: Dale Evans Pkwy. & Corwin Rd.

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 21.3 |
| Intersection LOS          | C    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 92   | 6    | 2    | 29   | 17   | 2    | 3    | 212  | 17   | 4    | 418  | 197  |
| Future Vol, veh/h   | 92   | 6    | 2    | 29   | 17   | 2    | 3    | 212  | 17   | 4    | 418  | 197  |
| Peak Hour Factor    | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow           | 99   | 6    | 2    | 31   | 18   | 2    | 3    | 228  | 18   | 4    | 449  | 212  |
| 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, s/veh   | 10.9 | 10.1 | 11.1 | 27.7 |
| HCM LOS                    | B    | B    | B    | D    |

| Lane                     | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 1%    | 92%   | 60%   | 1%    |
| Vol Thru, %              | 91%   | 6%    | 35%   | 68%   |
| Vol Right, %             | 7%    | 2%    | 4%    | 32%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 232   | 100   | 48    | 619   |
| LT Vol                   | 3     | 92    | 29    | 4     |
| Through Vol              | 212   | 6     | 17    | 418   |
| RT Vol                   | 17    | 2     | 2     | 197   |
| Lane Flow Rate           | 249   | 108   | 52    | 666   |
| Geometry Grp             | 1     | 1     | 1     | 1     |
| Degree of Util (X)       | 0.36  | 0.189 | 0.092 | 0.85  |
| Departure Headway (Hd)   | 5.188 | 6.337 | 6.416 | 4.597 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 694   | 566   | 557   | 792   |
| Service Time             | 3.223 | 4.388 | 4.471 | 2.597 |
| HCM Lane V/C Ratio       | 0.359 | 0.191 | 0.093 | 0.841 |
| HCM Control Delay, s/veh | 11.1  | 10.9  | 10.1  | 27.7  |
| HCM Lane LOS             | B     | B     | B     | D     |
| HCM 95th-tile Q          | 1.6   | 0.7   | 0.3   | 10.1  |

## **APPENDIX 5.2: OPENING YEAR CUMULATIVE (2027) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Lanes, Volumes, Timings  
1: Corwin Rd. & Dakota Av.

Opening Year Cumulative (2027) With Project - AM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations     |                                                                                   |  |  |                                                                                   |  |                                                                                   |
| Traffic Volume (vph)    | 45                                                                                | 36                                                                                | 13                                                                                | 1                                                                                 | 1                                                                                 | 17                                                                                |
| Future Volume (vph)     | 45                                                                                | 36                                                                                | 13                                                                                | 1                                                                                 | 1                                                                                 | 17                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        |                                                                                   | 55                                                                                | 55                                                                                |                                                                                   | 45                                                                                |                                                                                   |
| Link Distance (ft)      |                                                                                   | 3330                                                                              | 1344                                                                              |                                                                                   | 1769                                                                              |                                                                                   |
| Travel Time (s)         |                                                                                   | 41.3                                                                              | 16.7                                                                              |                                                                                   | 26.8                                                                              |                                                                                   |
| Peak Hour Factor        | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              | 0.64                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
1: Corwin Rd. & Dakota Av.

Opening Year Cumulative (2027) With Project - AM Peak Hour

| Intersection              |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|---------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 4.3    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                  | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations       |        |  |  |        |  |      |
| Traffic Vol, veh/h        | 45     | 36                                                                                | 13                                                                                | 1      | 1                                                                                 | 17   |
| Future Vol, veh/h         | 45     | 36                                                                                | 13                                                                                | 1      | 1                                                                                 | 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          | 64     | 64                                                                                | 64                                                                                | 64     | 64                                                                                | 64   |
| Heavy Vehicles, %         | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0    |
| Mvmt Flow                 | 70     | 56                                                                                | 20                                                                                | 2      | 2                                                                                 | 27   |
| Major/Minor               | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All      | 22     | 0                                                                                 | -                                                                                 | 0      | 218                                                                               | 21   |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 21                                                                                | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 197                                                                               | -    |
| Critical Hdwy             | 4.1    | -                                                                                 | -                                                                                 | -      | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1       | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Critical Hdwy Stg 2       | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Follow-up Hdwy            | 2.2    | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver        | 1607   | -                                                                                 | -                                                                                 | -      | 775                                                                               | 1062 |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 1007                                                                              | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 841                                                                               | -    |
| Platoon blocked, %        |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver        | 1607   | -                                                                                 | -                                                                                 | -      | 740                                                                               | 1062 |
| Mov Cap-2 Maneuver        | -      | -                                                                                 | -                                                                                 | -      | 740                                                                               | -    |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 961                                                                               | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 841                                                                               | -    |
| Approach                  | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s/v    | 4.08   | 0                                                                                 |                                                                                   | 8.57   |                                                                                   |      |
| HCM LOS                   |        |                                                                                   |                                                                                   | A      |                                                                                   |      |
| Minor Lane/Major Mvmt     | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)          | 1000   | -                                                                                 | -                                                                                 | -      | 1037                                                                              |      |
| HCM Lane V/C Ratio        | 0.044  | -                                                                                 | -                                                                                 | -      | 0.027                                                                             |      |
| HCM Control Delay (s/veh) | 7.3    | 0                                                                                 | -                                                                                 | -      | 8.6                                                                               |      |
| HCM Lane LOS              | A      | A                                                                                 | -                                                                                 | -      | A                                                                                 |      |
| HCM 95th %tile Q(veh)     | 0.1    | -                                                                                 | -                                                                                 | -      | 0.1                                                                               |      |

Lanes, Volumes, Timings  
2: Ramona Rd. & Fresno Rd.

Opening Year Cumulative (2027) With Project - AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                   | 21                                                                                  | 1                                                                                   | 1                                                                                   | 6                                                                                   | 1                                                                                   |
| Future Volume (vph)     | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                   | 21                                                                                  | 1                                                                                   | 1                                                                                   | 6                                                                                   | 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)      |                                                                                   | 1354                                                                              |                                                                                   |                                                                                   | 321                                                                               |                                                                                   |                                                                                     | 1023                                                                                |                                                                                     |                                                                                     | 285                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 20.5                                                                              |                                                                                   |                                                                                   | 4.9                                                                               |                                                                                   |                                                                                     | 15.5                                                                                |                                                                                     |                                                                                     | 4.3                                                                                 |                                                                                     |
| Peak Hour Factor        | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                     | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th TWSC  
2: Ramona Rd. & Fresno Rd.

Opening Year Cumulative (2027) With Project - AM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 21   | 1    | 1    | 6    | 1    |
| Future Vol, veh/h        | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 21   | 1    | 1    | 6    | 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         | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 42   | 2    | 2    | 12   | 2    |

| Major/Minor          | Minor2 |     | Minor1 |      | Major1 |      | Major2 |   |   |      |   |   |
|----------------------|--------|-----|--------|------|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 64     | 65  | 13     | 64   | 65     | 43   | 14     | 0 | 0 | 44   | 0 | 0 |
| Stage 1              | 17     | 17  | -      | 47   | 47     | -    | -      | - | - | -    | - | - |
| Stage 2              | 47     | 48  | -      | 17   | 18     | -    | -      | - | - | -    | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.1  | 6.5    | 6.2  | 4.1    | - | - | 4.1  | - | - |
| Critical Hdwy Stg 1  | 6.1    | 5.5 | -      | 6.1  | 5.5    | -    | -      | - | - | -    | - | - |
| Critical Hdwy Stg 2  | 6.1    | 5.5 | -      | 6.1  | 5.5    | -    | -      | - | - | -    | - | - |
| Follow-up Hdwy       | 3.5    | 4   | 3.3    | 3.5  | 4      | 3.3  | 2.2    | - | - | 2.2  | - | - |
| Pot Cap-1 Maneuver   | 935    | 830 | 1073   | 935  | 830    | 1033 | 1617   | - | - | 1577 | - | - |
| Stage 1              | 1008   | 885 | -      | 972  | 860    | -    | -      | - | - | -    | - | - |
| Stage 2              | 972    | 859 | -      | 1008 | 884    | -    | -      | - | - | -    | - | - |
| Platoon blocked, %   |        |     |        |      |        |      |        | - | - | -    | - | - |
| Mov Cap-1 Maneuver   | 929    | 827 | 1073   | 929  | 827    | 1033 | 1617   | - | - | 1577 | - | - |
| Mov Cap-2 Maneuver   | 929    | 827 | -      | 929  | 827    | -    | -      | - | - | -    | - | - |
| Stage 1              | 1006   | 884 | -      | 970  | 859    | -    | -      | - | - | -    | - | - |
| Stage 2              | 966    | 858 | -      | 1002 | 883    | -    | -      | - | - | -    | - | - |

| Approach               | EB   | WB   | NB   | SB   |
|------------------------|------|------|------|------|
| HCM Control Delay, s/v | 8.89 | 8.93 | 0.31 | 0.91 |
| HCM LOS                | A    | A    |      |      |

| Minor Lane/Major Mvmt     | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|---------------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)          | 78    | -   | -   | 932        | 922   | 219   | -   |
| HCM Lane V/C Ratio        | 0.001 | -   | -   | 0.006      | 0.007 | 0.001 | -   |
| HCM Control Delay (s/veh) | 7.2   | 0   | -   | 8.9        | 8.9   | 7.3   | 0   |
| HCM Lane LOS              | A     | A   | -   | A          | A     | A     | -   |
| HCM 95th %tile Q(veh)     | 0     | -   | -   | 0          | 0     | 0     | -   |

Lanes, Volumes, Timings  
3: Navajo Rd. & Altadena St.

Opening Year Cumulative (2027) With Project - AM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 16                                                                                | 5                                                                                 | 2                                                                                 | 1                                                                                 | 4                                                                                 | 43                                                                                |
| Future Volume (vph)     | 16                                                                                | 5                                                                                 | 2                                                                                 | 1                                                                                 | 4                                                                                 | 43                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 30                                                                                |                                                                                   |                                                                                   | 55                                                                                | 55                                                                                |                                                                                   |
| Link Distance (ft)      | 2664                                                                              |                                                                                   |                                                                                   | 475                                                                               | 6664                                                                              |                                                                                   |
| Travel Time (s)         | 60.5                                                                              |                                                                                   |                                                                                   | 5.9                                                                               | 82.6                                                                              |                                                                                   |
| Peak Hour Factor        | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



HCM 7th TWSC  
3: Navajo Rd. & Altadena St.

Opening Year Cumulative (2027) With Project - AM Peak Hour

| Intersection              |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|---------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 2.8                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                  | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations       |  |        |       |  |  |      |
| Traffic Vol, veh/h        | 16                                                                                | 5      | 2     | 1                                                                                 | 4                                                                                 | 43   |
| Future Vol, veh/h         | 16                                                                                | 5      | 2     | 1                                                                                 | 4                                                                                 | 43   |
| 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          | 71                                                                                | 71     | 71    | 71                                                                                | 71                                                                                | 71   |
| Heavy Vehicles, %         | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                 | 23                                                                                | 7      | 3     | 1                                                                                 | 6                                                                                 | 61   |
| Major/Minor               | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All      | 43                                                                                | 36     | 66    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                   | 36                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 7                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy             | 6.4                                                                               | 6.2    | 4.1   | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1       | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2       | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy            | 3.5                                                                               | 3.3    | 2.2   | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver        | 973                                                                               | 1042   | 1548  | -                                                                                 | -                                                                                 | -    |
| Stage 1                   | 992                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 1021                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %        |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver        | 971                                                                               | 1042   | 1548  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver        | 971                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                   | 990                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 1021                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                  | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s/v    | 8.76                                                                              | 4.89   |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                   | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt     | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)          | 1200                                                                              | -      | 987   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio        | 0.002                                                                             | -      | 0.03  | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s/veh) | 7.3                                                                               | 0      | 8.8   | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS              | A                                                                                 | A      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)     | 0                                                                                 | -      | 0.1   | -                                                                                 | -                                                                                 |      |

Lanes, Volumes, Timings  
4: Navajo Rd. & Johnson Rd.

Opening Year Cumulative (2027) With Project - AM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 1128                                                                              | 265                                                                               | 65                                                                                | 391                                                                               | 103                                                                               | 13                                                                                |
| Future Volume (vph)     | 1128                                                                              | 265                                                                               | 65                                                                                | 391                                                                               | 103                                                                               | 13                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Storage Length (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 100                                                                               |
| Storage Lanes           |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |
| Taper Length (ft)       |                                                                                   |                                                                                   | 90                                                                                |                                                                                   | 90                                                                                |                                                                                   |
| Link Speed (mph)        | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                | 55                                                                                |                                                                                   |
| Link Distance (ft)      | 5327                                                                              |                                                                                   |                                                                                   | 1835                                                                              | 6664                                                                              |                                                                                   |
| Travel Time (s)         | 80.7                                                                              |                                                                                   |                                                                                   | 27.8                                                                              | 82.6                                                                              |                                                                                   |
| Peak Hour Factor        | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
4: Navajo Rd. & Johnson Rd.

Opening Year Cumulative (2027) With Project - AM Peak Hour

| Intersection               |                                                                                   |                        |        |                                                                                   |            |                                                                                   |
|----------------------------|-----------------------------------------------------------------------------------|------------------------|--------|-----------------------------------------------------------------------------------|------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh           | 132                                                                               |                        |        |                                                                                   |            |                                                                                   |
| Movement                   | EBT                                                                               | EBR                    | WBL    | WBT                                                                               | NBL        | NBR                                                                               |
| Lane Configurations        |  |                        |        |  |            |  |
| Traffic Vol, veh/h         | 1128                                                                              | 265                    | 65     | 391                                                                               | 103        | 13                                                                                |
| Future Vol, veh/h          | 1128                                                                              | 265                    | 65     | 391                                                                               | 103        | 13                                                                                |
| 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           | 76                                                                                | 76                     | 76     | 76                                                                                | 76         | 76                                                                                |
| Heavy Vehicles, %          | 0                                                                                 | 0                      | 0      | 0                                                                                 | 0          | 0                                                                                 |
| Mvmt Flow                  | 1484                                                                              | 349                    | 86     | 514                                                                               | 136        | 17                                                                                |
|                            |                                                                                   |                        |        |                                                                                   |            |                                                                                   |
| Major/Minor                | Major1                                                                            |                        | Major2 |                                                                                   | Minor1     |                                                                                   |
| Conflicting Flow All       | 0                                                                                 | 0                      | 1833   | 0                                                                                 | 2344       | 1659                                                                              |
| Stage 1                    | -                                                                                 | -                      | -      | -                                                                                 | 1659       | -                                                                                 |
| Stage 2                    | -                                                                                 | -                      | -      | -                                                                                 | 686        | -                                                                                 |
| Critical Hdwy              | -                                                                                 | -                      | 4.1    | -                                                                                 | 6.4        | 6.2                                                                               |
| Critical Hdwy Stg 1        | -                                                                                 | -                      | -      | -                                                                                 | 5.4        | -                                                                                 |
| Critical Hdwy Stg 2        | -                                                                                 | -                      | -      | -                                                                                 | 5.4        | -                                                                                 |
| Follow-up Hdwy             | -                                                                                 | -                      | 2.2    | -                                                                                 | 3.5        | 3.3                                                                               |
| Pot Cap-1 Maneuver         | -                                                                                 | -                      | 337    | -                                                                                 | ~ 40       | 122                                                                               |
| Stage 1                    | -                                                                                 | -                      | -      | -                                                                                 | 172        | -                                                                                 |
| Stage 2                    | -                                                                                 | -                      | -      | -                                                                                 | 504        | -                                                                                 |
| Platoon blocked, %         | -                                                                                 | -                      |        | -                                                                                 |            |                                                                                   |
| Mov Cap-1 Maneuver         | -                                                                                 | -                      | 337    | -                                                                                 | ~ 26       | 122                                                                               |
| Mov Cap-2 Maneuver         | -                                                                                 | -                      | -      | -                                                                                 | ~ 26       | -                                                                                 |
| Stage 1                    | -                                                                                 | -                      | -      | -                                                                                 | 172        | -                                                                                 |
| Stage 2                    | -                                                                                 | -                      | -      | -                                                                                 | 325        | -                                                                                 |
|                            |                                                                                   |                        |        |                                                                                   |            |                                                                                   |
|                            |                                                                                   |                        |        |                                                                                   |            |                                                                                   |
| Approach                   | EB                                                                                |                        | WB     |                                                                                   | NB         |                                                                                   |
| HCM Control Delay, s/v     | 0                                                                                 |                        | 2.75   |                                                                                   | \$ 2224.75 |                                                                                   |
| HCM LOS                    |                                                                                   |                        |        |                                                                                   | F          |                                                                                   |
|                            |                                                                                   |                        |        |                                                                                   |            |                                                                                   |
|                            |                                                                                   |                        |        |                                                                                   |            |                                                                                   |
| Minor Lane/Major Mvmt      | NBLn1                                                                             | EBT                    | EBR    | WBL                                                                               | WBT        |                                                                                   |
| Capacity (veh/h)           | 29                                                                                | -                      | -      | 241                                                                               | -          |                                                                                   |
| HCM Lane V/C Ratio         | 5.333                                                                             | -                      | -      | 0.254                                                                             | -          |                                                                                   |
| HCM Control Delay (s/veh)  | \$ 2224.7                                                                         | -                      | -      | 19.3                                                                              | 0          |                                                                                   |
| HCM Lane LOS               | F                                                                                 | -                      | -      | C                                                                                 | A          |                                                                                   |
| HCM 95th %tile Q(veh)      | 18.6                                                                              | -                      | -      | 1                                                                                 | -          |                                                                                   |
| Notes                      |                                                                                   |                        |        |                                                                                   |            |                                                                                   |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s |        | +: Computation Not Defined                                                        |            | *: All major volume in platoon                                                    |

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - AM Peak Hour  
5: Dale Evans Pkwy. & Johnson Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |  |  |  |  |  |  |                                                                                     |
| Traffic Volume (vph)    | 17                                                                                | 1232                                                                              | 116                                                                               | 91                                                                                | 452                                                                               | 176                                                                               | 55                                                                                  | 151                                                                                 | 282                                                                                 | 406                                                                                 | 93                                                                                  | 7                                                                                   |
| Future Volume (vph)     | 17                                                                                | 1232                                                                              | 116                                                                               | 91                                                                                | 452                                                                               | 176                                                                               | 55                                                                                  | 151                                                                                 | 282                                                                                 | 406                                                                                 | 93                                                                                  | 7                                                                                   |
| 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                                                                              |                                                                                   |                                                                                   | 5327                                                                              |                                                                                   |                                                                                     | 4005                                                                                |                                                                                     |                                                                                     | 1074                                                                                |                                                                                     |
| Travel Time (s)         |                                                                                   | 115.4                                                                             |                                                                                   |                                                                                   | 80.7                                                                              |                                                                                   |                                                                                     | 49.6                                                                                |                                                                                     |                                                                                     | 13.3                                                                                |                                                                                     |
| Peak Hour Factor        | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

**Intersection**

Intersection Delay, s/veh 1038.9

Intersection LOS F

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    | ↗    | ↗    | ↗    | ↗    | ↗    | ↗    |      |
| Traffic Vol, veh/h  | 17   | 1232 | 116  | 91   | 452  | 176  | 55   | 151  | 282  | 406  | 93   | 7    |
| Future Vol, veh/h   | 17   | 1232 | 116  | 91   | 452  | 176  | 55   | 151  | 282  | 406  | 93   | 7    |
| Peak Hour Factor    | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow           | 21   | 1521 | 143  | 112  | 558  | 217  | 68   | 186  | 348  | 501  | 115  | 9    |
| 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, s/veh   | 1978.5 | 421.8 | 95.5 | 290.9 |
| HCM LOS                    | F      | F     | F    | F     |

| Lane                     | NBLn1  | NBLn2  | NBLn3  | EBLn1  | WBLn1  | WBLn2  | SBLn1  | SBLn2  |
|--------------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| Vol Left, %              | 100%   | 0%     | 0%     | 1%     | 17%    | 0%     | 100%   | 0%     |
| Vol Thru, %              | 0%     | 100%   | 0%     | 90%    | 83%    | 0%     | 0%     | 93%    |
| Vol Right, %             | 0%     | 0%     | 100%   | 8%     | 0%     | 100%   | 0%     | 7%     |
| Sign Control             | Stop   | Stop   | Stop   | Stop   | Stop   | Stop   | Stop   | Stop   |
| Traffic Vol by Lane      | 55     | 151    | 282    | 1365   | 543    | 176    | 406    | 100    |
| LT Vol                   | 55     | 0      | 0      | 17     | 91     | 0      | 406    | 0      |
| Through Vol              | 0      | 151    | 0      | 1232   | 452    | 0      | 0      | 93     |
| RT Vol                   | 0      | 0      | 282    | 116    | 0      | 176    | 0      | 7      |
| Lane Flow Rate           | 68     | 186    | 348    | 1685   | 670    | 217    | 501    | 123    |
| Geometry Grp             | 6      | 6      | 6      | 6      | 6      | 6      | 6      | 6      |
| Degree of Util (X)       | 0.214  | 0.563  | 0.983  | 5.32   | 2.053  | 0.618  | 1.617  | 0.38   |
| Departure Headway (Hd)   | 25.994 | 25.419 | 24.614 | 14.304 | 22.965 | 22.038 | 22.673 | 22.012 |
| Convergence, Y/N         | Yes    | Yes    | Yes    | Yes    | Yes    | Yes    | Yes    | Yes    |
| Cap                      | 139    | 144    | 153    | 270    | 168    | 167    | 165    | 165    |
| Service Time             | 23.694 | 23.119 | 22.314 | 12.004 | 20.665 | 19.738 | 20.373 | 19.712 |
| HCM Lane V/C Ratio       | 0.489  | 1.292  | 2.275  | 6.241  | 3.988  | 1.299  | 3.036  | 0.745  |
| HCM Control Delay, s/veh | 35.6   | 56.7   | 127.9  | 1978.5 | 540.7  | 55     | 353.3  | 37.6   |
| HCM Lane LOS             | E      | F      | F      | F      | F      | F      | F      | E      |
| HCM 95th-tile Q          | 0.8    | 2.8    | 7.2    | 139.5  | 25.4   | 3.4    | 17.7   | 1.6    |

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - AM Peak Hour  
 6: Stoddard Wells Rd. & Johnson Rd.

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 512                                                                               | 1                                                                                 | 30                                                                                | 1364                                                                              | 1                                                                                 | 55                                                                                |
| Future Volume (vph)     | 512                                                                               | 1                                                                                 | 30                                                                                | 1364                                                                              | 1                                                                                 | 55                                                                                |
| 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        | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

| Intersection               |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
|----------------------------|-----------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------------|----------------------------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh           | 116.6                                                                             |                        |                                                                                   |                            |      |                                                                                   |
| Movement                   | WBL                                                                               | WBR                    | NBT                                                                               | NBR                        | SBL  | SBT                                                                               |
| Lane Configurations        |  |                        |  |                            |      |  |
| Traffic Vol, veh/h         | 512                                                                               | 1                      | 30                                                                                | 1364                       | 1    | 55                                                                                |
| Future Vol, veh/h          | 512                                                                               | 1                      | 30                                                                                | 1364                       | 1    | 55                                                                                |
| 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           | 86                                                                                | 86                     | 86                                                                                | 86                         | 86   | 86                                                                                |
| Heavy Vehicles, %          | 0                                                                                 | 0                      | 0                                                                                 | 0                          | 0    | 0                                                                                 |
| Mvmt Flow                  | 595                                                                               | 1                      | 35                                                                                | 1586                       | 1    | 64                                                                                |
|                            |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| Major/Minor                | Minor1                                                                            | Major1                 |                                                                                   | Major2                     |      |                                                                                   |
| Conflicting Flow All       | 894                                                                               | 828                    | 0                                                                                 | 0                          | 1621 | 0                                                                                 |
| Stage 1                    | 828                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 2                    | 66                                                                                | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Critical Hdwy              | 6.4                                                                               | 6.2                    | -                                                                                 | -                          | 4.1  | -                                                                                 |
| Critical Hdwy Stg 1        | 5.4                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Critical Hdwy Stg 2        | 5.4                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Follow-up Hdwy             | 3.5                                                                               | 3.3                    | -                                                                                 | -                          | 2.2  | -                                                                                 |
| Pot Cap-1 Maneuver         | ~ 314                                                                             | 374                    | -                                                                                 | -                          | 407  | -                                                                                 |
| Stage 1                    | ~ 433                                                                             | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 2                    | 962                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Platoon blocked, %         |                                                                                   |                        | -                                                                                 | -                          |      | -                                                                                 |
| Mov Cap-1 Maneuver         | ~ 313                                                                             | 374                    | -                                                                                 | -                          | 407  | -                                                                                 |
| Mov Cap-2 Maneuver         | ~ 313                                                                             | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 1                    | ~ 433                                                                             | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 2                    | 959                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
|                            |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| Approach                   | WB                                                                                | NB                     |                                                                                   | SB                         |      |                                                                                   |
| HCM Control Delay, \$/veh  | 446.33                                                                            | 0                      |                                                                                   | 0.25                       |      |                                                                                   |
| HCM LOS                    | F                                                                                 |                        |                                                                                   |                            |      |                                                                                   |
|                            |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| Minor Lane/Major Mvmt      | NBT                                                                               | NBR                    | WBLn1                                                                             | SBL                        | SBT  |                                                                                   |
| Capacity (veh/h)           | -                                                                                 | -                      | 313                                                                               | 32                         | -    |                                                                                   |
| HCM Lane V/C Ratio         | -                                                                                 | -                      | 1.904                                                                             | 0.003                      | -    |                                                                                   |
| HCM Control Delay (s/veh)  | -                                                                                 | -                      | \$ 446.3                                                                          | 13.9                       | 0    |                                                                                   |
| HCM Lane LOS               | -                                                                                 | -                      | F                                                                                 | B                          | A    |                                                                                   |
| HCM 95th %tile Q(veh)      | -                                                                                 | -                      | 40.9                                                                              | 0                          | -    |                                                                                   |
| Notes                      |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s |                                                                                   | +: Computation Not Defined |      | *: All major volume in platoon                                                    |

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - AM Peak Hour  
7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 10                                                                                | 87                                                                                | 85                                                                                | 25                                                                                | 629                                                                               | 56                                                                                | 7                                                                                  | 48                                                                                  | 45                                                                                  | 1401                                                                                | 0                                                                                   | 23                                                                                  |
| Future Volume (vph)     | 10                                                                                | 87                                                                                | 85                                                                                | 25                                                                                | 629                                                                               | 56                                                                                | 7                                                                                  | 48                                                                                  | 45                                                                                  | 1401                                                                                | 0                                                                                   | 23                                                                                  |
| 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        | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                               | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



| Intersection               |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |                                |            |                                                                                     |      |
|----------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|--------------------------------|------------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh           | 1693.2 |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |                                |            |                                                                                     |      |
| Movement                   | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR                            | SBL        | SBT                                                                                 | SBR  |
| Lane Configurations        |        |  |      |        |  |      |        |  |                                |            |  |      |
| Traffic Vol, veh/h         | 10     | 87                                                                                | 85   | 25     | 629                                                                               | 56   | 7      | 48                                                                                | 45                             | 1401       | 0                                                                                   | 23   |
| Future Vol, veh/h          | 10     | 87                                                                                | 85   | 25     | 629                                                                               | 56   | 7      | 48                                                                                | 45                             | 1401       | 0                                                                                   | 23   |
| 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           | 96     | 96                                                                                | 96   | 96     | 96                                                                                | 96   | 96     | 96                                                                                | 96                             | 96         | 96                                                                                  | 96   |
| Heavy Vehicles, %          | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                              | 0          | 0                                                                                   | 0    |
| Mvmt Flow                  | 10     | 91                                                                                | 89   | 26     | 655                                                                               | 58   | 7      | 50                                                                                | 47                             | 1459       | 0                                                                                   | 24   |
|                            |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |                                |            |                                                                                     |      |
| Major/Minor                | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |                                | Minor2     |                                                                                     |      |
| Conflicting Flow All       | 714    | 0                                                                                 | 0    | 179    | 0                                                                                 | 0    | 863    | 921                                                                               | 135                            | 873        | 936                                                                                 | 684  |
| Stage 1                    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 156    | 156                                                                               | -                              | 736        | 736                                                                                 | -    |
| Stage 2                    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 707    | 766                                                                               | -                              | 136        | 200                                                                                 | -    |
| Critical Hdwy              | 4.1    | -                                                                                 | -    | 4.1    | -                                                                                 | -    | 7.1    | 6.5                                                                               | 6.2                            | 7.1        | 6.5                                                                                 | 6.2  |
| Critical Hdwy Stg 1        | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -                              | 6.1        | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2        | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -                              | 6.1        | 5.5                                                                                 | -    |
| Follow-up Hdwy             | 2.2    | -                                                                                 | -    | 2.2    | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3                            | 3.5        | 4                                                                                   | 3.3  |
| Pot Cap-1 Maneuver         | 896    | -                                                                                 | -    | 1409   | -                                                                                 | -    | 277    | 272                                                                               | 919                            | ~ 273      | 267                                                                                 | 452  |
| Stage 1                    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 851    | 773                                                                               | -                              | ~ 414      | 428                                                                                 | -    |
| Stage 2                    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 429    | 415                                                                               | -                              | ~ 872      | 739                                                                                 | -    |
| Platoon blocked, %         |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |                                |            |                                                                                     |      |
| Mov Cap-1 Maneuver         | 896    | -                                                                                 | -    | 1409   | -                                                                                 | -    | 251    | 261                                                                               | 919                            | ~ 202      | 255                                                                                 | 452  |
| Mov Cap-2 Maneuver         | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 251    | 261                                                                               | -                              | ~ 202      | 255                                                                                 | -    |
| Stage 1                    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 840    | 762                                                                               | -                              | ~ 401      | 415                                                                                 | -    |
| Stage 2                    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 394    | 402                                                                               | -                              | ~ 763      | 730                                                                                 | -    |
|                            |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |                                |            |                                                                                     |      |
| Approach                   | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |                                | SB         |                                                                                     |      |
| HCM Control Delay, s/v     | 0.5    |                                                                                   |      | 0.27   |                                                                                   |      | 17.87  |                                                                                   |                                | \$ 2871.26 |                                                                                     |      |
| HCM LOS                    |        |                                                                                   |      |        |                                                                                   |      | C      |                                                                                   |                                | F          |                                                                                     |      |
|                            |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |                                |            |                                                                                     |      |
| Minor Lane/Major Mvmt      | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |                                |            |                                                                                     |      |
| Capacity (veh/h)           | 383    | 90                                                                                | -    | -      | 62                                                                                | -    | -      | 204                                                                               |                                |            |                                                                                     |      |
| HCM Lane V/C Ratio         | 0.272  | 0.012                                                                             | -    | -      | 0.018                                                                             | -    | -      | 7.285                                                                             |                                |            |                                                                                     |      |
| HCM Control Delay (s/veh)  | 17.9   | 9.1                                                                               | 0    | -      | 7.6                                                                               | 0    |        | \$ 2871.3                                                                         |                                |            |                                                                                     |      |
| HCM Lane LOS               | C      | A                                                                                 | A    | -      | A                                                                                 | A    | -      | F                                                                                 |                                |            |                                                                                     |      |
| HCM 95th %tile Q(veh)      | 1.1    | 0                                                                                 | -    | -      | 0.1                                                                               | -    | -      | 163.4                                                                             |                                |            |                                                                                     |      |
| Notes                      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |                                |            |                                                                                     |      |
| ~: Volume exceeds capacity |        | \$: Delay exceeds 300s                                                            |      |        | +: Computation Not Defined                                                        |      |        |                                                                                   | *: All major volume in platoon |            |                                                                                     |      |

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - AM Peak Hour  
 8: Stoddard Wells Rd. & Quarry Rd.



| Lane Group              | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      |      |      |      |      |      |
| Traffic Volume (vph)    | 1    | 36   | 58   | 602  | 144  | 3    |
| Future Volume (vph)     | 1    | 36   | 58   | 602  | 144  | 3    |
| 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        | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Sign Control            |      | Free | Free |      | Stop |      |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 7th TWSC Opening Year Cumulative (2027) With Project - AM Peak Hour  
8: Stoddard Wells Rd. & Quarry Rd.

| Intersection              |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|---------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 2.5    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                  | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations       |        |  |  |        |  |      |
| Traffic Vol, veh/h        | 1      | 36                                                                                | 58                                                                                | 602    | 144                                                                               | 3    |
| Future Vol, veh/h         | 1      | 36                                                                                | 58                                                                                | 602    | 144                                                                               | 3    |
| 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          | 84     | 84                                                                                | 84                                                                                | 84     | 84                                                                                | 84   |
| Heavy Vehicles, %         | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0    |
| Mvmt Flow                 | 1      | 43                                                                                | 69                                                                                | 717    | 171                                                                               | 4    |
| Major/Minor               | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All      | 69     | 0                                                                                 | -                                                                                 | 0      | 473                                                                               | 427  |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 427                                                                               | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 45                                                                                | -    |
| Critical Hdwy             | 4.1    | -                                                                                 | -                                                                                 | -      | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1       | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Critical Hdwy Stg 2       | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Follow-up Hdwy            | 2.2    | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver        | 1545   | -                                                                                 | -                                                                                 | -      | 554                                                                               | 632  |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 662                                                                               | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 982                                                                               | -    |
| Platoon blocked, %        |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver        | 1545   | -                                                                                 | -                                                                                 | -      | 553                                                                               | 632  |
| Mov Cap-2 Maneuver        | -      | -                                                                                 | -                                                                                 | -      | 553                                                                               | -    |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 662                                                                               | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 982                                                                               | -    |
| Approach                  | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s/v    | 0.2    | 0                                                                                 |                                                                                   | 14.45  |                                                                                   |      |
| HCM LOS                   |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt     | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)          | 49     | -                                                                                 | -                                                                                 | -      | 555                                                                               |      |
| HCM Lane V/C Ratio        | 0.001  | -                                                                                 | -                                                                                 | -      | 0.315                                                                             |      |
| HCM Control Delay (s/veh) | 7.3    | 0                                                                                 | -                                                                                 | -      | 14.5                                                                              |      |
| HCM Lane LOS              | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)     | 0      | -                                                                                 | -                                                                                 | -      | 1.3                                                                               |      |

Lanes, Volumes, Timings  
9: Quarry Rd. & I-15 SB Ramps

Opening Year Cumulative (2027) With Project - AM Peak Hour

|                             |  |  |  |  |  |  |
|-----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                  | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations         |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)        | 145                                                                               | 1                                                                                 | 1                                                                                 | 602                                                                               | 1                                                                                 | 2                                                                                 |
| Future Volume (vph)         | 145                                                                               | 1                                                                                 | 1                                                                                 | 602                                                                               | 1                                                                                 | 2                                                                                 |
| 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            | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              |
| Shared Lane Traffic (%)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control                | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| <b>Intersection Summary</b> |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                  | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:               | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
9: Quarry Rd. & I-15 SB Ramps

Opening Year Cumulative (2027) With Project - AM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.6                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 145                                                                               | 1    | 1                                                                                 | 602  | 1    | 2                                                                                 |
| Future Vol, veh/h        | 145                                                                               | 1    | 1                                                                                 | 602  | 1    | 2                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Peak Hour Factor         | 79                                                                                | 79   | 79                                                                                | 79   | 79   | 79                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 184                                                                               | 1    | 1                                                                                 | 762  | 1    | 3                                                                                 |

| Major/Minor          | Minor1 | Major1 | Major2 |   |     |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 387    | 382    | 0      | 0 | 763 |
| Stage 1              | 382    | -      | -      | - | -   |
| Stage 2              | 5      | -      | -      | - | -   |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1 |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -   |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -   |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2 |
| Pot Cap-1 Maneuver   | 620    | 669    | -      | - | 858 |
| Stage 1              | 694    | -      | -      | - | -   |
| Stage 2              | 1023   | -      | -      | - | -   |
| Platoon blocked, %   |        |        | -      | - | -   |
| Mov Cap-1 Maneuver   | 619    | 669    | -      | - | 858 |
| Mov Cap-2 Maneuver   | 619    | -      | -      | - | -   |
| Stage 1              | 694    | -      | -      | - | -   |
| Stage 2              | 1022   | -      | -      | - | -   |

| Approach                    | WB | NB | SB   |
|-----------------------------|----|----|------|
| HCM Control Delay, s/v13.26 |    | 0  | 3.07 |
| HCM LOS                     | B  |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 619   | 600   |
| HCM Lane V/C Ratio        | -   | -        | 0.298 | 0.001 |
| HCM Control Delay (s/veh) | -   | -        | 13.3  | 9.2   |
| HCM Lane LOS              | -   | -        | B     | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 1.2   | 0     |

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - AM Peak Hour  
10: Dale Evans Pkwy. & Corwin Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 169                                                                               | 29                                                                                | 2                                                                                 | 12                                                                                | 6                                                                                 | 10                                                                                | 6                                                                                  | 345                                                                                 | 36                                                                                  | 25                                                                                  | 109                                                                                 | 58                                                                                  |
| Future Volume (vph)     | 169                                                                               | 29                                                                                | 2                                                                                 | 12                                                                                | 6                                                                                 | 10                                                                                | 6                                                                                  | 345                                                                                 | 36                                                                                  | 25                                                                                  | 109                                                                                 | 58                                                                                  |
| 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                                                                              |                                                                                   |                                                                                   | 3330                                                                              |                                                                                   |                                                                                    | 1135                                                                                |                                                                                     |                                                                                     | 747                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                   | 41.3                                                                              |                                                                                   |                                                                                    | 14.1                                                                                |                                                                                     |                                                                                     | 9.3                                                                                 |                                                                                     |
| 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            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 7th AWSC Opening Year Cumulative (2027) With Project - AM Peak Hour  
10: Dale Evans Pkwy. & Corwin Rd.

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 12.8 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 169  | 29   | 2    | 12   | 6    | 10   | 6    | 345  | 36   | 25   | 109  | 58   |
| Future Vol, veh/h   | 169  | 29   | 2    | 12   | 6    | 10   | 6    | 345  | 36   | 25   | 109  | 58   |
| Peak Hour Factor    | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow           | 188  | 32   | 2    | 13   | 7    | 11   | 7    | 383  | 40   | 28   | 121  | 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, s/veh   | 11.9 | 9.2 | 14.8 | 10.3 |
| HCM LOS                    | B    | A   | B    | B    |

| Lane                     | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 2%    | 85%   | 43%   | 13%   |
| Vol Thru, %              | 89%   | 15%   | 21%   | 57%   |
| Vol Right, %             | 9%    | 1%    | 36%   | 30%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 387   | 200   | 28    | 192   |
| LT Vol                   | 6     | 169   | 12    | 25    |
| Through Vol              | 345   | 29    | 6     | 109   |
| RT Vol                   | 36    | 2     | 10    | 58    |
| Lane Flow Rate           | 430   | 222   | 31    | 213   |
| Geometry Grp             | 1     | 1     | 1     | 1     |
| Degree of Util (X)       | 0.589 | 0.353 | 0.05  | 0.302 |
| Departure Headway (Hd)   | 4.934 | 5.723 | 5.833 | 5.091 |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 735   | 629   | 612   | 706   |
| Service Time             | 2.934 | 3.759 | 3.884 | 3.124 |
| HCM Lane V/C Ratio       | 0.585 | 0.353 | 0.051 | 0.302 |
| HCM Control Delay, s/veh | 14.8  | 11.9  | 9.2   | 10.3  |
| HCM Lane LOS             | B     | B     | A     | B     |
| HCM 95th-tile Q          | 3.9   | 1.6   | 0.2   | 1.3   |

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - AM Peak Hour  
 11: Dachshund Av. & Gustine Rd.

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 1                                                                                 | 5                                                                                 | 18                                                                                | 1                                                                                 | 17                                                                                | 29                                                                                |
| Future Volume (vph)     | 1                                                                                 | 5                                                                                 | 18                                                                                | 1                                                                                 | 17                                                                                | 29                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 45                                                                                |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                |
| Link Distance (ft)      | 1365                                                                              |                                                                                   | 225                                                                               |                                                                                   |                                                                                   | 1301                                                                              |
| Travel Time (s)         | 20.7                                                                              |                                                                                   | 3.4                                                                               |                                                                                   |                                                                                   | 19.7                                                                              |
| 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                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



HCM 7th TWSC Opening Year Cumulative (2027) With Project - AM Peak Hour  
11: Dachshund Av. & Gustine Rd.

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.5                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 1                                                                                 | 5    | 18                                                                                | 1    | 17   | 29                                                                                |
| Future Vol, veh/h        | 1                                                                                 | 5    | 18                                                                                | 1    | 17   | 29                                                                                |
| 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, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 1                                                                                 | 5    | 20                                                                                | 1    | 18   | 32                                                                                |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 89     | 20     | 0      | 0 | 21   |
| Stage 1              | 20     | -      | -      | - | -    |
| Stage 2              | 68     | -      | -      | - | -    |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1  |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -    |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2  |
| Pot Cap-1 Maneuver   | 917    | 1064   | -      | - | 1608 |
| Stage 1              | 1008   | -      | -      | - | -    |
| Stage 2              | 959    | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 906    | 1064   | -      | - | 1608 |
| Mov Cap-2 Maneuver   | 906    | -      | -      | - | -    |
| Stage 1              | 1008   | -      | -      | - | -    |
| Stage 2              | 948    | -      | -      | - | -    |

| Approach               | WB  | NB | SB   |
|------------------------|-----|----|------|
| HCM Control Delay, s/v | 8.5 | 0  | 2.68 |
| HCM LOS                | A   |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 1034  | 665   |
| HCM Lane V/C Ratio        | -   | -        | 0.006 | 0.011 |
| HCM Control Delay (s/veh) | -   | -        | 8.5   | 7.3   |
| HCM Lane LOS              | -   | -        | A     | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 0     | 0     |

Lanes, Volumes, Timings  
12: Dachshund Av. & Access 1

Opening Year Cumulative (2027) With Project - AM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 4                                                                                 | 5                                                                                 | 13                                                                                | 14                                                                                | 15                                                                                | 14                                                                                |
| Future Volume (vph)     | 4                                                                                 | 5                                                                                 | 13                                                                                | 14                                                                                | 15                                                                                | 14                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 30                                                                                |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                |
| Link Distance (ft)      | 352                                                                               |                                                                                   | 891                                                                               |                                                                                   |                                                                                   | 225                                                                               |
| Travel Time (s)         | 8.0                                                                               |                                                                                   | 13.5                                                                              |                                                                                   |                                                                                   | 3.4                                                                               |
| 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 7th TWSC  
12: Dachshund Av. & Access 1

Opening Year Cumulative (2027) With Project - AM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.9                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 4                                                                                 | 5    | 13                                                                                | 14   | 15   | 14                                                                                |
| Future Vol, veh/h        | 4                                                                                 | 5    | 13                                                                                | 14   | 15   | 14                                                                                |
| 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, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 4                                                                                 | 5    | 14                                                                                | 15   | 16   | 15                                                                                |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 70     | 22     | 0      |
| Stage 1              | 22     | -      | -      |
| Stage 2              | 48     | -      | -      |
| Critical Hdwy        | 6.4    | 6.2    | -      |
| Critical Hdwy Stg 1  | 5.4    | -      | -      |
| Critical Hdwy Stg 2  | 5.4    | -      | -      |
| Follow-up Hdwy       | 3.5    | 3.3    | -      |
| Pot Cap-1 Maneuver   | 940    | 1061   | -      |
| Stage 1              | 1006   | -      | -      |
| Stage 2              | 980    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 930    | 1061   | -      |
| Mov Cap-2 Maneuver   | 930    | -      | -      |
| Stage 1              | 1006   | -      | -      |
| Stage 2              | 970    | -      | -      |

| Approach               | WB   | NB | SB   |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 8.64 | 0  | 3.76 |
| HCM LOS                | A    |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL  | SBT  |
|---------------------------|-----|----------|------|------|
| Capacity (veh/h)          | -   | -        | 999  | 931  |
| HCM Lane V/C Ratio        | -   | -        | 0.01 | 0.01 |
| HCM Control Delay (s/veh) | -   | -        | 8.6  | 7.3  |
| HCM Lane LOS              | -   | -        | A    | A    |
| HCM 95th %tile Q(veh)     | -   | -        | 0    | 0    |

Lanes, Volumes, Timings  
13: Dachshund Av. & Access 2

Opening Year Cumulative (2027) With Project - AM Peak Hour

|                             |  |  |  |  |  |  |
|-----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                  | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations         |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)        | 7                                                                                 | 2                                                                                 | 25                                                                                | 21                                                                                | 7                                                                                 | 11                                                                                |
| Future Volume (vph)         | 7                                                                                 | 2                                                                                 | 25                                                                                | 21                                                                                | 7                                                                                 | 11                                                                                |
| Ideal Flow (vphpl)          | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)            | 30                                                                                |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                |
| Link Distance (ft)          | 362                                                                               |                                                                                   | 283                                                                               |                                                                                   |                                                                                   | 891                                                                               |
| Travel Time (s)             | 8.2                                                                               |                                                                                   | 4.3                                                                               |                                                                                   |                                                                                   | 13.5                                                                              |
| 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                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
13: Dachshund Av. & Access 2

Opening Year Cumulative (2027) With Project - AM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.8                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 7                                                                                 | 2    | 25                                                                                | 21   | 7    | 11                                                                                |
| Future Vol, veh/h        | 7                                                                                 | 2    | 25                                                                                | 21   | 7    | 11                                                                                |
| 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, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 8                                                                                 | 2    | 27                                                                                | 23   | 8    | 12                                                                                |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 66     | 39     | 0      | 0 | 50   |
| Stage 1              | 39     | -      | -      | - | -    |
| Stage 2              | 27     | -      | -      | - | -    |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1  |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -    |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2  |
| Pot Cap-1 Maneuver   | 945    | 1039   | -      | - | 1570 |
| Stage 1              | 989    | -      | -      | - | -    |
| Stage 2              | 1001   | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 940    | 1039   | -      | - | 1570 |
| Mov Cap-2 Maneuver   | 940    | -      | -      | - | -    |
| Stage 1              | 989    | -      | -      | - | -    |
| Stage 2              | 996    | -      | -      | - | -    |

| Approach               | WB   | NB | SB   |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 8.79 | 0  | 2.84 |
| HCM LOS                | A    |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL  | SBT   |
|---------------------------|-----|----------|------|-------|
| Capacity (veh/h)          | -   | -        | 960  | 700   |
| HCM Lane V/C Ratio        | -   | -        | 0.01 | 0.005 |
| HCM Control Delay (s/veh) | -   | -        | 8.8  | 7.3   |
| HCM Lane LOS              | -   | -        | A    | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 0    | 0     |

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - AM Peak Hour  
 14: Dakota Av./Dachshund Av. & Fresno Rd.

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 1                                                                                 | 1                                                                                 | 46                                                                                | 1                                                                                 | 1                                                                                 | 18                                                                                |
| Future Volume (vph)     | 1                                                                                 | 1                                                                                 | 46                                                                                | 1                                                                                 | 1                                                                                 | 18                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 45                                                                                |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                |
| Link Distance (ft)      | 1354                                                                              |                                                                                   | 1769                                                                              |                                                                                   |                                                                                   | 283                                                                               |
| Travel Time (s)         | 20.5                                                                              |                                                                                   | 26.8                                                                              |                                                                                   |                                                                                   | 4.3                                                                               |
| 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 7th TWSC Opening Year Cumulative (2027) With Project - AM Peak Hour  
14: Dakota Av./Dachshund Av. & Fresno Rd.

| Intersection              |                                                                                   |          |                                                                                   |       |      |                                                                                   |
|---------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|-------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh          | 0.4                                                                               |          |                                                                                   |       |      |                                                                                   |
| Movement                  | WBL                                                                               | WBR      | NBT                                                                               | NBR   | SBL  | SBT                                                                               |
| Lane Configurations       |  |          |  |       |      |  |
| Traffic Vol, veh/h        | 1                                                                                 | 1        | 46                                                                                | 1     | 1    | 18                                                                                |
| Future Vol, veh/h         | 1                                                                                 | 1        | 46                                                                                | 1     | 1    | 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, %         | 0                                                                                 | 0        | 0                                                                                 | 0     | 0    | 0                                                                                 |
| Mvmt Flow                 | 1                                                                                 | 1        | 50                                                                                | 1     | 1    | 20                                                                                |
| Major/Minor               | Minor1                                                                            | Major1   | Major2                                                                            |       |      |                                                                                   |
| Conflicting Flow All      | 72                                                                                | 51       | 0                                                                                 | 0     | 51   | 0                                                                                 |
| Stage 1                   | 51                                                                                | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 2                   | 22                                                                                | -        | -                                                                                 | -     | -    | -                                                                                 |
| Critical Hdwy             | 6.4                                                                               | 6.2      | -                                                                                 | -     | 4.1  | -                                                                                 |
| Critical Hdwy Stg 1       | 5.4                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Critical Hdwy Stg 2       | 5.4                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Follow-up Hdwy            | 3.5                                                                               | 3.3      | -                                                                                 | -     | 2.2  | -                                                                                 |
| Pot Cap-1 Maneuver        | 937                                                                               | 1023     | -                                                                                 | -     | 1568 | -                                                                                 |
| Stage 1                   | 977                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 2                   | 1006                                                                              | -        | -                                                                                 | -     | -    | -                                                                                 |
| Platoon blocked, %        |                                                                                   |          | -                                                                                 | -     |      | -                                                                                 |
| Mov Cap-1 Maneuver        | 936                                                                               | 1023     | -                                                                                 | -     | 1568 | -                                                                                 |
| Mov Cap-2 Maneuver        | 936                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 1                   | 977                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 2                   | 1005                                                                              | -        | -                                                                                 | -     | -    | -                                                                                 |
| Approach                  | WB                                                                                | NB       | SB                                                                                |       |      |                                                                                   |
| HCM Control Delay, s/v    | 8.69                                                                              | 0        | 0.38                                                                              |       |      |                                                                                   |
| HCM LOS                   | A                                                                                 |          |                                                                                   |       |      |                                                                                   |
| Minor Lane/Major Mvmt     | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT   |      |                                                                                   |
| Capacity (veh/h)          | -                                                                                 | -        | 978                                                                               | 95    | -    |                                                                                   |
| HCM Lane V/C Ratio        | -                                                                                 | -        | 0.002                                                                             | 0.001 | -    |                                                                                   |
| HCM Control Delay (s/veh) | -                                                                                 | -        | 8.7                                                                               | 7.3   | 0    |                                                                                   |
| HCM Lane LOS              | -                                                                                 | -        | A                                                                                 | A     | A    |                                                                                   |
| HCM 95th %tile Q(veh)     | -                                                                                 | -        | 0                                                                                 | 0     | -    |                                                                                   |

Lanes, Volumes, Timings  
15: Ramona Rd. & Gustine Rd.

Opening Year Cumulative (2027) With Project - AM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 0                                                                                 | 17                                                                                | 5                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Future Volume (vph)     | 0                                                                                 | 17                                                                                | 5                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                | 30                                                                                |                                                                                   |
| Link Distance (ft)      | 1365                                                                              |                                                                                   |                                                                                   | 207                                                                               | 187                                                                               |                                                                                   |
| Travel Time (s)         | 20.7                                                                              |                                                                                   |                                                                                   | 3.1                                                                               | 4.3                                                                               |                                                                                   |
| 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 7th TWSC  
15: Ramona Rd. & Gustine Rd.

Opening Year Cumulative (2027) With Project - AM Peak Hour

| Intersection              |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|---------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 7.7                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                  | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations       |  |        |       |  |  |      |
| Traffic Vol, veh/h        | 0                                                                                 | 17     | 5     | 0                                                                                 | 0                                                                                 | 0    |
| Future Vol, veh/h         | 0                                                                                 | 17     | 5     | 0                                                                                 | 0                                                                                 | 0    |
| 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, %         | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                 | 0                                                                                 | 18     | 5     | 0                                                                                 | 0                                                                                 | 0    |
| Major/Minor               | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All      | 12                                                                                | 1      | 1     | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                   | 1                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 11                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy             | 6.4                                                                               | 6.2    | 4.1   | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1       | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2       | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy            | 3.5                                                                               | 3.3    | 2.2   | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver        | 1013                                                                              | 1089   | 1635  | -                                                                                 | -                                                                                 | -    |
| Stage 1                   | 1027                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 1017                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %        |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver        | 1009                                                                              | 1089   | 1635  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver        | 1009                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                   | 1024                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 1017                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                  | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s/v    | 8.36                                                                              | 7.21   |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                   | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt     | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)          | 1635                                                                              | -      | 1089  | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio        | 0.003                                                                             | -      | 0.017 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s/veh) | 7.2                                                                               | 0      | 8.4   | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS              | A                                                                                 | A      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)     | 0                                                                                 | -      | 0.1   | -                                                                                 | -                                                                                 |      |

Lanes, Volumes, Timings  
16: Ramona Rd. & Access 3

Opening Year Cumulative (2027) With Project - AM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 4                                                                                 | 1                                                                                 | 5                                                                                 | 1                                                                                 | 3                                                                                 | 14                                                                                |
| Future Volume (vph)     | 4                                                                                 | 1                                                                                 | 5                                                                                 | 1                                                                                 | 3                                                                                 | 14                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 30                                                                                |                                                                                   |                                                                                   | 45                                                                                | 45                                                                                |                                                                                   |
| Link Distance (ft)      | 342                                                                               |                                                                                   |                                                                                   | 891                                                                               | 207                                                                               |                                                                                   |
| Travel Time (s)         | 7.8                                                                               |                                                                                   |                                                                                   | 13.5                                                                              | 3.1                                                                               |                                                                                   |
| 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 7th TWSC  
16: Ramona Rd. & Access 3

Opening Year Cumulative (2027) With Project - AM Peak Hour

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2.8                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 4                                                                                 | 1    | 5    | 1                                                                                 | 3                                                                                 | 14   |
| Future Vol, veh/h        | 4                                                                                 | 1    | 5    | 1                                                                                 | 3                                                                                 | 14   |
| 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, %        | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 4                                                                                 | 1    | 5    | 1                                                                                 | 3                                                                                 | 15   |

| Major/Minor          | Minor2 | Major1 |      | Major2 |   |   |
|----------------------|--------|--------|------|--------|---|---|
| Conflicting Flow All | 23     | 11     | 18   | 0      | - | 0 |
| Stage 1              | 11     | -      | -    | -      | - | - |
| Stage 2              | 12     | -      | -    | -      | - | - |
| Critical Hdwy        | 6.4    | 6.2    | 4.1  | -      | - | - |
| Critical Hdwy Stg 1  | 5.4    | -      | -    | -      | - | - |
| Critical Hdwy Stg 2  | 5.4    | -      | -    | -      | - | - |
| Follow-up Hdwy       | 3.5    | 3.3    | 2.2  | -      | - | - |
| Pot Cap-1 Maneuver   | 999    | 1076   | 1611 | -      | - | - |
| Stage 1              | 1017   | -      | -    | -      | - | - |
| Stage 2              | 1016   | -      | -    | -      | - | - |
| Platoon blocked, %   |        |        |      | -      | - | - |
| Mov Cap-1 Maneuver   | 995    | 1076   | 1611 | -      | - | - |
| Mov Cap-2 Maneuver   | 995    | -      | -    | -      | - | - |
| Stage 1              | 1014   | -      | -    | -      | - | - |
| Stage 2              | 1016   | -      | -    | -      | - | - |

| Approach               | EB   | NB   | SB |
|------------------------|------|------|----|
| HCM Control Delay, s/v | 8.58 | 6.03 | 0  |
| HCM LOS                | A    |      |    |

| Minor Lane/Major Mvmt     | NBL   | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)          | 1500  | -   | 1010  | -   | -   |
| HCM Lane V/C Ratio        | 0.003 | -   | 0.005 | -   | -   |
| HCM Control Delay (s/veh) | 7.2   | 0   | 8.6   | -   | -   |
| HCM Lane LOS              | A     | A   | A     | -   | -   |
| HCM 95th %tile Q(veh)     | 0     | -   | 0     | -   | -   |

Lanes, Volumes, Timings  
17: Ramona Rd. & Access 4

Opening Year Cumulative (2027) With Project - AM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 1                                                                                 | 5                                                                                 | 16                                                                                | 5                                                                                 | 1                                                                                 | 3                                                                                 |
| Future Volume (vph)     | 1                                                                                 | 5                                                                                 | 16                                                                                | 5                                                                                 | 1                                                                                 | 3                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 30                                                                                |                                                                                   |                                                                                   | 45                                                                                | 45                                                                                |                                                                                   |
| Link Distance (ft)      | 367                                                                               |                                                                                   |                                                                                   | 285                                                                               | 891                                                                               |                                                                                   |
| Travel Time (s)         | 8.3                                                                               |                                                                                   |                                                                                   | 4.3                                                                               | 13.5                                                                              |                                                                                   |
| 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                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
17: Ramona Rd. & Access 4

Opening Year Cumulative (2027) With Project - AM Peak Hour

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 5.4                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 1                                                                                 | 5    | 16   | 5                                                                                 | 1                                                                                 | 3    |
| Future Vol, veh/h        | 1                                                                                 | 5    | 16   | 5                                                                                 | 1                                                                                 | 3    |
| 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, %        | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 1                                                                                 | 5    | 17   | 5                                                                                 | 1                                                                                 | 3    |

| Major/Minor          | Minor2 | Major1 |      | Major2 |   |   |
|----------------------|--------|--------|------|--------|---|---|
| Conflicting Flow All | 43     | 3      | 4    | 0      | - | 0 |
| Stage 1              | 3      | -      | -    | -      | - | - |
| Stage 2              | 40     | -      | -    | -      | - | - |
| Critical Hdwy        | 6.4    | 6.2    | 4.1  | -      | - | - |
| Critical Hdwy Stg 1  | 5.4    | -      | -    | -      | - | - |
| Critical Hdwy Stg 2  | 5.4    | -      | -    | -      | - | - |
| Follow-up Hdwy       | 3.5    | 3.3    | 2.2  | -      | - | - |
| Pot Cap-1 Maneuver   | 973    | 1087   | 1630 | -      | - | - |
| Stage 1              | 1026   | -      | -    | -      | - | - |
| Stage 2              | 987    | -      | -    | -      | - | - |
| Platoon blocked, %   |        |        |      | -      | - | - |
| Mov Cap-1 Maneuver   | 963    | 1087   | 1630 | -      | - | - |
| Mov Cap-2 Maneuver   | 963    | -      | -    | -      | - | - |
| Stage 1              | 1015   | -      | -    | -      | - | - |
| Stage 2              | 987    | -      | -    | -      | - | - |

| Approach               | EB  | NB   | SB |
|------------------------|-----|------|----|
| HCM Control Delay, s/v | 8.4 | 5.51 | 0  |
| HCM LOS                | A   |      |    |

| Minor Lane/Major Mvmt     | NBL   | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)          | 1371  | -   | 1064  | -   | -   |
| HCM Lane V/C Ratio        | 0.011 | -   | 0.006 | -   | -   |
| HCM Control Delay (s/veh) | 7.2   | 0   | 8.4   | -   | -   |
| HCM Lane LOS              | A     | A   | A     | -   | -   |
| HCM 95th %tile Q(veh)     | 0     | -   | 0     | -   | -   |

Lanes, Volumes, Timings  
1: Corwin Rd. & Dakota Av.

Opening Year Cumulative (2027) With Project - PM Peak Hour

|                             |  |  |  |  |  |  |
|-----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                  | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations         |                                                                                   |  |  |                                                                                   |  |                                                                                   |
| Traffic Volume (vph)        | 40                                                                                | 15                                                                                | 47                                                                                | 1                                                                                 | 1                                                                                 | 69                                                                                |
| Future Volume (vph)         | 40                                                                                | 15                                                                                | 47                                                                                | 1                                                                                 | 1                                                                                 | 69                                                                                |
| Ideal Flow (vphpl)          | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)            |                                                                                   | 55                                                                                | 55                                                                                |                                                                                   | 45                                                                                |                                                                                   |
| Link Distance (ft)          |                                                                                   | 3330                                                                              | 1344                                                                              |                                                                                   | 1769                                                                              |                                                                                   |
| Travel Time (s)             |                                                                                   | 41.3                                                                              | 16.7                                                                              |                                                                                   | 26.8                                                                              |                                                                                   |
| Peak Hour Factor            | 0.69                                                                              | 0.69                                                                              | 0.69                                                                              | 0.69                                                                              | 0.69                                                                              | 0.69                                                                              |
| Shared Lane Traffic (%)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control                |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   | Stop                                                                              |                                                                                   |
| <b>Intersection Summary</b> |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                  | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:               | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
1: Corwin Rd. & Dakota Av.

Opening Year Cumulative (2027) With Project - PM Peak Hour

| Intersection              |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|---------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 5.4    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                  | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations       |        |  |  |        |  |      |
| Traffic Vol, veh/h        | 40     | 15                                                                                | 47                                                                                | 1      | 1                                                                                 | 69   |
| Future Vol, veh/h         | 40     | 15                                                                                | 47                                                                                | 1      | 1                                                                                 | 69   |
| 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, %         | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0    |
| Mvmt Flow                 | 58     | 22                                                                                | 68                                                                                | 1      | 1                                                                                 | 100  |
| Major/Minor               | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All      | 70     | 0                                                                                 | -                                                                                 | 0      | 207                                                                               | 69   |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 69                                                                                | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 138                                                                               | -    |
| Critical Hdwy             | 4.1    | -                                                                                 | -                                                                                 | -      | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1       | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Critical Hdwy Stg 2       | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Follow-up Hdwy            | 2.2    | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver        | 1544   | -                                                                                 | -                                                                                 | -      | 786                                                                               | 1000 |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 959                                                                               | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 894                                                                               | -    |
| Platoon blocked, %        |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver        | 1544   | -                                                                                 | -                                                                                 | -      | 757                                                                               | 1000 |
| Mov Cap-2 Maneuver        | -      | -                                                                                 | -                                                                                 | -      | 757                                                                               | -    |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 923                                                                               | -    |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 894                                                                               | -    |
| Approach                  | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s/v    | 5.4    | 0                                                                                 |                                                                                   | 9.03   |                                                                                   |      |
| HCM LOS                   |        |                                                                                   |                                                                                   | A      |                                                                                   |      |
| Minor Lane/Major Mvmt     | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)          | 1309   | -                                                                                 | -                                                                                 | -      | 995                                                                               |      |
| HCM Lane V/C Ratio        | 0.038  | -                                                                                 | -                                                                                 | -      | 0.102                                                                             |      |
| HCM Control Delay (s/veh) | 7.4    | 0                                                                                 | -                                                                                 | -      | 9                                                                                 |      |
| HCM Lane LOS              | A      | A                                                                                 | -                                                                                 | -      | A                                                                                 |      |
| HCM 95th %tile Q(veh)     | 0.1    | -                                                                                 | -                                                                                 | -      | 0.3                                                                               |      |

Lanes, Volumes, Timings  
2: Ramona Rd. & Fresno Rd.

Opening Year Cumulative (2027) With Project - PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 1                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                  | 10                                                                                  | 1                                                                                   | 1                                                                                   | 27                                                                                  | 1                                                                                   |
| Future Volume (vph)     | 1                                                                                 | 1                                                                                 | 1                                                                                 | 2                                                                                 | 1                                                                                 | 1                                                                                 | 1                                                                                  | 10                                                                                  | 1                                                                                   | 1                                                                                   | 27                                                                                  | 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)      |                                                                                   | 1354                                                                              |                                                                                   |                                                                                   | 321                                                                               |                                                                                   |                                                                                    | 1023                                                                                |                                                                                     |                                                                                     | 285                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 20.5                                                                              |                                                                                   |                                                                                   | 4.9                                                                               |                                                                                   |                                                                                    | 15.5                                                                                |                                                                                     |                                                                                     | 4.3                                                                                 |                                                                                     |
| Peak Hour Factor        | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                               | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



HCM 7th TWSC  
2: Ramona Rd. & Fresno Rd.

Opening Year Cumulative (2027) With Project - PM Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 1    | 1    | 1    | 2    | 1    | 1    | 1    | 10   | 1    | 1    | 27   | 1    |
| Future Vol, veh/h        | 1    | 1    | 1    | 2    | 1    | 1    | 1    | 10   | 1    | 1    | 27   | 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         | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   | 50   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 2    | 2    | 2    | 4    | 2    | 2    | 2    | 20   | 2    | 2    | 54   | 2    |

| Major/Minor          | Minor2 |     | Minor1 |     | Major1 |      | Major2 |   |   |      |   |   |
|----------------------|--------|-----|--------|-----|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | 84     | 85  | 55     | 84  | 85     | 21   | 56     | 0 | 0 | 22   | 0 | 0 |
| Stage 1              | 59     | 59  | -      | 25  | 25     | -    | -      | - | - | -    | - | - |
| Stage 2              | 25     | 26  | -      | 59  | 60     | -    | -      | - | - | -    | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.1 | 6.5    | 6.2  | 4.1    | - | - | 4.1  | - | - |
| Critical Hdwy Stg 1  | 6.1    | 5.5 | -      | 6.1 | 5.5    | -    | -      | - | - | -    | - | - |
| Critical Hdwy Stg 2  | 6.1    | 5.5 | -      | 6.1 | 5.5    | -    | -      | - | - | -    | - | - |
| Follow-up Hdwy       | 3.5    | 4   | 3.3    | 3.5 | 4      | 3.3  | 2.2    | - | - | 2.2  | - | - |
| Pot Cap-1 Maneuver   | 908    | 809 | 1018   | 908 | 809    | 1062 | 1562   | - | - | 1607 | - | - |
| Stage 1              | 958    | 850 | -      | 998 | 878    | -    | -      | - | - | -    | - | - |
| Stage 2              | 998    | 878 | -      | 958 | 849    | -    | -      | - | - | -    | - | - |
| Platoon blocked, %   |        |     |        |     |        |      |        | - | - | -    | - | - |
| Mov Cap-1 Maneuver   | 901    | 807 | 1018   | 901 | 807    | 1062 | 1562   | - | - | 1607 | - | - |
| Mov Cap-2 Maneuver   | 901    | 807 | -      | 901 | 807    | -    | -      | - | - | -    | - | - |
| Stage 1              | 956    | 849 | -      | 997 | 877    | -    | -      | - | - | -    | - | - |
| Stage 2              | 993    | 876 | -      | 952 | 848    | -    | -      | - | - | -    | - | - |

| Approach               | EB   | WB   | NB   | SB   |
|------------------------|------|------|------|------|
| HCM Control Delay, s/v | 9.02 | 8.99 | 0.61 | 0.25 |
| HCM LOS                | A    | A    |      |      |

| Minor Lane/Major Mvmt     | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|---------------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)          | 147   | -   | -   | 900        | 909   | 62    | -   |
| HCM Lane V/C Ratio        | 0.001 | -   | -   | 0.007      | 0.009 | 0.001 | -   |
| HCM Control Delay (s/veh) | 7.3   | 0   | -   | 9          | 9     | 7.2   | 0   |
| HCM Lane LOS              | A     | A   | -   | A          | A     | A     | -   |
| HCM 95th %tile Q(veh)     | 0     | -   | -   | 0          | 0     | 0     | -   |

Lanes, Volumes, Timings  
3: Navajo Rd. & Altadena St.

Opening Year Cumulative (2027) With Project - PM Peak Hour

|                             |  |  |  |  |  |  |
|-----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                  | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations         |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)        | 71                                                                                | 1                                                                                 | 2                                                                                 | 1                                                                                 | 3                                                                                 | 42                                                                                |
| Future Volume (vph)         | 71                                                                                | 1                                                                                 | 2                                                                                 | 1                                                                                 | 3                                                                                 | 42                                                                                |
| Ideal Flow (vphpl)          | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)            | 30                                                                                |                                                                                   |                                                                                   | 55                                                                                | 55                                                                                |                                                                                   |
| Link Distance (ft)          | 2664                                                                              |                                                                                   |                                                                                   | 475                                                                               | 6664                                                                              |                                                                                   |
| Travel Time (s)             | 60.5                                                                              |                                                                                   |                                                                                   | 5.9                                                                               | 82.6                                                                              |                                                                                   |
| Peak Hour Factor            | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              | 0.73                                                                              |
| Shared Lane Traffic (%)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control                | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                              | Free                                                                              |                                                                                   |
| <b>Intersection Summary</b> |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                  | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:               | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
3: Navajo Rd. & Altadena St.

Opening Year Cumulative (2027) With Project - PM Peak Hour

| Intersection              |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|---------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 5.6                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                  | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations       |  |        |       |  |  |      |
| Traffic Vol, veh/h        | 71                                                                                | 1      | 2     | 1                                                                                 | 3                                                                                 | 42   |
| Future Vol, veh/h         | 71                                                                                | 1      | 2     | 1                                                                                 | 3                                                                                 | 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          | 73                                                                                | 73     | 73    | 73                                                                                | 73                                                                                | 73   |
| Heavy Vehicles, %         | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                 | 97                                                                                | 1      | 3     | 1                                                                                 | 4                                                                                 | 58   |
| Major/Minor               | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All      | 40                                                                                | 33     | 62    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                   | 33                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 7                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy             | 6.4                                                                               | 6.2    | 4.1   | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1       | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2       | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy            | 3.5                                                                               | 3.3    | 2.2   | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver        | 977                                                                               | 1046   | 1554  | -                                                                                 | -                                                                                 | -    |
| Stage 1                   | 995                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 1021                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %        |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver        | 975                                                                               | 1046   | 1554  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver        | 975                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                   | 993                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 1021                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                  | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s/v    | 9.1                                                                               | 4.88   |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                   | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt     | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)          | 1200                                                                              | -      | 976   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio        | 0.002                                                                             | -      | 0.101 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s/veh) | 7.3                                                                               | 0      | 9.1   | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS              | A                                                                                 | A      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)     | 0                                                                                 | -      | 0.3   | -                                                                                 | -                                                                                 |      |

Lanes, Volumes, Timings  
4: Navajo Rd. & Johnson Rd.

Opening Year Cumulative (2027) With Project - PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 689                                                                               | 160                                                                               | 42                                                                                | 1026                                                                              | 322                                                                               | 52                                                                                |
| Future Volume (vph)     | 689                                                                               | 160                                                                               | 42                                                                                | 1026                                                                              | 322                                                                               | 52                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Storage Length (ft)     |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 100                                                                               |
| Storage Lanes           |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |
| Taper Length (ft)       |                                                                                   |                                                                                   | 90                                                                                |                                                                                   | 90                                                                                |                                                                                   |
| Link Speed (mph)        | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                | 55                                                                                |                                                                                   |
| Link Distance (ft)      | 5327                                                                              |                                                                                   |                                                                                   | 1835                                                                              | 6664                                                                              |                                                                                   |
| Travel Time (s)         | 80.7                                                                              |                                                                                   |                                                                                   | 27.8                                                                              | 82.6                                                                              |                                                                                   |
| Peak Hour Factor        | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              | Stop                                                                              |                                                                                   |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
4: Navajo Rd. & Johnson Rd.

Opening Year Cumulative (2027) With Project - PM Peak Hour

| Intersection               |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
|----------------------------|-----------------------------------------------------------------------------------|------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------|
| Int Delay, s/veh           | 1419.4                                                                            |                        |        |                                                                                   |                                                                                   |                                |
| Movement                   | EBT                                                                               | EBR                    | WBL    | WBT                                                                               | NBL                                                                               | NBR                            |
| Lane Configurations        |  |                        |        |  |  |                                |
| Traffic Vol, veh/h         | 689                                                                               | 160                    | 42     | 1026                                                                              | 322                                                                               | 52                             |
| Future Vol, veh/h          | 689                                                                               | 160                    | 42     | 1026                                                                              | 322                                                                               | 52                             |
| 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           | 76                                                                                | 76                     | 76     | 76                                                                                | 76                                                                                | 76                             |
| Heavy Vehicles, %          | 0                                                                                 | 0                      | 0      | 0                                                                                 | 0                                                                                 | 0                              |
| Mvmt Flow                  | 907                                                                               | 211                    | 55     | 1350                                                                              | 424                                                                               | 68                             |
|                            |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
| Major/Minor                | Major1                                                                            | Major2                 | Minor1 |                                                                                   |                                                                                   |                                |
| Conflicting Flow All       | 0                                                                                 | 0                      | 1117   | 0                                                                                 | 2472                                                                              | 1012                           |
| Stage 1                    | -                                                                                 | -                      | -      | -                                                                                 | 1012                                                                              | -                              |
| Stage 2                    | -                                                                                 | -                      | -      | -                                                                                 | 1461                                                                              | -                              |
| Critical Hdwy              | -                                                                                 | -                      | 4.1    | -                                                                                 | 6.4                                                                               | 6.2                            |
| Critical Hdwy Stg 1        | -                                                                                 | -                      | -      | -                                                                                 | 5.4                                                                               | -                              |
| Critical Hdwy Stg 2        | -                                                                                 | -                      | -      | -                                                                                 | 5.4                                                                               | -                              |
| Follow-up Hdwy             | -                                                                                 | -                      | 2.2    | -                                                                                 | 3.5                                                                               | 3.3                            |
| Pot Cap-1 Maneuver         | -                                                                                 | -                      | 633    | -                                                                                 | ~ 34                                                                              | 293                            |
| Stage 1                    | -                                                                                 | -                      | -      | -                                                                                 | ~ 354                                                                             | -                              |
| Stage 2                    | -                                                                                 | -                      | -      | -                                                                                 | ~ 215                                                                             | -                              |
| Platoon blocked, %         | -                                                                                 | -                      | -      | -                                                                                 | -                                                                                 | -                              |
| Mov Cap-1 Maneuver         | -                                                                                 | -                      | 633    | -                                                                                 | ~ 22                                                                              | 293                            |
| Mov Cap-2 Maneuver         | -                                                                                 | -                      | -      | -                                                                                 | ~ 22                                                                              | -                              |
| Stage 1                    | -                                                                                 | -                      | -      | -                                                                                 | ~ 354                                                                             | -                              |
| Stage 2                    | -                                                                                 | -                      | -      | -                                                                                 | ~ 140                                                                             | -                              |
|                            |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
|                            |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
| Approach                   | EB                                                                                | WB                     |        | NB                                                                                |                                                                                   |                                |
| HCM Control Delay, s/v     | 0                                                                                 | 0.44                   |        | \$ 8693.38                                                                        |                                                                                   |                                |
| HCM LOS                    | F                                                                                 |                        |        |                                                                                   |                                                                                   |                                |
|                            |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
|                            |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
| Minor Lane/Major Mvmt      | NBLn1                                                                             | EBT                    | EBR    | WBL                                                                               | WBT                                                                               |                                |
| Capacity (veh/h)           | 25                                                                                | -                      | -      | 71                                                                                | -                                                                                 |                                |
| HCM Lane V/C Ratio         | 19.657                                                                            | -                      | -      | 0.087                                                                             | -                                                                                 |                                |
| HCM Control Delay (s/veh)  | \$ 8693.4                                                                         | -                      | -      | 11.2                                                                              | 0                                                                                 |                                |
| HCM Lane LOS               | F                                                                                 | -                      | -      | B                                                                                 | A                                                                                 |                                |
| HCM 95th %tile Q(veh)      | 61.4                                                                              | -                      | -      | 0.3                                                                               | -                                                                                 |                                |
| Notes                      |                                                                                   |                        |        |                                                                                   |                                                                                   |                                |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s |        | +: Computation Not Defined                                                        |                                                                                   | *: All major volume in platoon |

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - PM Peak Hour  
5: Dale Evans Pkwy. & Johnson Rd.

|                         |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 9                                                                                 | 775                                                                               | 87                                                                                | 313                                                                               | 1297                                                                              | 361                                                                               | 159                                                                                 | 111                                                                                 | 181                                                                                 | 263                                                                                 | 224                                                                                 | 17                                                                                  |
| Future Volume (vph)     | 9                                                                                 | 775                                                                               | 87                                                                                | 313                                                                               | 1297                                                                              | 361                                                                               | 159                                                                                 | 111                                                                                 | 181                                                                                 | 263                                                                                 | 224                                                                                 | 17                                                                                  |
| 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                                                                              |                                                                                   |                                                                                   | 5327                                                                              |                                                                                   |                                                                                     | 4005                                                                                |                                                                                     |                                                                                     | 1074                                                                                |                                                                                     |
| Travel Time (s)         |                                                                                   | 115.4                                                                             |                                                                                   |                                                                                   | 80.7                                                                              |                                                                                   |                                                                                     | 49.6                                                                                |                                                                                     |                                                                                     | 13.3                                                                                |                                                                                     |
| Peak Hour Factor        | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection              |        |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|--------|--|--|--|--|--|--|--|--|--|--|--|
| Intersection Delay, s/veh | 1371.8 |  |  |  |  |  |  |  |  |  |  |  |
| Intersection LOS          | F      |  |  |  |  |  |  |  |  |  |  |  |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    | ↕    | ↕    | ↕    | ↕    | ↕    | ↕    |      |
| Traffic Vol, veh/h  | 9    | 775  | 87   | 313  | 1297 | 361  | 159  | 111  | 181  | 263  | 224  | 17   |
| Future Vol, veh/h   | 9    | 775  | 87   | 313  | 1297 | 361  | 159  | 111  | 181  | 263  | 224  | 17   |
| Peak Hour Factor    | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow           | 11   | 969  | 109  | 391  | 1621 | 451  | 199  | 139  | 226  | 329  | 280  | 21   |
| 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, s/veh   | 1260.8 | 2059 | +  | 104.8 |
| HCM LOS                    | F      | F    | -  | F     |

| Lane                     | NBLn1 | NBLn2 | NBLn3 | EBLn1  | WBLn1  | WBLn2  | SBLn1  | SBLn2  |
|--------------------------|-------|-------|-------|--------|--------|--------|--------|--------|
| Vol Left, %              | 100%  | 0%    | 0%    | 1%     | 19%    | 0%     | 100%   | 0%     |
| Vol Thru, %              | 0%    | 100%  | 0%    | 89%    | 81%    | 0%     | 0%     | 93%    |
| Vol Right, %             | 0%    | 0%    | 100%  | 10%    | 0%     | 100%   | 0%     | 7%     |
| Sign Control             | Stop  | Stop  | Stop  | Stop   | Stop   | Stop   | Stop   | Stop   |
| Traffic Vol by Lane      | 159   | 111   | 181   | 871    | 1610   | 361    | 263    | 241    |
| LT Vol                   | 159   | 0     | 0     | 9      | 313    | 0      | 263    | 0      |
| Through Vol              | 0     | 111   | 0     | 775    | 1297   | 0      | 0      | 224    |
| RT Vol                   | 0     | 0     | 181   | 87     | 0      | 361    | 0      | 17     |
| Lane Flow Rate           | 199   | 139   | 226   | 1089   | 2013   | 451    | 329    | 301    |
| Geometry Grp             | 6     | 6     | 6     | 6      | 6      | 6      | 6      | 6      |
| Degree of Util (X)       | -     | -     | -     | 3.709  | 6.403  | 1.336  | 1.091  | 0.954  |
| Departure Headway (Hd)   | -     | -     | -     | 16.667 | 17.205 | 16.307 | 14.408 | 13.783 |
| Convergence, Y/N         | -     | -     | -     | Yes    | Yes    | Yes    | Yes    | Yes    |
| Cap                      | -     | -     | -     | 229    | 242    | 226    | 256    | 265    |
| Service Time             | -     | -     | -     | 14.367 | 14.905 | 14.007 | 12.108 | 11.483 |
| HCM Lane V/C Ratio       | -     | -     | -     | 4.755  | 8.318  | 1.996  | 1.285  | 1.136  |
| HCM Control Delay, s/veh | +     | +     | +     | 1260.8 | 2471.5 | 219.2  | 124.1  | 83.7   |
| HCM Lane LOS             | -     | -     | -     | F      | F      | F      | F      | F      |
| HCM 95th-tile Q          | -     | -     | -     | 77     | 144.8  | 16.1   | 11.6   | 8.9    |

| Notes                                                               |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------|--|--|--|--|--|--|--|--|
| HCM 7th Edition AWSC methodology error - negative departure headway |  |  |  |  |  |  |  |  |

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - PM Peak Hour  
 6: Stoddard Wells Rd. & Johnson Rd.

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 1470                                                                              | 3                                                                                 | 13                                                                                | 869                                                                               | 2                                                                                 | 29                                                                                |
| Future Volume (vph)     | 1470                                                                              | 3                                                                                 | 13                                                                                | 869                                                                               | 2                                                                                 | 29                                                                                |
| 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        | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



## Intersection

Int Delay, s/veh 1276.1

| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 1470                                                                              | 3    | 13                                                                                | 869  | 2    | 29                                                                                |
| Future Vol, veh/h        | 1470                                                                              | 3    | 13                                                                                | 869  | 2    | 29                                                                                |
| 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         | 67                                                                                | 67   | 67                                                                                | 67   | 67   | 67                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 2194                                                                              | 4    | 19                                                                                | 1297 | 3    | 43                                                                                |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 717    | 668    | 0      |
| Stage 1              | 668    | -      | -      |
| Stage 2              | 49     | -      | -      |
| Critical Hdwy        | 6.4    | 6.2    | -      |
| Critical Hdwy Stg 1  | 5.4    | -      | -      |
| Critical Hdwy Stg 2  | 5.4    | -      | -      |
| Follow-up Hdwy       | 3.5    | 3.3    | -      |
| Pot Cap-1 Maneuver   | ~ 399  | 462    | -      |
| Stage 1              | ~ 513  | -      | -      |
| Stage 2              | ~ 978  | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | ~ 397  | 462    | -      |
| Mov Cap-2 Maneuver   | ~ 397  | -      | -      |
| Stage 1              | ~ 513  | -      | -      |
| Stage 2              | ~ 973  | -      | -      |

| Approach             | WB      | NB | SB   |
|----------------------|---------|----|------|
| HCM Control Delay \$ | 2067.09 | 0  | 0.76 |
| HCM LOS              | F       |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1  | SBL   | SBT   |
|---------------------------|-----|-----------|-------|-------|
| Capacity (veh/h)          | -   | -         | 397   | 116   |
| HCM Lane V/C Ratio        | -   | -         | 5.538 | 0.006 |
| HCM Control Delay (s/veh) | -   | \$ 2067.1 | 11.8  | 0     |
| HCM Lane LOS              | -   | -         | F     | B     |
| HCM 95th %tile Q(veh)     | -   | -         | 228.8 | 0     |

## Notes

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - PM Peak Hour  
7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 5                                                                                 | 93                                                                                | 69                                                                                | 49                                                                                | 1544                                                                              | 61                                                                                | 4                                                                                   | 79                                                                                  | 39                                                                                  | 913                                                                                 | 0                                                                                   | 20                                                                                  |
| Future Volume (vph)     | 5                                                                                 | 93                                                                                | 69                                                                                | 49                                                                                | 1544                                                                              | 61                                                                                | 4                                                                                   | 79                                                                                  | 39                                                                                  | 913                                                                                 | 0                                                                                   | 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        | 0.68                                                                              | 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            |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection               |           |                                                                                   |      |                            |                                                                                   |                                |            |                                                                                   |      |             |                                                                                     |      |
|----------------------------|-----------|-----------------------------------------------------------------------------------|------|----------------------------|-----------------------------------------------------------------------------------|--------------------------------|------------|-----------------------------------------------------------------------------------|------|-------------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh           | 14907.8   |                                                                                   |      |                            |                                                                                   |                                |            |                                                                                   |      |             |                                                                                     |      |
| Movement                   | EBL       | EBT                                                                               | EBR  | WBL                        | WBT                                                                               | WBR                            | NBL        | NBT                                                                               | NBR  | SBL         | SBT                                                                                 | SBR  |
| Lane Configurations        |           |  |      |                            |  |                                |            |  |      |             |  |      |
| Traffic Vol, veh/h         | 5         | 93                                                                                | 69   | 49                         | 1544                                                                              | 61                             | 4          | 79                                                                                | 39   | 913         | 0                                                                                   | 20   |
| Future Vol, veh/h          | 5         | 93                                                                                | 69   | 49                         | 1544                                                                              | 61                             | 4          | 79                                                                                | 39   | 913         | 0                                                                                   | 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           | 68        | 68                                                                                | 68   | 68                         | 68                                                                                | 68                             | 68         | 68                                                                                | 68   | 68          | 68                                                                                  | 68   |
| Heavy Vehicles, %          | 0         | 0                                                                                 | 0    | 0                          | 0                                                                                 | 0                              | 0          | 0                                                                                 | 0    | 0           | 0                                                                                   | 0    |
| Mvmt Flow                  | 7         | 137                                                                               | 101  | 72                         | 2271                                                                              | 90                             | 6          | 116                                                                               | 57   | 1343        | 0                                                                                   | 29   |
|                            |           |                                                                                   |      |                            |                                                                                   |                                |            |                                                                                   |      |             |                                                                                     |      |
| Major/Minor                | Major1    |                                                                                   |      | Major2                     |                                                                                   |                                | Minor1     |                                                                                   |      | Minor2      |                                                                                     |      |
| Conflicting Flow All       | 2360      | 0                                                                                 | 0    | 238                        | 0                                                                                 | 0                              | 2617       | 2707                                                                              | 188  | 2669        | 2713                                                                                | 2315 |
| Stage 1                    | -         | -                                                                                 | -    | -                          | -                                                                                 | -                              | 202        | 202                                                                               | -    | 2460        | 2460                                                                                | -    |
| Stage 2                    | -         | -                                                                                 | -    | -                          | -                                                                                 | -                              | 2415       | 2504                                                                              | -    | 210         | 253                                                                                 | -    |
| Critical Hdwy              | 4.1       | -                                                                                 | -    | 4.1                        | -                                                                                 | -                              | 7.1        | 6.5                                                                               | 6.2  | 7.1         | 6.5                                                                                 | 6.2  |
| Critical Hdwy Stg 1        | -         | -                                                                                 | -    | -                          | -                                                                                 | -                              | 6.1        | 5.5                                                                               | -    | 6.1         | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2        | -         | -                                                                                 | -    | -                          | -                                                                                 | -                              | 6.1        | 5.5                                                                               | -    | 6.1         | 5.5                                                                                 | -    |
| Follow-up Hdwy             | 2.2       | -                                                                                 | -    | 2.2                        | -                                                                                 | -                              | 3.5        | 4                                                                                 | 3.3  | 3.5         | 4                                                                                   | 3.3  |
| Pot Cap-1 Maneuver         | 210       | -                                                                                 | -    | 1341                       | -                                                                                 | -                              | 16         | ~ 21                                                                              | 860  | ~ 15        | 21                                                                                  | 49   |
| Stage 1                    | -         | -                                                                                 | -    | -                          | -                                                                                 | -                              | 804        | 738                                                                               | -    | ~ 42        | 61                                                                                  | -    |
| Stage 2                    | -         | -                                                                                 | -    | -                          | -                                                                                 | -                              | 45         | ~ 58                                                                              | -    | ~ 797       | 701                                                                                 | -    |
| Platoon blocked, %         |           | -                                                                                 | -    |                            | -                                                                                 | -                              |            |                                                                                   |      |             |                                                                                     |      |
| Mov Cap-1 Maneuver         | 210       | -                                                                                 | -    | 1341                       | -                                                                                 | -                              | 6          | ~ 21                                                                              | 860  | ~ 13        | 20                                                                                  | 49   |
| Mov Cap-2 Maneuver         | -         | -                                                                                 | -    | -                          | -                                                                                 | -                              | 6          | ~ 21                                                                              | -    | ~ 13        | 20                                                                                  | -    |
| Stage 1                    | -         | -                                                                                 | -    | -                          | -                                                                                 | -                              | 771        | 708                                                                               | -    | ~ 42        | 61                                                                                  | -    |
| Stage 2                    | -         | -                                                                                 | -    | -                          | -                                                                                 | -                              | 18         | ~ 58                                                                              | -    | ~ 596       | 673                                                                                 | -    |
|                            |           |                                                                                   |      |                            |                                                                                   |                                |            |                                                                                   |      |             |                                                                                     |      |
| Approach                   | EB        |                                                                                   |      | WB                         |                                                                                   |                                | NB         |                                                                                   |      | SB          |                                                                                     |      |
| HCM Control Delay, s/v     | 0.68      |                                                                                   |      | 0.23                       |                                                                                   |                                | \$ 2831.17 |                                                                                   |      | \$ 45582.89 |                                                                                     |      |
| HCM LOS                    |           |                                                                                   |      |                            |                                                                                   |                                | F          |                                                                                   |      | F           |                                                                                     |      |
|                            |           |                                                                                   |      |                            |                                                                                   |                                |            |                                                                                   |      |             |                                                                                     |      |
| Minor Lane/Major Mvmt      | NBLn1     | EBL                                                                               | EBT  | EBR                        | WBL                                                                               | WBT                            | WBR        | SBLn1                                                                             |      |             |                                                                                     |      |
| Capacity (veh/h)           | 27        | 50                                                                                | -    | -                          | ~ 53                                                                              | -                              | -          | 14                                                                                |      |             |                                                                                     |      |
| HCM Lane V/C Ratio         | 6.654     | 0.035                                                                             | -    | -                          | 0.054                                                                             | -                              | -          | 401.103                                                                           |      |             |                                                                                     |      |
| HCM Control Delay (s/veh)  | \$ 2831.2 | 22.7                                                                              | 0    | -                          | 7.8                                                                               | 0                              | \$ 45582.9 |                                                                                   |      |             |                                                                                     |      |
| HCM Lane LOS               | F         | C                                                                                 | A    | -                          | A                                                                                 | A                              | -          | F                                                                                 |      |             |                                                                                     |      |
| HCM 95th %tile Q(veh)      | 22.1      | 0.1                                                                               | -    | -                          | 0.2                                                                               | -                              | -          | 172.8                                                                             |      |             |                                                                                     |      |
| Notes                      |           |                                                                                   |      |                            |                                                                                   |                                |            |                                                                                   |      |             |                                                                                     |      |
| ~: Volume exceeds capacity |           | \$: Delay exceeds 300s                                                            |      | +: Computation Not Defined |                                                                                   | *: All major volume in platoon |            |                                                                                   |      |             |                                                                                     |      |

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - PM Peak Hour  
 8: Stoddard Wells Rd. & Quarry Rd.



| Lane Group              | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      | ↰    | ↰    |      | ↰    |      |
| Traffic Volume (vph)    | 6    | 36   | 54   | 1515 | 130  | 2    |
| Future Volume (vph)     | 6    | 36   | 54   | 1515 | 130  | 2    |
| 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        | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Sign Control            |      | Free | Free |      | Stop |      |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 7th TWSC Opening Year Cumulative (2027) With Project - PM Peak Hour  
8: Stoddard Wells Rd. & Quarry Rd.

| Intersection                                                                                                         |        |                                                                                   |                                                                                   |           |                                                                                   |      |
|----------------------------------------------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh                                                                                                     | 28.4   |                                                                                   |                                                                                   |           |                                                                                   |      |
| Movement                                                                                                             | EBL    | EBT                                                                               | WBT                                                                               | WBR       | SBL                                                                               | SBR  |
| Lane Configurations                                                                                                  |        |  |  |           |  |      |
| Traffic Vol, veh/h                                                                                                   | 6      | 36                                                                                | 54                                                                                | 1515      | 130                                                                               | 2    |
| Future Vol, veh/h                                                                                                    | 6      | 36                                                                                | 54                                                                                | 1515      | 130                                                                               | 2    |
| 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                                                                                                     | 58     | 58                                                                                | 58                                                                                | 58        | 58                                                                                | 58   |
| Heavy Vehicles, %                                                                                                    | 0      | 0                                                                                 | 0                                                                                 | 0         | 0                                                                                 | 0    |
| Mvmt Flow                                                                                                            | 10     | 62                                                                                | 93                                                                                | 2612      | 224                                                                               | 3    |
| Major/Minor                                                                                                          | Major1 | Major2                                                                            |                                                                                   | Minor2    |                                                                                   |      |
| Conflicting Flow All                                                                                                 | 93     | 0                                                                                 | -                                                                                 | 0         | 1482                                                                              | 1399 |
| Stage 1                                                                                                              | -      | -                                                                                 | -                                                                                 | -         | 1399                                                                              | -    |
| Stage 2                                                                                                              | -      | -                                                                                 | -                                                                                 | -         | 83                                                                                | -    |
| Critical Hdwy                                                                                                        | 4.1    | -                                                                                 | -                                                                                 | -         | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1                                                                                                  | -      | -                                                                                 | -                                                                                 | -         | 5.4                                                                               | -    |
| Critical Hdwy Stg 2                                                                                                  | -      | -                                                                                 | -                                                                                 | -         | 5.4                                                                               | -    |
| Follow-up Hdwy                                                                                                       | 2.2    | -                                                                                 | -                                                                                 | -         | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver                                                                                                   | 1514   | -                                                                                 | -                                                                                 | -         | ~ 139                                                                             | 174  |
| Stage 1                                                                                                              | -      | -                                                                                 | -                                                                                 | -         | 231                                                                               | -    |
| Stage 2                                                                                                              | -      | -                                                                                 | -                                                                                 | -         | 946                                                                               | -    |
| Platoon blocked, %                                                                                                   |        | -                                                                                 | -                                                                                 | -         |                                                                                   |      |
| Mov Cap-1 Maneuver                                                                                                   | 1514   | -                                                                                 | -                                                                                 | -         | ~ 138                                                                             | 174  |
| Mov Cap-2 Maneuver                                                                                                   | -      | -                                                                                 | -                                                                                 | -         | ~ 138                                                                             | -    |
| Stage 1                                                                                                              | -      | -                                                                                 | -                                                                                 | -         | 229                                                                               | -    |
| Stage 2                                                                                                              | -      | -                                                                                 | -                                                                                 | -         | 946                                                                               | -    |
| Approach                                                                                                             | EB     | WB                                                                                |                                                                                   | SB        |                                                                                   |      |
| HCM Control Delay, s/v                                                                                               | 1.06   | 0                                                                                 |                                                                                   | \$ 374.69 |                                                                                   |      |
| HCM LOS                                                                                                              |        |                                                                                   |                                                                                   | F         |                                                                                   |      |
| Minor Lane/Major Mvmt                                                                                                | EBL    | EBT                                                                               | WBT                                                                               | WBR       | SBLn1                                                                             |      |
| Capacity (veh/h)                                                                                                     | 257    | -                                                                                 | -                                                                                 | -         | 139                                                                               |      |
| HCM Lane V/C Ratio                                                                                                   | 0.007  | -                                                                                 | -                                                                                 | -         | 1.64                                                                              |      |
| HCM Control Delay (s/veh)                                                                                            | 7.4    | 0                                                                                 | -                                                                                 | -         | \$ 374.7                                                                          |      |
| HCM Lane LOS                                                                                                         | A      | A                                                                                 | -                                                                                 | -         | F                                                                                 |      |
| HCM 95th %tile Q(veh)                                                                                                | 0      | -                                                                                 | -                                                                                 | -         | 16.3                                                                              |      |
| Notes                                                                                                                |        |                                                                                   |                                                                                   |           |                                                                                   |      |
| ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon |        |                                                                                   |                                                                                   |           |                                                                                   |      |

Lanes, Volumes, Timings  
9: Quarry Rd. & I-15 SB Ramps

Opening Year Cumulative (2027) With Project - PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 132                                                                               | 1                                                                                 | 1                                                                                 | 1520                                                                              | 1                                                                                 | 1                                                                                 |
| Future Volume (vph)     | 132                                                                               | 1                                                                                 | 1                                                                                 | 1520                                                                              | 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        | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              | 0.56                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control            | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

## 9: Quarry Rd. &amp; I-15 SB Ramps

## Intersection

Int Delay, s/veh 23.3

| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 132                                                                               | 1    | 1                                                                                 | 1520 | 1    | 1                                                                                 |
| Future Vol, veh/h        | 132                                                                               | 1    | 1                                                                                 | 1520 | 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         | 56                                                                                | 56   | 56                                                                                | 56   | 56   | 56                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 236                                                                               | 2    | 2                                                                                 | 2714 | 2    | 2                                                                                 |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1364   | 1359   | 0      |
| Stage 1              | 1359   | -      | -      |
| Stage 2              | 5      | -      | -      |
| Critical Hdwy        | 6.4    | 6.2    | -      |
| Critical Hdwy Stg 1  | 5.4    | -      | -      |
| Critical Hdwy Stg 2  | 5.4    | -      | -      |
| Follow-up Hdwy       | 3.5    | 3.3    | -      |
| Pot Cap-1 Maneuver   | ~ 164  | 184    | -      |
| Stage 1              | 241    | -      | -      |
| Stage 2              | 1023   | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | ~ 162  | 184    | -      |
| Mov Cap-2 Maneuver   | ~ 162  | -      | -      |
| Stage 1              | 241    | -      | -      |
| Stage 2              | 1011   | -      | -      |

| Approach                 | WB     | NB | SB    |
|--------------------------|--------|----|-------|
| HCM Control Delay, s/veh | 290.34 | 0  | 14.47 |
| HCM LOS                  | F      |    |       |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 162   | 152   |
| HCM Lane V/C Ratio        | -   | -        | 1.462 | 0.012 |
| HCM Control Delay (s/veh) | -   | -        | 290.3 | 28.9  |
| HCM Lane LOS              | -   | -        | F     | D     |
| HCM 95th %tile Q(veh)     | -   | -        | 15.2  | 0     |

## Notes

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - PM Peak Hour  
10: Dale Evans Pkwy. & Corwin Rd.

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (vph)    | 92                                                                                | 14                                                                                | 2                                                                                 | 48                                                                                | 39                                                                                | 32                                                                                | 3                                                                                  | 212                                                                                 | 25                                                                                  | 16                                                                                  | 418                                                                                 | 197                                                                                 |
| Future Volume (vph)     | 92                                                                                | 14                                                                                | 2                                                                                 | 48                                                                                | 39                                                                                | 32                                                                                | 3                                                                                  | 212                                                                                 | 25                                                                                  | 16                                                                                  | 418                                                                                 | 197                                                                                 |
| 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                                                                              |                                                                                   |                                                                                   | 3330                                                                              |                                                                                   |                                                                                    | 1135                                                                                |                                                                                     |                                                                                     | 747                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 17.0                                                                              |                                                                                   |                                                                                   | 41.3                                                                              |                                                                                   |                                                                                    | 14.1                                                                                |                                                                                     |                                                                                     | 9.3                                                                                 |                                                                                     |
| Peak Hour Factor        | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                               | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Sign Control            |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Intersection Summary    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Area Type:              | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Type:           | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



HCM 7th AWSC Opening Year Cumulative (2027) With Project - PM Peak Hour  
10: Dale Evans Pkwy. & Corwin Rd.

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 28.6 |
| Intersection LOS          | D    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 92   | 14   | 2    | 48   | 39   | 32   | 3    | 212  | 25   | 16   | 418  | 197  |
| Future Vol, veh/h   | 92   | 14   | 2    | 48   | 39   | 32   | 3    | 212  | 25   | 16   | 418  | 197  |
| Peak Hour Factor    | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow           | 99   | 15   | 2    | 52   | 42   | 34   | 3    | 228  | 27   | 17   | 449  | 212  |
| 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, s/veh   | 11.7 | 11.5 | 12.4 | 40.8 |
| HCM LOS                    | B    | B    | B    | E    |

| Lane                     | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|--------------------------|-------|-------|-------|-------|
| Vol Left, %              | 1%    | 85%   | 40%   | 3%    |
| Vol Thru, %              | 88%   | 13%   | 33%   | 66%   |
| Vol Right, %             | 10%   | 2%    | 27%   | 31%   |
| Sign Control             | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane      | 240   | 108   | 119   | 631   |
| LT Vol                   | 3     | 92    | 48    | 16    |
| Through Vol              | 212   | 14    | 39    | 418   |
| RT Vol                   | 25    | 2     | 32    | 197   |
| Lane Flow Rate           | 258   | 116   | 128   | 678   |
| Geometry Grp             | 1     | 1     | 1     | 1     |
| Degree of Util (X)       | 0.402 | 0.217 | 0.23  | 0.931 |
| Departure Headway (Hd)   | 5.611 | 6.734 | 6.468 | 4.94  |
| Convergence, Y/N         | Yes   | Yes   | Yes   | Yes   |
| Cap                      | 637   | 530   | 551   | 733   |
| Service Time             | 3.682 | 4.826 | 4.556 | 2.99  |
| HCM Lane V/C Ratio       | 0.405 | 0.219 | 0.232 | 0.925 |
| HCM Control Delay, s/veh | 12.4  | 11.7  | 11.5  | 40.8  |
| HCM Lane LOS             | B     | B     | B     | E     |
| HCM 95th-tile Q          | 1.9   | 0.8   | 0.9   | 13.1  |

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - PM Peak Hour  
 11: Dachshund Av. & Gustine Rd.

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 1                                                                                 | 21                                                                                | 51                                                                                | 1                                                                                 | 8                                                                                 | 38                                                                                |
| Future Volume (vph)     | 1                                                                                 | 21                                                                                | 51                                                                                | 1                                                                                 | 8                                                                                 | 38                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 45                                                                                |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                |
| Link Distance (ft)      | 1365                                                                              |                                                                                   | 225                                                                               |                                                                                   |                                                                                   | 1301                                                                              |
| Travel Time (s)         | 20.7                                                                              |                                                                                   | 3.4                                                                               |                                                                                   |                                                                                   | 19.7                                                                              |
| 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                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC Opening Year Cumulative (2027) With Project - PM Peak Hour  
11: Dachshund Av. & Gustine Rd.

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.1                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 1                                                                                 | 21   | 51                                                                                | 1    | 8    | 38                                                                                |
| Future Vol, veh/h        | 1                                                                                 | 21   | 51                                                                                | 1    | 8    | 38                                                                                |
| 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, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 1                                                                                 | 23   | 55                                                                                | 1    | 9    | 41                                                                                |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 115    | 56     | 0      | 0 | 57   |
| Stage 1              | 56     | -      | -      | - | -    |
| Stage 2              | 59     | -      | -      | - | -    |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1  |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -    |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2  |
| Pot Cap-1 Maneuver   | 887    | 1016   | -      | - | 1561 |
| Stage 1              | 972    | -      | -      | - | -    |
| Stage 2              | 969    | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 881    | 1016   | -      | - | 1561 |
| Mov Cap-2 Maneuver   | 881    | -      | -      | - | -    |
| Stage 1              | 972    | -      | -      | - | -    |
| Stage 2              | 963    | -      | -      | - | -    |

| Approach               | WB   | NB | SB   |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 8.65 | 0  | 1.27 |
| HCM LOS                | A    |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 1009  | 313   |
| HCM Lane V/C Ratio        | -   | -        | 0.024 | 0.006 |
| HCM Control Delay (s/veh) | -   | -        | 8.7   | 7.3   |
| HCM Lane LOS              | -   | -        | A     | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 0.1   | 0     |

Lanes, Volumes, Timings  
12: Dachshund Av. & Access 1

Opening Year Cumulative (2027) With Project - PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 17                                                                                | 19                                                                                | 32                                                                                | 7                                                                                 | 7                                                                                 | 31                                                                                |
| Future Volume (vph)     | 17                                                                                | 19                                                                                | 32                                                                                | 7                                                                                 | 7                                                                                 | 31                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 30                                                                                |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                |
| Link Distance (ft)      | 352                                                                               |                                                                                   | 891                                                                               |                                                                                   |                                                                                   | 225                                                                               |
| Travel Time (s)         | 8.0                                                                               |                                                                                   | 13.5                                                                              |                                                                                   |                                                                                   | 3.4                                                                               |
| 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 7th TWSC  
12: Dachshund Av. & Access 1

Opening Year Cumulative (2027) With Project - PM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 3.3                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 17                                                                                | 19   | 32                                                                                | 7    | 7    | 31                                                                                |
| Future Vol, veh/h        | 17                                                                                | 19   | 32                                                                                | 7    | 7    | 31                                                                                |
| 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, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 18                                                                                | 21   | 35                                                                                | 8    | 8    | 34                                                                                |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 88     | 39     | 0      | 0 | 42   |
| Stage 1              | 39     | -      | -      | - | -    |
| Stage 2              | 49     | -      | -      | - | -    |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1  |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -    |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2  |
| Pot Cap-1 Maneuver   | 918    | 1039   | -      | - | 1580 |
| Stage 1              | 989    | -      | -      | - | -    |
| Stage 2              | 979    | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 914    | 1039   | -      | - | 1580 |
| Mov Cap-2 Maneuver   | 914    | -      | -      | - | -    |
| Stage 1              | 989    | -      | -      | - | -    |
| Stage 2              | 974    | -      | -      | - | -    |

| Approach               | WB   | NB | SB   |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 8.84 | 0  | 1.34 |
| HCM LOS                | A    |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL  | SBT   |
|---------------------------|-----|----------|------|-------|
| Capacity (veh/h)          | -   | -        | 976  | 332   |
| HCM Lane V/C Ratio        | -   | -        | 0.04 | 0.005 |
| HCM Control Delay (s/veh) | -   | -        | 8.8  | 7.3   |
| HCM Lane LOS              | -   | -        | A    | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 0.1  | 0     |

Lanes, Volumes, Timings  
13: Dachshund Av. & Access 2

Opening Year Cumulative (2027) With Project - PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 27                                                                                | 9                                                                                 | 30                                                                                | 11                                                                                | 4                                                                                 | 44                                                                                |
| Future Volume (vph)     | 27                                                                                | 9                                                                                 | 30                                                                                | 11                                                                                | 4                                                                                 | 44                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 30                                                                                |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                |
| Link Distance (ft)      | 362                                                                               |                                                                                   | 283                                                                               |                                                                                   |                                                                                   | 891                                                                               |
| Travel Time (s)         | 8.2                                                                               |                                                                                   | 4.3                                                                               |                                                                                   |                                                                                   | 13.5                                                                              |
| 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                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
13: Dachshund Av. & Access 2

Opening Year Cumulative (2027) With Project - PM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.8                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 27                                                                                | 9    | 30                                                                                | 11   | 4    | 44                                                                                |
| Future Vol, veh/h        | 27                                                                                | 9    | 30                                                                                | 11   | 4    | 44                                                                                |
| 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, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 29                                                                                | 10   | 33                                                                                | 12   | 4    | 48                                                                                |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 95     | 39     | 0      | 0 | 45   |
| Stage 1              | 39     | -      | -      | - | -    |
| Stage 2              | 57     | -      | -      | - | -    |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1  |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -    |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2  |
| Pot Cap-1 Maneuver   | 909    | 1039   | -      | - | 1577 |
| Stage 1              | 989    | -      | -      | - | -    |
| Stage 2              | 971    | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 907    | 1039   | -      | - | 1577 |
| Mov Cap-2 Maneuver   | 907    | -      | -      | - | -    |
| Stage 1              | 989    | -      | -      | - | -    |
| Stage 2              | 968    | -      | -      | - | -    |

| Approach               | WB   | NB | SB   |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 9.01 | 0  | 0.61 |
| HCM LOS                | A    |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 937   | 150   |
| HCM Lane V/C Ratio        | -   | -        | 0.042 | 0.003 |
| HCM Control Delay (s/veh) | -   | -        | 9     | 7.3   |
| HCM Lane LOS              | -   | -        | A     | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 0.1   | 0     |

Lanes, Volumes, Timings Opening Year Cumulative (2027) With Project - PM Peak Hour  
 14: Dakota Av./Dachshund Av. & Fresno Rd.

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (vph)    | 1                                                                                 | 1                                                                                 | 41                                                                                | 1                                                                                 | 1                                                                                 | 71                                                                                |
| Future Volume (vph)     | 1                                                                                 | 1                                                                                 | 41                                                                                | 1                                                                                 | 1                                                                                 | 71                                                                                |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 45                                                                                |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                |
| Link Distance (ft)      | 1354                                                                              |                                                                                   | 1769                                                                              |                                                                                   |                                                                                   | 283                                                                               |
| Travel Time (s)         | 20.5                                                                              |                                                                                   | 26.8                                                                              |                                                                                   |                                                                                   | 4.3                                                                               |
| 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 7th TWSC Opening Year Cumulative (2027) With Project - PM Peak Hour  
14: Dakota Av./Dachshund Av. & Fresno Rd.

| Intersection              |                                                                                   |          |                                                                                   |        |      |                                                                                   |
|---------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh          | 0.2                                                                               |          |                                                                                   |        |      |                                                                                   |
| Movement                  | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL  | SBT                                                                               |
| Lane Configurations       |  |          |  |        |      |  |
| Traffic Vol, veh/h        | 1                                                                                 | 1        | 41                                                                                | 1      | 1    | 71                                                                                |
| Future Vol, veh/h         | 1                                                                                 | 1        | 41                                                                                | 1      | 1    | 71                                                                                |
| 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, %         | 0                                                                                 | 0        | 0                                                                                 | 0      | 0    | 0                                                                                 |
| Mvmt Flow                 | 1                                                                                 | 1        | 45                                                                                | 1      | 1    | 77                                                                                |
| Major/Minor               | Minor1                                                                            | Major1   |                                                                                   | Major2 |      |                                                                                   |
| Conflicting Flow All      | 124                                                                               | 45       | 0                                                                                 | 0      | 46   | 0                                                                                 |
| Stage 1                   | 45                                                                                | -        | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                   | 79                                                                                | -        | -                                                                                 | -      | -    | -                                                                                 |
| Critical Hdwy             | 6.4                                                                               | 6.2      | -                                                                                 | -      | 4.1  | -                                                                                 |
| Critical Hdwy Stg 1       | 5.4                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Critical Hdwy Stg 2       | 5.4                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Follow-up Hdwy            | 3.5                                                                               | 3.3      | -                                                                                 | -      | 2.2  | -                                                                                 |
| Pot Cap-1 Maneuver        | 875                                                                               | 1030     | -                                                                                 | -      | 1575 | -                                                                                 |
| Stage 1                   | 983                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                   | 949                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Platoon blocked, %        |                                                                                   |          | -                                                                                 | -      |      | -                                                                                 |
| Mov Cap-1 Maneuver        | 875                                                                               | 1030     | -                                                                                 | -      | 1575 | -                                                                                 |
| Mov Cap-2 Maneuver        | 875                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Stage 1                   | 983                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                   | 948                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Approach                  | WB                                                                                | NB       |                                                                                   | SB     |      |                                                                                   |
| HCM Control Delay, s/v    | 8.81                                                                              | 0        |                                                                                   | 0.1    |      |                                                                                   |
| HCM LOS                   | A                                                                                 |          |                                                                                   |        |      |                                                                                   |
| Minor Lane/Major Mvmt     | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT  |                                                                                   |
| Capacity (veh/h)          | -                                                                                 | - 946    |                                                                                   | 25     | -    |                                                                                   |
| HCM Lane V/C Ratio        | -                                                                                 | - 0.002  |                                                                                   | 0.001  | -    |                                                                                   |
| HCM Control Delay (s/veh) | -                                                                                 | - 8.8    |                                                                                   | 7.3    | 0    |                                                                                   |
| HCM Lane LOS              | -                                                                                 | - A      |                                                                                   | A      | A    |                                                                                   |
| HCM 95th %tile Q(veh)     | -                                                                                 | - 0      |                                                                                   | 0      | -    |                                                                                   |

Lanes, Volumes, Timings  
15: Ramona Rd. & Gustine Rd.

Opening Year Cumulative (2027) With Project - PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 0                                                                                 | 8                                                                                 | 21                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Future Volume (vph)     | 0                                                                                 | 8                                                                                 | 21                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                | 30                                                                                |                                                                                   |
| Link Distance (ft)      | 1365                                                                              |                                                                                   |                                                                                   | 207                                                                               | 165                                                                               |                                                                                   |
| Travel Time (s)         | 20.7                                                                              |                                                                                   |                                                                                   | 3.1                                                                               | 3.8                                                                               |                                                                                   |
| 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                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
15: Ramona Rd. & Gustine Rd.

Opening Year Cumulative (2027) With Project - PM Peak Hour

| Intersection              |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|---------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 7.3                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                  | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations       |  |        |       |  |  |      |
| Traffic Vol, veh/h        | 0                                                                                 | 8      | 21    | 0                                                                                 | 0                                                                                 | 0    |
| Future Vol, veh/h         | 0                                                                                 | 8      | 21    | 0                                                                                 | 0                                                                                 | 0    |
| 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, %         | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                 | 0                                                                                 | 9      | 23    | 0                                                                                 | 0                                                                                 | 0    |
| Major/Minor               | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All      | 47                                                                                | 1      | 1     | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                   | 1                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 46                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy             | 6.4                                                                               | 6.2    | 4.1   | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1       | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2       | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy            | 3.5                                                                               | 3.3    | 2.2   | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver        | 968                                                                               | 1089   | 1635  | -                                                                                 | -                                                                                 | -    |
| Stage 1                   | 1027                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 982                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %        |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver        | 955                                                                               | 1089   | 1635  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver        | 955                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                   | 1013                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 982                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                  | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s/v    | 8.33                                                                              | 7.23   |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                   | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt     | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)          | 1635                                                                              | -      | 1089  | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio        | 0.014                                                                             | -      | 0.008 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s/veh) | 7.2                                                                               | 0      | 8.3   | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS              | A                                                                                 | A      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)     | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |      |

Lanes, Volumes, Timings  
16: Ramona Rd. & Access 3

Opening Year Cumulative (2027) With Project - PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 18                                                                                | 6                                                                                 | 2                                                                                 | 3                                                                                 | 1                                                                                 | 7                                                                                 |
| Future Volume (vph)     | 18                                                                                | 6                                                                                 | 2                                                                                 | 3                                                                                 | 1                                                                                 | 7                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 30                                                                                |                                                                                   |                                                                                   | 45                                                                                | 45                                                                                |                                                                                   |
| Link Distance (ft)      | 342                                                                               |                                                                                   |                                                                                   | 891                                                                               | 207                                                                               |                                                                                   |
| Travel Time (s)         | 7.8                                                                               |                                                                                   |                                                                                   | 13.5                                                                              | 3.1                                                                               |                                                                                   |
| 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 7th TWSC  
16: Ramona Rd. & Access 3

Opening Year Cumulative (2027) With Project - PM Peak Hour

| Intersection              |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|---------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh          | 6                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Movement                  | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations       |  |        |       |  |  |      |
| Traffic Vol, veh/h        | 18                                                                                | 6      | 2     | 3                                                                                 | 1                                                                                 | 7    |
| Future Vol, veh/h         | 18                                                                                | 6      | 2     | 3                                                                                 | 1                                                                                 | 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          | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %         | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                 | 20                                                                                | 7      | 2     | 3                                                                                 | 1                                                                                 | 8    |
| Major/Minor               | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All      | 13                                                                                | 5      | 9     | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                   | 5                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 8                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy             | 6.4                                                                               | 6.2    | 4.1   | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1       | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2       | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy            | 3.5                                                                               | 3.3    | 2.2   | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver        | 1012                                                                              | 1084   | 1625  | -                                                                                 | -                                                                                 | -    |
| Stage 1                   | 1023                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 1021                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %        |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver        | 1011                                                                              | 1084   | 1625  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver        | 1011                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                   | 1022                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                   | 1021                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                  | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s/v    | 8.59                                                                              | 2.89   |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                   | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt     | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)          | 720                                                                               | -      | 1028  | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio        | 0.001                                                                             | -      | 0.025 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s/veh) | 7.2                                                                               | 0      | 8.6   | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS              | A                                                                                 | A      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)     | 0                                                                                 | -      | 0.1   | -                                                                                 | -                                                                                 |      |

Lanes, Volumes, Timings  
17: Ramona Rd. & Access 4

Opening Year Cumulative (2027) With Project - PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |                                                                                   |                                                                                   |  |  |                                                                                   |
| Traffic Volume (vph)    | 3                                                                                 | 21                                                                                | 8                                                                                 | 2                                                                                 | 6                                                                                 | 1                                                                                 |
| Future Volume (vph)     | 3                                                                                 | 21                                                                                | 8                                                                                 | 2                                                                                 | 6                                                                                 | 1                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Link Speed (mph)        | 30                                                                                |                                                                                   |                                                                                   | 45                                                                                | 45                                                                                |                                                                                   |
| Link Distance (ft)      | 367                                                                               |                                                                                   |                                                                                   | 285                                                                               | 891                                                                               |                                                                                   |
| Travel Time (s)         | 8.3                                                                               |                                                                                   |                                                                                   | 4.3                                                                               | 13.5                                                                              |                                                                                   |
| 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                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
17: Ramona Rd. & Access 4

Opening Year Cumulative (2027) With Project - PM Peak Hour

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 6.4                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 3                                                                                 | 21   | 8    | 2                                                                                 | 6                                                                                 | 1    |
| Future Vol, veh/h        | 3                                                                                 | 21   | 8    | 2                                                                                 | 6                                                                                 | 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         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 3                                                                                 | 23   | 9    | 2                                                                                 | 7                                                                                 | 1    |

| Major/Minor          | Minor2 | Major1 |      | Major2 |   |   |
|----------------------|--------|--------|------|--------|---|---|
| Conflicting Flow All | 27     | 7      | 8    | 0      | - | 0 |
| Stage 1              | 7      | -      | -    | -      | - | - |
| Stage 2              | 20     | -      | -    | -      | - | - |
| Critical Hdwy        | 6.4    | 6.2    | 4.1  | -      | - | - |
| Critical Hdwy Stg 1  | 5.4    | -      | -    | -      | - | - |
| Critical Hdwy Stg 2  | 5.4    | -      | -    | -      | - | - |
| Follow-up Hdwy       | 3.5    | 3.3    | 2.2  | -      | - | - |
| Pot Cap-1 Maneuver   | 994    | 1081   | 1626 | -      | - | - |
| Stage 1              | 1021   | -      | -    | -      | - | - |
| Stage 2              | 1008   | -      | -    | -      | - | - |
| Platoon blocked, %   |        |        |      | -      | - | - |
| Mov Cap-1 Maneuver   | 988    | 1081   | 1626 | -      | - | - |
| Mov Cap-2 Maneuver   | 988    | -      | -    | -      | - | - |
| Stage 1              | 1016   | -      | -    | -      | - | - |
| Stage 2              | 1008   | -      | -    | -      | - | - |

| Approach               | EB   | NB   | SB |
|------------------------|------|------|----|
| HCM Control Delay, s/v | 8.45 | 5.78 | 0  |
| HCM LOS                | A    |      |    |

| Minor Lane/Major Mvmt     | NBL   | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)          | 1440  | -   | 1069  | -   | -   |
| HCM Lane V/C Ratio        | 0.005 | -   | 0.024 | -   | -   |
| HCM Control Delay (s/veh) | 7.2   | 0   | 8.5   | -   | -   |
| HCM Lane LOS              | A     | A   | A     | -   | -   |
| HCM 95th %tile Q(veh)     | 0     | -   | 0.1   | -   | -   |

**APPENDIX 5.3: OPENING YEAR CUMULATIVE (2027) WITHOUT  
PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS  
WORKSHEETS**



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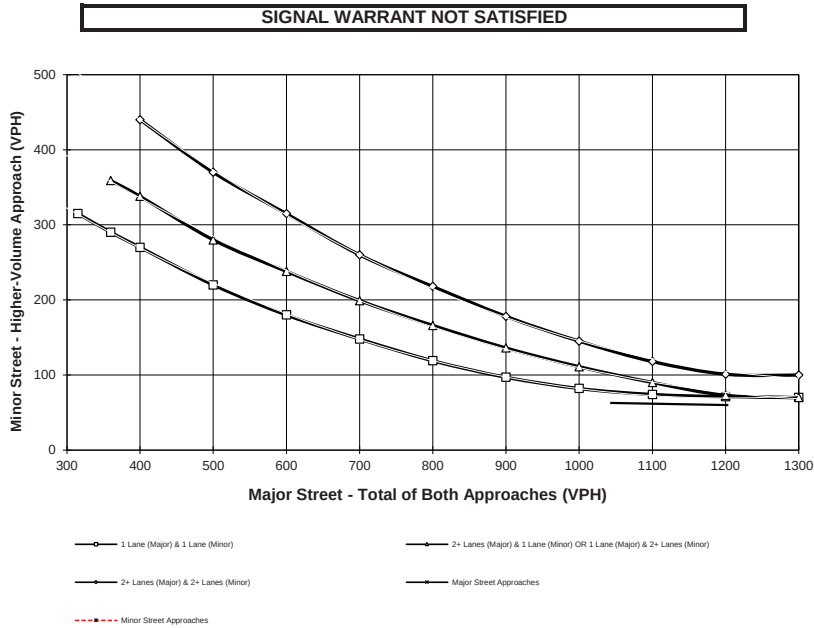
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Corwin Rd. Total of Both Approaches (VPH) = 34  
Number of Approach Lanes Major Street = 1

Minor Street Name = Dakota Av. High Volume Approach (VPH) = 8  
Number of Approach Lanes Minor Street = 1



\*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

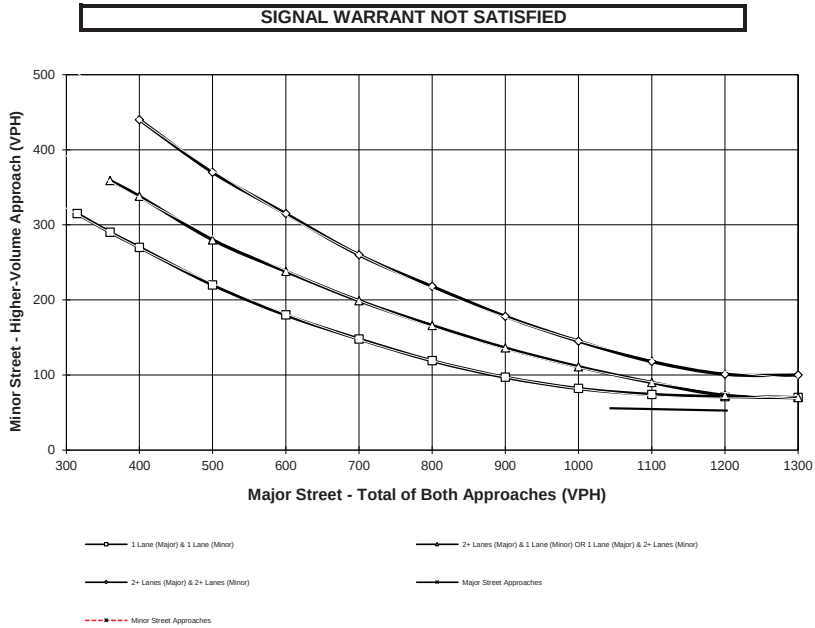
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Corwin Rd. Total of Both Approaches (VPH) = 49  
Number of Approach Lanes Major Street = 1

Minor Street Name = Dakota Av. High Volume Approach (VPH) = 27  
Number of Approach Lanes Minor Street = 1



\*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

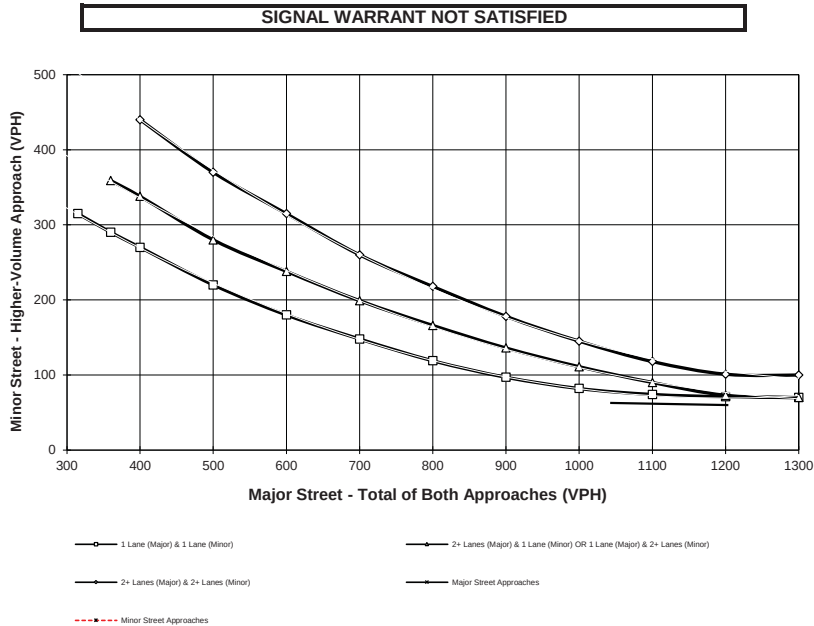
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Ramona Rd. Total of Both Approaches (VPH) = 2  
Number of Approach Lanes Major Street = 1

Minor Street Name = Fresno Rd. High Volume Approach (VPH) = 1  
Number of Approach Lanes Minor Street = 1



\*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

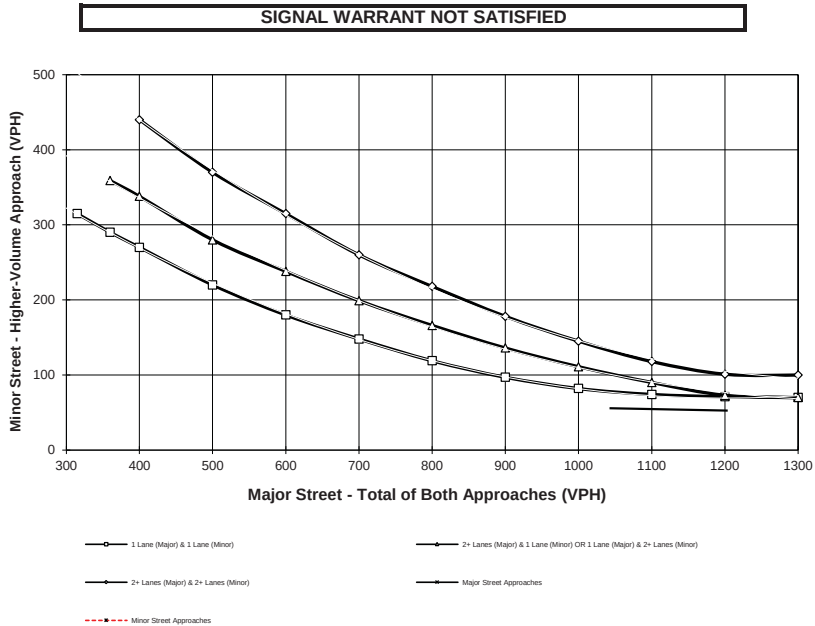
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Ramona Rd. Total of Both Approaches (VPH) = 2  
Number of Approach Lanes Major Street = 1

Minor Street Name = Fresno Rd. High Volume Approach (VPH) = 2  
Number of Approach Lanes Minor Street = 1



\*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

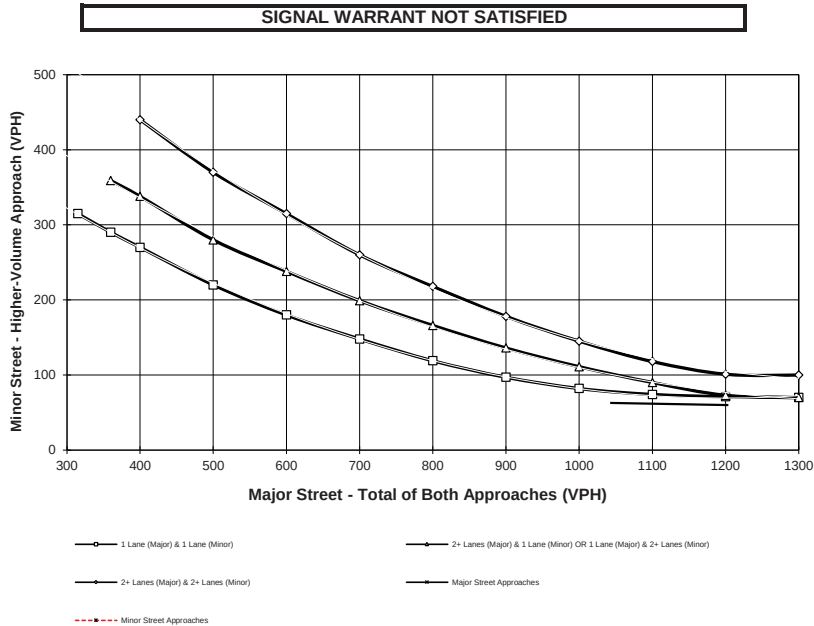
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Navajo Rd. Total of Both Approaches (VPH) = 11  
Number of Approach Lanes Major Street = 1

Minor Street Name = Altadena St. High Volume Approach (VPH) = 9  
Number of Approach Lanes Minor Street = 1



\*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

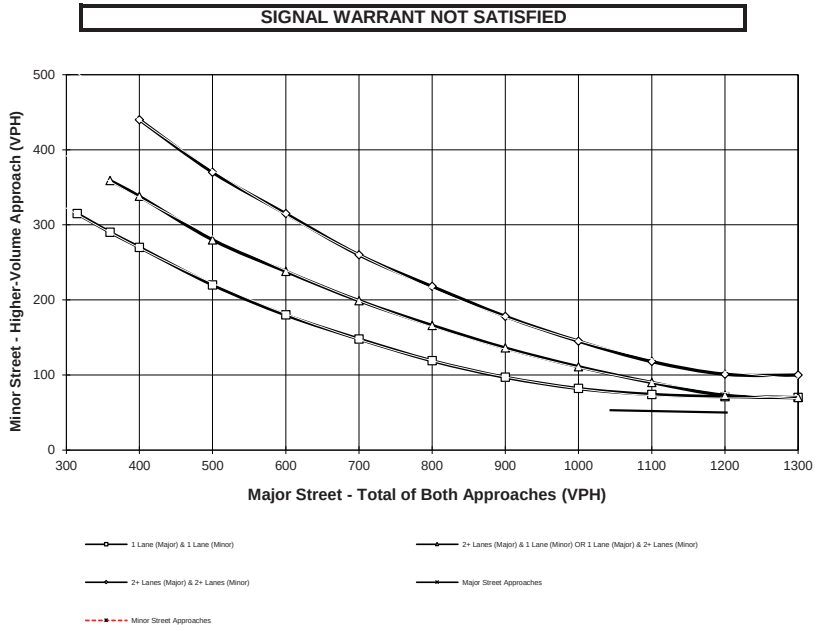
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Navajo Rd. Total of Both Approaches (VPH) = 29  
Number of Approach Lanes Major Street = 1

Minor Street Name = Altadena St. High Volume Approach (VPH) = 22  
Number of Approach Lanes Minor Street = 1



\*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

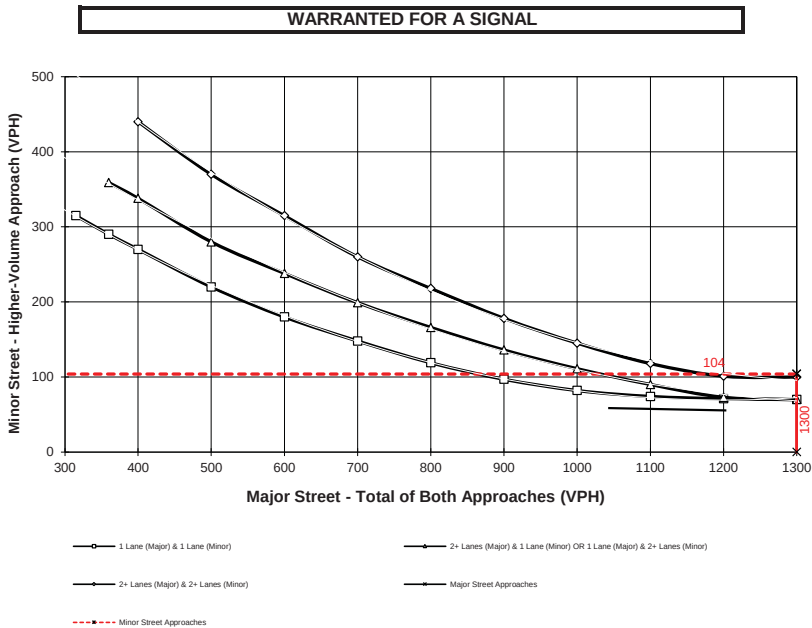
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Johnson Rd. Total of Both Approaches (VPH) = 2,041  
Number of Approach Lanes Major Street = 1

Minor Street Name = Navajo Rd. High Volume Approach (VPH) = 104  
Number of Approach Lanes Minor Street = 1



\*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

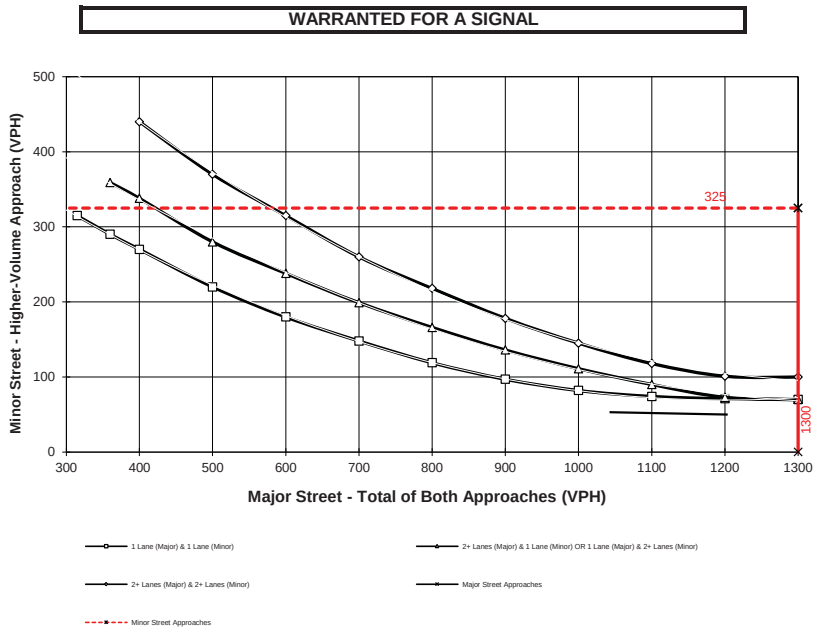
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Johnson Rd. Total of Both Approaches (VPH) = 1,984  
Number of Approach Lanes Major Street = 1

Minor Street Name = Navajo Rd. High Volume Approach (VPH) = 325  
Number of Approach Lanes Minor Street = 1



\*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

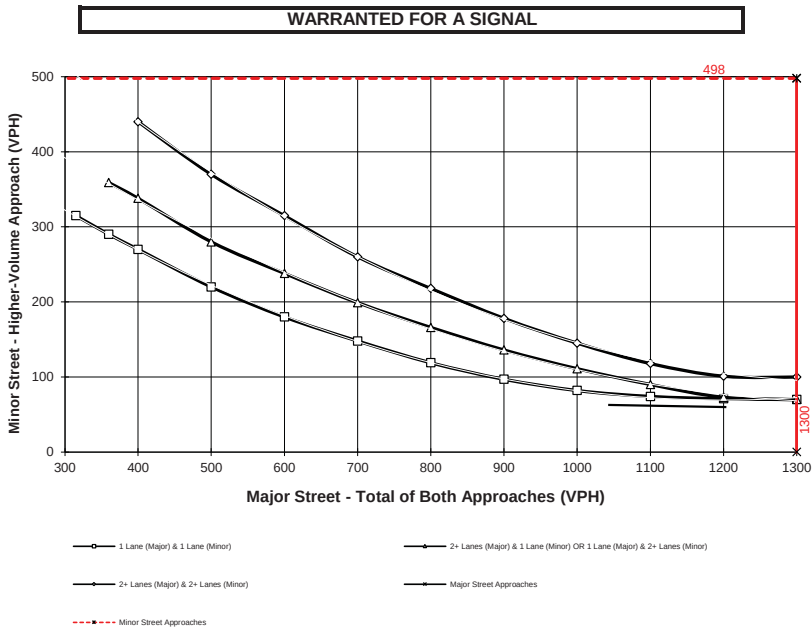
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Stoddard Wells Rd. Total of Both Approaches (VPH) = 1,403  
Number of Approach Lanes Major Street = 1

Minor Street Name = Johnson Rd. High Volume Approach (VPH) = 498  
Number of Approach Lanes Minor Street = 1



\*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

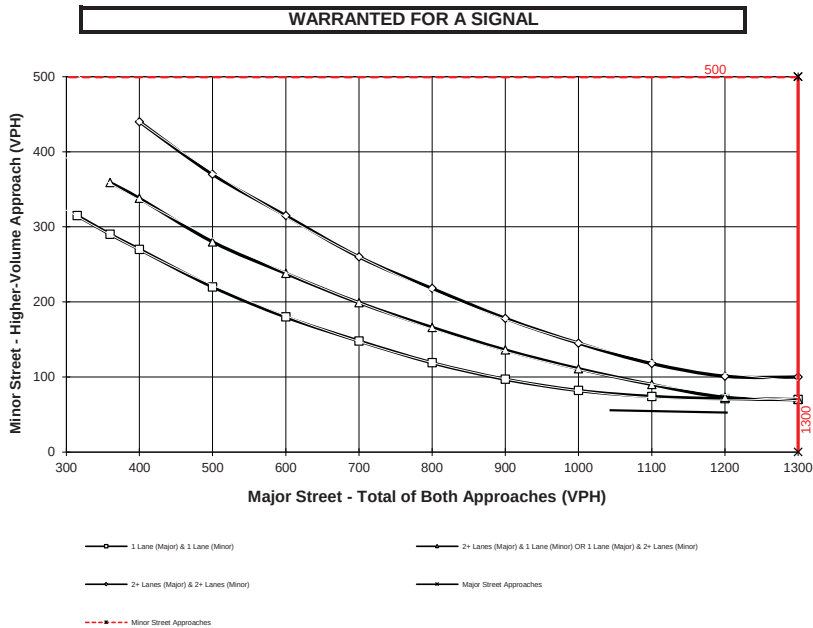
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Johnson Rd. Total of Both Approaches (VPH) = 1,413  
Number of Approach Lanes Major Street = 1

Minor Street Name = Stoddard Wells Rd. High Volume Approach (VPH) = 858  
Number of Approach Lanes Minor Street = 1



\*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

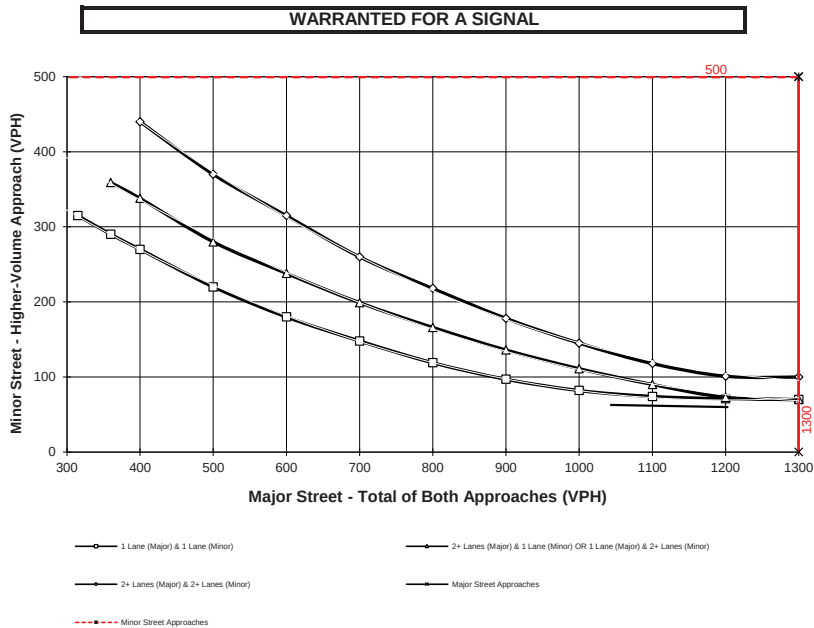
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = I-15 NB Ramps - Outer Hwy. 15 Total of Both Approaches (VPH) = 1,477  
Number of Approach Lanes Major Street = 1

Minor Street Name = Stoddard Wells Rd. High Volume Approach (VPH) = 695  
Number of Approach Lanes Minor Street = 1



\*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

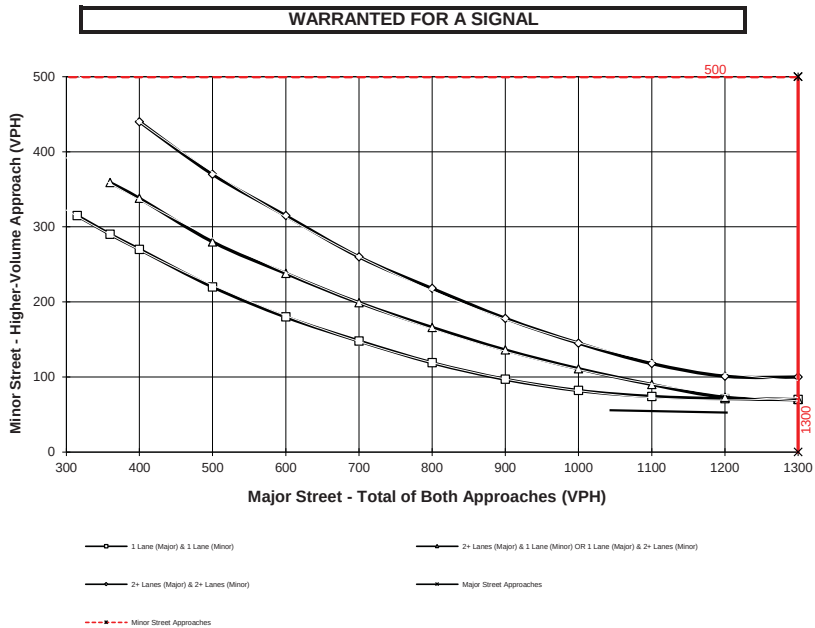
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Stoddard Wells Rd. Total of Both Approaches (VPH) = 1,761  
Number of Approach Lanes Major Street = 1

Minor Street Name = I-15 NB Ramps - Outer Hwy. 15 High Volume Approach (VPH) = 909  
Number of Approach Lanes Minor Street = 1



\*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

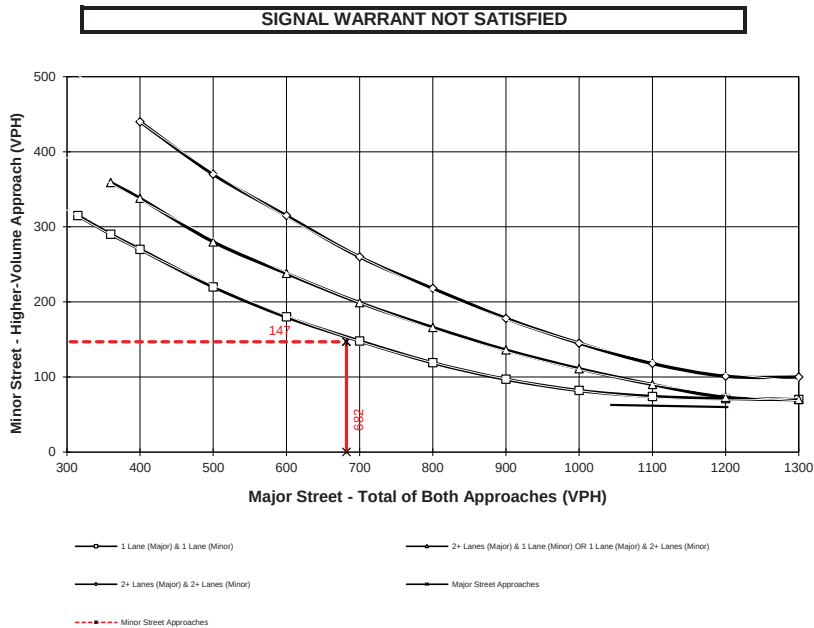
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Stoddard Wells Rd. Total of Both Approaches (VPH) = 682  
Number of Approach Lanes Major Street = 1

Minor Street Name = Quarry Rd. High Volume Approach (VPH) = 147  
Number of Approach Lanes Minor Street = 1



\*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

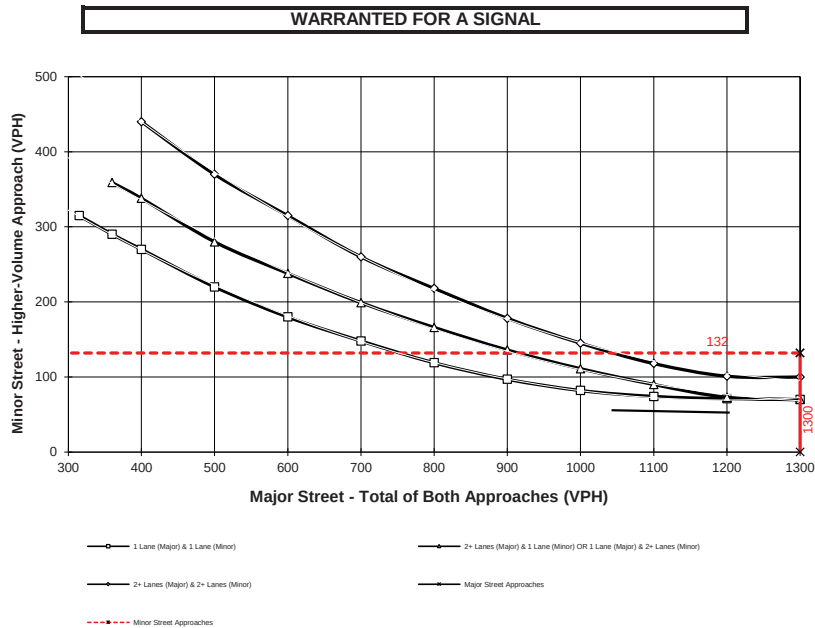
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Stoddard Wells Rd. Total of Both Approaches (VPH) = 1,551  
Number of Approach Lanes Major Street = 1

Minor Street Name = Quarry Rd. High Volume Approach (VPH) = 132  
Number of Approach Lanes Minor Street = 1



\*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



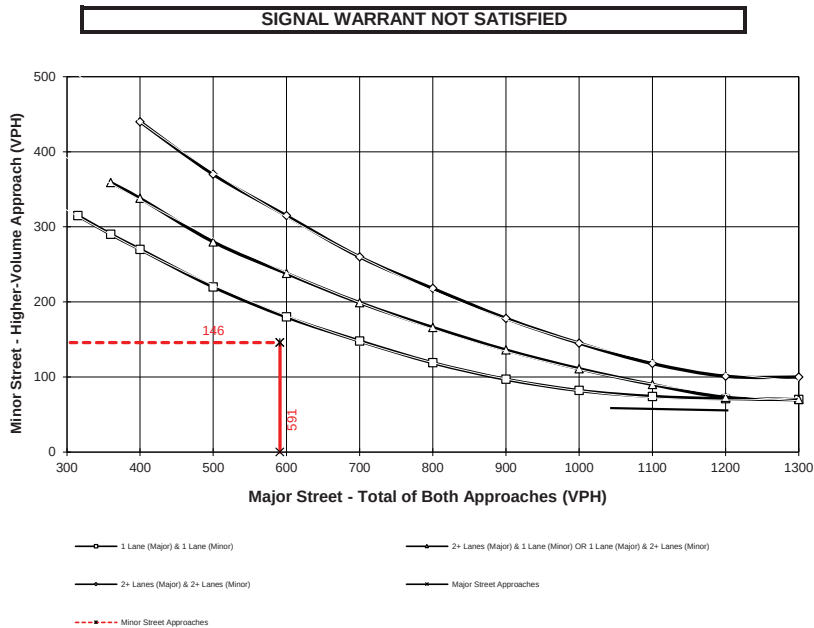
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Quarry Rd. Total of Both Approaches (VPH) = 591  
Number of Approach Lanes Major Street = 1

Minor Street Name = I-15 SB Ramps High Volume Approach (VPH) = 146  
Number of Approach Lanes Minor Street = 1



\*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

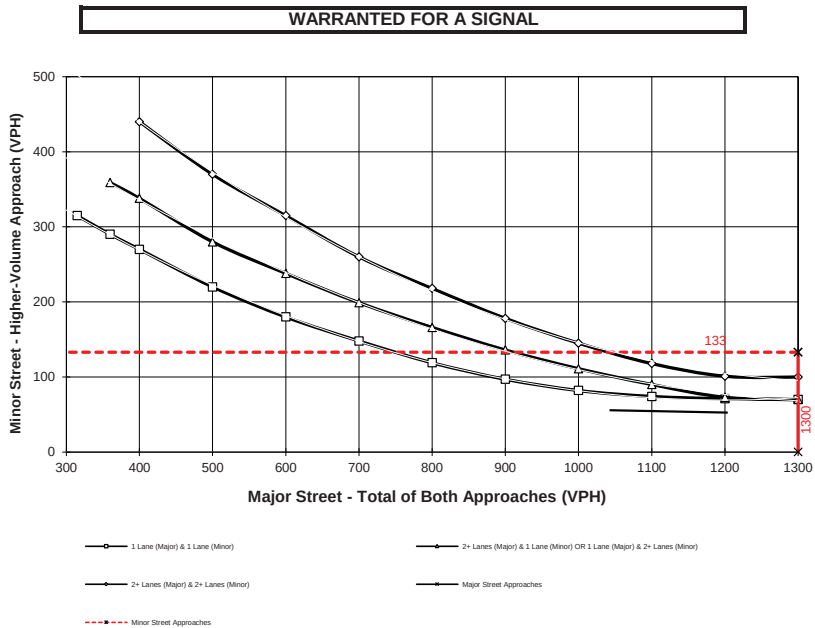
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Quarry Rd. Total of Both Approaches (VPH) = 1,463  
Number of Approach Lanes Major Street = 1

Minor Street Name = I-15 SB Ramps High Volume Approach (VPH) = 133  
Number of Approach Lanes Minor Street = 1



\*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

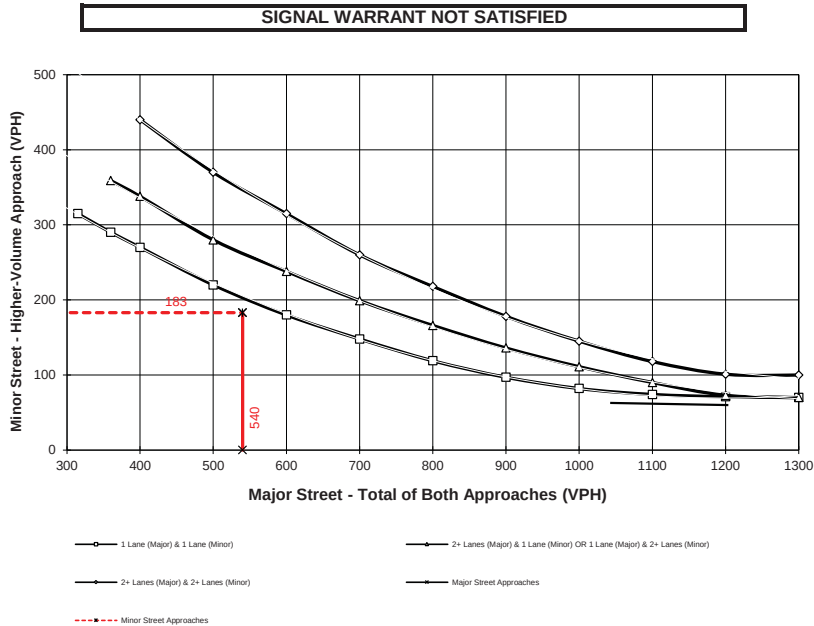
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Dale Evans Pkwy. Total of Both Approaches (VPH) = 540  
Number of Approach Lanes Major Street = 1

Minor Street Name = Corwin Rd. High Volume Approach (VPH) = 183  
Number of Approach Lanes Minor Street = 1



\*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

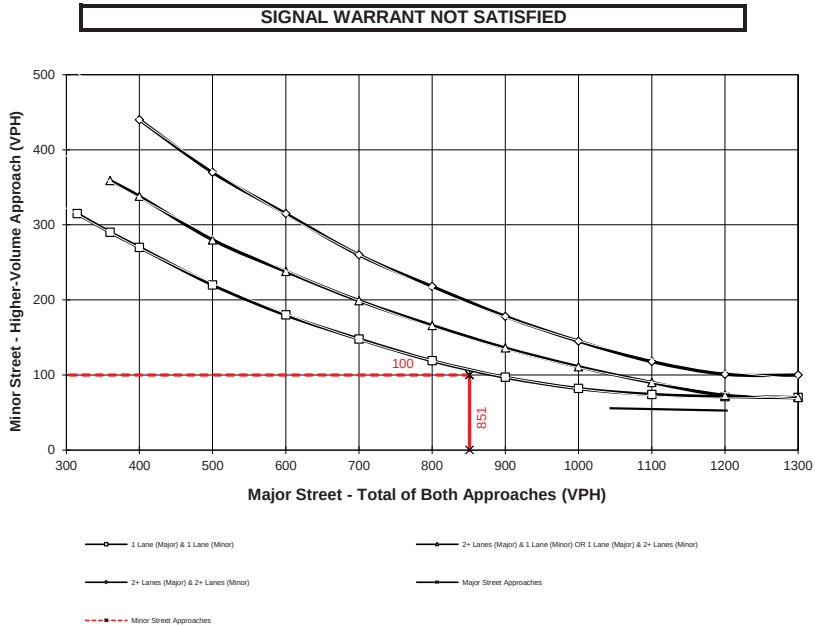
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(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 = Dale Evans Pkwy. Total of Both Approaches (VPH) = 851  
Number of Approach Lanes Major Street = 1

Minor Street Name = Corwin Rd. High Volume Approach (VPH) = 100  
Number of Approach Lanes Minor Street = 1



\*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

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## **APPENDIX 5.4: OPENING YEAR CUMULATIVE (2027) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**

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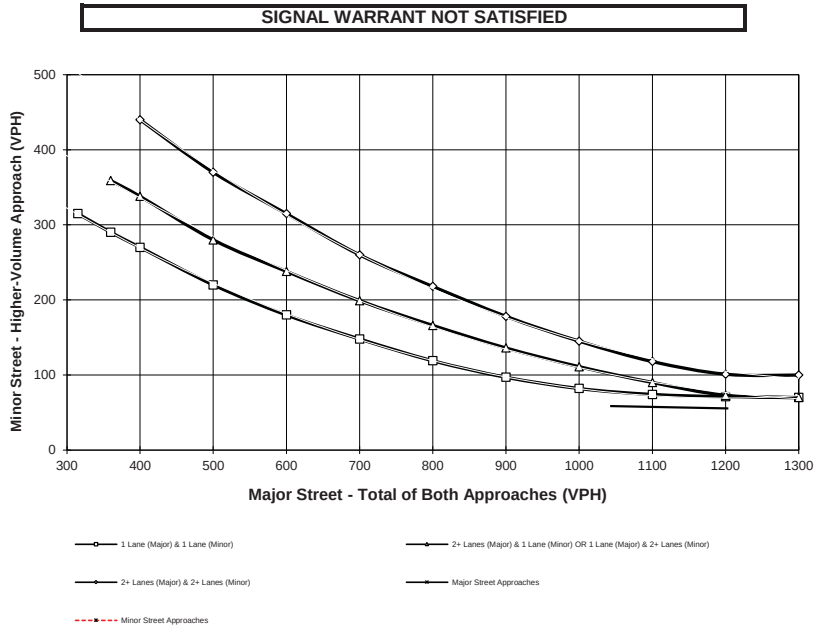
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (2027) AM PEAK HOUR WARRANTS**

Major Street Name = **Corwin Rd.**      Total of Both Approaches (VPH) = **95**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dakota Av.**      High Volume Approach (VPH) = **18**  
Number of Approach Lanes Minor Street = **1**



\*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

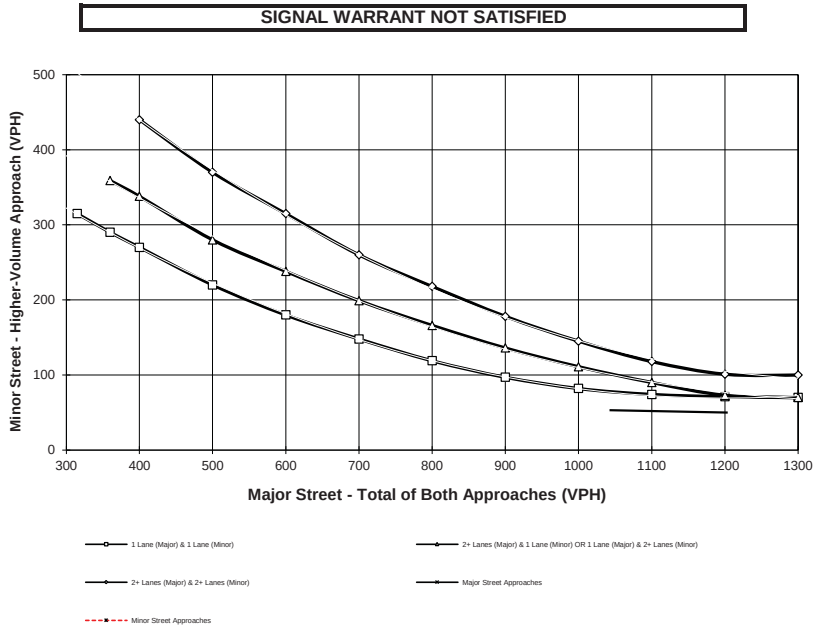
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (2027) PM PEAK HOUR WARRANTS**

Major Street Name = **Corwin Rd.**      Total of Both Approaches (VPH) = **103**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dakota Av.**      High Volume Approach (VPH) = **70**  
Number of Approach Lanes Minor Street = **1**



\*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

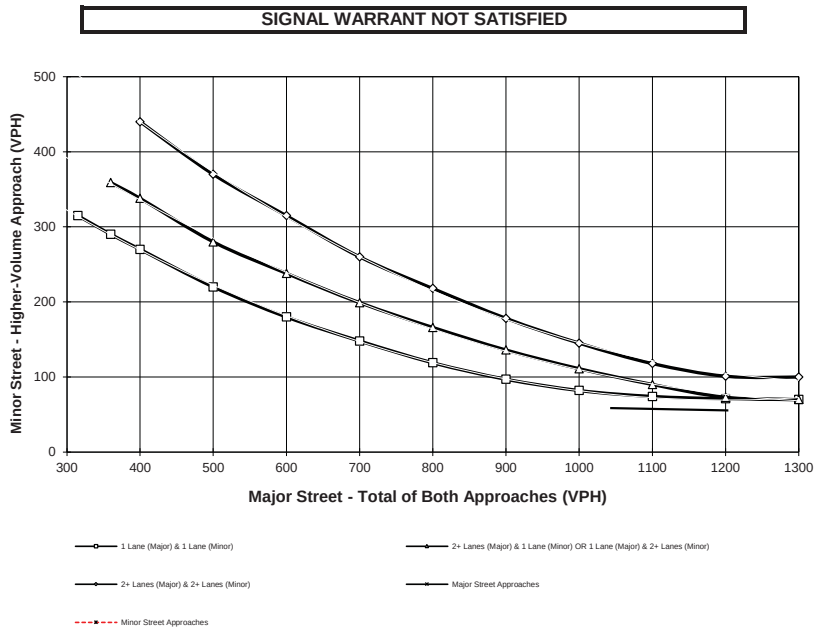
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (2027) AM PEAK HOUR WARRANTS**

Major Street Name = **Ramona Rd.**      Total of Both Approaches (VPH) = **31**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Fresno Rd.**      High Volume Approach (VPH) = **3**  
Number of Approach Lanes Minor Street = **1**



\*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

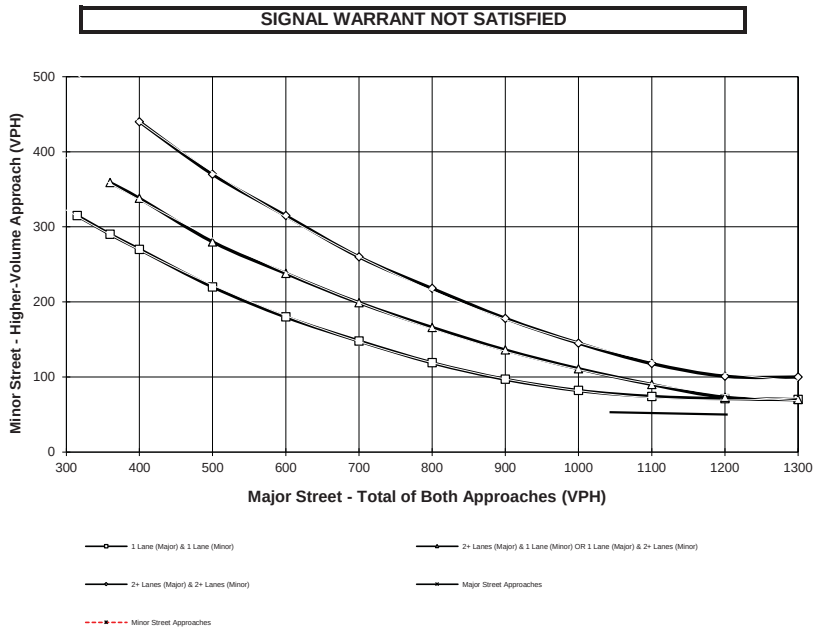
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (2027) PM PEAK HOUR WARRANTS**

Major Street Name = **Ramona Rd.**      Total of Both Approaches (VPH) = **41**  
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Fresno Rd.**      High Volume Approach (VPH) = **4**  
Number of Approach Lanes Minor Street = **1**



\*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

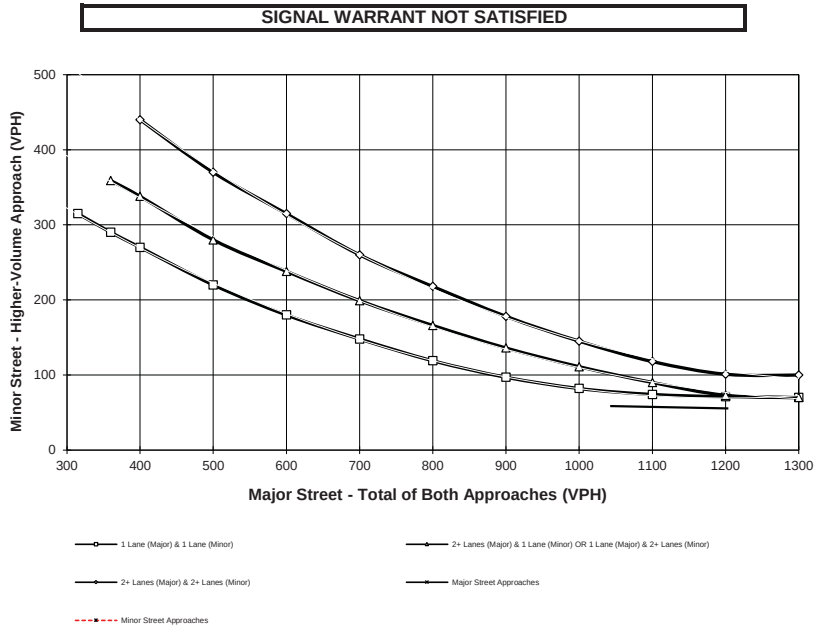
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EAPC (2027) AM PEAK HOUR WARRANTS

Major Street Name = Navajo Rd. Total of Both Approaches (VPH) = 50  
Number of Approach Lanes Major Street = 1

Minor Street Name = Altadena St. High Volume Approach (VPH) = 21  
Number of Approach Lanes Minor Street = 1



\*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

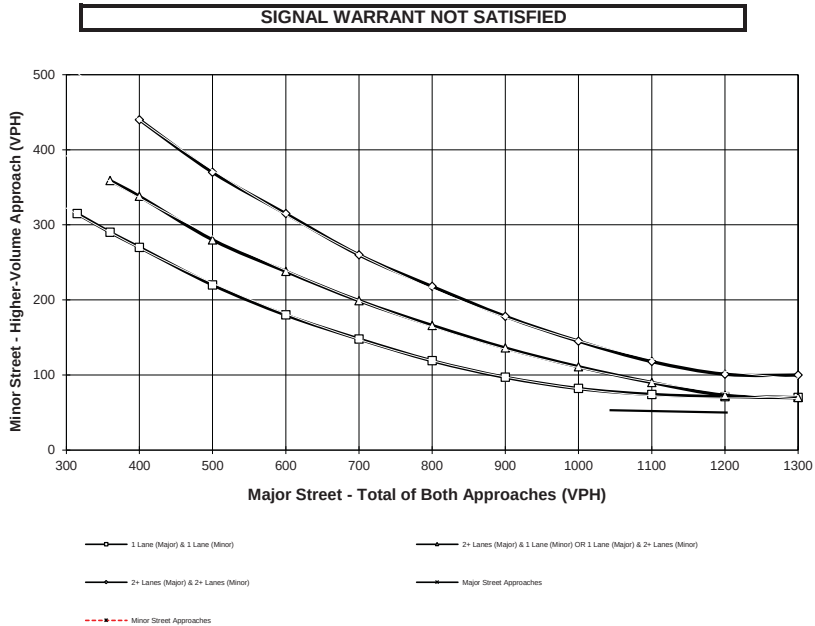
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EAPC (2027) PM PEAK HOUR WARRANTS

Major Street Name = Altadena St. Total of Both Approaches (VPH) = 72  
Number of Approach Lanes Major Street = 1

Minor Street Name = Navajo Rd. High Volume Approach (VPH) = 45  
Number of Approach Lanes Minor Street = 1



\*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

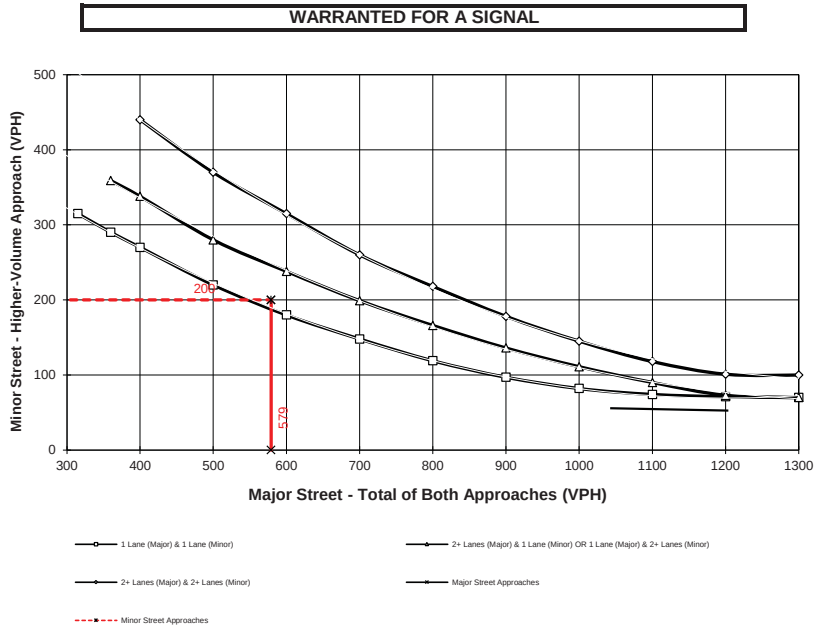
Intersection ID: #3



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 (2027) AM PEAK HOUR WARRANTS**  
Major Street Name = **Dale Evans Pkwy.** Total of Both Approaches (VPH) = **579**  
Number of Approach Lanes Major Street = **1**  
Minor Street Name = **Corwin Rd.** High Volume Approach (VPH) = **200**  
Number of Approach Lanes Minor Street = **1**



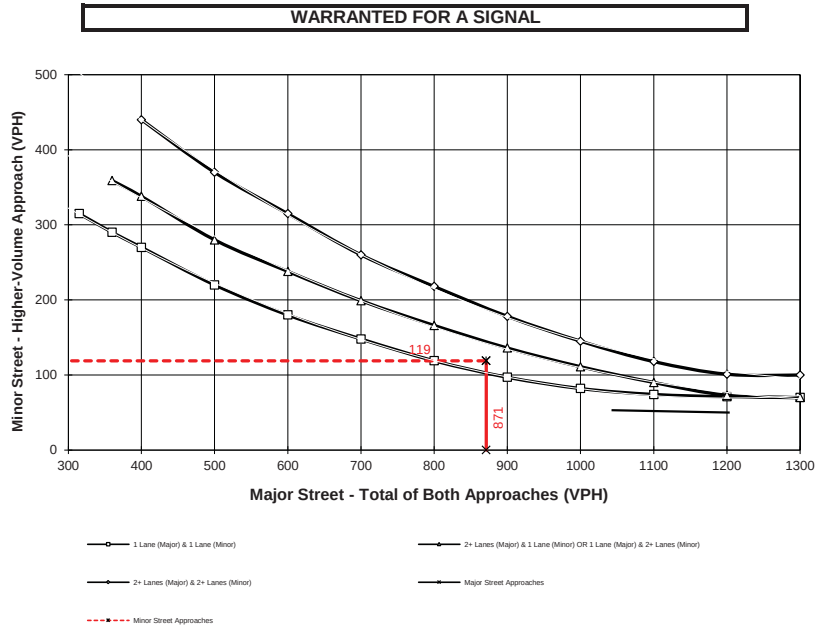
\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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 (2027) PM PEAK HOUR WARRANTS**  
Major Street Name = **Dale Evans Pkwy.** Total of Both Approaches (VPH) = **871**  
Number of Approach Lanes Major Street = **1**  
Minor Street Name = **Corwin Rd.** High Volume Approach (VPH) = **119**  
Number of Approach Lanes Minor Street = **1**



\*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)

|                                                                                 |    |     |    |                                            |                                 |                                     |
|---------------------------------------------------------------------------------|----|-----|----|--------------------------------------------|---------------------------------|-------------------------------------|
| DIST                                                                            | CO | RTE | PM | CALC                                       | TRAFFIC CONDITIONS              | EAPC (2027)                         |
| Jurisdiction: <u>Town of Apple Valley</u>                                       |    |     |    | CHK                                        | <u>JC</u>                       | DATE <u>10/07/24</u>                |
| Major Street: <u>Dachshund Av.</u>                                              |    |     |    |                                            |                                 | DATE                                |
| Minor Street: <u>Gustine Rd.</u>                                                |    |     |    |                                            | Critical Approach Speed (Major) | <u>45</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>1,091</u> vpd                                      |    |     |    | Minor Street Future ADT = <u>190</u> vpd   |                                 |                                     |
| Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... |    |     |    |                                            |                                 | <input checked="" type="checkbox"/> |
|                                                                                 |    |     |    |                                            |                                 | or                                  |
| In built up area of isolated community of < 10,000 population .....             |    |     |    |                                            |                                 | <input type="checkbox"/>            |

**RURAL (R)****(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>                                       |  |                      |  |                                                                   |              |                                                                                       |              |
| <u>Satisfied</u>                                                                    |  | <u>Not Satisfied</u> |  |                                                                   |              |                                                                                       |              |
|                                                                                     |  | <b>XX</b>            |  |                                                                   |              |                                                                                       |              |
| Number of lanes for moving traffic on each approach                                 |  |                      |  | Vehicles Per Day on<br>Major Street<br>(Total of Both Approaches) |              | Vehicles Per Day<br>on Higher-Volume<br>Minor Street Approach<br>(One Direction Only) |              |
| <u>Major Street</u>                                                                 |  | <u>Minor Street</u>  |  | <u>Urban</u>                                                      | <u>Rural</u> | <u>Urban</u>                                                                          | <u>Rural</u> |
| 1 1,091                                                                             |  | 1 190                |  | 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>                             |  |                      |  |                                                                   |              |                                                                                       |              |
| <u>Satisfied</u>                                                                    |  | <u>Not Satisfied</u> |  |                                                                   |              |                                                                                       |              |
|                                                                                     |  | <b>XX</b>            |  |                                                                   |              |                                                                                       |              |
| Number of lanes for moving traffic on each approach                                 |  |                      |  | Vehicles Per Day<br>on Major Street<br>(Total of Both Approaches) |              | Vehicles Per Day<br>on Higher-Volume<br>Minor Street Approach<br>(One Direction Only) |              |
| <u>Major Street</u>                                                                 |  | <u>Minor Street</u>  |  | <u>Urban</u>                                                      | <u>Rural</u> | <u>Urban</u>                                                                          | <u>Rural</u> |
| 1 1,091                                                                             |  | 1 190                |  | 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>                                              |  |                      |  |                                                                   |              |                                                                                       |              |
| <u>Satisfied</u>                                                                    |  | <u>Not Satisfied</u> |  |                                                                   |              |                                                                                       |              |
|                                                                                     |  | <b>XX</b>            |  |                                                                   |              |                                                                                       |              |
| No one condition satisfied, but following conditions<br>fulfilled 80% of more ..... |  |                      |  | 2 CONDITIONS<br>80%                                               |              | 2 CONDITIONS<br>80%                                                                   |              |
|                                                                                     |  | <u>A</u>             |  |                                                                   |              |                                                                                       |              |
|                                                                                     |  | <b>11%</b>           |  |                                                                   |              |                                                                                       |              |
|                                                                                     |  | <u>B</u>             |  |                                                                   |              |                                                                                       |              |
|                                                                                     |  | <b>13%</b>           |  |                                                                   |              |                                                                                       |              |

### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

|                                                                                 |    |     |    |                                            |                                 |                                     |
|---------------------------------------------------------------------------------|----|-----|----|--------------------------------------------|---------------------------------|-------------------------------------|
| DIST                                                                            | CO | RTE | PM | CALC                                       | TRAFFIC CONDITIONS              | EAPC (2027)                         |
| Jurisdiction: <u>Town of Apple Valley</u>                                       |    |     |    | CHK                                        | <u>JC</u>                       | DATE <u>10/07/24</u>                |
| Major Street: <u>Dachshund Av.</u>                                              |    |     |    |                                            |                                 | DATE                                |
| Minor Street: <u>Access 1</u>                                                   |    |     |    |                                            | Critical Approach Speed (Major) | <u>45</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>888</u> vpd                                        |    |     |    | Minor Street Future ADT = <u>321</u> vpd   |                                 |                                     |
| Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... |    |     |    |                                            |                                 | <input checked="" type="checkbox"/> |
|                                                                                 |    |     |    |                                            |                                 | or                                  |
| In built up area of isolated community of < 10,000 population .....             |    |     |    |                                            |                                 | <input type="checkbox"/>            |

**RURAL (R)**

(Based on Estimated Average Daily Traffic - See Note)

| <u>URBAN</u>                                                                     |     | <u>RURAL</u>         |          | Minimum Requirements<br>ADT                                       |              |                                                                                       |              |
|----------------------------------------------------------------------------------|-----|----------------------|----------|-------------------------------------------------------------------|--------------|---------------------------------------------------------------------------------------|--------------|
| <b>CONDITION A - Minimum Vehicular Volume</b>                                    |     | <b>XX</b>            |          |                                                                   |              |                                                                                       |              |
| <u>Satisfied</u>                                                                 |     | <u>Not Satisfied</u> |          | Vehicles Per Day on<br>Major Street<br>(Total of Both Approaches) |              | Vehicles Per Day<br>on Higher-Volume<br>Minor Street Approach<br>(One Direction Only) |              |
|                                                                                  |     | <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> |
| 1                                                                                | 888 | 1                    | 321      | 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>                          |     |                      |          |                                                                   |              |                                                                                       |              |
| <u>Satisfied</u>                                                                 |     | <u>Not Satisfied</u> |          | Vehicles Per Day<br>on Major Street<br>(Total of Both Approaches) |              | Vehicles Per Day<br>on Higher-Volume<br>Minor Street Approach<br>(One Direction Only) |              |
|                                                                                  |     | <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> |
| 1                                                                                | 888 | 1                    | 321      | 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>                                           |     |                      |          |                                                                   |              |                                                                                       |              |
| <u>Satisfied</u>                                                                 |     | <u>Not Satisfied</u> |          | 2 CONDITIONS<br>80%                                               |              | 2 CONDITIONS<br>80%                                                                   |              |
|                                                                                  |     | <b>XX</b>            |          |                                                                   |              |                                                                                       |              |
| No one condition satisfied, but following conditions fulfilled 80% of more ..... |     | <u>A</u>             | <u>B</u> |                                                                   |              |                                                                                       |              |
|                                                                                  |     | 16%                  | 11%      |                                                                   |              |                                                                                       |              |

**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)

|                                                                                 |    |     |    |                                            |                                 |                                     |
|---------------------------------------------------------------------------------|----|-----|----|--------------------------------------------|---------------------------------|-------------------------------------|
| DIST                                                                            | CO | RTE | PM | CALC                                       | TRAFFIC CONDITIONS              | EAPC (2027)                         |
| Jurisdiction: <u>Town of Apple Valley</u>                                       |    |     |    | CHK                                        | <u>JC</u>                       | DATE <u>10/07/24</u>                |
| Major Street: <u>Dachshund Av.</u>                                              |    |     |    |                                            |                                 | DATE                                |
| Minor Street: <u>Access 2</u>                                                   |    |     |    |                                            | Critical Approach Speed (Major) | <u>45</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>1,028</u> vpd                                      |    |     |    | Minor Street Future ADT = <u>321</u> vpd   |                                 |                                     |
| Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... |    |     |    |                                            |                                 | <input checked="" type="checkbox"/> |
|                                                                                 |    |     |    |                                            |                                 | or                                  |
| In built up area of isolated community of < 10,000 population .....             |    |     |    |                                            |                                 | <input type="checkbox"/>            |

**RURAL (R)****(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>                                    |  |                      |  |                                                                |              |                                                                                 |              |
| <u>Satisfied</u>                                                                 |  | <u>Not Satisfied</u> |  |                                                                |              |                                                                                 |              |
|                                                                                  |  | <b>XX</b>            |  |                                                                |              |                                                                                 |              |
| Number of lanes for moving traffic on each approach                              |  |                      |  | Vehicles Per Day on Major Street<br>(Total of Both Approaches) |              | Vehicles Per Day on Higher-Volume Minor Street Approach<br>(One Direction Only) |              |
| <u>Major Street</u>                                                              |  | <u>Minor Street</u>  |  | <u>Urban</u>                                                   | <u>Rural</u> | <u>Urban</u>                                                                    | <u>Rural</u> |
| <u>1</u> <b>1,028</b>                                                            |  | <u>1</u> <b>321</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        |
| <u>1</u>                                                                         |  | <u>2 +</u>           |  | 8,000                                                          | 5,600        | 3,200                                                                           | 2,240        |
| <b>CONDITION B - Interruption of Continuous Traffic</b>                          |  |                      |  |                                                                |              |                                                                                 |              |
| <u>Satisfied</u>                                                                 |  | <u>Not Satisfied</u> |  |                                                                |              |                                                                                 |              |
|                                                                                  |  | <b>XX</b>            |  |                                                                |              |                                                                                 |              |
| Number of lanes for moving traffic on each approach                              |  |                      |  | Vehicles Per Day on Major Street<br>(Total of Both Approaches) |              | Vehicles Per Day on Higher-Volume Minor Street Approach<br>(One Direction Only) |              |
| <u>Major Street</u>                                                              |  | <u>Minor Street</u>  |  | <u>Urban</u>                                                   | <u>Rural</u> | <u>Urban</u>                                                                    | <u>Rural</u> |
| <u>1</u> <b>1,028</b>                                                            |  | <u>1</u> <b>321</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        |
| <u>1</u>                                                                         |  | <u>2 +</u>           |  | 12,000                                                         | 8,400        | 1,600                                                                           | 1,120        |
| <b>Combination of CONDITIONS A + B</b>                                           |  |                      |  |                                                                |              |                                                                                 |              |
| <u>Satisfied</u>                                                                 |  | <u>Not Satisfied</u> |  |                                                                |              |                                                                                 |              |
|                                                                                  |  | <b>XX</b>            |  |                                                                |              |                                                                                 |              |
| No one condition satisfied, but following conditions fulfilled 80% of more ..... |  |                      |  | 2 CONDITIONS<br>80%                                            |              | 2 CONDITIONS<br>80%                                                             |              |
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### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

|                                                                                 |    |     |    |                                            |                    |                                               |
|---------------------------------------------------------------------------------|----|-----|----|--------------------------------------------|--------------------|-----------------------------------------------|
| DIST                                                                            | CO | RTE | PM | CALC                                       | TRAFFIC CONDITIONS | EAPC (2027)                                   |
| Jurisdiction: <u>Town of Apple Valley</u>                                       |    |     |    | CHK                                        | <u>JC</u>          | DATE <u>10/07/24</u>                          |
| Major Street: <u>Dachshund Av.</u>                                              |    |     |    |                                            |                    | DATE                                          |
| Minor Street: <u>Fresno Rd.</u>                                                 |    |     |    |                                            |                    | Critical Approach Speed (Major) <u>45</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>1,181</u> vpd                                      |    |     |    | Minor Street Future ADT = <u>0</u> vpd     |                    |                                               |
| Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... |    |     |    |                                            |                    | <input checked="" type="checkbox"/>           |
|                                                                                 |    |     |    |                                            |                    | or                                            |
| In built up area of isolated community of < 10,000 population .....             |    |     |    |                                            |                    | <input type="checkbox"/>                      |
| <b>RURAL (R)</b>                                                                |    |     |    |                                            |                    |                                               |

**(Based on Estimated Average Daily Traffic - See Note)**

| URBAN                                                                            |  | RURAL                |            | Minimum Requirements<br>ADT                                       |        |                                                                                       |       |
|----------------------------------------------------------------------------------|--|----------------------|------------|-------------------------------------------------------------------|--------|---------------------------------------------------------------------------------------|-------|
| <b>CONDITION A - Minimum Vehicular Volume</b>                                    |  | <b>XX</b>            |            | Vehicles Per Day on<br>Major Street<br>(Total of Both Approaches) |        | Vehicles Per Day<br>on Higher-Volume<br>Minor Street Approach<br>(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>  |            |                                                                   |        |                                                                                       |       |
| <u>1</u> <b>1,181</b>                                                            |  | <u>1</u> <b>0</b>    |            | 8,000                                                             | 5,600  | 2,400                                                                                 | 1,680 |
| <u>2 +</u>                                                                       |  | <u>1</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<br>on Major Street<br>(Total of Both Approaches) |        | Vehicles Per Day<br>on Higher-Volume<br>Minor Street Approach<br>(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>  |            |                                                                   |        |                                                                                       |       |
| <u>1</u> <b>1,181</b>                                                            |  | <u>1</u> <b>0</b>    |            | 12,000                                                            | 8,400  | 1,200                                                                                 | 850   |
| <u>2 +</u>                                                                       |  | <u>1</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<br>80%                                               |        | 2 CONDITIONS<br>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>             | <u>B</u>   |                                                                   |        |                                                                                       |       |
|                                                                                  |  | <b>21%</b>           | <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)

|                                                                                 |    |     |    |                                            |                                 |                                     |
|---------------------------------------------------------------------------------|----|-----|----|--------------------------------------------|---------------------------------|-------------------------------------|
| DIST                                                                            | CO | RTE | PM | CALC                                       | TRAFFIC CONDITIONS              | EAPC (2027)                         |
| Jurisdiction: <u>Town of Apple Valley</u>                                       |    |     |    | CHK                                        | <u>JC</u>                       | DATE <u>10/07/24</u>                |
| Major Street: <u>Ramona Rd.</u>                                                 |    |     |    |                                            |                                 | DATE                                |
| Minor Street: <u>Gustine Rd.</u>                                                |    |     |    |                                            | Critical Approach Speed (Major) | <u>45</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>190</u> vpd                                        |    |     |    | Minor Street Future ADT = <u>190</u> vpd   |                                 |                                     |
| Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... |    |     |    |                                            |                                 | <input checked="" type="checkbox"/> |
|                                                                                 |    |     |    |                                            |                                 | or                                  |
| In built up area of isolated community of < 10,000 population .....             |    |     |    |                                            |                                 | <input type="checkbox"/>            |

**RURAL (R)**

(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>                                    |  |                      |  |                                                                |              |                                                                                 |              |
| <u>Satisfied</u>                                                                 |  | <u>Not Satisfied</u> |  |                                                                |              |                                                                                 |              |
|                                                                                  |  | <b>XX</b>            |  |                                                                |              |                                                                                 |              |
| Number of lanes for moving traffic on each approach                              |  |                      |  | Vehicles Per Day on Major Street<br>(Total of Both Approaches) |              | Vehicles Per Day on Higher-Volume Minor Street Approach<br>(One Direction Only) |              |
| <u>Major Street</u>                                                              |  | <u>Minor Street</u>  |  | <u>Urban</u>                                                   | <u>Rural</u> | <u>Urban</u>                                                                    | <u>Rural</u> |
| <u>1 190</u>                                                                     |  | <u>1 190</u>         |  | 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<br>(Total of Both Approaches) |              | Vehicles Per Day on Higher-Volume Minor Street Approach<br>(One Direction Only) |              |
| <u>Satisfied</u>                                                                 |  | <u>Not Satisfied</u> |  |                                                                |              |                                                                                 |              |
|                                                                                  |  | <b>XX</b>            |  |                                                                |              |                                                                                 |              |
| Number of lanes for moving traffic on each approach                              |  |                      |  | Vehicles Per Day on Major Street<br>(Total of Both Approaches) |              | Vehicles Per Day on Higher-Volume Minor Street Approach<br>(One Direction Only) |              |
| <u>Major Street</u>                                                              |  | <u>Minor Street</u>  |  | <u>Urban</u>                                                   | <u>Rural</u> | <u>Urban</u>                                                                    | <u>Rural</u> |
| <u>1 190</u>                                                                     |  | <u>1 190</u>         |  | 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<br>80%                                            |              | 2 CONDITIONS<br>80%                                                             |              |
| <u>Satisfied</u>                                                                 |  | <u>Not Satisfied</u> |  |                                                                |              |                                                                                 |              |
|                                                                                  |  | <b>XX</b>            |  |                                                                |              |                                                                                 |              |
| No one condition satisfied, but following conditions fulfilled 80% of more ..... |  |                      |  |                                                                |              |                                                                                 |              |
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### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

|                                                                                 |    |     |    |                                            |                                 |                                     |
|---------------------------------------------------------------------------------|----|-----|----|--------------------------------------------|---------------------------------|-------------------------------------|
| DIST                                                                            | CO | RTE | PM | CALC                                       | TRAFFIC CONDITIONS              | EAPC (2027)                         |
| Jurisdiction: <u>Town of Apple Valley</u>                                       |    |     |    | CHK                                        | <u>JC</u>                       | DATE <u>10/07/24</u>                |
| Major Street: <u>Ramona Rd.</u>                                                 |    |     |    |                                            |                                 | DATE                                |
| Minor Street: <u>Access 3</u>                                                   |    |     |    |                                            | Critical Approach Speed (Major) | <u>45</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>273</u> vpd                                        |    |     |    | Minor Street Future ADT = <u>213</u> vpd   |                                 |                                     |
| Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... |    |     |    |                                            |                                 | <input checked="" type="checkbox"/> |
|                                                                                 |    |     |    |                                            |                                 | or                                  |
| In built up area of isolated community of < 10,000 population .....             |    |     |    |                                            |                                 | <input type="checkbox"/>            |

**RURAL (R)****(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>                                    |  |                      |  |                                  |              |                                                         |              |
| <u>Satisfied</u>                                                                 |  | <u>Not Satisfied</u> |  |                                  |              |                                                         |              |
|                                                                                  |  | <b>XX</b>            |  |                                  |              |                                                         |              |
| Number of lanes for moving traffic on each approach                              |  |                      |  | Vehicles Per Day on Major Street |              | Vehicles Per Day on Higher-Volume Minor Street 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> |
| 1 273                                                                            |  | 1 213                |  | 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>                          |  |                      |  |                                  |              |                                                         |              |
| <u>Satisfied</u>                                                                 |  | <u>Not Satisfied</u> |  |                                  |              |                                                         |              |
|                                                                                  |  | <b>XX</b>            |  |                                  |              |                                                         |              |
| Number of lanes for moving traffic on each approach                              |  |                      |  | Vehicles Per Day on Major Street |              | Vehicles Per Day on Higher-Volume Minor Street 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> |
| 1 273                                                                            |  | 1 213                |  | 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>                                           |  |                      |  |                                  |              |                                                         |              |
| <u>Satisfied</u>                                                                 |  | <u>Not Satisfied</u> |  |                                  |              |                                                         |              |
|                                                                                  |  | <b>XX</b>            |  |                                  |              |                                                         |              |
| No one condition satisfied, but following conditions fulfilled 80% of more ..... |  |                      |  | 2 CONDITIONS                     |              | 2 CONDITIONS                                            |              |
|                                                                                  |  |                      |  | 80%                              |              | 80%                                                     |              |
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### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

|                                                                                 |    |     |    |                                            |                                 |                                     |
|---------------------------------------------------------------------------------|----|-----|----|--------------------------------------------|---------------------------------|-------------------------------------|
| DIST                                                                            | CO | RTE | PM | CALC                                       | TRAFFIC CONDITIONS              | EAPC (2027)                         |
| Jurisdiction: <u>Town of Apple Valley</u>                                       |    |     |    | CHK                                        | <u>JC</u>                       | DATE <u>10/07/24</u>                |
| Major Street: <u>Ramona Rd.</u>                                                 |    |     |    |                                            |                                 | DATE                                |
| Minor Street: <u>Access 4</u>                                                   |    |     |    |                                            | Critical Approach Speed (Major) | <u>45</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>320</u> vpd                                        |    |     |    | Minor Street Future ADT = <u>214</u> vpd   |                                 |                                     |
| Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... |    |     |    |                                            |                                 | <input checked="" type="checkbox"/> |
|                                                                                 |    |     |    |                                            |                                 | or                                  |
| In built up area of isolated community of < 10,000 population .....             |    |     |    |                                            |                                 | <input type="checkbox"/>            |

**RURAL (R)****(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>                                    |  |                      |  |                                                                |              |                                                                                 |              |
| <u>Satisfied</u>                                                                 |  | <u>Not Satisfied</u> |  |                                                                |              |                                                                                 |              |
|                                                                                  |  | <b>XX</b>            |  |                                                                |              |                                                                                 |              |
| Number of lanes for moving traffic on each approach                              |  |                      |  | Vehicles Per Day on Major Street<br>(Total of Both Approaches) |              | Vehicles Per Day on Higher-Volume Minor Street Approach<br>(One Direction Only) |              |
| <u>Major Street</u>                                                              |  | <u>Minor Street</u>  |  | <u>Urban</u>                                                   | <u>Rural</u> | <u>Urban</u>                                                                    | <u>Rural</u> |
| <u>1 320</u>                                                                     |  | <u>1 214</u>         |  | 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        |
| <u>1</u>                                                                         |  | <u>2 +</u>           |  | 8,000                                                          | 5,600        | 3,200                                                                           | 2,240        |
| <b>CONDITION B - Interruption of Continuous Traffic</b>                          |  |                      |  |                                                                |              |                                                                                 |              |
| <u>Satisfied</u>                                                                 |  | <u>Not Satisfied</u> |  |                                                                |              |                                                                                 |              |
|                                                                                  |  | <b>XX</b>            |  |                                                                |              |                                                                                 |              |
| Number of lanes for moving traffic on each approach                              |  |                      |  | Vehicles Per Day on Major Street<br>(Total of Both Approaches) |              | Vehicles Per Day on Higher-Volume Minor Street Approach<br>(One Direction Only) |              |
| <u>Major Street</u>                                                              |  | <u>Minor Street</u>  |  | <u>Urban</u>                                                   | <u>Rural</u> | <u>Urban</u>                                                                    | <u>Rural</u> |
| <u>1 320</u>                                                                     |  | <u>1 214</u>         |  | 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        |
| <u>1</u>                                                                         |  | <u>2 +</u>           |  | 12,000                                                         | 8,400        | 1,600                                                                           | 1,120        |
| <b>Combination of CONDITIONS A + B</b>                                           |  |                      |  |                                                                |              |                                                                                 |              |
| <u>Satisfied</u>                                                                 |  | <u>Not Satisfied</u> |  |                                                                |              |                                                                                 |              |
|                                                                                  |  | <b>XX</b>            |  |                                                                |              |                                                                                 |              |
| No one condition satisfied, but following conditions fulfilled 80% of more ..... |  |                      |  | 2 CONDITIONS<br>80%                                            |              | 2 CONDITIONS<br>80%                                                             |              |
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## **APPENDIX 5.5: OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT CONDITIONS OFF-RAMP QUEUEING ANALYSIS WORKSHEETS**

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HCM 7th TWSC Opening Year Cumulative (2027) Without Project - AM Peak Hour  
7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1562 |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 10   | 87   | 85   | 25   | 614  | 56   | 7    | 48   | 45   | 1354 | 0    | 23   |
| Future Vol, veh/h        | 10   | 87   | 85   | 25   | 614  | 56   | 7    | 48   | 45   | 1354 | 0    | 23   |
| 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         | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   | 96   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 10   | 91   | 89   | 26   | 640  | 58   | 7    | 50   | 47   | 1410 | 0    | 24   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     | Minor2 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 698    | 0 | 0 | 179    | 0 | 0 | 847    | 906 | 135 | 857    | 921 | 669 |
| Stage 1              | -      | - | - | -      | - | - | 156    | 156 | -   | 721    | 721 | -   |
| Stage 2              | -      | - | - | -      | - | - | 692    | 750 | -   | 136    | 200 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 7.1    | 6.5 | 6.2 | 7.1    | 6.5 | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.1    | 5.5 | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.1    | 5.5 | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4   | 3.3 | 3.5    | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 908    | - | - | 1409   | - | - | 284    | 278 | 919 | ~ 280  | 273 | 461 |
| Stage 1              | -      | - | - | -      | - | - | 851    | 773 | -   | ~ 422  | 435 | -   |
| Stage 2              | -      | - | - | -      | - | - | 438    | 422 | -   | ~ 872  | 739 | -   |
| Platoon blocked, %   |        | - | - |        | - | - |        |     |     |        |     |     |
| Mov Cap-1 Maneuver   | 908    | - | - | 1409   | - | - | 258    | 266 | 919 | ~ 208  | 261 | 461 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 258    | 266 | -   | ~ 208  | 261 | -   |
| Stage 1              | -      | - | - | -      | - | - | 840    | 763 | -   | ~ 409  | 422 | -   |
| Stage 2              | -      | - | - | -      | - | - | 402    | 409 | -   | ~ 763  | 730 | -   |

| Approach               | EB  | WB   | NB    | SB         |
|------------------------|-----|------|-------|------------|
| HCM Control Delay, s/v | 0.5 | 0.27 | 17.56 | \$ 2668.72 |
| HCM LOS                |     |      | C     | F          |

| Minor Lane/Major Mvmt     | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1     |
|---------------------------|-------|-------|-----|-----|-------|-----|-----|-----------|
| Capacity (veh/h)          | 390   | 90    | -   | -   | 64    | -   | -   | 210       |
| HCM Lane V/C Ratio        | 0.267 | 0.011 | -   | -   | 0.018 | -   | -   | 6.837     |
| HCM Control Delay (s/veh) | 17.6  | 9     | 0   | -   | 7.6   | 0   | -   | \$ 2668.7 |
| HCM Lane LOS              | C     | A     | A   | -   | A     | A   | -   | F         |
| HCM 95th %tile Q(veh)     | 1.1   | 0     | -   | -   | 0.1   | -   | -   | 156.5     |

| Notes                      |                        |                            |                                |
|----------------------------|------------------------|----------------------------|--------------------------------|
| ~: Volume exceeds capacity | \$: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

HCM 7th TWSC Opening Year Cumulative (2027) Without Project - AM Peak Hour  
9: Quarry Rd. & I-15 SB Ramps

| Intersection                |                                                                                   |          |                                                                                   |        |      |                                                                                   |
|-----------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh            | 2.6                                                                               |          |                                                                                   |        |      |                                                                                   |
| Movement                    | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL  | SBT                                                                               |
| Lane Configurations         |  |          |  |        |      |  |
| Traffic Vol, veh/h          | 145                                                                               | 1        | 1                                                                                 | 587    | 1    | 2                                                                                 |
| Future Vol, veh/h           | 145                                                                               | 1        | 1                                                                                 | 587    | 1    | 2                                                                                 |
| Conflicting Peds, #/hr      | 0                                                                                 | 0        | 0                                                                                 | 0      | 0    | 0                                                                                 |
| Sign Control                | Stop                                                                              | Stop     | Free                                                                              | Free   | Free | Free                                                                              |
| RT Channelized              | -                                                                                 | None     | -                                                                                 | None   | -    | None                                                                              |
| Storage Length              | 0                                                                                 | -        | -                                                                                 | -      | -    | -                                                                                 |
| Veh in Median Storage, #    | 0                                                                                 | -        | 0                                                                                 | -      | -    | 0                                                                                 |
| Grade, %                    | 0                                                                                 | -        | 0                                                                                 | -      | -    | 0                                                                                 |
| Peak Hour Factor            | 79                                                                                | 79       | 79                                                                                | 79     | 79   | 79                                                                                |
| Heavy Vehicles, %           | 0                                                                                 | 0        | 0                                                                                 | 0      | 0    | 0                                                                                 |
| Mvmt Flow                   | 184                                                                               | 1        | 1                                                                                 | 743    | 1    | 3                                                                                 |
|                             |                                                                                   |          |                                                                                   |        |      |                                                                                   |
| Major/Minor                 | Minor1                                                                            | Major1   |                                                                                   | Major2 |      |                                                                                   |
| Conflicting Flow All        | 378                                                                               | 373      | 0                                                                                 | 0      | 744  | 0                                                                                 |
| Stage 1                     | 373                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                     | 5                                                                                 | -        | -                                                                                 | -      | -    | -                                                                                 |
| Critical Hdwy               | 6.4                                                                               | 6.2      | -                                                                                 | -      | 4.1  | -                                                                                 |
| Critical Hdwy Stg 1         | 5.4                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Critical Hdwy Stg 2         | 5.4                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Follow-up Hdwy              | 3.5                                                                               | 3.3      | -                                                                                 | -      | 2.2  | -                                                                                 |
| Pot Cap-1 Maneuver          | 628                                                                               | 678      | -                                                                                 | -      | 873  | -                                                                                 |
| Stage 1                     | 701                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                     | 1023                                                                              | -        | -                                                                                 | -      | -    | -                                                                                 |
| Platoon blocked, %          |                                                                                   |          | -                                                                                 | -      |      | -                                                                                 |
| Mov Cap-1 Maneuver          | 627                                                                               | 678      | -                                                                                 | -      | 873  | -                                                                                 |
| Mov Cap-2 Maneuver          | 627                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Stage 1                     | 701                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                     | 1022                                                                              | -        | -                                                                                 | -      | -    | -                                                                                 |
|                             |                                                                                   |          |                                                                                   |        |      |                                                                                   |
|                             |                                                                                   |          |                                                                                   |        |      |                                                                                   |
| Approach                    | WB                                                                                | NB       |                                                                                   | SB     |      |                                                                                   |
| HCM Control Delay, s/v13.12 |                                                                                   | 0        |                                                                                   | 3.04   |      |                                                                                   |
| HCM LOS                     | B                                                                                 |          |                                                                                   |        |      |                                                                                   |
|                             |                                                                                   |          |                                                                                   |        |      |                                                                                   |
| Minor Lane/Major Mvmt       | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT  |                                                                                   |
| Capacity (veh/h)            | -                                                                                 | -        | 627                                                                               | 600    | -    |                                                                                   |
| HCM Lane V/C Ratio          | -                                                                                 | -        | 0.295                                                                             | 0.001  | -    |                                                                                   |
| HCM Control Delay (s/veh)   | -                                                                                 | -        | 13.1                                                                              | 9.1    | 0    |                                                                                   |
| HCM Lane LOS                | -                                                                                 | -        | B                                                                                 | A      | A    |                                                                                   |
| HCM 95th %tile Q(veh)       | -                                                                                 | -        | 1.2                                                                               | 0      | -    |                                                                                   |

HCM 7th TWSC Opening Year Cumulative (2027) Without Project - PM Peak Hour  
7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

| Intersection             |       |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 12514 |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |       | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 5     | 93   | 69   | 49   | 1484 | 61   | 4    | 79   | 39   | 889  | 0    | 20   |
| Future Vol, veh/h        | 5     | 93   | 69   | 49   | 1484 | 61   | 4    | 79   | 39   | 889  | 0    | 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         | 68    | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   |
| Heavy Vehicles, %        | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 7     | 137  | 101  | 72   | 2182 | 90   | 6    | 116  | 57   | 1307 | 0    | 29   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |     | Minor2 |      |      |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|------|
| Conflicting Flow All | 2272   | 0 | 0 | 238    | 0 | 0 | 2529   | 2618 | 188 | 2581   | 2624 | 2227 |
| Stage 1              | -      | - | - | -      | - | - | 202    | 202  | -   | 2371   | 2371 | -    |
| Stage 2              | -      | - | - | -      | - | - | 2326   | 2416 | -   | 210    | 253  | -    |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 7.1    | 6.5  | 6.2 | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5  | -   | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5  | -   | 6.1    | 5.5  | -    |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4    | 3.3 | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver   | 228    | - | - | 1341   | - | - | 19     | ~ 25 | 860 | ~ 17   | 24   | 55   |
| Stage 1              | -      | - | - | -      | - | - | 804    | 738  | -   | ~ 47   | 68   | -    |
| Stage 2              | -      | - | - | -      | - | - | 50     | ~ 65 | -   | ~ 797  | 701  | -    |
| Platoon blocked, %   |        | - | - |        | - | - |        |      |     |        |      |      |
| Mov Cap-1 Maneuver   | 228    | - | - | 1341   | - | - | 8      | ~ 24 | 860 | ~ 16   | 23   | 55   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 8      | ~ 24 | -   | ~ 16   | 23   | -    |
| Stage 1              | -      | - | - | -      | - | - | 774    | 710  | -   | ~ 47   | 68   | -    |
| Stage 2              | -      | - | - | -      | - | - | 24     | ~ 65 | -   | ~ 599  | 675  | -    |

| Approach               | EB   | WB   | NB         | SB          |
|------------------------|------|------|------------|-------------|
| HCM Control Delay, s/v | 0.64 | 0.24 | \$ 2358.55 | \$ 38119.68 |
| HCM LOS                |      |      | F          | F           |

| Minor Lane/Major Mvmt     | NBLn1     | EBL   | EBT | EBR | WBL   | WBT | WBR        | SBLn1   |
|---------------------------|-----------|-------|-----|-----|-------|-----|------------|---------|
| Capacity (veh/h)          | 32        | 50    | -   | -   | ~ 55  | -   | -          | 16      |
| HCM Lane V/C Ratio        | 5.687     | 0.032 | -   | -   | 0.054 | -   | -          | -84.683 |
| HCM Control Delay (s/veh) | \$ 2358.6 | 21.3  | 0   | -   | 7.8   | 0   | \$ 38119.7 |         |
| HCM Lane LOS              | F         | C     | A   | -   | A     | A   | -          | F       |
| HCM 95th %tile Q(veh)     | 21.6      | 0.1   | -   | -   | 0.2   | -   | -          | 168.1   |

| Notes                      |                        |                            |                                |
|----------------------------|------------------------|----------------------------|--------------------------------|
| ~: Volume exceeds capacity | \$: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

HCM 7th TWSC Opening Year Cumulative (2027) Without Project - PM Peak Hour  
9: Quarry Rd. & I-15 SB Ramps

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 20.3                                                                              |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 132                                                                               | 1    | 1                                                                                 | 1460 | 1    | 1                                                                                 |
| Future Vol, veh/h        | 132                                                                               | 1    | 1                                                                                 | 1460 | 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         | 56                                                                                | 56   | 56                                                                                | 56   | 56   | 56                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Mvmt Flow                | 236                                                                               | 2    | 2                                                                                 | 2607 | 2    | 2                                                                                 |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1311   | 1305   | 0      |
| Stage 1              | 1305   | -      | -      |
| Stage 2              | 5      | -      | -      |
| Critical Hdwy        | 6.4    | 6.2    | -      |
| Critical Hdwy Stg 1  | 5.4    | -      | -      |
| Critical Hdwy Stg 2  | 5.4    | -      | -      |
| Follow-up Hdwy       | 3.5    | 3.3    | -      |
| Pot Cap-1 Maneuver   | ~ 177  | 198    | -      |
| Stage 1              | 256    | -      | -      |
| Stage 2              | 1023   | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | ~ 175  | 198    | -      |
| Mov Cap-2 Maneuver   | ~ 175  | -      | -      |
| Stage 1              | 256    | -      | -      |
| Stage 2              | 1012   | -      | -      |

| Approach                 | WB     | NB | SB    |
|--------------------------|--------|----|-------|
| HCM Control Delay, s/veh | 242.95 | 0  | 13.35 |
| HCM LOS                  | F      |    |       |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 175   | 168   |
| HCM Lane V/C Ratio        | -   | -        | 1.355 | 0.011 |
| HCM Control Delay (s/veh) | -   | -        | 242.9 | 26.7  |
| HCM Lane LOS              | -   | -        | F     | D     |
| HCM 95th %tile Q(veh)     | -   | -        | 14.1  | 0     |

| Notes                      |                        |                            |                                |
|----------------------------|------------------------|----------------------------|--------------------------------|
| ~: Volume exceeds capacity | \$: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

## **APPENDIX 5.6: OPENING YEAR CUMULATIVE (2027) WITH PROJECT CONDITIONS OFF-RAMP QUEUEING ANALYSIS WORKSHEETS**



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HCM 7th TWSC Opening Year Cumulative (2027) With Project - AM Peak Hour  
7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

| Intersection               |        |                                                                                   |      |        |                                                                                   |                            |        |                                                                                   |           |                                |                                                                                     |      |
|----------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|----------------------------|--------|-----------------------------------------------------------------------------------|-----------|--------------------------------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh           | 1693.2 |                                                                                   |      |        |                                                                                   |                            |        |                                                                                   |           |                                |                                                                                     |      |
| Movement                   | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR                        | NBL    | NBT                                                                               | NBR       | SBL                            | SBT                                                                                 | SBR  |
| Lane Configurations        |        |  |      |        |  |                            |        |  |           |                                |  |      |
| Traffic Vol, veh/h         | 10     | 87                                                                                | 85   | 25     | 629                                                                               | 56                         | 7      | 48                                                                                | 45        | 1401                           | 0                                                                                   | 23   |
| Future Vol, veh/h          | 10     | 87                                                                                | 85   | 25     | 629                                                                               | 56                         | 7      | 48                                                                                | 45        | 1401                           | 0                                                                                   | 23   |
| 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           | 96     | 96                                                                                | 96   | 96     | 96                                                                                | 96                         | 96     | 96                                                                                | 96        | 96                             | 96                                                                                  | 96   |
| Heavy Vehicles, %          | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                          | 0      | 0                                                                                 | 0         | 0                              | 0                                                                                   | 0    |
| Mvmt Flow                  | 10     | 91                                                                                | 89   | 26     | 655                                                                               | 58                         | 7      | 50                                                                                | 47        | 1459                           | 0                                                                                   | 24   |
|                            |        |                                                                                   |      |        |                                                                                   |                            |        |                                                                                   |           |                                |                                                                                     |      |
| Major/Minor                | Major1 |                                                                                   |      | Major2 |                                                                                   |                            | Minor1 |                                                                                   |           | Minor2                         |                                                                                     |      |
| Conflicting Flow All       | 714    | 0                                                                                 | 0    | 179    | 0                                                                                 | 0                          | 863    | 921                                                                               | 135       | 873                            | 936                                                                                 | 684  |
| Stage 1                    | -      | -                                                                                 | -    | -      | -                                                                                 | -                          | 156    | 156                                                                               | -         | 736                            | 736                                                                                 | -    |
| Stage 2                    | -      | -                                                                                 | -    | -      | -                                                                                 | -                          | 707    | 766                                                                               | -         | 136                            | 200                                                                                 | -    |
| Critical Hdwy              | 4.1    | -                                                                                 | -    | 4.1    | -                                                                                 | -                          | 7.1    | 6.5                                                                               | 6.2       | 7.1                            | 6.5                                                                                 | 6.2  |
| Critical Hdwy Stg 1        | -      | -                                                                                 | -    | -      | -                                                                                 | -                          | 6.1    | 5.5                                                                               | -         | 6.1                            | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2        | -      | -                                                                                 | -    | -      | -                                                                                 | -                          | 6.1    | 5.5                                                                               | -         | 6.1                            | 5.5                                                                                 | -    |
| Follow-up Hdwy             | 2.2    | -                                                                                 | -    | 2.2    | -                                                                                 | -                          | 3.5    | 4                                                                                 | 3.3       | 3.5                            | 4                                                                                   | 3.3  |
| Pot Cap-1 Maneuver         | 896    | -                                                                                 | -    | 1409   | -                                                                                 | -                          | 277    | 272                                                                               | 919 ~ 273 | 267                            | 452                                                                                 |      |
| Stage 1                    | -      | -                                                                                 | -    | -      | -                                                                                 | -                          | 851    | 773                                                                               | - ~ 414   | 428                            | -                                                                                   |      |
| Stage 2                    | -      | -                                                                                 | -    | -      | -                                                                                 | -                          | 429    | 415                                                                               | - ~ 872   | 739                            | -                                                                                   |      |
| Platoon blocked, %         |        | -                                                                                 | -    |        | -                                                                                 | -                          |        |                                                                                   |           |                                |                                                                                     |      |
| Mov Cap-1 Maneuver         | 896    | -                                                                                 | -    | 1409   | -                                                                                 | -                          | 251    | 261                                                                               | 919 ~ 202 | 255                            | 452                                                                                 |      |
| Mov Cap-2 Maneuver         | -      | -                                                                                 | -    | -      | -                                                                                 | -                          | 251    | 261                                                                               | - ~ 202   | 255                            | -                                                                                   |      |
| Stage 1                    | -      | -                                                                                 | -    | -      | -                                                                                 | -                          | 840    | 762                                                                               | - ~ 401   | 415                            | -                                                                                   |      |
| Stage 2                    | -      | -                                                                                 | -    | -      | -                                                                                 | -                          | 394    | 402                                                                               | - ~ 763   | 730                            | -                                                                                   |      |
|                            |        |                                                                                   |      |        |                                                                                   |                            |        |                                                                                   |           |                                |                                                                                     |      |
|                            |        |                                                                                   |      |        |                                                                                   |                            |        |                                                                                   |           |                                |                                                                                     |      |
| Approach                   | EB     |                                                                                   |      | WB     |                                                                                   |                            | NB     |                                                                                   |           | SB                             |                                                                                     |      |
| HCM Control Delay, s/v     | 0.5    |                                                                                   |      | 0.27   |                                                                                   |                            | 17.87  |                                                                                   |           | \$ 2871.26                     |                                                                                     |      |
| HCM LOS                    |        |                                                                                   |      |        |                                                                                   |                            | C      |                                                                                   |           | F                              |                                                                                     |      |
|                            |        |                                                                                   |      |        |                                                                                   |                            |        |                                                                                   |           |                                |                                                                                     |      |
|                            |        |                                                                                   |      |        |                                                                                   |                            |        |                                                                                   |           |                                |                                                                                     |      |
| Minor Lane/Major Mvmt      | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT                        | WBR    | SBLn1                                                                             |           |                                |                                                                                     |      |
| Capacity (veh/h)           | 383    | 90                                                                                | -    | -      | 62                                                                                | -                          | -      | 204                                                                               |           |                                |                                                                                     |      |
| HCM Lane V/C Ratio         | 0.272  | 0.012                                                                             | -    | -      | 0.018                                                                             | -                          | -      | 7.285                                                                             |           |                                |                                                                                     |      |
| HCM Control Delay (s/veh)  | 17.9   | 9.1                                                                               | 0    | -      | 7.6                                                                               | 0                          |        | \$ 2871.3                                                                         |           |                                |                                                                                     |      |
| HCM Lane LOS               | C      | A                                                                                 | A    | -      | A                                                                                 | A                          | -      | F                                                                                 |           |                                |                                                                                     |      |
| HCM 95th %tile Q(veh)      | 1.1    | 0                                                                                 | -    | -      | 0.1                                                                               | -                          | -      | 163.4                                                                             |           |                                |                                                                                     |      |
|                            |        |                                                                                   |      |        |                                                                                   |                            |        |                                                                                   |           |                                |                                                                                     |      |
| Notes                      |        |                                                                                   |      |        |                                                                                   |                            |        |                                                                                   |           |                                |                                                                                     |      |
| ~: Volume exceeds capacity |        | \$: Delay exceeds 300s                                                            |      |        |                                                                                   | +: Computation Not Defined |        |                                                                                   |           | *: All major volume in platoon |                                                                                     |      |

HCM 7th TWSC  
9: Quarry Rd. & I-15 SB Ramps

Opening Year Cumulative (2027) With Project - AM Peak Hour

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.6  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | TT   |      | ↑    |      |      | ↑    |
| Traffic Vol, veh/h       | 145  | 1    | 1    | 602  | 1    | 2    |
| Future Vol, veh/h        | 145  | 1    | 1    | 602  | 1    | 2    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 79   | 79   | 79   | 79   | 79   | 79   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 184  | 1    | 1    | 762  | 1    | 3    |

| Major/Minor          | Minor1 | Major1 | Major2 |   |     |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 387    | 382    | 0      | 0 | 763 |
| Stage 1              | 382    | -      | -      | - | -   |
| Stage 2              | 5      | -      | -      | - | -   |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1 |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -   |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -   |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2 |
| Pot Cap-1 Maneuver   | 620    | 669    | -      | - | 858 |
| Stage 1              | 694    | -      | -      | - | -   |
| Stage 2              | 1023   | -      | -      | - | -   |
| Platoon blocked, %   |        |        | -      | - | -   |
| Mov Cap-1 Maneuver   | 619    | 669    | -      | - | 858 |
| Mov Cap-2 Maneuver   | 619    | -      | -      | - | -   |
| Stage 1              | 694    | -      | -      | - | -   |
| Stage 2              | 1022   | -      | -      | - | -   |

| Approach                    | WB | NB | SB   |
|-----------------------------|----|----|------|
| HCM Control Delay, s/v13.26 |    | 0  | 3.07 |
| HCM LOS                     | B  |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 619   | 600   |
| HCM Lane V/C Ratio        | -   | -        | 0.298 | 0.001 |
| HCM Control Delay (s/veh) | -   | -        | 13.3  | 9.2   |
| HCM Lane LOS              | -   | -        | B     | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 1.2   | 0     |

Intersection

Int Delay, s/veh 14907.8

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 5    | 93   | 69   | 49   | 1544 | 61   | 4    | 79   | 39   | 913  | 0    | 20   |
| Future Vol, veh/h        | 5    | 93   | 69   | 49   | 1544 | 61   | 4    | 79   | 39   | 913  | 0    | 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         | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   | 68   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 7    | 137  | 101  | 72   | 2271 | 90   | 6    | 116  | 57   | 1343 | 0    | 29   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |     | Minor2 |      |      |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|------|
| Conflicting Flow All | 2360   | 0 | 0 | 238    | 0 | 0 | 2617   | 2707 | 188 | 2669   | 2713 | 2315 |
| Stage 1              | -      | - | - | -      | - | - | 202    | 202  | -   | 2460   | 2460 | -    |
| Stage 2              | -      | - | - | -      | - | - | 2415   | 2504 | -   | 210    | 253  | -    |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 7.1    | 6.5  | 6.2 | 7.1    | 6.5  | 6.2  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5  | -   | 6.1    | 5.5  | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5  | -   | 6.1    | 5.5  | -    |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4    | 3.3 | 3.5    | 4    | 3.3  |
| Pot Cap-1 Maneuver   | 210    | - | - | 1341   | - | - | 16     | ~ 21 | 860 | ~ 15   | 21   | 49   |
| Stage 1              | -      | - | - | -      | - | - | 804    | 738  | -   | ~ 42   | 61   | -    |
| Stage 2              | -      | - | - | -      | - | - | 45     | ~ 58 | -   | ~ 797  | 701  | -    |
| Platoon blocked, %   |        | - | - |        | - | - |        |      |     |        |      |      |
| Mov Cap-1 Maneuver   | 210    | - | - | 1341   | - | - | 6      | ~ 21 | 860 | ~ 13   | 20   | 49   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 6      | ~ 21 | -   | ~ 13   | 20   | -    |
| Stage 1              | -      | - | - | -      | - | - | 771    | 708  | -   | ~ 42   | 61   | -    |
| Stage 2              | -      | - | - | -      | - | - | 18     | ~ 58 | -   | ~ 596  | 673  | -    |

| Approach               | EB   | WB   | NB         | SB          |
|------------------------|------|------|------------|-------------|
| HCM Control Delay, s/v | 0.68 | 0.23 | \$ 2831.17 | \$ 45582.89 |
| HCM LOS                |      |      | F          | F           |

| Minor Lane/Major Mvmt     | NBLn1     | EBL   | EBT | EBR | WBL   | WBT | WBR        | SBLn1   |
|---------------------------|-----------|-------|-----|-----|-------|-----|------------|---------|
| Capacity (veh/h)          | 27        | 50    | -   | -   | ~ 53  | -   | -          | 14      |
| HCM Lane V/C Ratio        | 6.654     | 0.035 | -   | -   | 0.054 | -   | -          | 401.103 |
| HCM Control Delay (s/veh) | \$ 2831.2 | 22.7  | 0   | -   | 7.8   | 0   | \$ 45582.9 |         |
| HCM Lane LOS              | F         | C     | A   | -   | A     | A   | -          | F       |
| HCM 95th %tile Q(veh)     | 22.1      | 0.1   | -   | -   | 0.2   | -   | -          | 172.8   |

Notes

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 7th TWSC  
9: Quarry Rd. & I-15 SB Ramps

Opening Year Cumulative (2027) With Project - PM Peak Hour

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 23.3 |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | Y    |      | ↑    |      |      | ↓    |
| Traffic Vol, veh/h       | 132  | 1    | 1    | 1520 | 1    | 1    |
| Future Vol, veh/h        | 132  | 1    | 1    | 1520 | 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         | 56   | 56   | 56   | 56   | 56   | 56   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 236  | 2    | 2    | 2714 | 2    | 2    |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 1364   | 1359   | 0      | 0 | 2716 |
| Stage 1              | 1359   | -      | -      | - | -    |
| Stage 2              | 5      | -      | -      | - | -    |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1  |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -    |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2  |
| Pot Cap-1 Maneuver   | ~ 164  | 184    | -      | - | 152  |
| Stage 1              | 241    | -      | -      | - | -    |
| Stage 2              | 1023   | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | ~ 162  | 184    | -      | - | 152  |
| Mov Cap-2 Maneuver   | ~ 162  | -      | -      | - | -    |
| Stage 1              | 241    | -      | -      | - | -    |
| Stage 2              | 1011   | -      | -      | - | -    |

| Approach                 | WB     | NB | SB    |
|--------------------------|--------|----|-------|
| HCM Control Delay, s/veh | 290.34 | 0  | 14.47 |
| HCM LOS                  | F      |    |       |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 162   | 152   |
| HCM Lane V/C Ratio        | -   | -        | 1.462 | 0.012 |
| HCM Control Delay (s/veh) | -   | -        | 290.3 | 28.9  |
| HCM Lane LOS              | -   | -        | F     | D     |
| HCM 95th %tile Q(veh)     | -   | -        | 15.2  | 0     |

| Notes                      |                        |                            |                                |
|----------------------------|------------------------|----------------------------|--------------------------------|
| ~: Volume exceeds capacity | \$: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

**APPENDIX 5.7: OPENING YEAR CUMULATIVE (2027) WITH PROJECT  
CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS  
WITH IMPROVEMENTS**

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Lanes, Volumes, Timings  
4: Navajo Rd. & Johnson Rd.

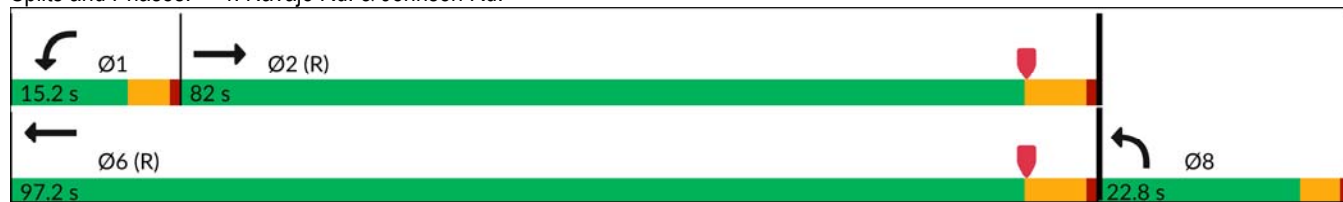
OY Cumulative (2027) w/ Project - AM Peak Hour  
WITH IMPROVEMENTS

|                         | →     | ↘    | ↙     | ←     | ↖     | ↗    |
|-------------------------|-------|------|-------|-------|-------|------|
| Lane Group              | EBT   | EBR  | WBL   | WBT   | NBL   | NBR  |
| Lane Configurations     | ↑↑    |      | ↘     | ↑     | ↖↗    |      |
| Traffic Volume (vph)    | 1128  | 265  | 65    | 391   | 103   | 13   |
| Future Volume (vph)     | 1128  | 265  | 65    | 391   | 103   | 13   |
| Ideal Flow (vphpl)      | 1800  | 1800 | 1700  | 1800  | 1700  | 1800 |
| Storage Length (ft)     |       | 0    | 150   |       | 200   | 0    |
| Storage Lanes           |       | 0    | 1     |       | 1     | 0    |
| Taper Length (ft)       |       |      | 90    |       | 90    |      |
| Right Turn on Red       |       | Yes  |       |       |       | Yes  |
| Link Speed (mph)        | 45    |      |       | 45    | 55    |      |
| Link Distance (ft)      | 5327  |      |       | 1835  | 6664  |      |
| Travel Time (s)         | 80.7  |      |       | 27.8  | 82.6  |      |
| Peak Hour Factor        | 0.76  | 0.76 | 0.76  | 0.76  | 0.76  | 0.76 |
| Shared Lane Traffic (%) |       |      |       |       |       |      |
| Turn Type               | NA    |      | Prot  | NA    | Prot  |      |
| Protected Phases        | 2     |      | 1     | 6     | 8     |      |
| Permitted Phases        |       |      |       |       |       |      |
| Detector Phase          | 2     |      | 1     | 6     | 8     |      |
| Switch Phase            |       |      |       |       |       |      |
| Minimum Initial (s)     | 10.0  |      | 5.0   | 10.0  | 5.0   |      |
| Minimum Split (s)       | 24.5  |      | 9.6   | 24.5  | 22.6  |      |
| Total Split (s)         | 82.0  |      | 15.2  | 97.2  | 22.8  |      |
| Total Split (%)         | 68.3% |      | 12.7% | 81.0% | 19.0% |      |
| Maximum Green (s)       | 75.5  |      | 10.6  | 90.7  | 18.2  |      |
| Yellow Time (s)         | 5.5   |      | 3.6   | 5.5   | 3.6   |      |
| All-Red Time (s)        | 1.0   |      | 1.0   | 1.0   | 1.0   |      |
| Lost Time Adjust (s)    | 0.0   |      | 0.0   | 0.0   | 0.0   |      |
| Total Lost Time (s)     | 6.5   |      | 4.6   | 6.5   | 4.6   |      |
| Lead/Lag                | Lag   |      | Lead  |       |       |      |
| Lead-Lag Optimize?      | Yes   |      | Yes   |       |       |      |
| Vehicle Extension (s)   | 3.0   |      | 2.0   | 3.0   | 2.0   |      |
| Recall Mode             | C-Max |      | None  | C-Max | None  |      |
| Walk Time (s)           | 7.0   |      |       | 7.0   | 7.0   |      |
| Flash Don't Walk (s)    | 11.0  |      |       | 11.0  | 11.0  |      |
| Pedestrian Calls (#/hr) | 10    |      |       | 10    | 10    |      |

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 14.7 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Navajo Rd. & Johnson Rd.





# HCM 7th Signalized Intersection Summary OY Cumulative (2027) w/ Project - AM Peak Hour

## 4: Navajo Rd. & Johnson Rd.

WITH IMPROVEMENTS

|                                                                      |  |  |  |  |  |  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                                                             | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations                                                  |  |                                                                                   |  |  |  |                                                                                   |
| Traffic Volume (veh/h)                                               | 1128                                                                              | 265                                                                               | 65                                                                                | 391                                                                               | 103                                                                               | 13                                                                                |
| Future Volume (veh/h)                                                | 1128                                                                              | 265                                                                               | 65                                                                                | 391                                                                               | 103                                                                               | 13                                                                                |
| Initial Q (Qb), veh                                                  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Width Adj.                                                      | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| 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                                               | 1800                                                                              | 1800                                                                              | 1700                                                                              | 1800                                                                              | 1700                                                                              | 1800                                                                              |
| Adj Flow Rate, veh/h                                                 | 1484                                                                              | 217                                                                               | 86                                                                                | 514                                                                               | 146                                                                               | 0                                                                                 |
| Peak Hour Factor                                                     | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              |
| Percent Heavy Veh, %                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Cap, veh/h                                                           | 2226                                                                              | 321                                                                               | 106                                                                               | 1522                                                                              | 200                                                                               | 94                                                                                |
| Arrive On Green                                                      | 0.74                                                                              | 0.74                                                                              | 0.07                                                                              | 0.85                                                                              | 0.06                                                                              | 0.00                                                                              |
| Sat Flow, veh/h                                                      | 3090                                                                              | 433                                                                               | 1619                                                                              | 1800                                                                              | 3238                                                                              | 1525                                                                              |
| Grp Volume(v), veh/h                                                 | 837                                                                               | 864                                                                               | 86                                                                                | 514                                                                               | 146                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                             | 1710                                                                              | 1722                                                                              | 1619                                                                              | 1800                                                                              | 1619                                                                              | 1525                                                                              |
| Q Serve(g_s), s                                                      | 29.7                                                                              | 31.2                                                                              | 6.3                                                                               | 7.4                                                                               | 5.3                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s                                                | 29.7                                                                              | 31.2                                                                              | 6.3                                                                               | 7.4                                                                               | 5.3                                                                               | 0.0                                                                               |
| Prop In Lane                                                         |                                                                                   | 0.25                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |
| Lane Grp Cap(c), veh/h                                               | 1269                                                                              | 1278                                                                              | 106                                                                               | 1522                                                                              | 200                                                                               | 94                                                                                |
| V/C Ratio(X)                                                         | 0.66                                                                              | 0.68                                                                              | 0.81                                                                              | 0.34                                                                              | 0.73                                                                              | 0.00                                                                              |
| Avail Cap(c_a), veh/h                                                | 1269                                                                              | 1278                                                                              | 143                                                                               | 1522                                                                              | 491                                                                               | 231                                                                               |
| HCM Platoon Ratio                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)                                                   | 0.09                                                                              | 0.09                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh                                             | 7.8                                                                               | 8.0                                                                               | 55.4                                                                              | 2.0                                                                               | 55.3                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh                                               | 0.2                                                                               | 0.3                                                                               | 16.5                                                                              | 0.6                                                                               | 1.9                                                                               | 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                                             | 8.4                                                                               | 8.9                                                                               | 3.0                                                                               | 1.4                                                                               | 2.1                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh                                                | 8.1                                                                               | 8.3                                                                               | 71.9                                                                              | 2.6                                                                               | 57.2                                                                              | 0.0                                                                               |
| LnGrp LOS                                                            | A                                                                                 | A                                                                                 | E                                                                                 | A                                                                                 | E                                                                                 |                                                                                   |
| Approach Vol, veh/h                                                  | 1701                                                                              |                                                                                   |                                                                                   | 600                                                                               | 146                                                                               |                                                                                   |
| Approach Delay, s/veh                                                | 8.2                                                                               |                                                                                   |                                                                                   | 12.5                                                                              | 57.2                                                                              |                                                                                   |
| Approach LOS                                                         | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 | E                                                                                 |                                                                                   |
| Timer - Assigned Phs                                                 | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 8                                                                                 |
| Phs Duration (G+Y+Rc), s                                             | 12.4                                                                              | 95.6                                                                              |                                                                                   |                                                                                   | 108.0                                                                             | 12.0                                                                              |
| Change Period (Y+Rc), s                                              | 4.6                                                                               | 6.5                                                                               |                                                                                   |                                                                                   | 6.5                                                                               | 4.6                                                                               |
| Max Green Setting (Gmax), s                                          | 10.6                                                                              | 75.5                                                                              |                                                                                   |                                                                                   | 90.7                                                                              | 18.2                                                                              |
| Max Q Clear Time (g_c+I1), s                                         | 8.3                                                                               | 33.2                                                                              |                                                                                   |                                                                                   | 9.4                                                                               | 7.3                                                                               |
| Green Ext Time (p_c), s                                              | 0.0                                                                               | 17.3                                                                              |                                                                                   |                                                                                   | 3.3                                                                               | 0.2                                                                               |
| <b>Intersection Summary</b>                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 7th Control Delay, s/veh                                         |                                                                                   |                                                                                   | 12.2                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 7th LOS                                                          |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| <b>Notes</b>                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| User approved volume balancing among the lanes for turning movement. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Lanes, Volumes, Timings

OY Cumulative (2027) w/ Project - AM Peak Hour

## 5: Dale Evans Pkwy. & Johnson Rd.

WITH IMPROVEMENTS

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 17                                                                                | 1232                                                                              | 116                                                                               | 91                                                                                | 452                                                                               | 176                                                                               | 55                                                                                  | 151                                                                                 | 282                                                                                 | 406                                                                                 | 93                                                                                  | 7                                                                                   |
| Future Volume (vph)     | 17                                                                                | 1232                                                                              | 116                                                                               | 91                                                                                | 452                                                                               | 176                                                                               | 55                                                                                  | 151                                                                                 | 282                                                                                 | 406                                                                                 | 93                                                                                  | 7                                                                                   |
| Ideal Flow (vphpl)      | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1700                                                                                | 1800                                                                                | 1800                                                                                | 1700                                                                                | 1800                                                                                | 1800                                                                                |
| Storage Length (ft)     | 150                                                                               |                                                                                   | 0                                                                                 | 300                                                                               |                                                                                   | 165                                                                               | 100                                                                                 |                                                                                     | 150                                                                                 | 325                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes           | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)       | 90                                                                                |                                                                                   |                                                                                   | 120                                                                               |                                                                                   |                                                                                   | 90                                                                                  |                                                                                     |                                                                                     | 90                                                                                  |                                                                                     |                                                                                     |
| Right Turn on Red       |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Link Speed (mph)        |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                |                                                                                   |                                                                                     | 55                                                                                  |                                                                                     |                                                                                     | 55                                                                                  |                                                                                     |
| Link Distance (ft)      |                                                                                   | 7616                                                                              |                                                                                   |                                                                                   | 5327                                                                              |                                                                                   |                                                                                     | 4005                                                                                |                                                                                     |                                                                                     | 1074                                                                                |                                                                                     |
| Travel Time (s)         |                                                                                   | 115.4                                                                             |                                                                                   |                                                                                   | 80.7                                                                              |                                                                                   |                                                                                     | 49.6                                                                                |                                                                                     |                                                                                     | 13.3                                                                                |                                                                                     |
| Peak Hour Factor        | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type               | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                | Perm                                                                              | Split                                                                               | NA                                                                                  | Perm                                                                                | Split                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases        |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   | 8                                                                                   | 8                                                                                   |                                                                                     | 4                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   | 6                                                                                 |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase          | 2                                                                                 | 2                                                                                 |                                                                                   | 6                                                                                 | 6                                                                                 | 6                                                                                 | 8                                                                                   | 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                                                                                | 10.0                                                                                | 10.0                                                                                |                                                                                     |
| Minimum Split (s)       | 22.5                                                                              | 22.5                                                                              |                                                                                   | 22.5                                                                              | 22.5                                                                              | 22.5                                                                              | 22.5                                                                                | 22.5                                                                                | 22.5                                                                                | 22.5                                                                                | 22.5                                                                                |                                                                                     |
| Total Split (s)         | 67.0                                                                              | 67.0                                                                              |                                                                                   | 67.0                                                                              | 67.0                                                                              | 67.0                                                                              | 23.0                                                                                | 23.0                                                                                | 23.0                                                                                | 30.0                                                                                | 30.0                                                                                |                                                                                     |
| Total Split (%)         | 55.8%                                                                             | 55.8%                                                                             |                                                                                   | 55.8%                                                                             | 55.8%                                                                             | 55.8%                                                                             | 19.2%                                                                               | 19.2%                                                                               | 19.2%                                                                               | 25.0%                                                                               | 25.0%                                                                               |                                                                                     |
| Maximum Green (s)       | 62.5                                                                              | 62.5                                                                              |                                                                                   | 62.5                                                                              | 62.5                                                                              | 62.5                                                                              | 18.5                                                                                | 18.5                                                                                | 18.5                                                                                | 25.5                                                                                | 25.5                                                                                |                                                                                     |
| Yellow Time (s)         | 3.5                                                                               | 3.5                                                                               |                                                                                   | 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                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               |                                                                                   | 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                                                                                 | 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                                                                                 | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Recall Mode             | C-Max                                                                             | C-Max                                                                             |                                                                                   | C-Max                                                                             | C-Max                                                                             | C-Max                                                                             | Max                                                                                 | Max                                                                                 | Max                                                                                 | Max                                                                                 | Max                                                                                 |                                                                                     |
| Walk Time (s)           | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 | 7.0                                                                                 |                                                                                     |
| Flash Don't Walk (s)    | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              | 11.0                                                                                | 11.0                                                                                | 11.0                                                                                | 11.0                                                                                | 11.0                                                                                |                                                                                     |
| Pedestrian Calls (#/hr) | 0                                                                                 | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |                                                                                     |

### Intersection Summary

Area Type: Other

Cycle Length: 120

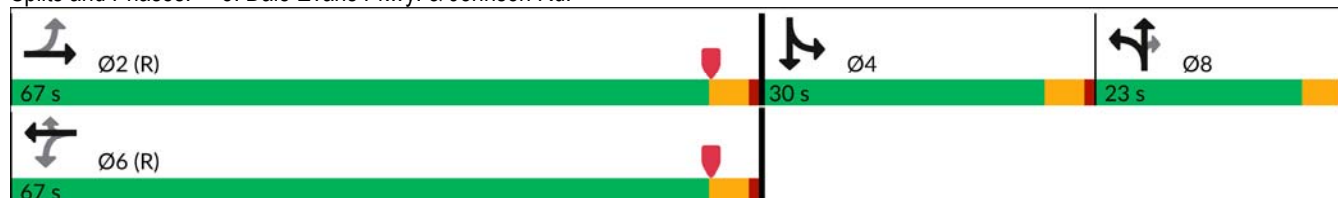
Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 5: Dale Evans Pkwy. & Johnson Rd.



Lecangs Dakota Apple Valley Industrial Traffic Study

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Synchro 12 Report

Urban Crossroads, Inc.

HCM 7th Signalized Intersection Summary OY Cumulative (2027) w/ Project - AM Peak Hour  
 5: Dale Evans Pkwy. & Johnson Rd. WITH IMPROVEMENTS

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 17                                                                                | 1232                                                                              | 116                                                                               | 91                                                                                | 452                                                                               | 176                                                                               | 55                                                                                  | 151                                                                                 | 282                                                                                 | 406                                                                                 | 93                                                                                  | 7                                                                                   |
| Future Volume (veh/h)        | 17                                                                                | 1232                                                                              | 116                                                                               | 91                                                                                | 452                                                                               | 176                                                                               | 55                                                                                  | 151                                                                                 | 282                                                                                 | 406                                                                                 | 93                                                                                  | 7                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| 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       | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1700                                                                                | 1800                                                                                | 1800                                                                                | 1700                                                                                | 1800                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 21                                                                                | 1521                                                                              | 81                                                                                | 112                                                                               | 558                                                                               | 118                                                                               | 68                                                                                  | 186                                                                                 | 175                                                                                 | 501                                                                                 | 115                                                                                 | 9                                                                                   |
| Peak Hour Factor             | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                              | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                | 0.81                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 388                                                                               | 1720                                                                              | 91                                                                                | 115                                                                               | 1781                                                                              | 794                                                                               | 250                                                                                 | 527                                                                                 | 235                                                                                 | 344                                                                                 | 683                                                                                 | 53                                                                                  |
| Arrive On Green              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.23                                                                                | 0.31                                                                                | 0.23                                                                                | 0.43                                                                                | 0.32                                                                                | 0.32                                                                                |
| Sat Flow, veh/h              | 693                                                                               | 3303                                                                              | 175                                                                               | 288                                                                               | 3420                                                                              | 1525                                                                              | 1619                                                                                | 3420                                                                                | 1525                                                                                | 1619                                                                                | 3216                                                                                | 249                                                                                 |
| Grp Volume(v), veh/h         | 21                                                                                | 785                                                                               | 817                                                                               | 112                                                                               | 558                                                                               | 118                                                                               | 68                                                                                  | 186                                                                                 | 175                                                                                 | 501                                                                                 | 61                                                                                  | 63                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 693                                                                               | 1710                                                                              | 1768                                                                              | 288                                                                               | 1710                                                                              | 1525                                                                              | 1619                                                                                | 1710                                                                                | 1525                                                                                | 1619                                                                                | 1710                                                                                | 1755                                                                                |
| Q Serve(g_s), s              | 1.1                                                                               | 38.6                                                                              | 39.6                                                                              | 22.9                                                                              | 5.7                                                                               | 2.3                                                                               | 4.1                                                                                 | 5.1                                                                                 | 12.8                                                                                | 25.5                                                                                | 3.1                                                                                 | 3.1                                                                                 |
| Cycle Q Clear(g_c), s        | 6.8                                                                               | 38.6                                                                              | 39.6                                                                              | 62.5                                                                              | 5.7                                                                               | 2.3                                                                               | 4.1                                                                                 | 5.1                                                                                 | 12.8                                                                                | 25.5                                                                                | 3.1                                                                                 | 3.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.10                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.14                                                                                |
| Lane Grp Cap(c), veh/h       | 388                                                                               | 891                                                                               | 921                                                                               | 115                                                                               | 1781                                                                              | 794                                                                               | 250                                                                                 | 527                                                                                 | 235                                                                                 | 344                                                                                 | 363                                                                                 | 373                                                                                 |
| V/C Ratio(X)                 | 0.05                                                                              | 0.88                                                                              | 0.89                                                                              | 0.97                                                                              | 0.31                                                                              | 0.15                                                                              | 0.27                                                                                | 0.35                                                                                | 0.74                                                                                | 1.46                                                                                | 0.17                                                                                | 0.17                                                                                |
| Avail Cap(c_a), veh/h        | 388                                                                               | 891                                                                               | 921                                                                               | 115                                                                               | 1781                                                                              | 794                                                                               | 250                                                                                 | 527                                                                                 | 235                                                                                 | 344                                                                                 | 363                                                                                 | 373                                                                                 |
| HCM Platoon Ratio            | 1.50                                                                              | 1.50                                                                              | 1.50                                                                              | 1.50                                                                              | 1.50                                                                              | 1.50                                                                              | 1.50                                                                                | 2.00                                                                                | 1.50                                                                                | 2.00                                                                                | 1.50                                                                                | 1.50                                                                                |
| Upstream Filter(I)           | 0.09                                                                              | 0.09                                                                              | 0.09                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 7.9                                                                               | 10.5                                                                              | 10.6                                                                              | 38.7                                                                              | 6.9                                                                               | 6.5                                                                               | 40.6                                                                                | 36.9                                                                                | 43.9                                                                                | 34.5                                                                                | 33.2                                                                                | 33.3                                                                                |
| Incr Delay (d2), s/veh       | 0.0                                                                               | 1.3                                                                               | 1.4                                                                               | 74.0                                                                              | 0.4                                                                               | 0.4                                                                               | 2.7                                                                                 | 1.8                                                                                 | 19.1                                                                                | 220.8                                                                               | 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     | 0.1                                                                               | 5.9                                                                               | 6.2                                                                               | 5.5                                                                               | 1.8                                                                               | 0.8                                                                               | 1.7                                                                                 | 2.1                                                                                 | 5.5                                                                                 | 27.8                                                                                | 1.3                                                                                 | 1.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 7.9                                                                               | 11.8                                                                              | 12.0                                                                              | 112.7                                                                             | 7.3                                                                               | 6.9                                                                               | 43.3                                                                                | 38.7                                                                                | 63.0                                                                                | 255.3                                                                               | 34.2                                                                                | 34.2                                                                                |
| LnGrp LOS                    | A                                                                                 | B                                                                                 | B                                                                                 | F                                                                                 | A                                                                                 | A                                                                                 | D                                                                                   | D                                                                                   | E                                                                                   | F                                                                                   | C                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 1623                                                                              |                                                                                   |                                                                                   | 788                                                                               |                                                                                   |                                                                                   | 429                                                                                 |                                                                                     |                                                                                     | 625                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 11.8                                                                              |                                                                                   |                                                                                   | 22.2                                                                              |                                                                                   |                                                                                   | 49.3                                                                                |                                                                                     |                                                                                     | 211.5                                                                               |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 67.0                                                                              |                                                                                   |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                   | 67.0                                                                                |                                                                                     |                                                                                     | 23.0                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               |                                                                                   |                                                                                   | 4.5                                                                               |                                                                                   |                                                                                   | 4.5                                                                                 |                                                                                     |                                                                                     | 4.5                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 62.5                                                                              |                                                                                   |                                                                                   | 25.5                                                                              |                                                                                   |                                                                                   | 62.5                                                                                |                                                                                     |                                                                                     | 18.5                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 41.6                                                                              |                                                                                   |                                                                                   | 27.5                                                                              |                                                                                   |                                                                                   | 64.5                                                                                |                                                                                     |                                                                                     | 14.8                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 11.3                                                                              |                                                                                   |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                   | 0.0                                                                                 |                                                                                     |                                                                                     | 0.6                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 54.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

OY Cumulative (2027) w/ Project - AM Peak Hour

## 6: Stoddard Wells Rd. & Johnson Rd.

WITH IMPROVEMENTS

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |                                                                                   |  |  |                                                                                   |  |
| Traffic Volume (vph)    | 512                                                                               | 1                                                                                 | 30                                                                                | 1364                                                                              | 1                                                                                 | 55                                                                                |
| Future Volume (vph)     | 512                                                                               | 1                                                                                 | 30                                                                                | 1364                                                                              | 1                                                                                 | 55                                                                                |
| Ideal Flow (vphpl)      | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1800                                                                              | 1800                                                                              | 1800                                                                              |
| 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                                                                              |
| Peak Hour Factor        | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Turn Type               | Prot                                                                              |                                                                                   | NA                                                                                | pm+ov                                                                             | Perm                                                                              | NA                                                                                |
| Protected Phases        | 8                                                                                 |                                                                                   | 2                                                                                 | 8                                                                                 |                                                                                   | 6                                                                                 |
| Permitted Phases        |                                                                                   |                                                                                   |                                                                                   | 2                                                                                 | 6                                                                                 |                                                                                   |
| Detector Phase          | 8                                                                                 |                                                                                   | 2                                                                                 | 8                                                                                 | 6                                                                                 | 6                                                                                 |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)     | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Minimum Split (s)       | 22.5                                                                              |                                                                                   | 22.5                                                                              | 22.5                                                                              | 22.5                                                                              | 22.5                                                                              |
| Total Split (s)         | 96.0                                                                              |                                                                                   | 24.0                                                                              | 96.0                                                                              | 24.0                                                                              | 24.0                                                                              |
| Total Split (%)         | 80.0%                                                                             |                                                                                   | 20.0%                                                                             | 80.0%                                                                             | 20.0%                                                                             | 20.0%                                                                             |
| Maximum Green (s)       | 91.5                                                                              |                                                                                   | 19.5                                                                              | 91.5                                                                              | 19.5                                                                              | 19.5                                                                              |
| Yellow Time (s)         | 3.5                                                                               |                                                                                   | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               | 3.5                                                                               |
| All-Red Time (s)        | 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                                                                               |
| Recall Mode             | None                                                                              |                                                                                   | C-Max                                                                             | None                                                                              | C-Max                                                                             | C-Max                                                                             |
| Walk Time (s)           | 7.0                                                                               |                                                                                   | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |
| Flash Don't Walk (s)    | 11.0                                                                              |                                                                                   | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              | 11.0                                                                              |
| Pedestrian Calls (#/hr) | 0                                                                                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |

### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 6: Stoddard Wells Rd. & Johnson Rd.



# HCM 7th Signalized Intersection Summary OY Cumulative (2027) w/ Project - AM Peak Hour 6: Stoddard Wells Rd. & Johnson Rd. WITH IMPROVEMENTS

|                                                                      |  |  |  |  |  |  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                                                             | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations                                                  |  |                                                                                   |  |  |                                                                                   |  |
| Traffic Volume (veh/h)                                               | 512                                                                               | 1                                                                                 | 30                                                                                | 1364                                                                              | 1                                                                                 | 55                                                                                |
| Future Volume (veh/h)                                                | 512                                                                               | 1                                                                                 | 30                                                                                | 1364                                                                              | 1                                                                                 | 55                                                                                |
| Initial Q (Qb), veh                                                  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Width Adj.                                                      | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| 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                                               | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1800                                                                              | 1800                                                                              | 1800                                                                              |
| Adj Flow Rate, veh/h                                                 | 596                                                                               | 0                                                                                 | 35                                                                                | 772                                                                               | 1                                                                                 | 64                                                                                |
| Peak Hour Factor                                                     | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              | 0.86                                                                              |
| Percent Heavy Veh, %                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Cap, veh/h                                                           | 688                                                                               | 324                                                                               | 1282                                                                              | 1411                                                                              | 36                                                                                | 1268                                                                              |
| Arrive On Green                                                      | 0.21                                                                              | 0.00                                                                              | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              | 0.71                                                                              |
| Sat Flow, veh/h                                                      | 3238                                                                              | 1525                                                                              | 1800                                                                              | 1525                                                                              | 7                                                                                 | 1780                                                                              |
| Grp Volume(v), veh/h                                                 | 596                                                                               | 0                                                                                 | 35                                                                                | 772                                                                               | 65                                                                                | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                             | 1619                                                                              | 1525                                                                              | 1800                                                                              | 1525                                                                              | 1787                                                                              | 0                                                                                 |
| Q Serve(g_s), s                                                      | 21.3                                                                              | 0.0                                                                               | 0.7                                                                               | 9.2                                                                               | 0.0                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s                                                | 21.3                                                                              | 0.0                                                                               | 0.7                                                                               | 9.2                                                                               | 1.3                                                                               | 0.0                                                                               |
| Prop In Lane                                                         | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.02                                                                              |                                                                                   |
| Lane Grp Cap(c), veh/h                                               | 688                                                                               | 324                                                                               | 1282                                                                              | 1411                                                                              | 1303                                                                              | 0                                                                                 |
| V/C Ratio(X)                                                         | 0.87                                                                              | 0.00                                                                              | 0.03                                                                              | 0.55                                                                              | 0.05                                                                              | 0.00                                                                              |
| Avail Cap(c_a), veh/h                                                | 2469                                                                              | 1163                                                                              | 1282                                                                              | 1411                                                                              | 1303                                                                              | 0                                                                                 |
| HCM Platoon Ratio                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)                                                   | 0.96                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh                                             | 45.6                                                                              | 0.0                                                                               | 5.1                                                                               | 0.7                                                                               | 5.1                                                                               | 0.0                                                                               |
| Incr Delay (d2), s/veh                                               | 3.3                                                                               | 0.0                                                                               | 0.0                                                                               | 1.5                                                                               | 0.1                                                                               | 0.0                                                                               |
| Initial Q Delay(d3), s/veh                                           | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln                                             | 8.6                                                                               | 0.0                                                                               | 0.2                                                                               | 10.0                                                                              | 0.4                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh                                                | 48.9                                                                              | 0.0                                                                               | 5.1                                                                               | 2.2                                                                               | 5.2                                                                               | 0.0                                                                               |
| LnGrp LOS                                                            | D                                                                                 |                                                                                   | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |
| Approach Vol, veh/h                                                  | 596                                                                               |                                                                                   | 807                                                                               |                                                                                   | 65                                                                                |                                                                                   |
| Approach Delay, s/veh                                                | 48.9                                                                              |                                                                                   | 2.3                                                                               |                                                                                   | 5.2                                                                               |                                                                                   |
| Approach LOS                                                         | D                                                                                 |                                                                                   | A                                                                                 |                                                                                   | A                                                                                 |                                                                                   |
| Timer - Assigned Phs                                                 | 2                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 8                                                                                 |                                                                                   |
| Phs Duration (G+Y+Rc), s                                             | 90.0                                                                              |                                                                                   | 90.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                   |
| Change Period (Y+Rc), s                                              | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   |
| Max Green Setting (Gmax), s                                          | 19.5                                                                              |                                                                                   | 19.5                                                                              |                                                                                   | 91.5                                                                              |                                                                                   |
| Max Q Clear Time (g_c+I1), s                                         | 11.2                                                                              |                                                                                   | 3.3                                                                               |                                                                                   | 23.3                                                                              |                                                                                   |
| Green Ext Time (p_c), s                                              | 2.3                                                                               |                                                                                   | 0.2                                                                               |                                                                                   | 2.2                                                                               |                                                                                   |
| Intersection Summary                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 7th Control Delay, s/veh                                         |                                                                                   |                                                                                   | 21.4                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 7th LOS                                                          |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Notes                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| User approved volume balancing among the lanes for turning movement. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Lanes, Volumes, Timings

OY Cumulative (2027) w/ Project - AM Peak Hour

## 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

WITH IMPROVEMENTS

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |  |  |                                                                                   |  |  |                                                                                   |                                                                                     |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (vph)    | 10                                                                                | 87                                                                                | 85                                                                                | 25                                                                                | 629                                                                               | 56                                                                                | 7                                                                                   | 48                                                                                  | 45                                                                                  | 1401                                                                                | 0                                                                                   | 23                                                                                  |
| Future Volume (vph)     | 10                                                                                | 87                                                                                | 85                                                                                | 25                                                                                | 629                                                                               | 56                                                                                | 7                                                                                   | 48                                                                                  | 45                                                                                  | 1401                                                                                | 0                                                                                   | 23                                                                                  |
| Ideal Flow (vphpl)      | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1800                                                                                | 1800                                                                                | 1800                                                                                | 1700                                                                                | 1800                                                                                | 1800                                                                                |
| Lane Width (ft)         | 12                                                                                | 14                                                                                | 14                                                                                | 12                                                                                | 14                                                                                | 14                                                                                | 12                                                                                  | 14                                                                                  | 14                                                                                  | 13                                                                                  | 14                                                                                  | 14                                                                                  |
| Storage Length (ft)     | 150                                                                               |                                                                                   | 0                                                                                 | 150                                                                               |                                                                                   | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Storage Lanes           | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 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        | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | 49%                                                                                 |                                                                                     |                                                                                     |
| Turn Type               | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                   | Split                                                                               | NA                                                                                  |                                                                                     | Split                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases        |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                   | 2                                                                                   |                                                                                     | 6                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases        | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase          | 4                                                                                 | 4                                                                                 |                                                                                   | 8                                                                                 | 8                                                                                 |                                                                                   | 2                                                                                   | 2                                                                                   |                                                                                     | 6                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 10.0                                                                              | 10.0                                                                              |                                                                                   | 10.0                                                                              | 10.0                                                                              |                                                                                   | 10.0                                                                                | 10.0                                                                                |                                                                                     | 10.0                                                                                | 10.0                                                                                |                                                                                     |
| Minimum Split (s)       | 24.5                                                                              | 24.5                                                                              |                                                                                   | 24.5                                                                              | 24.5                                                                              |                                                                                   | 16.5                                                                                | 16.5                                                                                |                                                                                     | 16.5                                                                                | 16.5                                                                                |                                                                                     |
| Total Split (s)         | 32.4                                                                              | 32.4                                                                              |                                                                                   | 32.4                                                                              | 32.4                                                                              |                                                                                   | 18.6                                                                                | 18.6                                                                                |                                                                                     | 69.0                                                                                | 69.0                                                                                |                                                                                     |
| Total Split (%)         | 27.0%                                                                             | 27.0%                                                                             |                                                                                   | 27.0%                                                                             | 27.0%                                                                             |                                                                                   | 15.5%                                                                               | 15.5%                                                                               |                                                                                     | 57.5%                                                                               | 57.5%                                                                               |                                                                                     |
| Maximum Green (s)       | 25.9                                                                              | 25.9                                                                              |                                                                                   | 25.9                                                                              | 25.9                                                                              |                                                                                   | 12.1                                                                                | 12.1                                                                                |                                                                                     | 62.5                                                                                | 62.5                                                                                |                                                                                     |
| Yellow Time (s)         | 5.5                                                                               | 5.5                                                                               |                                                                                   | 5.5                                                                               | 5.5                                                                               |                                                                                   | 5.5                                                                                 | 5.5                                                                                 |                                                                                     | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |
| 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                                                                                 |                                                                                     |
| Total Lost Time (s)     | 6.5                                                                               | 6.5                                                                               |                                                                                   | 6.5                                                                               | 6.5                                                                               |                                                                                   |                                                                                     | 6.5                                                                                 |                                                                                     | 6.5                                                                                 | 6.5                                                                                 |                                                                                     |
| 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                                                                              |                                                                                   | None                                                                                | None                                                                                |                                                                                     | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)           | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Don't Walk (s)    | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr) | 10                                                                                | 10                                                                                |                                                                                   | 10                                                                                | 10                                                                                |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

Area Type: Other

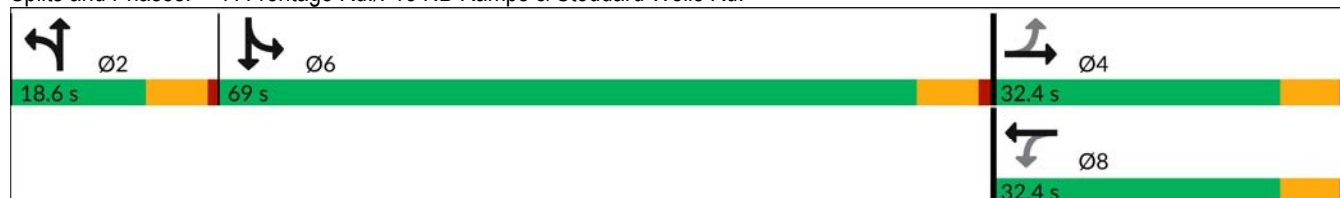
Cycle Length: 120

Actuated Cycle Length: 111.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.



Lecangs Dakota Apple Valley Industrial Traffic Study

F:\XRjobs\15600\_16000\16000\16091\02\_LOS\Synchro\02 - With Improvements.syn

Synchro 12 Report

Urban Crossroads, Inc.

# HCM 7th Signalized Intersection Summary OY Cumulative (2027) w/ Project - AM Peak Hour

## 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd. WITH IMPROVEMENTS

|                                                                      |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                             | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                  |  |  |                                                                                   |  |  |                                                                                   |                                                                                     |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)                                               | 10                                                                                | 87                                                                                | 85                                                                                | 25                                                                                | 629                                                                               | 56                                                                                | 7                                                                                   | 48                                                                                  | 45                                                                                  | 1401                                                                                | 0                                                                                   | 23                                                                                  |
| Future Volume (veh/h)                                                | 10                                                                                | 87                                                                                | 85                                                                                | 25                                                                                | 629                                                                               | 56                                                                                | 7                                                                                   | 48                                                                                  | 45                                                                                  | 1401                                                                                | 0                                                                                   | 23                                                                                  |
| Initial Q (Qb), veh                                                  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                      | 1.00                                                                              | 1.04                                                                              | 1.04                                                                              | 1.00                                                                              | 1.04                                                                              | 1.04                                                                              | 1.00                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                |
| 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                                               | 1700                                                                              | 1872                                                                              | 1872                                                                              | 1700                                                                              | 1872                                                                              | 1872                                                                              | 1800                                                                                | 1872                                                                                | 1872                                                                                | 1768                                                                                | 1872                                                                                | 1872                                                                                |
| Adj Flow Rate, veh/h                                                 | 10                                                                                | 91                                                                                | 47                                                                                | 26                                                                                | 655                                                                               | 32                                                                                | 7                                                                                   | 50                                                                                  | 26                                                                                  | 1481                                                                                | 0                                                                                   | 0                                                                                   |
| Peak Hour Factor                                                     | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Percent Heavy Veh, %                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                                                           | 124                                                                               | 266                                                                               | 138                                                                               | 272                                                                               | 807                                                                               | 39                                                                                | 15                                                                                  | 110                                                                                 | 57                                                                                  | 1463                                                                                | 813                                                                                 | 0                                                                                   |
| Arrive On Green                                                      | 0.23                                                                              | 0.34                                                                              | 0.23                                                                              | 0.34                                                                              | 0.46                                                                              | 0.34                                                                              | 0.10                                                                                | 0.15                                                                                | 0.10                                                                                | 0.87                                                                                | 0.00                                                                                | 0.00                                                                                |
| Sat Flow, veh/h                                                      | 686                                                                               | 1163                                                                              | 601                                                                               | 1137                                                                              | 3522                                                                              | 172                                                                               | 149                                                                                 | 1063                                                                                | 553                                                                                 | 3368                                                                                | 1872                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h                                                 | 10                                                                                | 0                                                                                 | 138                                                                               | 26                                                                                | 344                                                                               | 343                                                                               | 83                                                                                  | 0                                                                                   | 0                                                                                   | 1481                                                                                | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln                                             | 686                                                                               | 0                                                                                 | 1764                                                                              | 1137                                                                              | 1853                                                                              | 1841                                                                              | 1765                                                                                | 0                                                                                   | 0                                                                                   | 1684                                                                                | 1872                                                                                | 0                                                                                   |
| Q Serve(g_s), s                                                      | 1.2                                                                               | 0.0                                                                               | 5.1                                                                               | 1.5                                                                               | 13.4                                                                              | 13.5                                                                              | 3.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 36.3                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s                                                | 15.7                                                                              | 0.0                                                                               | 5.1                                                                               | 7.0                                                                               | 13.4                                                                              | 13.5                                                                              | 3.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 36.3                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                                                         | 1.00                                                                              |                                                                                   | 0.34                                                                              | 1.00                                                                              |                                                                                   | 0.09                                                                              | 0.08                                                                                |                                                                                     | 0.31                                                                                | 1.00                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h                                               | 124                                                                               | 0                                                                                 | 404                                                                               | 272                                                                               | 425                                                                               | 422                                                                               | 182                                                                                 | 0                                                                                   | 0                                                                                   | 1463                                                                                | 813                                                                                 | 0                                                                                   |
| V/C Ratio(X)                                                         | 0.08                                                                              | 0.00                                                                              | 0.34                                                                              | 0.10                                                                              | 0.81                                                                              | 0.81                                                                              | 0.46                                                                                | 0.00                                                                                | 0.00                                                                                | 1.01                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h                                                | 179                                                                               | 0                                                                                 | 546                                                                               | 364                                                                               | 574                                                                               | 570                                                                               | 255                                                                                 | 0                                                                                   | 0                                                                                   | 2517                                                                                | 1399                                                                                | 0                                                                                   |
| HCM Platoon Ratio                                                    | 1.00                                                                              | 1.50                                                                              | 1.00                                                                              | 1.50                                                                              | 2.00                                                                              | 1.50                                                                              | 1.00                                                                                | 1.50                                                                                | 1.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh                                             | 37.9                                                                              | 0.0                                                                               | 24.2                                                                              | 25.6                                                                              | 21.1                                                                              | 21.5                                                                              | 34.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 5.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh                                               | 0.3                                                                               | 0.0                                                                               | 0.5                                                                               | 0.2                                                                               | 6.3                                                                               | 6.4                                                                               | 1.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 17.1                                                                                | 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                                             | 0.2                                                                               | 0.0                                                                               | 2.0                                                                               | 0.4                                                                               | 4.7                                                                               | 4.8                                                                               | 1.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 5.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                                | 38.2                                                                              | 0.0                                                                               | 24.7                                                                              | 25.7                                                                              | 27.4                                                                              | 28.0                                                                              | 35.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 22.6                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                                                            | D                                                                                 |                                                                                   | C                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | D                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h                                                  | 148                                                                               |                                                                                   |                                                                                   | 713                                                                               |                                                                                   |                                                                                   | 83                                                                                  |                                                                                     |                                                                                     | 1481                                                                                |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                                | 25.6                                                                              |                                                                                   |                                                                                   | 27.6                                                                              |                                                                                   |                                                                                   | 35.8                                                                                |                                                                                     |                                                                                     | 22.6                                                                                |                                                                                     |                                                                                     |
| Approach LOS                                                         | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                             | 15.1                                                                              |                                                                                   |                                                                                   | 25.3                                                                              |                                                                                   |                                                                                   | 47.4                                                                                |                                                                                     |                                                                                     | 25.3                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                              | 6.5                                                                               |                                                                                   |                                                                                   | 6.5                                                                               |                                                                                   |                                                                                   | 6.5                                                                                 |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                          | 12.1                                                                              |                                                                                   |                                                                                   | 25.9                                                                              |                                                                                   |                                                                                   | 62.5                                                                                |                                                                                     |                                                                                     | 25.9                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                         | 5.6                                                                               |                                                                                   |                                                                                   | 17.7                                                                              |                                                                                   |                                                                                   | 38.3                                                                                |                                                                                     |                                                                                     | 15.5                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                              | 0.2                                                                               |                                                                                   |                                                                                   | 0.4                                                                               |                                                                                   |                                                                                   | 7.2                                                                                 |                                                                                     |                                                                                     | 2.9                                                                                 |                                                                                     |                                                                                     |
| Intersection Summary                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                         | 24.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                          | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved volume balancing among the lanes for turning movement. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

## 8: Stoddard Wells Rd. & Quarry Rd.

OY Cumulative (2027) w/ Project - AM Peak Hour

WITH IMPROVEMENTS



| Lane Group              | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      | ↕    | ↕    | ↕    | ↕    |      |
| Traffic Volume (vph)    | 1    | 36   | 58   | 602  | 144  | 3    |
| Future Volume (vph)     | 1    | 36   | 58   | 602  | 144  | 3    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft)     | 0    |      |      | 0    | 0    | 25   |
| Storage Lanes           | 0    |      |      | 1    | 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        | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Sign Control            |      | Free | Free |      | Stop |      |

### Intersection Summary

Area Type: Other

Control Type: Unsignalized



HCM 7th TWSC  
8: Stoddard Wells Rd. & Quarry Rd.

OY Cumulative (2027) w/ Project - AM Peak Hour  
WITH IMPROVEMENTS

| Intersection              |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|---------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh          | 1.8    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                  | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations       |        |  |  |  |  |  |
| Traffic Vol, veh/h        | 1      | 36                                                                                | 58                                                                                | 602                                                                               | 144                                                                               | 3                                                                                 |
| Future Vol, veh/h         | 1      | 36                                                                                | 58                                                                                | 602                                                                               | 144                                                                               | 3                                                                                 |
| 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                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, #  | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                  | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor          | 84     | 84                                                                                | 84                                                                                | 84                                                                                | 84                                                                                | 84                                                                                |
| Heavy Vehicles, %         | 0      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                 | 1      | 43                                                                                | 69                                                                                | 717                                                                               | 171                                                                               | 4                                                                                 |
| Major/Minor               | Major1 | Major2                                                                            |                                                                                   | Minor2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All      | 786    | 0                                                                                 | -                                                                                 | 0                                                                                 | 114                                                                               | 69                                                                                |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -                                                                                 | 69                                                                                | -                                                                                 |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -                                                                                 | 45                                                                                | -                                                                                 |
| Critical Hdwy             | 4.1    | -                                                                                 | -                                                                                 | -                                                                                 | 6.4                                                                               | 6.2                                                                               |
| Critical Hdwy Stg 1       | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.4                                                                               | -                                                                                 |
| Critical Hdwy Stg 2       | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.4                                                                               | -                                                                                 |
| Follow-up Hdwy            | 2.2    | -                                                                                 | -                                                                                 | -                                                                                 | 3.5                                                                               | 3.3                                                                               |
| Pot Cap-1 Maneuver        | 842    | -                                                                                 | -                                                                                 | -                                                                                 | 887                                                                               | 1000                                                                              |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -                                                                                 | 959                                                                               | -                                                                                 |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -                                                                                 | 982                                                                               | -                                                                                 |
| Platoon blocked, %        |        | -                                                                                 | -                                                                                 | -                                                                                 |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver        | 842    | -                                                                                 | -                                                                                 | -                                                                                 | 886                                                                               | 1000                                                                              |
| Mov Cap-2 Maneuver        | -      | -                                                                                 | -                                                                                 | -                                                                                 | 886                                                                               | -                                                                                 |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -                                                                                 | 957                                                                               | -                                                                                 |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -                                                                                 | 982                                                                               | -                                                                                 |
| Approach                  | EB     | WB                                                                                |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s/v    | 0.25   | 0                                                                                 |                                                                                   | 10.05                                                                             |                                                                                   |                                                                                   |
| HCM LOS                   |        |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt     | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBLn1                                                                             |                                                                                   |
| Capacity (veh/h)          | 49     | -                                                                                 | -                                                                                 | -                                                                                 | 888                                                                               |                                                                                   |
| HCM Lane V/C Ratio        | 0.001  | -                                                                                 | -                                                                                 | -                                                                                 | 0.197                                                                             |                                                                                   |
| HCM Control Delay (s/veh) | 9.3    | 0                                                                                 | -                                                                                 | -                                                                                 | 10                                                                                |                                                                                   |
| HCM Lane LOS              | A      | A                                                                                 | -                                                                                 | -                                                                                 | B                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)     | 0      | -                                                                                 | -                                                                                 | -                                                                                 | 0.7                                                                               |                                                                                   |

Lanes, Volumes, Timings  
9: Quarry Rd. & I-15 SB Ramps

OY Cumulative (2027) w/ Project - AM Peak Hour  
WITH IMPROVEMENTS

|                             |  |  |  |  |  |                                                                                   |
|-----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                  | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations         |  |                                                                                   |  |  |                                                                                   |  |
| Traffic Volume (vph)        | 145                                                                               | 1                                                                                 | 1                                                                                 | 602                                                                               | 1                                                                                 | 2                                                                                 |
| Future Volume (vph)         | 145                                                                               | 1                                                                                 | 1                                                                                 | 602                                                                               | 1                                                                                 | 2                                                                                 |
| Ideal Flow (vphpl)          | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Storage Length (ft)         | 0                                                                                 | 0                                                                                 |                                                                                   | 300                                                                               | 0                                                                                 |                                                                                   |
| Storage Lanes               | 1                                                                                 | 0                                                                                 |                                                                                   | 1                                                                                 | 0                                                                                 |                                                                                   |
| Taper Length (ft)           | 90                                                                                |                                                                                   |                                                                                   |                                                                                   | 90                                                                                |                                                                                   |
| Link Speed (mph)            | 30                                                                                |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                |
| Link Distance (ft)          | 263                                                                               |                                                                                   | 1482                                                                              |                                                                                   |                                                                                   | 525                                                                               |
| Travel Time (s)             | 6.0                                                                               |                                                                                   | 22.5                                                                              |                                                                                   |                                                                                   | 8.0                                                                               |
| Peak Hour Factor            | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              | 0.79                                                                              |
| Shared Lane Traffic (%)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Sign Control                | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| <b>Intersection Summary</b> |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                  | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Control Type:               | Unsignalized                                                                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

HCM 7th TWSC  
9: Quarry Rd. & I-15 SB Ramps

OY Cumulative (2027) w/ Project - AM Peak Hour  
WITH IMPROVEMENTS

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.8  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | YY   |      | ↑    | ↑    |      | ↑    |
| Traffic Vol, veh/h       | 145  | 1    | 1    | 602  | 1    | 2    |
| Future Vol, veh/h        | 145  | 1    | 1    | 602  | 1    | 2    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | 300  | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 79   | 79   | 79   | 79   | 79   | 79   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 184  | 1    | 1    | 762  | 1    | 3    |

| Major/Minor          | Minor1 | Major1 | Major2 |   |     |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 6      | 1      | 0      | 0 | 763 |
| Stage 1              | 1      | -      | -      | - | -   |
| Stage 2              | 5      | -      | -      | - | -   |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1 |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -   |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -   |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2 |
| Pot Cap-1 Maneuver   | 1020   | 1089   | -      | - | 858 |
| Stage 1              | 1027   | -      | -      | - | -   |
| Stage 2              | 1023   | -      | -      | - | -   |
| Platoon blocked, %   |        |        | -      | - | -   |
| Mov Cap-1 Maneuver   | 1019   | 1089   | -      | - | 858 |
| Mov Cap-2 Maneuver   | 1019   | -      | -      | - | -   |
| Stage 1              | 1027   | -      | -      | - | -   |
| Stage 2              | 1022   | -      | -      | - | -   |

| Approach               | WB   | NB | SB   |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 9.31 | 0  | 3.07 |
| HCM LOS                | A    |    |      |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 1019  | 600   |
| HCM Lane V/C Ratio        | -   | -        | 0.181 | 0.001 |
| HCM Control Delay (s/veh) | -   | -        | 9.3   | 9.2   |
| HCM Lane LOS              | -   | -        | A     | A     |
| HCM 95th %tile Q(veh)     | -   | -        | 0.7   | 0     |

Lanes, Volumes, Timings  
4: Navajo Rd. & Johnson Rd.

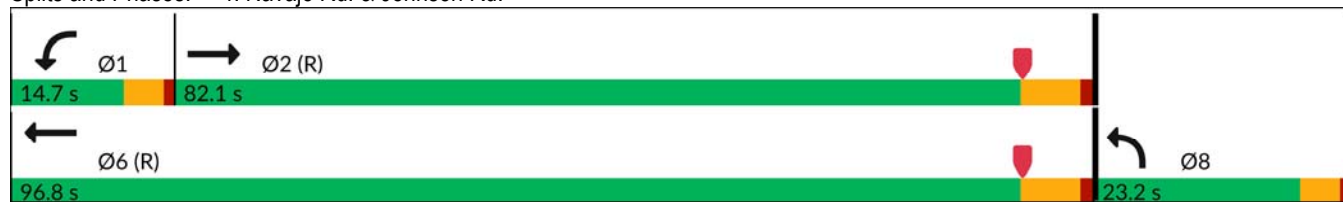
OY Cumulative (2027) w/ Project - PM Peak Hour  
WITH IMPROVEMENTS

|                         | →     | ↘    | ↙     | ←     | ↖     | ↗    |
|-------------------------|-------|------|-------|-------|-------|------|
| Lane Group              | EBT   | EBR  | WBL   | WBT   | NBL   | NBR  |
| Lane Configurations     | ↑↑    |      | ↘     | ↑     | ↖↗    |      |
| Traffic Volume (vph)    | 689   | 160  | 42    | 1026  | 322   | 52   |
| Future Volume (vph)     | 689   | 160  | 42    | 1026  | 322   | 52   |
| Ideal Flow (vphpl)      | 1800  | 1800 | 1700  | 1800  | 1700  | 1800 |
| Storage Length (ft)     |       | 0    | 150   |       | 200   | 0    |
| Storage Lanes           |       | 0    | 1     |       | 1     | 0    |
| Taper Length (ft)       |       |      | 90    |       | 90    |      |
| Right Turn on Red       |       | Yes  |       |       |       | Yes  |
| Link Speed (mph)        | 45    |      |       | 45    | 55    |      |
| Link Distance (ft)      | 5327  |      |       | 1835  | 6664  |      |
| Travel Time (s)         | 80.7  |      |       | 27.8  | 82.6  |      |
| Peak Hour Factor        | 0.76  | 0.76 | 0.76  | 0.76  | 0.76  | 0.76 |
| Shared Lane Traffic (%) |       |      |       |       |       |      |
| Turn Type               | NA    |      | Prot  | NA    | Prot  |      |
| Protected Phases        | 2     |      | 1     | 6     | 8     |      |
| Permitted Phases        |       |      |       |       |       |      |
| Detector Phase          | 2     |      | 1     | 6     | 8     |      |
| Switch Phase            |       |      |       |       |       |      |
| Minimum Initial (s)     | 10.0  |      | 5.0   | 10.0  | 5.0   |      |
| Minimum Split (s)       | 24.5  |      | 9.6   | 24.5  | 22.6  |      |
| Total Split (s)         | 82.1  |      | 14.7  | 96.8  | 23.2  |      |
| Total Split (%)         | 68.4% |      | 12.3% | 80.7% | 19.3% |      |
| Maximum Green (s)       | 75.6  |      | 10.1  | 90.3  | 18.6  |      |
| Yellow Time (s)         | 5.5   |      | 3.6   | 5.5   | 3.6   |      |
| All-Red Time (s)        | 1.0   |      | 1.0   | 1.0   | 1.0   |      |
| Lost Time Adjust (s)    | 0.0   |      | 0.0   | 0.0   | 0.0   |      |
| Total Lost Time (s)     | 6.5   |      | 4.6   | 6.5   | 4.6   |      |
| Lead/Lag                | Lag   |      | Lead  |       |       |      |
| Lead-Lag Optimize?      | Yes   |      | Yes   |       |       |      |
| Vehicle Extension (s)   | 3.0   |      | 2.0   | 3.0   | 2.0   |      |
| Recall Mode             | C-Max |      | None  | C-Max | None  |      |
| Walk Time (s)           | 7.0   |      |       | 7.0   | 7.0   |      |
| Flash Don't Walk (s)    | 11.0  |      |       | 11.0  | 11.0  |      |
| Pedestrian Calls (#/hr) | 10    |      |       | 10    | 10    |      |

Intersection Summary

Area Type: Other  
Cycle Length: 120  
Actuated Cycle Length: 120  
Offset: 14.7 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
Natural Cycle: 130  
Control Type: Actuated-Coordinated

Splits and Phases: 4: Navajo Rd. & Johnson Rd.



# HCM 7th Signalized Intersection Summary OY Cumulative (2027) w/ Project - PM Peak Hour

## 4: Navajo Rd. & Johnson Rd. WITH IMPROVEMENTS

|                                                                      |  |  |  |  |  |  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                                                             | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations                                                  |  |                                                                                   |  |  |  |                                                                                   |
| Traffic Volume (veh/h)                                               | 689                                                                               | 160                                                                               | 42                                                                                | 1026                                                                              | 322                                                                               | 52                                                                                |
| Future Volume (veh/h)                                                | 689                                                                               | 160                                                                               | 42                                                                                | 1026                                                                              | 322                                                                               | 52                                                                                |
| Initial Q (Qb), veh                                                  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Width Adj.                                                      | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| 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                                               | 1800                                                                              | 1800                                                                              | 1700                                                                              | 1800                                                                              | 1700                                                                              | 1800                                                                              |
| Adj Flow Rate, veh/h                                                 | 907                                                                               | 145                                                                               | 55                                                                                | 1350                                                                              | 487                                                                               | 0                                                                                 |
| Peak Hour Factor                                                     | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              | 0.76                                                                              |
| Percent Heavy Veh, %                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Cap, veh/h                                                           | 1984                                                                              | 317                                                                               | 69                                                                                | 1355                                                                              | 502                                                                               | 236                                                                               |
| Arrive On Green                                                      | 0.67                                                                              | 0.67                                                                              | 0.04                                                                              | 0.75                                                                              | 0.16                                                                              | 0.00                                                                              |
| Sat Flow, veh/h                                                      | 3043                                                                              | 472                                                                               | 1619                                                                              | 1800                                                                              | 3238                                                                              | 1525                                                                              |
| Grp Volume(v), veh/h                                                 | 525                                                                               | 527                                                                               | 55                                                                                | 1350                                                                              | 487                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                             | 1710                                                                              | 1715                                                                              | 1619                                                                              | 1800                                                                              | 1619                                                                              | 1525                                                                              |
| Q Serve(g_s), s                                                      | 17.5                                                                              | 17.5                                                                              | 4.0                                                                               | 89.1                                                                              | 17.9                                                                              | 0.0                                                                               |
| Cycle Q Clear(g_c), s                                                | 17.5                                                                              | 17.5                                                                              | 4.0                                                                               | 89.1                                                                              | 17.9                                                                              | 0.0                                                                               |
| Prop In Lane                                                         |                                                                                   | 0.28                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |
| Lane Grp Cap(c), veh/h                                               | 1149                                                                              | 1152                                                                              | 69                                                                                | 1355                                                                              | 502                                                                               | 236                                                                               |
| V/C Ratio(X)                                                         | 0.46                                                                              | 0.46                                                                              | 0.80                                                                              | 1.00                                                                              | 0.97                                                                              | 0.00                                                                              |
| Avail Cap(c_a), veh/h                                                | 1149                                                                              | 1152                                                                              | 136                                                                               | 1355                                                                              | 502                                                                               | 236                                                                               |
| HCM Platoon Ratio                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)                                                   | 0.09                                                                              | 0.09                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh                                             | 9.3                                                                               | 9.3                                                                               | 57.0                                                                              | 14.7                                                                              | 50.4                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh                                               | 0.1                                                                               | 0.1                                                                               | 7.8                                                                               | 23.7                                                                              | 32.4                                                                              | 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                                             | 5.6                                                                               | 5.6                                                                               | 1.8                                                                               | 34.2                                                                              | 9.2                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh                                                | 9.4                                                                               | 9.4                                                                               | 64.8                                                                              | 38.4                                                                              | 82.8                                                                              | 0.0                                                                               |
| LnGrp LOS                                                            | A                                                                                 | A                                                                                 | E                                                                                 | D                                                                                 | F                                                                                 |                                                                                   |
| Approach Vol, veh/h                                                  | 1052                                                                              |                                                                                   |                                                                                   | 1405                                                                              | 487                                                                               |                                                                                   |
| Approach Delay, s/veh                                                | 9.4                                                                               |                                                                                   |                                                                                   | 39.4                                                                              | 82.8                                                                              |                                                                                   |
| Approach LOS                                                         | A                                                                                 |                                                                                   |                                                                                   | D                                                                                 | F                                                                                 |                                                                                   |
| Timer - Assigned Phs                                                 | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 8                                                                                 |
| Phs Duration (G+Y+Rc), s                                             | 9.7                                                                               | 87.1                                                                              |                                                                                   |                                                                                   | 96.8                                                                              | 23.2                                                                              |
| Change Period (Y+Rc), s                                              | 4.6                                                                               | 6.5                                                                               |                                                                                   |                                                                                   | 6.5                                                                               | 4.6                                                                               |
| Max Green Setting (Gmax), s                                          | 10.1                                                                              | 75.6                                                                              |                                                                                   |                                                                                   | 90.3                                                                              | 18.6                                                                              |
| Max Q Clear Time (g_c+l1), s                                         | 6.0                                                                               | 19.5                                                                              |                                                                                   |                                                                                   | 91.1                                                                              | 19.9                                                                              |
| Green Ext Time (p_c), s                                              | 0.0                                                                               | 7.7                                                                               |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| <b>Intersection Summary</b>                                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 7th Control Delay, s/veh                                         |                                                                                   |                                                                                   | 35.9                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 7th LOS                                                          |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| <b>Notes</b>                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| User approved volume balancing among the lanes for turning movement. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Lanes, Volumes, Timings

OY Cumulative (2027) w/ Project - PM Peak Hour

## 5: Dale Evans Pkwy. & Johnson Rd.

WITH IMPROVEMENTS

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 9                                                                                 | 775                                                                               | 87                                                                                | 313                                                                               | 1297                                                                              | 361                                                                               | 159                                                                                 | 111                                                                                 | 181                                                                                 | 263                                                                                 | 224                                                                                 | 17                                                                                  |
| Future Volume (vph)     | 9                                                                                 | 775                                                                               | 87                                                                                | 313                                                                               | 1297                                                                              | 361                                                                               | 159                                                                                 | 111                                                                                 | 181                                                                                 | 263                                                                                 | 224                                                                                 | 17                                                                                  |
| Ideal Flow (vphpl)      | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1700                                                                                | 1800                                                                                | 1800                                                                                | 1700                                                                                | 1800                                                                                | 1800                                                                                |
| Storage Length (ft)     | 150                                                                               |                                                                                   | 0                                                                                 | 300                                                                               |                                                                                   | 165                                                                               | 100                                                                                 |                                                                                     | 150                                                                                 | 325                                                                                 |                                                                                     | 0                                                                                   |
| Storage Lanes           | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 1                                                                                   |                                                                                     | 1                                                                                   | 1                                                                                   |                                                                                     | 0                                                                                   |
| Taper Length (ft)       | 90                                                                                |                                                                                   |                                                                                   | 120                                                                               |                                                                                   |                                                                                   | 90                                                                                  |                                                                                     |                                                                                     | 90                                                                                  |                                                                                     |                                                                                     |
| Right Turn on Red       |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |
| Link Speed (mph)        |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                |                                                                                   |                                                                                     | 55                                                                                  |                                                                                     |                                                                                     | 55                                                                                  |                                                                                     |
| Link Distance (ft)      |                                                                                   | 7616                                                                              |                                                                                   |                                                                                   | 5327                                                                              |                                                                                   |                                                                                     | 4005                                                                                |                                                                                     |                                                                                     | 1074                                                                                |                                                                                     |
| Travel Time (s)         |                                                                                   | 115.4                                                                             |                                                                                   |                                                                                   | 80.7                                                                              |                                                                                   |                                                                                     | 49.6                                                                                |                                                                                     |                                                                                     | 13.3                                                                                |                                                                                     |
| Peak Hour Factor        | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Turn Type               | Prot                                                                              | NA                                                                                |                                                                                   | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                                | NA                                                                                  | Perm                                                                                | Prot                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases        | 5                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 6                                                                                 |                                                                                   | 3                                                                                   | 8                                                                                   |                                                                                     | 7                                                                                   | 4                                                                                   |                                                                                     |
| Permitted Phases        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase          | 5                                                                                 | 2                                                                                 |                                                                                   | 1                                                                                 | 6                                                                                 | 6                                                                                 | 3                                                                                   | 8                                                                                   | 8                                                                                   | 7                                                                                   | 4                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 5.0                                                                               | 10.0                                                                              |                                                                                   | 5.0                                                                               | 10.0                                                                              | 10.0                                                                              | 5.0                                                                                 | 10.0                                                                                | 10.0                                                                                | 5.0                                                                                 | 10.0                                                                                |                                                                                     |
| Minimum Split (s)       | 9.5                                                                               | 22.5                                                                              |                                                                                   | 9.5                                                                               | 22.5                                                                              | 22.5                                                                              | 9.5                                                                                 | 22.5                                                                                | 22.5                                                                                | 9.5                                                                                 | 22.5                                                                                |                                                                                     |
| Total Split (s)         | 9.5                                                                               | 40.5                                                                              |                                                                                   | 31.0                                                                              | 62.0                                                                              | 62.0                                                                              | 23.8                                                                                | 22.5                                                                                | 22.5                                                                                | 26.0                                                                                | 24.7                                                                                |                                                                                     |
| Total Split (%)         | 7.9%                                                                              | 33.8%                                                                             |                                                                                   | 25.8%                                                                             | 51.7%                                                                             | 51.7%                                                                             | 19.8%                                                                               | 18.8%                                                                               | 18.8%                                                                               | 21.7%                                                                               | 20.6%                                                                               |                                                                                     |
| Maximum Green (s)       | 5.0                                                                               | 36.0                                                                              |                                                                                   | 26.5                                                                              | 57.5                                                                              | 57.5                                                                              | 19.3                                                                                | 18.0                                                                                | 18.0                                                                                | 21.5                                                                                | 20.2                                                                                |                                                                                     |
| Yellow Time (s)         | 3.5                                                                               | 3.5                                                                               |                                                                                   | 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                                                                                 | 1.0                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               |                                                                                   | 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                                                                                 | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |
| Lead/Lag                | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lag                                                                                 | Lead                                                                                | Lead                                                                                | Lag                                                                                 | Lead                                                                                |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | 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                                                                                 | 3.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | C-Max                                                                             |                                                                                   | None                                                                              | C-Max                                                                             | C-Max                                                                             | None                                                                                | Max                                                                                 | Max                                                                                 | None                                                                                | Max                                                                                 |                                                                                     |
| Walk Time (s)           |                                                                                   | 7.0                                                                               |                                                                                   |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     | 7.0                                                                                 |                                                                                     |
| Flash Don't Walk (s)    |                                                                                   | 11.0                                                                              |                                                                                   |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                     | 11.0                                                                                | 11.0                                                                                |                                                                                     | 11.0                                                                                |                                                                                     |
| Pedestrian Calls (#/hr) |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |                                                                                     |

### Intersection Summary

Area Type: Other

Cycle Length: 120

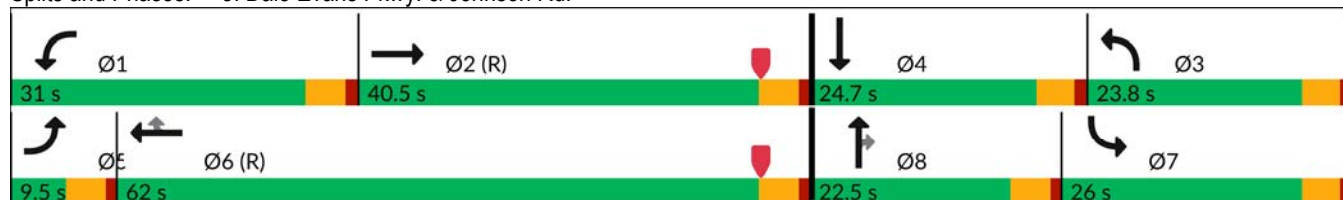
Actuated Cycle Length: 120

Offset: 31 (26%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Splits and Phases: 5: Dale Evans Pkwy. & Johnson Rd.



Lecangs Dakota Apple Valley Industrial Traffic Study

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Synchro 12 Report

Urban Crossroads, Inc.

HCM 7th Signalized Intersection Summary OY Cumulative (2027) w/ Project - PM Peak Hour  
 5: Dale Evans Pkwy. & Johnson Rd. WITH IMPROVEMENTS

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 9                                                                                 | 775                                                                               | 87                                                                                | 313                                                                               | 1297                                                                              | 361                                                                               | 159                                                                                 | 111                                                                                 | 181                                                                                 | 263                                                                                 | 224                                                                                 | 17                                                                                  |
| Future Volume (veh/h)        | 9                                                                                 | 775                                                                               | 87                                                                                | 313                                                                               | 1297                                                                              | 361                                                                               | 159                                                                                 | 111                                                                                 | 181                                                                                 | 263                                                                                 | 224                                                                                 | 17                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| 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       | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1700                                                                                | 1800                                                                                | 1800                                                                                | 1700                                                                                | 1800                                                                                | 1800                                                                                |
| Adj Flow Rate, veh/h         | 11                                                                                | 969                                                                               | 59                                                                                | 391                                                                               | 1621                                                                              | 264                                                                               | 199                                                                                 | 139                                                                                 | 132                                                                                 | 329                                                                                 | 280                                                                                 | 21                                                                                  |
| Peak Hour Factor             | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                              | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                | 0.80                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 21                                                                                | 982                                                                               | 60                                                                                | 358                                                                               | 1738                                                                              | 775                                                                               | 260                                                                                 | 513                                                                                 | 229                                                                                 | 290                                                                                 | 543                                                                                 | 40                                                                                  |
| Arrive On Green              | 0.01                                                                              | 0.45                                                                              | 0.30                                                                              | 0.22                                                                              | 0.76                                                                              | 0.51                                                                              | 0.16                                                                                | 0.22                                                                                | 0.15                                                                                | 0.18                                                                                | 0.25                                                                                | 0.17                                                                                |
| Sat Flow, veh/h              | 1619                                                                              | 3275                                                                              | 199                                                                               | 1619                                                                              | 3420                                                                              | 1525                                                                              | 1619                                                                                | 3420                                                                                | 1525                                                                                | 1619                                                                                | 3226                                                                                | 240                                                                                 |
| Grp Volume(v), veh/h         | 11                                                                                | 506                                                                               | 522                                                                               | 391                                                                               | 1621                                                                              | 264                                                                               | 199                                                                                 | 139                                                                                 | 132                                                                                 | 329                                                                                 | 148                                                                                 | 153                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1619                                                                              | 1710                                                                              | 1764                                                                              | 1619                                                                              | 1710                                                                              | 1525                                                                              | 1619                                                                                | 1710                                                                                | 1525                                                                                | 1619                                                                                | 1710                                                                                | 1757                                                                                |
| Q Serve(g_s), s              | 0.8                                                                               | 35.1                                                                              | 35.1                                                                              | 26.5                                                                              | 46.8                                                                              | 6.0                                                                               | 14.1                                                                                | 4.0                                                                                 | 6.3                                                                                 | 21.5                                                                                | 8.9                                                                                 | 9.1                                                                                 |
| Cycle Q Clear(g_c), s        | 0.8                                                                               | 35.1                                                                              | 35.1                                                                              | 26.5                                                                              | 46.8                                                                              | 6.0                                                                               | 14.1                                                                                | 4.0                                                                                 | 6.3                                                                                 | 21.5                                                                                | 8.9                                                                                 | 9.1                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.11                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.14                                                                                |
| Lane Grp Cap(c), veh/h       | 21                                                                                | 513                                                                               | 529                                                                               | 358                                                                               | 1738                                                                              | 775                                                                               | 260                                                                                 | 513                                                                                 | 229                                                                                 | 290                                                                                 | 288                                                                                 | 296                                                                                 |
| V/C Ratio(X)                 | 0.53                                                                              | 0.99                                                                              | 0.99                                                                              | 1.09                                                                              | 0.93                                                                              | 0.34                                                                              | 0.76                                                                                | 0.27                                                                                | 0.58                                                                                | 1.13                                                                                | 0.51                                                                                | 0.52                                                                                |
| Avail Cap(c_a), veh/h        | 67                                                                                | 513                                                                               | 529                                                                               | 358                                                                               | 1738                                                                              | 775                                                                               | 260                                                                                 | 513                                                                                 | 229                                                                                 | 290                                                                                 | 288                                                                                 | 296                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.50                                                                              | 1.00                                                                              | 1.00                                                                              | 1.50                                                                              | 1.00                                                                              | 1.00                                                                                | 1.50                                                                                | 1.00                                                                                | 1.00                                                                                | 1.50                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.42                                                                              | 0.42                                                                              | 0.42                                                                              | 0.09                                                                              | 0.09                                                                              | 0.09                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 58.9                                                                              | 32.8                                                                              | 33.8                                                                              | 46.8                                                                              | 12.6                                                                              | 4.1                                                                               | 48.2                                                                                | 41.1                                                                                | 20.2                                                                                | 49.2                                                                                | 40.6                                                                                | 41.3                                                                                |
| Incr Delay (d2), s/veh       | 8.6                                                                               | 22.7                                                                              | 22.3                                                                              | 46.9                                                                              | 1.2                                                                               | 0.1                                                                               | 12.6                                                                                | 1.3                                                                                 | 10.2                                                                                | 94.1                                                                                | 6.4                                                                                 | 6.4                                                                                 |
| 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                                                                               | 15.0                                                                              | 15.8                                                                              | 14.9                                                                              | 7.6                                                                               | 3.5                                                                               | 6.3                                                                                 | 1.7                                                                                 | 4.0                                                                                 | 15.8                                                                                | 3.9                                                                                 | 4.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 67.5                                                                              | 55.4                                                                              | 56.1                                                                              | 93.6                                                                              | 13.8                                                                              | 4.2                                                                               | 60.8                                                                                | 42.4                                                                                | 30.4                                                                                | 143.3                                                                               | 47.0                                                                                | 47.7                                                                                |
| LnGrp LOS                    | E                                                                                 | E                                                                                 | E                                                                                 | F                                                                                 | B                                                                                 | A                                                                                 | E                                                                                   | D                                                                                   | C                                                                                   | F                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 1039                                                                              |                                                                                   |                                                                                   | 2276                                                                              |                                                                                   |                                                                                   | 470                                                                                 |                                                                                     |                                                                                     | 630                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 55.9                                                                              |                                                                                   |                                                                                   | 26.4                                                                              |                                                                                   |                                                                                   | 46.8                                                                                |                                                                                     |                                                                                     | 97.5                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | E                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 31.0                                                                              | 40.5                                                                              | 23.8                                                                              | 24.7                                                                              | 6.0                                                                               | 65.5                                                                              | 26.0                                                                                | 22.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| 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  | 26.5                                                                              | 36.0                                                                              | 19.3                                                                              | 20.2                                                                              | 5.0                                                                               | 57.5                                                                              | 21.5                                                                                | 18.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 28.5                                                                              | 37.1                                                                              | 16.1                                                                              | 11.1                                                                              | 2.8                                                                               | 48.8                                                                              | 23.5                                                                                | 8.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.0                                                                               | 0.1                                                                               | 0.9                                                                               | 0.0                                                                               | 6.6                                                                               | 0.0                                                                                 | 0.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 45.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

OY Cumulative (2027) w/ Project - PM Peak Hour

## 6: Stoddard Wells Rd. & Johnson Rd.

WITH IMPROVEMENTS

|                         | ↖     | ↗    | ↑     | ↘     | ↙     | ↓     |
|-------------------------|-------|------|-------|-------|-------|-------|
| Lane Group              | WBL   | WBR  | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations     | W     | W    | ↑     | ↑     |       | ↑     |
| Traffic Volume (vph)    | 1470  | 3    | 13    | 869   | 2     | 29    |
| Future Volume (vph)     | 1470  | 3    | 13    | 869   | 2     | 29    |
| Ideal Flow (vphpl)      | 1700  | 1800 | 1800  | 1800  | 1800  | 1800  |
| 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  |
| Peak Hour Factor        | 0.67  | 0.67 | 0.67  | 0.67  | 0.67  | 0.67  |
| Shared Lane Traffic (%) |       |      |       |       |       |       |
| Turn Type               | Prot  |      | NA    | pm+ov | Perm  | NA    |
| Protected Phases        | 8     |      | 2     | 8     |       | 6     |
| Permitted Phases        |       |      |       | 2     | 6     |       |
| Detector Phase          | 8     |      | 2     | 8     | 6     | 6     |
| Switch Phase            |       |      |       |       |       |       |
| Minimum Initial (s)     | 5.0   |      | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)       | 22.5  |      | 22.5  | 22.5  | 22.5  | 22.5  |
| Total Split (s)         | 94.0  |      | 26.0  | 94.0  | 26.0  | 26.0  |
| Total Split (%)         | 78.3% |      | 21.7% | 78.3% | 21.7% | 21.7% |
| Maximum Green (s)       | 89.5  |      | 21.5  | 89.5  | 21.5  | 21.5  |
| Yellow Time (s)         | 3.5   |      | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)        | 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   |
| Recall Mode             | None  |      | C-Max | None  | C-Max | C-Max |
| Walk Time (s)           | 7.0   |      | 7.0   | 7.0   | 7.0   | 7.0   |
| Flash Don't Walk (s)    | 11.0  |      | 11.0  | 11.0  | 11.0  | 11.0  |
| Pedestrian Calls (#/hr) | 0     |      | 0     | 0     | 0     | 0     |

### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 6: Stoddard Wells Rd. & Johnson Rd.





# HCM 7th Signalized Intersection Summary OY Cumulative (2027) w/ Project - PM Peak Hour

## 6: Stoddard Wells Rd. & Johnson Rd. WITH IMPROVEMENTS

|                                                                      |  |  |  |  |  |  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                                                             | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations                                                  |  |                                                                                   |  |  |                                                                                   |  |
| Traffic Volume (veh/h)                                               | 1470                                                                              | 3                                                                                 | 13                                                                                | 869                                                                               | 2                                                                                 | 29                                                                                |
| Future Volume (veh/h)                                                | 1470                                                                              | 3                                                                                 | 13                                                                                | 869                                                                               | 2                                                                                 | 29                                                                                |
| Initial Q (Qb), veh                                                  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Lane Width Adj.                                                      | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| 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                                               | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1800                                                                              | 1800                                                                              | 1800                                                                              |
| Adj Flow Rate, veh/h                                                 | 2198                                                                              | 0                                                                                 | 19                                                                                | 849                                                                               | 3                                                                                 | 43                                                                                |
| Peak Hour Factor                                                     | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              | 0.67                                                                              |
| Percent Heavy Veh, %                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Cap, veh/h                                                           | 2290                                                                              | 1079                                                                              | 392                                                                               | 1411                                                                              | 40                                                                                | 368                                                                               |
| Arrive On Green                                                      | 0.71                                                                              | 0.00                                                                              | 0.22                                                                              | 0.22                                                                              | 0.22                                                                              | 0.22                                                                              |
| Sat Flow, veh/h                                                      | 3238                                                                              | 1525                                                                              | 1800                                                                              | 1525                                                                              | 37                                                                                | 1691                                                                              |
| Grp Volume(v), veh/h                                                 | 2198                                                                              | 0                                                                                 | 19                                                                                | 849                                                                               | 46                                                                                | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                             | 1619                                                                              | 1525                                                                              | 1800                                                                              | 1525                                                                              | 1728                                                                              | 0                                                                                 |
| Q Serve(g_s), s                                                      | 74.2                                                                              | 0.0                                                                               | 1.0                                                                               | 11.3                                                                              | 0.0                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s                                                | 74.2                                                                              | 0.0                                                                               | 1.0                                                                               | 11.3                                                                              | 2.5                                                                               | 0.0                                                                               |
| Prop In Lane                                                         | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.07                                                                              |                                                                                   |
| Lane Grp Cap(c), veh/h                                               | 2290                                                                              | 1079                                                                              | 392                                                                               | 1411                                                                              | 408                                                                               | 0                                                                                 |
| V/C Ratio(X)                                                         | 0.96                                                                              | 0.00                                                                              | 0.05                                                                              | 0.60                                                                              | 0.11                                                                              | 0.00                                                                              |
| Avail Cap(c_a), veh/h                                                | 2415                                                                              | 1138                                                                              | 392                                                                               | 1411                                                                              | 408                                                                               | 0                                                                                 |
| HCM Platoon Ratio                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)                                                   | 0.39                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh                                             | 16.0                                                                              | 0.0                                                                               | 37.1                                                                              | 0.8                                                                               | 37.7                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh                                               | 4.9                                                                               | 0.0                                                                               | 0.2                                                                               | 1.9                                                                               | 0.6                                                                               | 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                                             | 22.8                                                                              | 0.0                                                                               | 0.5                                                                               | 26.0                                                                              | 1.1                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh                                                | 20.9                                                                              | 0.0                                                                               | 37.3                                                                              | 2.7                                                                               | 38.2                                                                              | 0.0                                                                               |
| LnGrp LOS                                                            | C                                                                                 |                                                                                   | D                                                                                 | A                                                                                 | D                                                                                 |                                                                                   |
| Approach Vol, veh/h                                                  | 2198                                                                              |                                                                                   | 868                                                                               |                                                                                   |                                                                                   | 46                                                                                |
| Approach Delay, s/veh                                                | 20.9                                                                              |                                                                                   | 3.4                                                                               |                                                                                   |                                                                                   | 38.2                                                                              |
| Approach LOS                                                         | C                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | D                                                                                 |
| Timer - Assigned Phs                                                 | 2                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 8                                                                                 |                                                                                   |
| Phs Duration (G+Y+Rc), s                                             | 30.6                                                                              |                                                                                   | 30.6                                                                              |                                                                                   | 89.4                                                                              |                                                                                   |
| Change Period (Y+Rc), s                                              | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 4.5                                                                               |                                                                                   |
| Max Green Setting (Gmax), s                                          | 21.5                                                                              |                                                                                   | 21.5                                                                              |                                                                                   | 89.5                                                                              |                                                                                   |
| Max Q Clear Time (g_c+l1), s                                         | 13.3                                                                              |                                                                                   | 4.5                                                                               |                                                                                   | 76.2                                                                              |                                                                                   |
| Green Ext Time (p_c), s                                              | 2.5                                                                               |                                                                                   | 0.1                                                                               |                                                                                   | 8.7                                                                               |                                                                                   |
| Intersection Summary                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 7th Control Delay, s/veh                                         |                                                                                   |                                                                                   | 16.3                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 7th LOS                                                          |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Notes                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| User approved volume balancing among the lanes for turning movement. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Lanes, Volumes, Timings

OY Cumulative (2027) w/ Project - PM Peak Hour

## 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

WITH IMPROVEMENTS

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (vph)    | 5                                                                                 | 93                                                                                | 69                                                                                | 49                                                                                | 1544                                                                              | 61                                                                                | 4                                                                                  | 79                                                                                  | 39                                                                                  | 913                                                                                 | 0                                                                                   | 20                                                                                  |
| Future Volume (vph)     | 5                                                                                 | 93                                                                                | 69                                                                                | 49                                                                                | 1544                                                                              | 61                                                                                | 4                                                                                  | 79                                                                                  | 39                                                                                  | 913                                                                                 | 0                                                                                   | 20                                                                                  |
| Ideal Flow (vphpl)      | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1700                                                                              | 1800                                                                              | 1800                                                                              | 1800                                                                               | 1800                                                                                | 1800                                                                                | 1700                                                                                | 1800                                                                                | 1800                                                                                |
| Lane Width (ft)         | 12                                                                                | 14                                                                                | 14                                                                                | 12                                                                                | 14                                                                                | 14                                                                                | 12                                                                                 | 14                                                                                  | 14                                                                                  | 13                                                                                  | 14                                                                                  | 14                                                                                  |
| Storage Length (ft)     | 150                                                                               |                                                                                   | 0                                                                                 | 150                                                                               |                                                                                   | 0                                                                                 | 0                                                                                  |                                                                                     | 0                                                                                   | 0                                                                                   |                                                                                     | 0                                                                                   |
| Storage Lanes           | 1                                                                                 |                                                                                   | 0                                                                                 | 1                                                                                 |                                                                                   | 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        | 0.92                                                                              | 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 (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 49%                                                                                 |                                                                                     |                                                                                     |
| Turn Type               | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                   | Split                                                                              | NA                                                                                  |                                                                                     | Split                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases        |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   | 2                                                                                  | 2                                                                                   |                                                                                     | 6                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases        | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Detector Phase          | 4                                                                                 | 4                                                                                 |                                                                                   | 8                                                                                 | 8                                                                                 |                                                                                   | 2                                                                                  | 2                                                                                   |                                                                                     | 6                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 10.0                                                                              | 10.0                                                                              |                                                                                   | 10.0                                                                              | 10.0                                                                              |                                                                                   | 10.0                                                                               | 10.0                                                                                |                                                                                     | 10.0                                                                                | 10.0                                                                                |                                                                                     |
| Minimum Split (s)       | 24.5                                                                              | 24.5                                                                              |                                                                                   | 24.5                                                                              | 24.5                                                                              |                                                                                   | 16.5                                                                               | 16.5                                                                                |                                                                                     | 16.5                                                                                | 16.5                                                                                |                                                                                     |
| Total Split (s)         | 59.0                                                                              | 59.0                                                                              |                                                                                   | 59.0                                                                              | 59.0                                                                              |                                                                                   | 17.6                                                                               | 17.6                                                                                |                                                                                     | 43.4                                                                                | 43.4                                                                                |                                                                                     |
| Total Split (%)         | 49.2%                                                                             | 49.2%                                                                             |                                                                                   | 49.2%                                                                             | 49.2%                                                                             |                                                                                   | 14.7%                                                                              | 14.7%                                                                               |                                                                                     | 36.2%                                                                               | 36.2%                                                                               |                                                                                     |
| Maximum Green (s)       | 52.5                                                                              | 52.5                                                                              |                                                                                   | 52.5                                                                              | 52.5                                                                              |                                                                                   | 11.1                                                                               | 11.1                                                                                |                                                                                     | 36.9                                                                                | 36.9                                                                                |                                                                                     |
| Yellow Time (s)         | 5.5                                                                               | 5.5                                                                               |                                                                                   | 5.5                                                                               | 5.5                                                                               |                                                                                   | 5.5                                                                                | 5.5                                                                                 |                                                                                     | 5.5                                                                                 | 5.5                                                                                 |                                                                                     |
| 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                                                                                 |                                                                                     |
| Total Lost Time (s)     | 6.5                                                                               | 6.5                                                                               |                                                                                   | 6.5                                                                               | 6.5                                                                               |                                                                                   |                                                                                    | 6.5                                                                                 |                                                                                     | 6.5                                                                                 | 6.5                                                                                 |                                                                                     |
| 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                                                                              |                                                                                   | None                                                                               | None                                                                                |                                                                                     | None                                                                                | None                                                                                |                                                                                     |
| Walk Time (s)           | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Flash Don't Walk (s)    | 11.0                                                                              | 11.0                                                                              |                                                                                   | 11.0                                                                              | 11.0                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Pedestrian Calls (#/hr) | 10                                                                                | 10                                                                                |                                                                                   | 10                                                                                | 10                                                                                |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

Area Type: Other

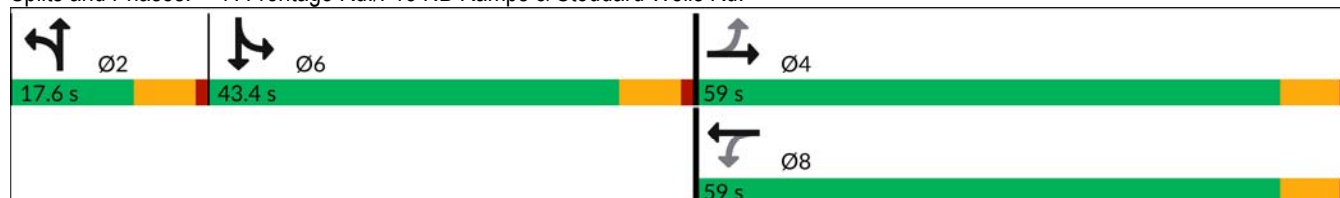
Cycle Length: 120

Actuated Cycle Length: 119.8

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.



Lecangs Dakota Apple Valley Industrial Traffic Study

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Synchro 12 Report

Urban Crossroads, Inc.

# HCM 7th Signalized Intersection Summary OY Cumulative (2027) w/ Project - PM Peak Hour

## 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd. WITH IMPROVEMENTS

|                                                                      |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                             | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                  |  |  |                                                                                   |  |  |                                                                                   |                                                                                     |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)                                               | 5                                                                                 | 93                                                                                | 69                                                                                | 49                                                                                | 1544                                                                              | 61                                                                                | 4                                                                                   | 79                                                                                  | 39                                                                                  | 913                                                                                 | 0                                                                                   | 20                                                                                  |
| Future Volume (veh/h)                                                | 5                                                                                 | 93                                                                                | 69                                                                                | 49                                                                                | 1544                                                                              | 61                                                                                | 4                                                                                   | 79                                                                                  | 39                                                                                  | 913                                                                                 | 0                                                                                   | 20                                                                                  |
| Initial Q (Qb), veh                                                  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                      | 1.00                                                                              | 1.04                                                                              | 1.04                                                                              | 1.00                                                                              | 1.04                                                                              | 1.04                                                                              | 1.00                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                | 1.04                                                                                |
| 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                                               | 1700                                                                              | 1872                                                                              | 1872                                                                              | 1700                                                                              | 1872                                                                              | 1872                                                                              | 1800                                                                                | 1872                                                                                | 1872                                                                                | 1768                                                                                | 1872                                                                                | 1872                                                                                |
| Adj Flow Rate, veh/h                                                 | 5                                                                                 | 101                                                                               | 37                                                                                | 53                                                                                | 1678                                                                              | 33                                                                                | 4                                                                                   | 86                                                                                  | 20                                                                                  | 1009                                                                                | 0                                                                                   | 0                                                                                   |
| Peak Hour Factor                                                     | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                                                           | 61                                                                                | 581                                                                               | 213                                                                               | 528                                                                               | 1618                                                                              | 32                                                                                | 5                                                                                   | 117                                                                                 | 27                                                                                  | 1038                                                                                | 577                                                                                 | 0                                                                                   |
| Arrive On Green                                                      | 0.44                                                                              | 0.67                                                                              | 0.44                                                                              | 0.67                                                                              | 0.89                                                                              | 0.67                                                                              | 0.08                                                                                | 0.12                                                                                | 0.08                                                                                | 0.62                                                                                | 0.00                                                                                | 0.00                                                                                |
| Sat Flow, veh/h                                                      | 259                                                                               | 1307                                                                              | 479                                                                               | 1137                                                                              | 3641                                                                              | 71                                                                                | 66                                                                                  | 1415                                                                                | 329                                                                                 | 3368                                                                                | 1872                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h                                                 | 5                                                                                 | 0                                                                                 | 138                                                                               | 53                                                                                | 852                                                                               | 859                                                                               | 110                                                                                 | 0                                                                                   | 0                                                                                   | 1009                                                                                | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln                                             | 259                                                                               | 0                                                                                 | 1786                                                                              | 1137                                                                              | 1853                                                                              | 1859                                                                              | 1809                                                                                | 0                                                                                   | 0                                                                                   | 1684                                                                                | 1872                                                                                | 0                                                                                   |
| Q Serve(g_s), s                                                      | 0.0                                                                               | 0.0                                                                               | 4.0                                                                               | 2.3                                                                               | 52.5                                                                              | 52.5                                                                              | 6.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 33.9                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s                                                | 52.5                                                                              | 0.0                                                                               | 4.0                                                                               | 6.3                                                                               | 52.5                                                                              | 52.5                                                                              | 6.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 33.9                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                                                         | 1.00                                                                              |                                                                                   | 0.27                                                                              | 1.00                                                                              |                                                                                   | 0.04                                                                              | 0.04                                                                                |                                                                                     | 0.18                                                                                | 1.00                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h                                               | 61                                                                                | 0                                                                                 | 794                                                                               | 528                                                                               | 824                                                                               | 826                                                                               | 149                                                                                 | 0                                                                                   | 0                                                                                   | 1038                                                                                | 577                                                                                 | 0                                                                                   |
| V/C Ratio(X)                                                         | 0.08                                                                              | 0.00                                                                              | 0.17                                                                              | 0.10                                                                              | 1.03                                                                              | 1.04                                                                              | 0.74                                                                                | 0.00                                                                                | 0.00                                                                                | 0.97                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h                                                | 61                                                                                | 0                                                                                 | 794                                                                               | 528                                                                               | 824                                                                               | 826                                                                               | 170                                                                                 | 0                                                                                   | 0                                                                                   | 1052                                                                                | 585                                                                                 | 0                                                                                   |
| HCM Platoon Ratio                                                    | 1.00                                                                              | 1.50                                                                              | 1.00                                                                              | 1.50                                                                              | 2.00                                                                              | 1.50                                                                              | 1.00                                                                                | 1.50                                                                                | 1.00                                                                                | 2.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh                                             | 59.1                                                                              | 0.0                                                                               | 13.7                                                                              | 12.8                                                                              | 6.6                                                                               | 7.1                                                                               | 51.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 22.2                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh                                               | 0.6                                                                               | 0.0                                                                               | 0.1                                                                               | 0.1                                                                               | 40.7                                                                              | 41.9                                                                              | 13.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 21.2                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh                                           | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                                             | 0.2                                                                               | 0.0                                                                               | 1.5                                                                               | 0.5                                                                               | 12.0                                                                              | 12.5                                                                              | 3.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 11.6                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                                | 59.6                                                                              | 0.0                                                                               | 13.8                                                                              | 12.9                                                                              | 47.3                                                                              | 49.0                                                                              | 64.7                                                                                | 0.0                                                                                 | 0.0                                                                                 | 43.4                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                                                            | E                                                                                 |                                                                                   | B                                                                                 | B                                                                                 | F                                                                                 | F                                                                                 | E                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Approach Vol, veh/h                                                  | 143                                                                               |                                                                                   | 1764                                                                              |                                                                                   |                                                                                   |                                                                                   | 110                                                                                 |                                                                                     | 1009                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh                                                | 15.4                                                                              |                                                                                   | 47.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 64.7                                                                                |                                                                                     | 43.4                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                                                         | B                                                                                 |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   | E                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs                                                 | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                             | 16.2                                                                              |                                                                                   | 59.0                                                                              |                                                                                   | 42.9                                                                              |                                                                                   | 59.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                              | 6.5                                                                               |                                                                                   | 6.5                                                                               |                                                                                   | 6.5                                                                               |                                                                                   | 6.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                          | 11.1                                                                              |                                                                                   | 52.5                                                                              |                                                                                   | 36.9                                                                              |                                                                                   | 52.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s                                         | 8.9                                                                               |                                                                                   | 54.5                                                                              |                                                                                   | 35.9                                                                              |                                                                                   | 54.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                              | 0.1                                                                               |                                                                                   | 0.0                                                                               |                                                                                   | 0.5                                                                               |                                                                                   | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                         | 45.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                          | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved volume balancing among the lanes for turning movement. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Lanes, Volumes, Timings

OY Cumulative (2027) w/ Project - PM Peak Hour

## 8: Stoddard Wells Rd. & Quarry Rd.

WITH IMPROVEMENTS



| Lane Group              | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations     |      | ↕    | ↕    | ↕    | ↕    |      |
| Traffic Volume (vph)    | 6    | 36   | 54   | 1515 | 130  | 2    |
| Future Volume (vph)     | 6    | 36   | 54   | 1515 | 130  | 2    |
| Ideal Flow (vphpl)      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft)     | 0    |      |      | 0    | 0    | 25   |
| Storage Lanes           | 0    |      |      | 1    | 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        | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 |
| Shared Lane Traffic (%) |      |      |      |      |      |      |
| Sign Control            |      | Free | Free |      | Stop |      |

### Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 7th TWSC  
8: Stoddard Wells Rd. & Quarry Rd.

OY Cumulative (2027) w/ Project - PM Peak Hour  
WITH IMPROVEMENTS

| Intersection              |        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|---------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh          | 1      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                  | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations       |        |  |  |  |  |  |
| Traffic Vol, veh/h        | 6      | 36                                                                                | 54                                                                                | 1515                                                                              | 130                                                                               | 2                                                                                 |
| Future Vol, veh/h         | 6      | 36                                                                                | 54                                                                                | 1515                                                                              | 130                                                                               | 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                                                                                 | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, #  | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                  | -      | 0                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor          | 58     | 58                                                                                | 58                                                                                | 58                                                                                | 58                                                                                | 58                                                                                |
| Heavy Vehicles, %         | 0      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                 | 10     | 62                                                                                | 93                                                                                | 2612                                                                              | 224                                                                               | 3                                                                                 |
| Major/Minor               | Major1 | Major2                                                                            |                                                                                   | Minor2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All      | 2705   | 0                                                                                 | -                                                                                 | 0                                                                                 | 176                                                                               | 93                                                                                |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -                                                                                 | 93                                                                                | -                                                                                 |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -                                                                                 | 83                                                                                | -                                                                                 |
| Critical Hdwy             | 4.1    | -                                                                                 | -                                                                                 | -                                                                                 | 6.4                                                                               | 6.2                                                                               |
| Critical Hdwy Stg 1       | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.4                                                                               | -                                                                                 |
| Critical Hdwy Stg 2       | -      | -                                                                                 | -                                                                                 | -                                                                                 | 5.4                                                                               | -                                                                                 |
| Follow-up Hdwy            | 2.2    | -                                                                                 | -                                                                                 | -                                                                                 | 3.5                                                                               | 3.3                                                                               |
| Pot Cap-1 Maneuver        | 154    | -                                                                                 | -                                                                                 | -                                                                                 | 819                                                                               | 970                                                                               |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -                                                                                 | 936                                                                               | -                                                                                 |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -                                                                                 | 946                                                                               | -                                                                                 |
| Platoon blocked, %        |        | -                                                                                 | -                                                                                 | -                                                                                 |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver        | 154    | -                                                                                 | -                                                                                 | -                                                                                 | 761                                                                               | 970                                                                               |
| Mov Cap-2 Maneuver        | -      | -                                                                                 | -                                                                                 | -                                                                                 | 761                                                                               | -                                                                                 |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -                                                                                 | 870                                                                               | -                                                                                 |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -                                                                                 | 946                                                                               | -                                                                                 |
| Approach                  | EB     | WB                                                                                |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s/v    | 4.3    | 0                                                                                 |                                                                                   | 11.7                                                                              |                                                                                   |                                                                                   |
| HCM LOS                   |        |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt     | EBL    | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBLn1                                                                             |                                                                                   |
| Capacity (veh/h)          | 148    | -                                                                                 | -                                                                                 | -                                                                                 | 764                                                                               |                                                                                   |
| HCM Lane V/C Ratio        | 0.067  | -                                                                                 | -                                                                                 | -                                                                                 | 0.298                                                                             |                                                                                   |
| HCM Control Delay (s/veh) | 30.1   | 0                                                                                 | -                                                                                 | -                                                                                 | 11.7                                                                              |                                                                                   |
| HCM Lane LOS              | D      | A                                                                                 | -                                                                                 | -                                                                                 | B                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)     | 0.2    | -                                                                                 | -                                                                                 | -                                                                                 | 1.2                                                                               |                                                                                   |

Lanes, Volumes, Timings  
9: Quarry Rd. & I-15 SB Ramps

OY Cumulative (2027) w/ Project - PM Peak Hour  
WITH IMPROVEMENTS

|                             |  |      |                                                                                   |                                                                                   |      |                                                                                   |
|-----------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|
| Lane Group                  | WBL                                                                               | WBR  | NBT                                                                               | NBR                                                                               | SBL  | SBT                                                                               |
| Lane Configurations         |  |      |  |  |      |  |
| Traffic Volume (vph)        | 132                                                                               | 1    | 1                                                                                 | 1520                                                                              | 1    | 1                                                                                 |
| Future Volume (vph)         | 132                                                                               | 1    | 1                                                                                 | 1520                                                                              | 1    | 1                                                                                 |
| Ideal Flow (vphpl)          | 1900                                                                              | 1900 | 1900                                                                              | 1900                                                                              | 1900 | 1900                                                                              |
| Storage Length (ft)         | 0                                                                                 | 0    |                                                                                   | 300                                                                               | 0    |                                                                                   |
| Storage Lanes               | 1                                                                                 | 0    |                                                                                   | 1                                                                                 | 0    |                                                                                   |
| Taper Length (ft)           | 90                                                                                |      |                                                                                   |                                                                                   | 90   |                                                                                   |
| Link Speed (mph)            | 30                                                                                |      | 45                                                                                |                                                                                   |      | 45                                                                                |
| Link Distance (ft)          | 263                                                                               |      | 1482                                                                              |                                                                                   |      | 525                                                                               |
| Travel Time (s)             | 6.0                                                                               |      | 22.5                                                                              |                                                                                   |      | 8.0                                                                               |
| Peak Hour Factor            | 0.56                                                                              | 0.56 | 0.56                                                                              | 0.56                                                                              | 0.56 | 0.56                                                                              |
| Shared Lane Traffic (%)     |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |
| Sign Control                | Stop                                                                              |      | Free                                                                              |                                                                                   |      | Free                                                                              |
| <b>Intersection Summary</b> |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |
| Area Type:                  | Other                                                                             |      |                                                                                   |                                                                                   |      |                                                                                   |
| Control Type:               | Unsignalized                                                                      |      |                                                                                   |                                                                                   |      |                                                                                   |

HCM 7th TWSC  
9: Quarry Rd. & I-15 SB Ramps

OY Cumulative (2027) w/ Project - PM Peak Hour  
WITH IMPROVEMENTS

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.8  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | YY   |      | ↑    | ↑    |      | ↑    |
| Traffic Vol, veh/h       | 132  | 1    | 1    | 1520 | 1    | 1    |
| Future Vol, veh/h        | 132  | 1    | 1    | 1520 | 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    | -    | -    | 300  | -    | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 56   | 56   | 56   | 56   | 56   | 56   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 236  | 2    | 2    | 2714 | 2    | 2    |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 7      | 2      | 0      | 0 | 2716 |
| Stage 1              | 2      | -      | -      | - | -    |
| Stage 2              | 5      | -      | -      | - | -    |
| Critical Hdwy        | 6.4    | 6.2    | -      | - | 4.1  |
| Critical Hdwy Stg 1  | 5.4    | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.4    | -      | -      | - | -    |
| Follow-up Hdwy       | 3.5    | 3.3    | -      | - | 2.2  |
| Pot Cap-1 Maneuver   | 1019   | 1088   | -      | - | 152  |
| Stage 1              | 1027   | -      | -      | - | -    |
| Stage 2              | 1023   | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 1007   | 1088   | -      | - | 152  |
| Mov Cap-2 Maneuver   | 1007   | -      | -      | - | -    |
| Stage 1              | 1027   | -      | -      | - | -    |
| Stage 2              | 1011   | -      | -      | - | -    |

| Approach               | WB   | NB | SB    |
|------------------------|------|----|-------|
| HCM Control Delay, s/v | 9.67 | 0  | 14.47 |
| HCM LOS                | A    |    |       |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBL   | SBT   |
|---------------------------|-----|----------|-------|-------|
| Capacity (veh/h)          | -   | -        | 1008  | 152   |
| HCM Lane V/C Ratio        | -   | -        | 0.236 | 0.012 |
| HCM Control Delay (s/veh) | -   | -        | 9.7   | 28.9  |
| HCM Lane LOS              | -   | -        | A     | D     |
| HCM 95th %tile Q(veh)     | -   | -        | 0.9   | 0     |

**APPENDIX 5.8: OPENING YEAR CUMULATIVE (2027) WITH PROJECT  
CONDITIONS OFF-RAMP QUEUEING ANALYSIS S WORKSHEETS WITH  
IMPROVEMENTS**



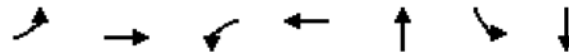
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## Queues

OY Cumulative (2027) w/ Project - AM Peak Hour

## 7: Frontage Rd./I-15 NB Ramps &amp; Stoddard Wells Rd.

WITH IMPROVEMENTS



| Lane Group              | EBL  | EBT  | WBL  | WBT  | NBT  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 10   | 180  | 26   | 713  | 104  | 744  | 739  |
| v/c Ratio               | 0.17 | 0.43 | 0.13 | 0.87 | 0.51 | 0.89 | 0.77 |
| Control Delay (s/veh)   | 46.0 | 34.7 | 39.5 | 54.8 | 47.1 | 39.2 | 25.8 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 46.0 | 34.7 | 39.5 | 54.8 | 47.1 | 39.2 | 25.8 |
| Queue Length 50th (ft)  | 6    | 94   | 16   | 264  | 56   | 473  | 377  |
| Queue Length 95th (ft)  | 24   | 167  | 43   | #365 | 115  | #750 | 556  |
| Internal Link Dist (ft) |      | 809  |      | 1064 | 899  |      | 250  |
| Turn Bay Length (ft)    | 150  |      | 150  |      |      |      |      |
| Base Capacity (vph)     | 66   | 447  | 224  | 890  | 222  | 938  | 1064 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.15 | 0.40 | 0.12 | 0.80 | 0.47 | 0.79 | 0.69 |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

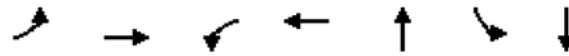
Queue shown is maximum after two cycles.

## Queues

OY Cumulative (2027) w/ Project - PM Peak Hour

## 7: Frontage Rd./I-15 NB Ramps &amp; Stoddard Wells Rd.

WITH IMPROVEMENTS



| Lane Group              | EBL  | EBT  | WBL  | WBT  | NBT  | SBL  | SBT  |
|-------------------------|------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 5    | 176  | 53   | 1744 | 132  | 506  | 508  |
| v/c Ratio               | 0.09 | 0.22 | 0.11 | 1.05 | 0.73 | 1.00 | 0.82 |
| Control Delay (s/veh)   | 24.8 | 16.8 | 20.9 | 70.4 | 70.7 | 80.9 | 43.7 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay (s/veh)     | 24.8 | 16.8 | 20.9 | 70.4 | 70.7 | 80.9 | 43.7 |
| Queue Length 50th (ft)  | 2    | 63   | 24   | ~745 | 89   | 394  | 309  |
| Queue Length 95th (ft)  | 12   | 111  | 51   | #881 | #184 | #625 | #486 |
| Internal Link Dist (ft) |      | 809  |      | 1064 | 899  |      | 250  |
| Turn Bay Length (ft)    | 150  |      | 150  |      |      |      |      |
| Base Capacity (vph)     | 56   | 809  | 473  | 1658 | 183  | 508  | 618  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.09 | 0.22 | 0.11 | 1.05 | 0.72 | 1.00 | 0.82 |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Intersection: 7: Frontage Rd./I-15 NB Ramps &amp; Stoddard Wells Rd.

| Movement              | EB  | EB  | WB  | WB   | WB   | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served     | L   | TR  | L   | T    | TR   | LTR | L   | LTR |
| Maximum Queue (ft)    | 33  | 162 | 163 | 438  | 494  | 99  | 292 | 292 |
| Average Queue (ft)    | 7   | 90  | 32  | 335  | 385  | 58  | 284 | 260 |
| 95th Queue (ft)       | 29  | 174 | 122 | 523  | 588  | 107 | 324 | 358 |
| Link Distance (ft)    |     | 816 |     | 1106 | 1106 | 931 | 277 | 277 |
| Upstream Blk Time (%) |     |     |     |      |      |     | 22  | 12  |
| Queuing Penalty (veh) |     |     |     |      |      |     | 0   | 0   |
| Storage Bay Dist (ft) | 150 |     | 150 |      |      |     |     |     |
| Storage Blk Time (%)  |     | 2   |     | 44   |      |     |     |     |
| Queuing Penalty (veh) |     | 0   |     | 12   |      |     |     |     |

## Intersection: 9: Quarry Rd. &amp; I-15 SB Ramps

| Movement              | WB  | NB  | SB  |
|-----------------------|-----|-----|-----|
| Directions Served     | LR  | R   | LT  |
| Maximum Queue (ft)    | 48  | 4   | 5   |
| Average Queue (ft)    | 34  | 1   | 1   |
| 95th Queue (ft)       | 55  | 6   | 8   |
| Link Distance (ft)    | 222 |     | 503 |
| Upstream Blk Time (%) |     |     |     |
| Queuing Penalty (veh) |     |     |     |
| Storage Bay Dist (ft) |     | 300 |     |
| Storage Blk Time (%)  |     |     |     |
| Queuing Penalty (veh) |     |     |     |

## Intersection: 7: Frontage Rd./I-15 NB Ramps &amp; Stoddard Wells Rd.

| Movement              | EB  | EB  | WB  | WB   | WB   | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served     | L   | TR  | L   | T    | TR   | LTR | L   | LTR |
| Maximum Queue (ft)    | 9   | 64  | 240 | 1121 | 1121 | 190 | 292 | 292 |
| Average Queue (ft)    | 3   | 21  | 86  | 1114 | 1118 | 106 | 288 | 272 |
| 95th Queue (ft)       | 14  | 77  | 269 | 1163 | 1144 | 183 | 309 | 329 |
| Link Distance (ft)    |     | 816 |     | 1106 | 1106 | 931 | 277 | 277 |
| Upstream Blk Time (%) |     |     |     | 82   | 79   |     | 34  | 24  |
| Queuing Penalty (veh) |     |     |     | 0    | 0    |     | 0   | 0   |
| Storage Bay Dist (ft) | 150 |     | 150 |      |      |     |     |     |
| Storage Blk Time (%)  |     | 1   |     | 76   |      |     |     |     |
| Queuing Penalty (veh) |     | 0   |     | 40   |      |     |     |     |

## Intersection: 9: Quarry Rd. &amp; I-15 SB Ramps

| Movement              | WB  | SB  |
|-----------------------|-----|-----|
| Directions Served     | LR  | LT  |
| Maximum Queue (ft)    | 117 | 11  |
| Average Queue (ft)    | 73  | 6   |
| 95th Queue (ft)       | 199 | 27  |
| Link Distance (ft)    | 222 | 503 |
| Upstream Blk Time (%) | 17  |     |
| Queuing Penalty (veh) | 0   |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |