
Transportation Impact Analysis

1M Warehouse

Town of Apple Valley

MARCH 2023

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1 Introduction

1.1 Purpose and Scope of the TIA

The purpose of this Transportation Impact Analysis (TIA) is to identify traffic impacts associated with the proposed 1M Warehouse (proposed Project or Project), an industrial development in the Town of Apple Valley (Town), in San Bernardino County (County). This TIA has been prepared per the Town of Apple Valley adopted Resolution No 2021-08 related to Vehicle Miles Traveled (May 2021) and the San Bernardino County Transportation Impact Study Guidelines (July 2019). In addition, this TIA complies with the Town of Apple Valley General Plan Circulation Element requirements and with the Congestion Management Program (CMP) for the San Bernardino County Transportation Authority (SBCTA).

The objectives of this TIA are to:

- Document existing roadway, pedestrian, bicycle, transit and traffic conditions, including intersection levels of service in the study area;
- Estimate trip generation, distribution, and assignment characteristics for the proposed project;
- Provide a Vehicle Miles Traveled (VMT) analysis per Senate Bill 743, the updated California Environmental Quality Act (CEQA) Guidelines, the Town of Apple Valley adopted Resolution No 2021-08, and the San Bernardino County Transportation Impact Study Guidelines;
- Document future short-range (Opening Year 2025) intersection levels of service in the study area per traffic volumes derived from adding growth to existing traffic volumes;
- Analyze the traffic impacts that would occur as a result of buildout of the proposed project under the Existing (2022), Opening Year (2025), and Horizon Year (2040) buildout conditions;
- Describe the significance of the potential impacts under the Existing, Opening Year 2025, and General Plan buildout conditions;
- Identify CEQA-required mitigation measures for significant transportation impacts and/or other improvements needed to meet level of service standards (if any); and,
- Provide findings and recommendations based on the traffic analysis of the proposed project.

Figure 1, Project Location and Study Area, shows the project location and study area. As illustrated in Figure 1, the study area is comprised of 12 intersections, one roadway segment, and four project driveways.

1.2 Project Description

The approximately 68.2-acre Project site is located in the northern part of the Town, which is within the Victor Valley Region of San Bernardino County. The proposed Project includes construction and operation of a single warehouse building. In total, the Project would provide 1,080,125 square feet (SF) of flexible space for light manufacturing and distribution uses, as well as 224 loading docks, trailer stalls, concrete truck courts, passenger vehicle parking spaces, and street, sidewalk, and landscape improvements. Land uses surrounding the Project site consist of vacant land and relatively small developments. Specifically, the Project site is bordered to the north by Johnson Road and vacant land, to the east by Sycamore Lane and primarily vacant land with a few scattered residential

uses, to the south by Lafayette Street and the Apple Valley Fire Center, and to the west by Central Road and vacant land. Access to the site is proposed via a new driveway on Johnson Road, a new driveway on Central Road, and a new driveway on Lafayette Street.

On-Site and Off-Site Improvements

To facilitate adequate on-site circulation, sufficient site access for both passenger vehicles and trucks, and to ensure efficient off-site circulation on nearby roadway facilities, the Project would include the following off-site street improvements.

- **Central Road.** The Project would involve the construction of Central Road from the eastern edge of the existing pavement surface to Central Road's eastern right-of-way (ROW), starting at the intersection of Johnson Road and Central Road, extending to the southwest corner of the Project site at the intersection of Central Road and Lafayette Street. The portion of this improved roadway along the Project's frontage would include a curb, gutter, and sidewalk. The remaining undeveloped ROW on the western portion of the ROW would be completed at a future time, either by the Town or a future developer that is constructing a project fronting this ROW.
- **Johnson Road.** The Project would involve the construction of Johnson Road to varying widths, starting at the intersection of Johnson Road and Central Road, extending to the southeast corner of the Project site at the intersection of Johnson Road and Sycamore Lane. A portion of this road would be protected by an approximately 500-foot by 20-foot area of rip rap within the northern portion of Johnson Road's ROW. This is to protect against flooding from a drainage referred to as the N-02 drainage in the Apple Valley Master Plan of Drainage, in the north. A portion of this improved roadway along the Project's frontage and near the Project's northeast driveway would include a curb, gutter, and sidewalk. The remaining undeveloped ROW on the northern portion of the ROW would be completed at a future time, either by the Town or a future developer that is constructing a project fronting this ROW. When this occurs, the rip rap feature may be removed to accommodate the ultimate construction of Johnson Road.
- **Lafayette Street.** The Project would involve the construction of Lafayette Street from its northern ROW boundary to approximately 6 feet south of its centerline, starting at the intersection of Lafayette Street and Central Road, extending to the southeast corner of the Project site at the intersection of Lafayette Street and Sycamore Lane. The portion of this improved roadway along the Project's frontage would include a curb, gutter, and sidewalk. The remaining undeveloped roadway area within the southern portion of the ROW would be completed at a future time, either by the Town or a future developer that is constructing a project fronting this ROW.

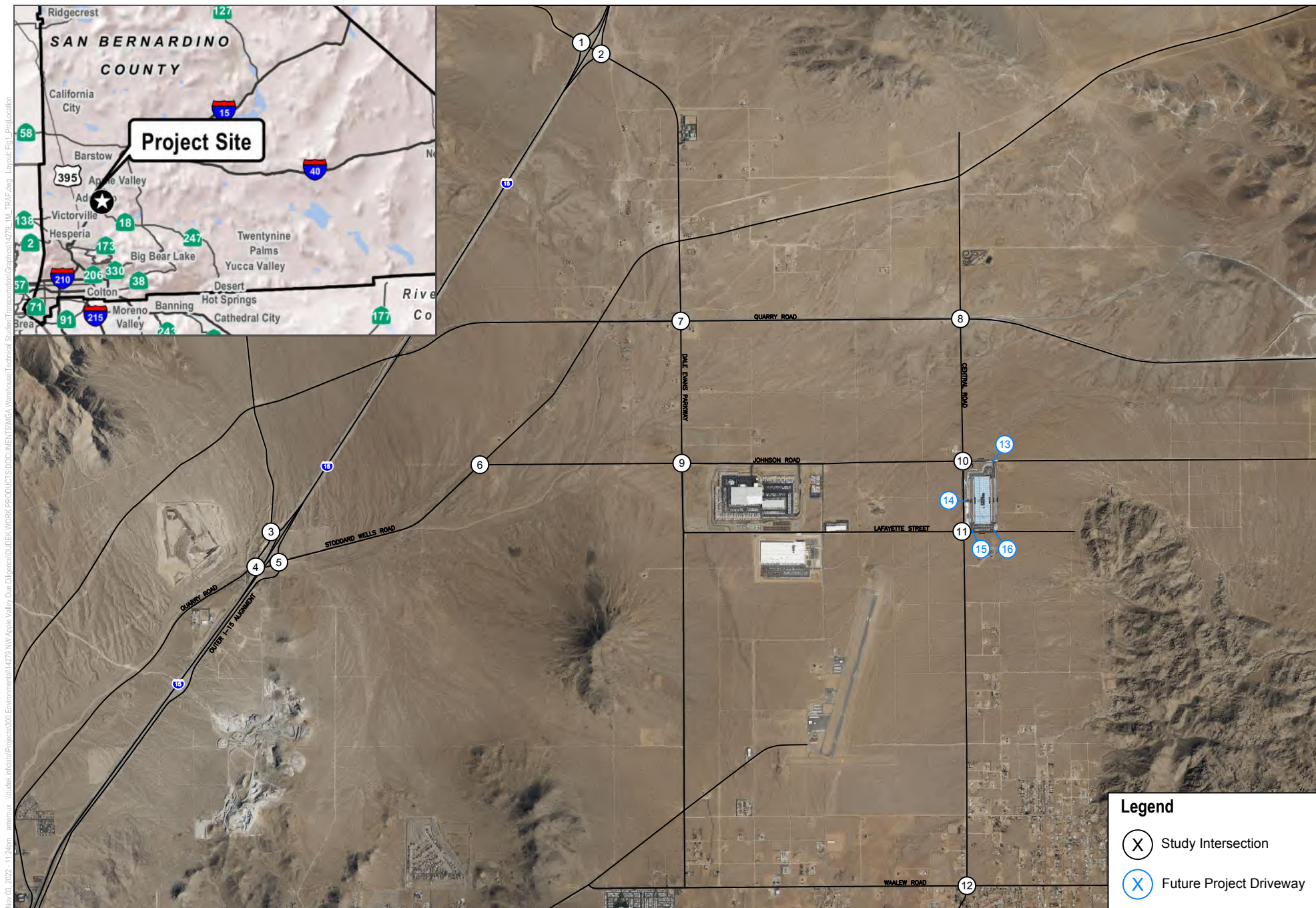
Site Access and Circulation

Access to the Project site would be provided via a driveway along Central Road on the western boundary of the project site, one driveway along Johnson Road to the north of the site, and two driveways along Lafayette Road to the south of the site. Paved passenger vehicle parking areas would be provided within areas north and south of the building, while tractor-trailer stalls and loading docks would surround the east and west sides of the building. In total, the Project would provide approximately 224 loading dock positions, approximately 317 tractor-trailer stalls, approximately 1,572 passenger vehicle parking spaces.

Operations

Tenants for the Project have not been identified and the warehouse building is considered speculative. Business operations would be expected to be conducted within the enclosed building, with the exception of trucks and passenger vehicles accessing the site, passenger and truck parking, the loading and unloading of trailers within designated truck courts/loading area, and the internal and external movement of materials around the Project site via forklifts, pallet jacks, yard hostlers, and similar equipment. It is anticipated that the facilities would be operated 24 hours a day, 7 days a week.

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SOURCE: Bing Maps; hparchs 2022

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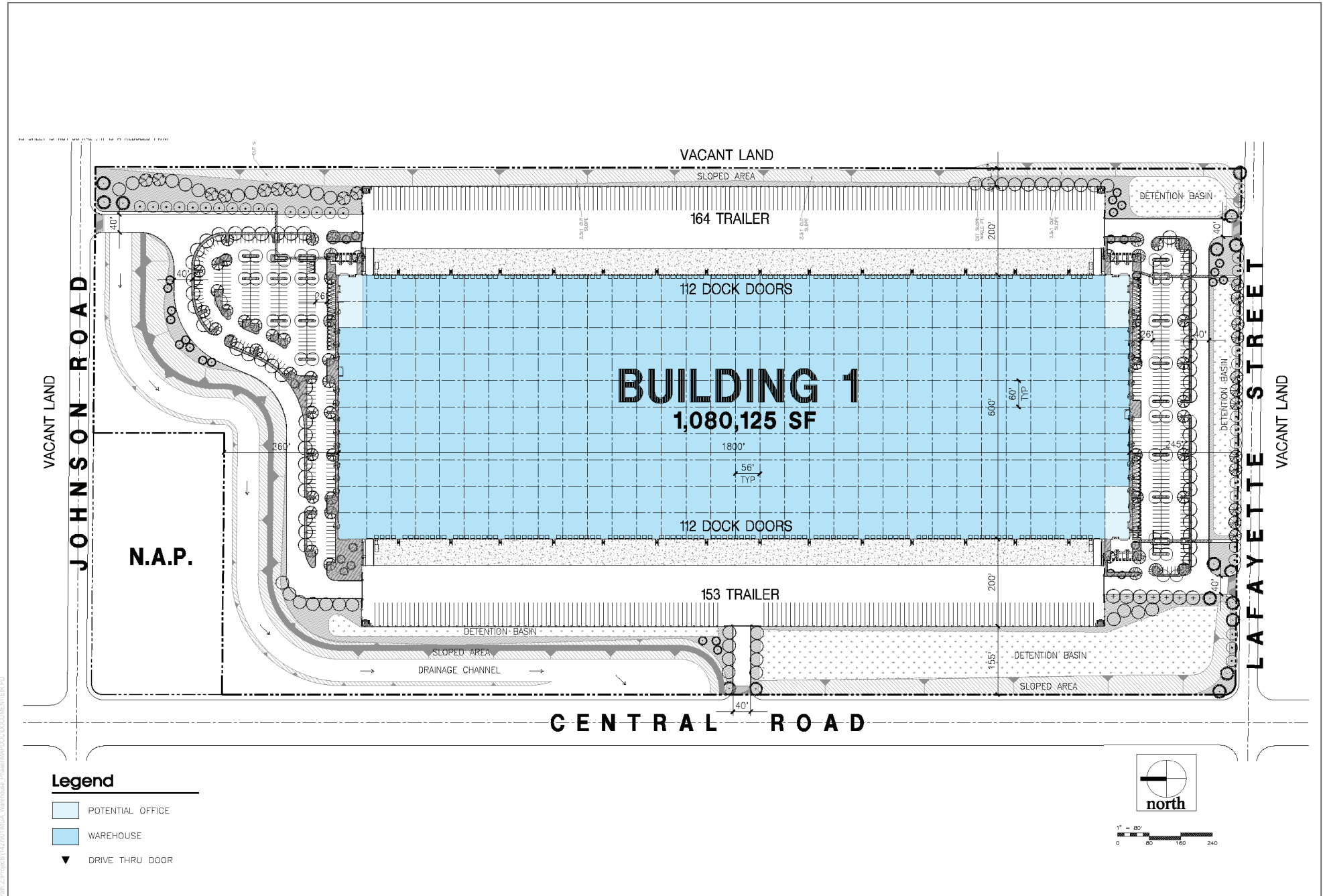


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FIGURE 1
Project Location and Study Area

1M Warehouse Project

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SOURCE: HPA Architecture 2022

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2 Study Area

This section provides a summary of the existing street network, including the major roadways serving the site, the existing transit service, and bicycle and pedestrian facilities in the study area.

2.1 Existing Street Network

Figure 3 provides the Town of Apple Valley General Plan Traffic Circulation Plan. Regional access to the site would be provided from I-15 to Stoddard Wells Road and Quarry Road and from I-15 to Dale Evans Parkway. Characteristics of the primary roadways within the study area are described below. A map of the Town's designated truck routes is also provided as Figure 4.

- **I-15** is a north-south, divided, four to eight-lane freeway located to the east of the Project site. I-15 is a major interstate freeway that begins near the Mexico—US Border and extends to Alberta, Canada, and serves as a critical connection for many other regional roadways, freeways, and highways. Caltrans classifies I-15 as a designated truck route on the National Network (STAA). The posted speed limit is 65 miles per hour (MPH).
- **Stoddard Wells Road** is generally aligned in a north-south direction, with two lanes. It is an undivided rural road with unpaved shoulders and a designated truck route in the Town of Apple Valley. Stoddard Wells is proposed to be upgraded from a Major Road to a Major Divided arterial per the Town of Apple Valley General Plan Circulation Element as noted in Table 1.
- **Dale Evans Parkway** is a north-south, two-lane undivided road located to the west of the Project site. It is an undivided rural road with some sections of paved and unpaved shoulders and is designated as a through truck route from Waalew Road to the I-15 interchange. Dale Evans Parkway is classified as a Major Divided Parkway per the Town's Circulation Element. There is no posted speed limit.
- **Quarry Road** is a north-south paved two-lane road between Stoddard Wells Road and the I-15 southbound ramps. North of the I-15 ramps, Quarry Road is an unpaved rural road. Additionally, Quarry Road extends east-west from I-15 to the eastern Town boundary, north of the Project site. Upgrades to this section of Quarry Road within the Town limits are identified in Table 1. Additionally, although Quarry Road is not considered a truck route at this time, the Town's Circulation Element proposes its designation as a through truck route. Truck traffic (likely primarily associated with the Cemex – White Mountain operation to the east) currently utilizes this roadway. There is no posted speed limit.
- **Central Road** is a north-south, six-lane major divided highway located to the west of the Project Site. Central Road begins at Stoddard Wells Road in the north and ends past Roundup Way in the south. It is classified as a Major Road to the north of Johnson Road and as a Major Divided Arterial to the south. The posted speed limit is 55 MPH.
- **Johnson Road** is an east-west, two-lane undivided road. It is located to the north of the Project site. Johnson Road is classified as a Major Road.
- **Lafayette Street** is an east-west oriented roadway. It is a single-lane, undivided roadway located to the south of the project. Lafayette Street is classified as a Secondary Road. There is no posted speed limit.

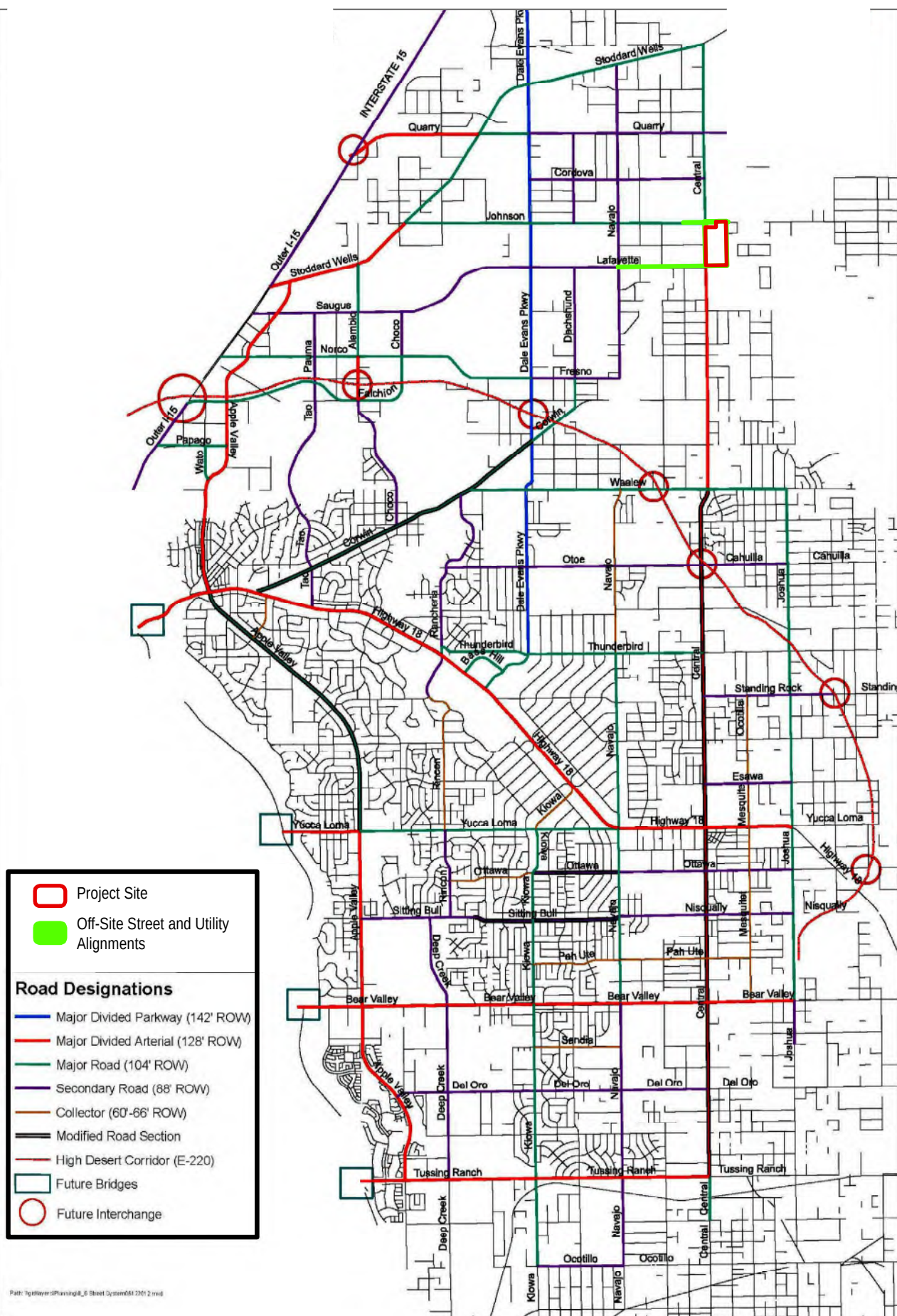
2.1.1 Apple Valley General Plan Recommended Improvements

The Apple Valley General Plan Circulation Element (Town of Apple Valley 2009) identifies a range of recommended improvements to the local street network to accommodate buildout of the General Plan. Table 1 presents the roadway improvements that are proposed within the vicinity of the project site as noted in the Town's Circulation Element. These improvements would provide additional roadway capacity. The Stoddard Wells Road widening project is currently listed in the Town's Five-Year Capital Improvement Plan (CIP) (Town of Apple Valley 2020) includes shoulder improvements, but would not add lanes to this facility.

Table 1. Apple Valley General Plan Recommended Improvements

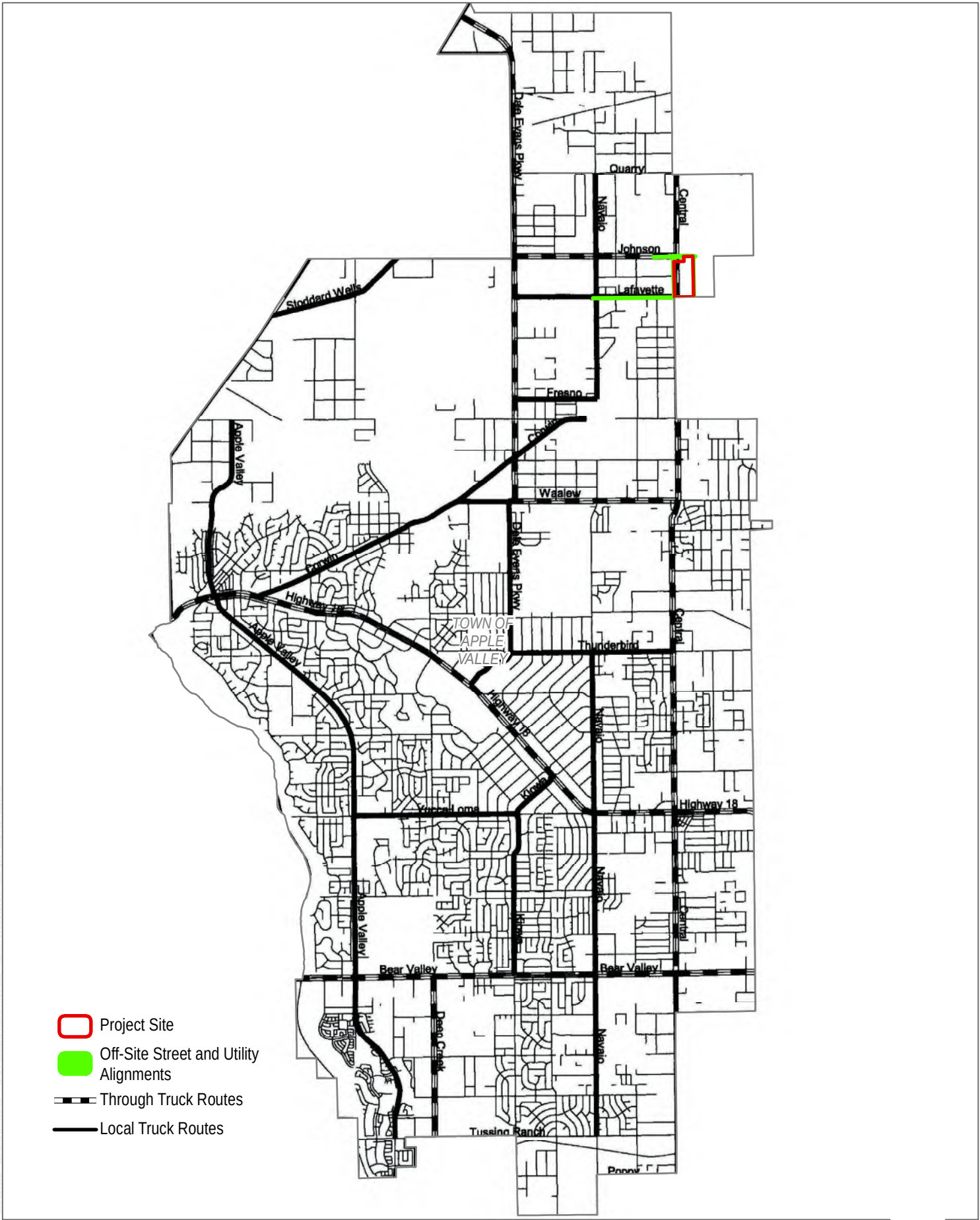
Roadway	Recommended Improvement
I-15	A future interchange at I-15 and Quarry Road
Outer I-15	Extend Outer I-15 along the east side of I-15 between Stoddard Wells Road and Dale Evans Parkway. Extension would be classified as a Secondary Road (88' ROW)
Stoddard Wells Road	- between I-15 Freeway and Alembic Street – upgrade from Major Road (104' ROW) to Major Divided Arterial (128' ROW) - between Alembic Street and Johnson Street - upgrade from Major Road to Major Divided Arterial
Quarry Road	- between I-15 Freeway and Stoddard Wells Road – upgrade from Secondary Road (88' ROW) to Major Divided Arterial (128' ROW) - between Stoddard Wells Road and Dale Evans Road - upgrade from Secondary Road (88' ROW) to Major Divided Arterial (128' ROW)
Johnson Road	east of Central Road- change from Major Road to Secondary Road (88' ROW)

Source: Town of Apple Valley. 2009.



SOURCE: San Bernadino County 2021; Town of Apple Valley 2023

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SOURCE: USGS Basemap; San Bernadino County 2021; Town of Apple Valley 2009

FIGURE 4
Local Truck Routes
 1M Warehouse Project

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2.2 Rail and Transit System

The Town of Apple Valley is served by bus services provided by Victor Valley Transit Authority (VVTa), which provides regional and local services throughout Victor Valley. Regionally, the Town is served by passenger rail services offered by the National Railroad Passenger Corporation (Amtrak). Victor Valley and its neighboring communities are also expected to benefit from the development of Brightline West, a high-speed passenger rail system that will connect Los Angeles with Las Vegas and will include a stop in Victor Valley (Brightline West 2023). The rail and transit providers are described below.

Amtrak

Amtrak is a national rail operator, with 21,000 route miles in 46 states, the District of Columbia, and three Canadian Provinces. Amtrak operates more than 300 trains each day at speeds up to 150 MPH to more than 500 destinations. Amtrak is the chosen operator for state-supported corridor services in 17 states and four commuter rail agencies (Amtrak 2022a). The closest passenger rail station is the Victorville Amtrak Station, located at 16858 South D Street in Victorville, located approximately 8 miles south of the project site. The Victorville Amtrak Station is part of the Southwest Chief Route, an east-west rail line extending from Los Angeles, California, to Chicago, Illinois (Amtrak 2022b).

Brightline West

Brightline West is a proposed high-speed passenger rail system that would be designed to connect the extended communities of Los Angeles, Palmdale, Cajon Pass, Victor Valley with Las Vegas through 200 to 300 miles of rail. At full operations, approximately 11 million one-way trips are expected to be made between southern California and Las Vegas. The project is expected to break ground in 2023 and could begin serving passengers in 2026. Brightline West has acquired property in the newly annexed area of Apple Valley near Dale Evans Parkway for a high-speed rail station (Town of Apple Valley 2023).

Victor Valley Transit Authority

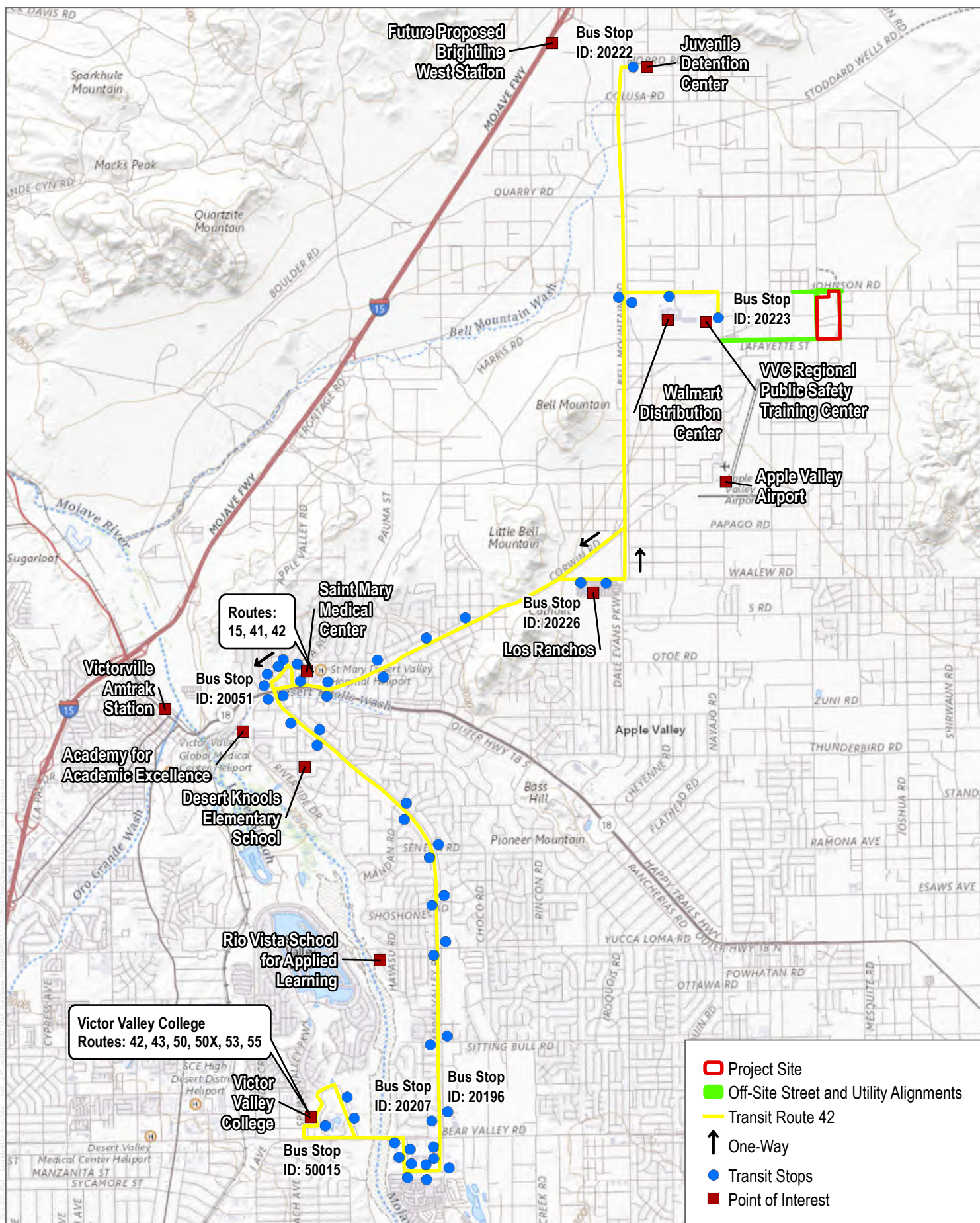
VVTa provides local bus service for the communities of Adelanto, Apple Valley, Hesperia, Victorville, and unincorporated areas of San Bernardino County. VVTa operates five bus routes in Apple Valley, providing bus connections between shopping, the Apple Valley Post Office, schools and colleges, and residential areas. Route 42 shown in Figure 5, Existing Transit Facilities, is the closest bus route to the project site, with bus stops near the intersection of Dale Evans Parkway and Johnson Road, approximately 2 ½ miles east of the project site, as well as along Johnson Road across from the Walmart Distribution Center and on Navajo Road across from the Victor Valley College Regional Public Safety Training Center. Route 42 connects Victor Valley College, St. Mary Medical Center, Los Ranchos, the Walmart Distribution Center, the Regional Public Safety Center, and the Juvenile Detention Center. The route operates weekdays, between 6:30 a.m. and 9:00 p.m., Saturday between 7:30 a.m. and 8:00 p.m., and Sunday between 8:30 a.m. and 5:00 p.m. (VVTa 2022).

VVTa also offers paratransit services for persons with special needs on any paved street within Apple Valley as long as it is within their service boundaries. The VVTa paratransit services do not travel a fixed route and provide a flexible alternative to the fixed bus routes (VVTa 2022).

2.3 Pedestrian and Bicycle Facilities

The project site is located in an undeveloped area of the town with no existing pedestrian or bicycle facilities in the immediate vicinity of the site. The Apple Valley General Plan (Apple Valley 2009) has an adopted Recreation Trail System, which identifies “lifeline” trails for equestrian use and multi-use, as well as recorded bridle trails (for horses). The Town’s Recreational Trail System is presented as Figure 6. A lifeline trail is proposed on Stoddard Wells Road, west and north of the site, extending from Johnson Road to Central Road.

The General Plan also identifies proposed bike paths to ensure greater connectivity and access throughout the community, and promote non-motorized modes of travel. The Town’s Bike Paths are presented as Figure 7. A Class II bike lane (on-street painted bike lane) is proposed along Outer Highway I-15 S between Norco Street and Stoddard Wells Road and along Stoddard Wells Road, between the I-15 and Alembic Street. A Class I (separated bicycle path) is proposed along Stoddard Wells Road, between Alembic Street and Central Road, consistent with the lifeline trail identified in the Town’s Recreational Trail System. Additionally, Class II bike lanes are proposed along Central Road adjacent to the project site, and along Lafayette Street from Dale Evans Parkway to Central Road.



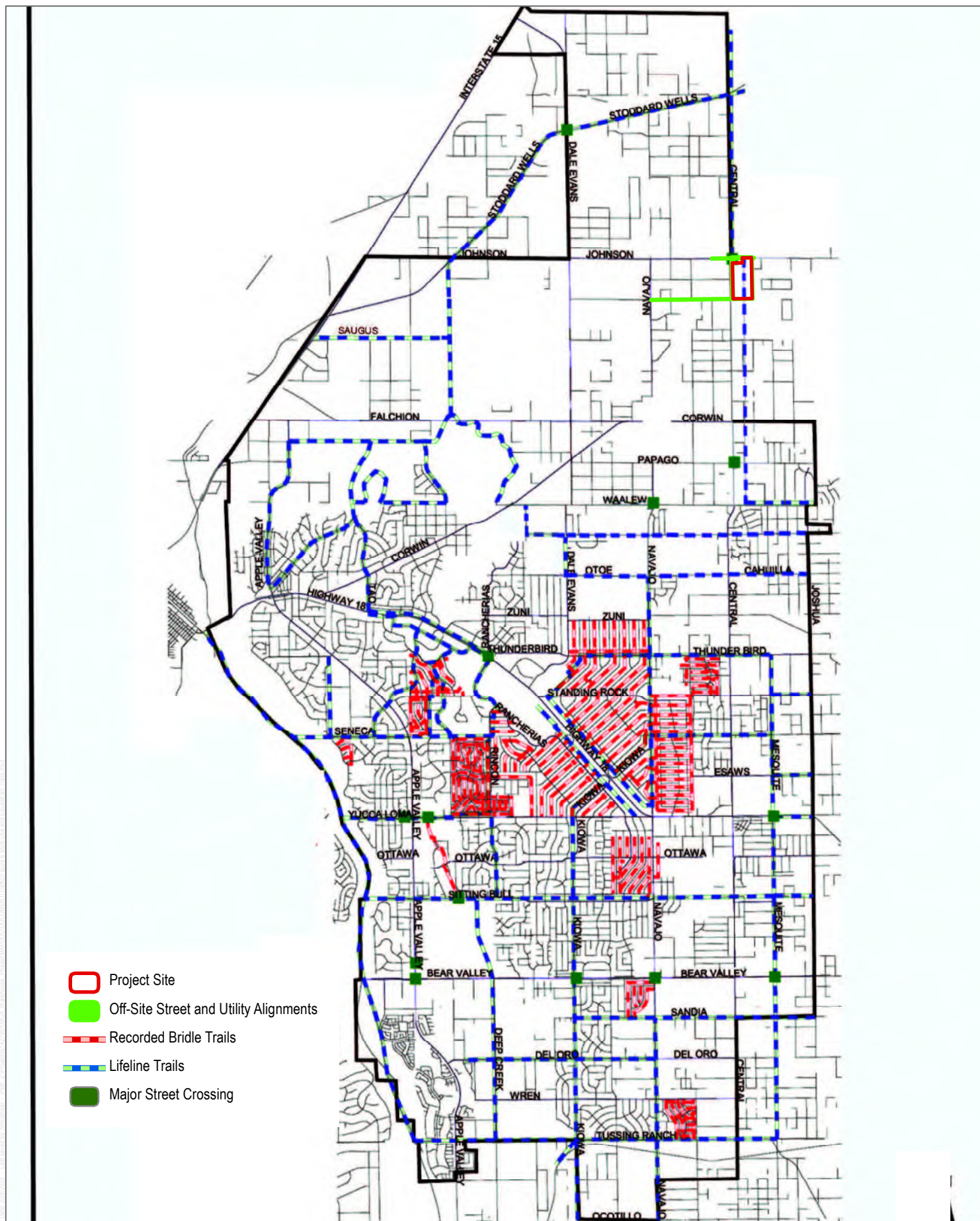
SOURCE: USGS Basemap; San Bernardino County 2021; Victor Valley Transit 2022

FIGURE 5

Existing Transit Facilities

1M Warehouse Project

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SOURCE: USGS Basemap; San Bernardino County 2021; Terra Nova 2022

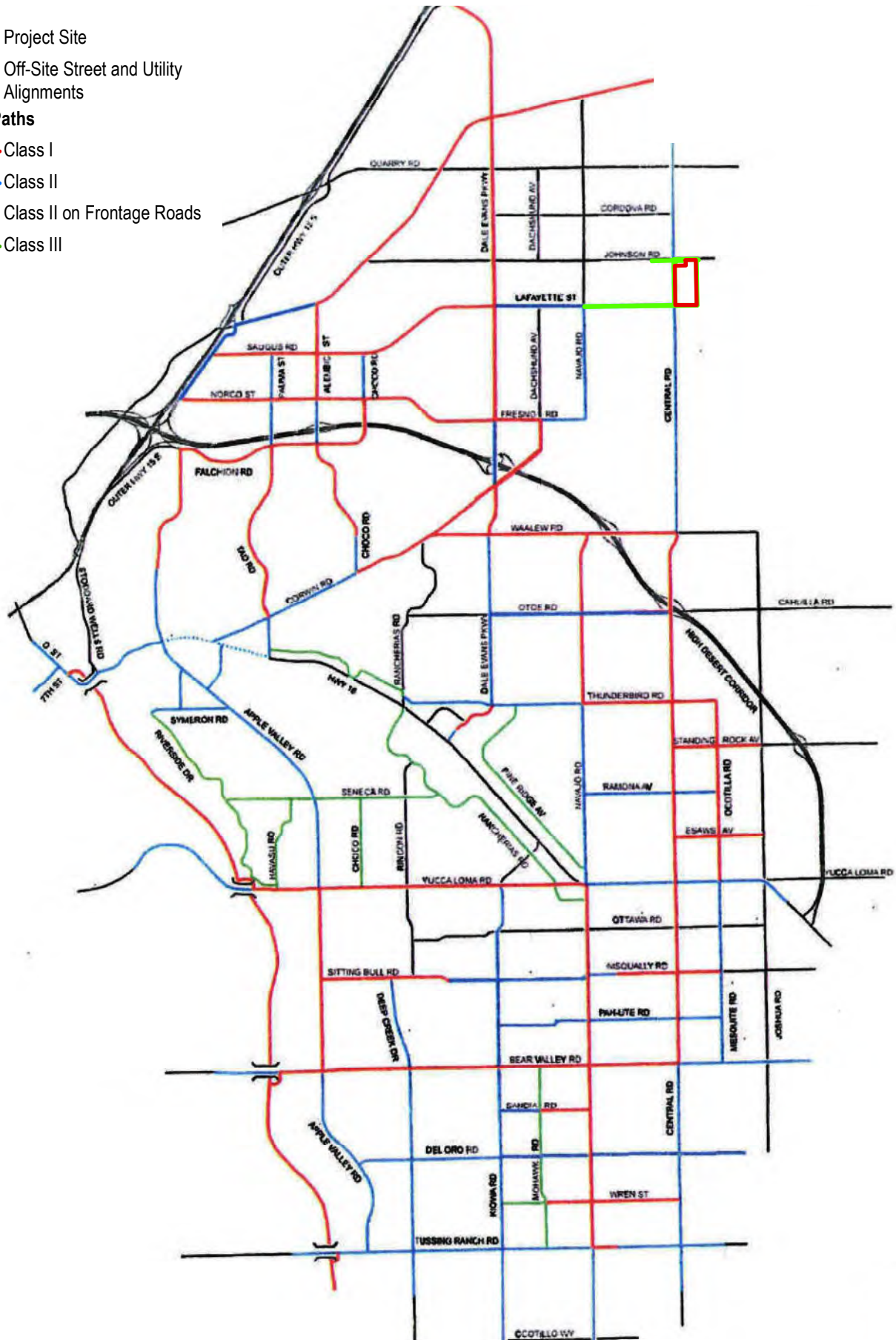
FIGURE 6

Multi-Use and Equestrian Trails

1M Warehouse Project

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- Project Site
- Off-Site Street and Utility Alignments
- Bike Paths**
 - Class I
 - Class II
 - Class II on Frontage Roads
 - Class III



SOURCE: San Bernadino County 2021; Town of Apple Valley 2009

FIGURE 7

Bike Paths

1M Warehouse Project

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3 Project Traffic

This section documents the trip generation, distribution, and assignment of project traffic in the study area.

3.1 Trip Generation

The Project would include construction of an approximately 1,080,125 SF industrial/warehouse building with associated office spaces, surface parking, and loading areas. Trip generation estimates for the proposed project are based on daily and AM and PM peak hour trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Handbook, 11th Edition* (2021). Additionally, Passenger car equivalent (PCE) factors were applied to the trip generation estimates to account for truck traffic. The San Bernardino County CMP indicates that projects with high truck percentages should convert project trips to PCE. A 1.5 PCE factor was applied to 2-axle trucks, 2.0 PCE for 3-axle trucks, and a 3.0 PCE factor was applied to 4-axle trucks per the San Bernardino County CMP. As the ITE *Trip Generation Handbook* does not provide a breakdown of truck traffic by axle classification, vehicle mix data and percentages are also applied to the project trip generation estimates from the 2014 SCAQMD *Warehouse Truck Trip Study Data Results and Usage* (SCAQMD Study).

Trip generation rates, vehicle splits, and the resulting trip generation estimates for the project are summarized in Table 2. As shown in the table, the project would generate 1,955 daily trips, 162 AM peak hour trips, and 173 PM peak hour trips. This is equivalent to 2,784 daily PCEs, 231 AM peak hour PCEs, and 246 PM peak hour PCEs.

Table 2. Project Trip Generation

Land Use	ITE Code	Size/ Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates ¹									
High-Cube Fulfillment Center Warehouse	155 (non-sort)	TSF	1.81	0.12	0.03	0.15	0.06	0.10	0.16
Trip Generation									
1M Warehouse	155	1080.125 TSF	1,955	131	31	162	67	105	173
Trip Generation (by Vehicle Classification)									
Vehicle Mix ²									
Passenger Vehicles	72.5%		1,417	95	22	117	49	76	125
2-Axle Trucks	4.6%		90	6	1	7	3	5	8
3-Axle Trucks	5.7%		111	7	2	9	4	6	10
4+-Axle Trucks	17.2%		336	23	5	28	12	18	30
Total Trip Generation (non-PCE)			1,955	131	31	162	67	105	173
Vehicle Mix ²	PCE Factor ³								
Passenger Vehicles	1.0		1,417	95	22	117	49	76	125

Table 2. Project Trip Generation

Land Use	ITE Code	Size/ Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
2-Axle Trucks		1.5	135	9	2	11	5	7	12
3-Axle Trucks		2.0	223	15	4	18	8	12	20
4+-Axle Trucks		3.0	1,009	68	16	84	35	54	89
Total Trip Generation (PCE)			2,784	187	44	231	96	150	246
Total Passenger Vehicle Trip Generation			1,417	95	22	117	49	76	125
Total Truck Trip Generation (non-PCE)			538	36	8	45	19	29	48
Total Truck Trip Generation (PCE)			1,367	92	22	113	47	74	121

Notes: Rounding discrepancies may occur. TSF = Thousand Square Feet; PCE = Passenger Car Equivalent

¹ Trip rates derived from the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 11th Edition (2021).

² Vehicle mix and percent from the 2014 SCAQMD Warehouse Truck Trip Study Data Results and Usage.

³ Passenger Car Equivalent (PCE) factors from the San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016.

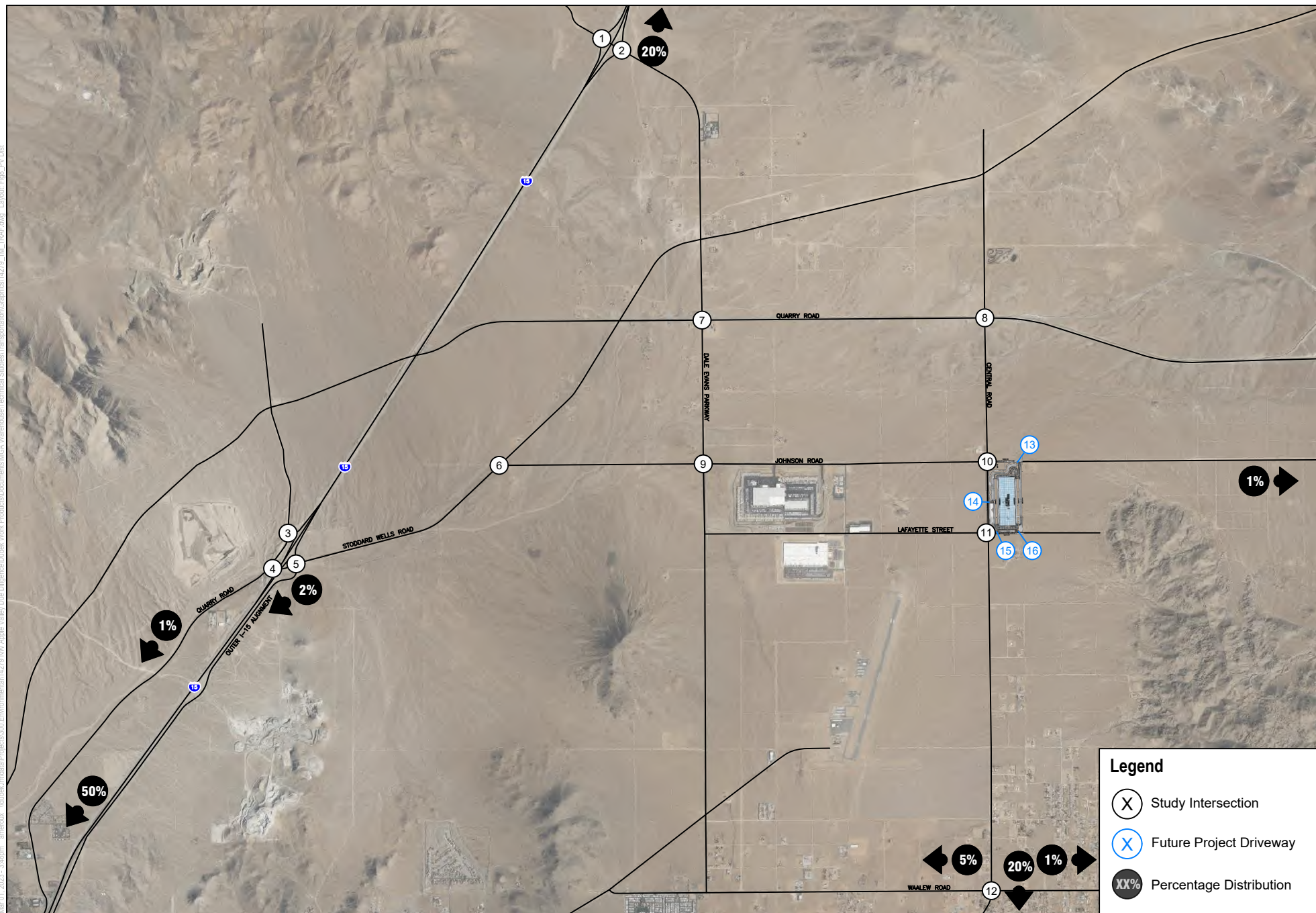
3.2 Trip Distribution and Assignment

Regional Project trip distribution percentages are based on logical travel paths to and from the project site, consideration of designated truck routes, and the traffic distribution patterns analyzed for a recently approved industrial project adjacent to the project site.

Project trip distribution percentages are shown in Figures 8 and 9, for passenger vehicle and truck trips, respectively. The project trip assignments are shown in Figures 10, 11, and 12 for passenger vehicle, truck, and total trip assignments, respectively.

.

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- Legend**
- (X) Study Intersection
 - (X) Future Project Driveway
 - XX% Percentage Distribution

SOURCE: Bing Maps; HPA Architecture 2022

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FIGURE 8
Project Passenger Vehicle Trip Distribution

1M Warehouse Project

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SOURCE: Bing Maps; HPA Architecture 2022

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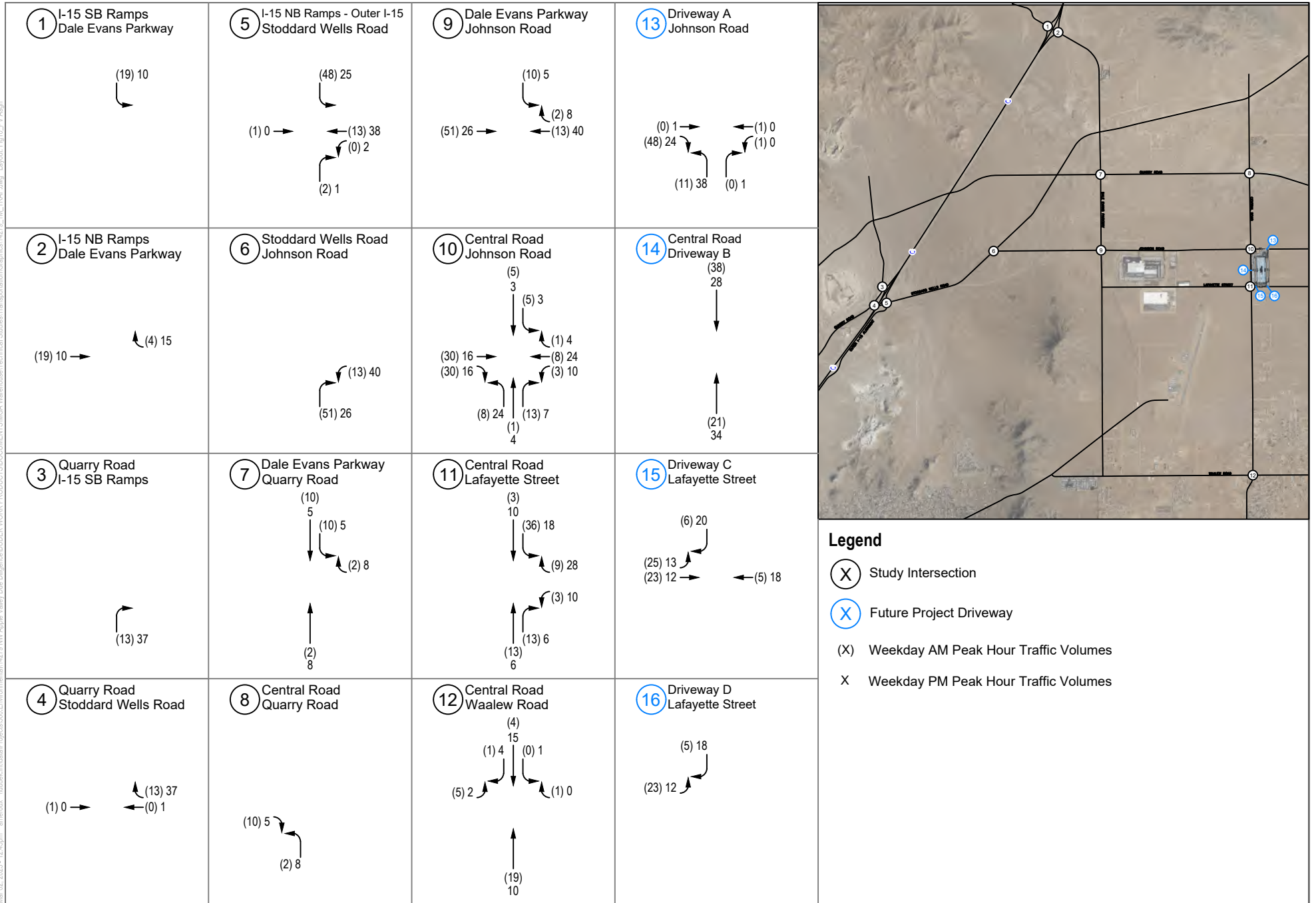


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FIGURE 9
Project Truck Trip Distribution
 1M Warehouse Project

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SOURCE: Bing Maps; HPA Architecture 2022

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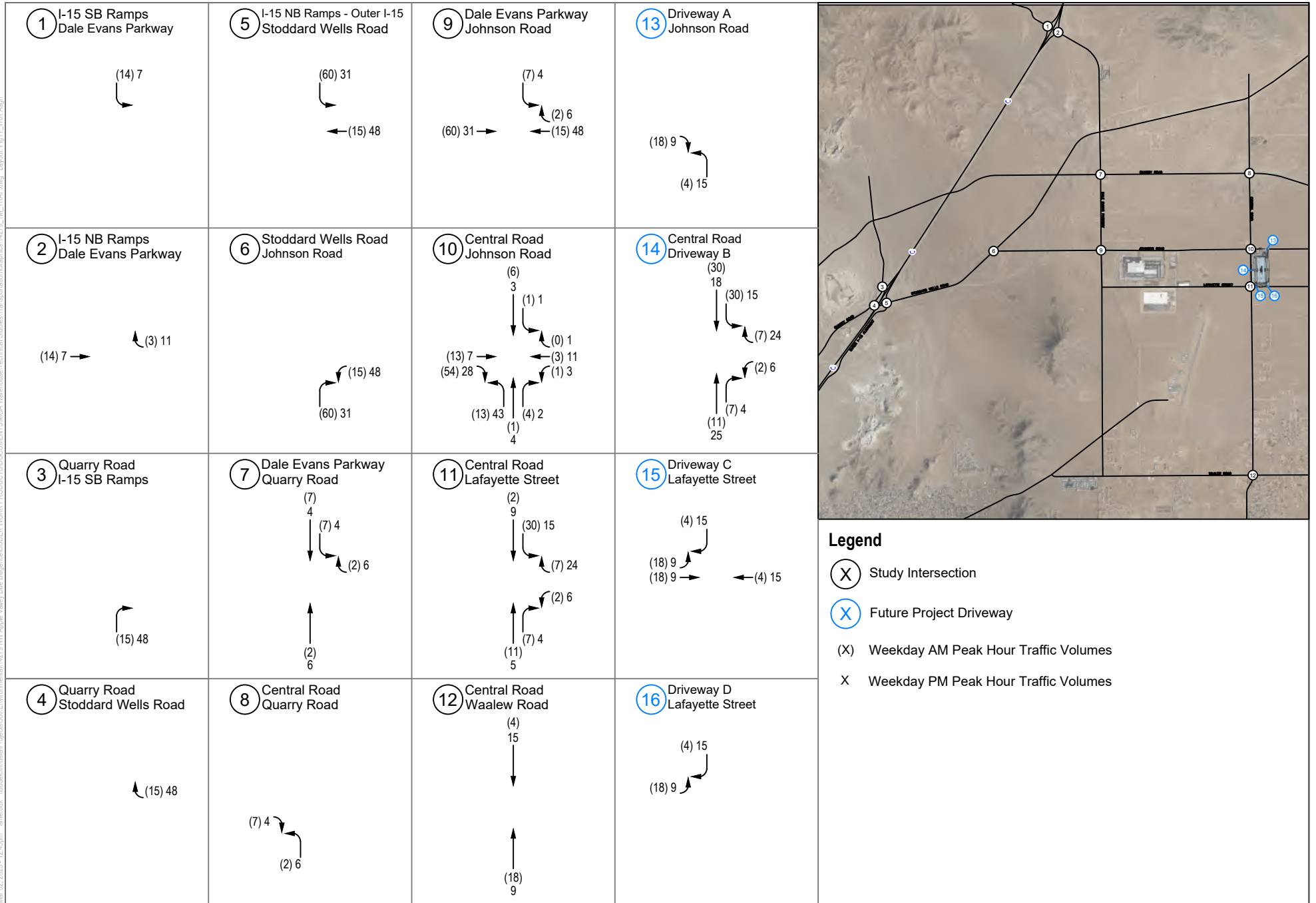
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FIGURE 10
Project Passenger Vehicle Trip Assignment

1M Warehouse Project

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SOURCE: Bing Maps; HPA Architecture 2022

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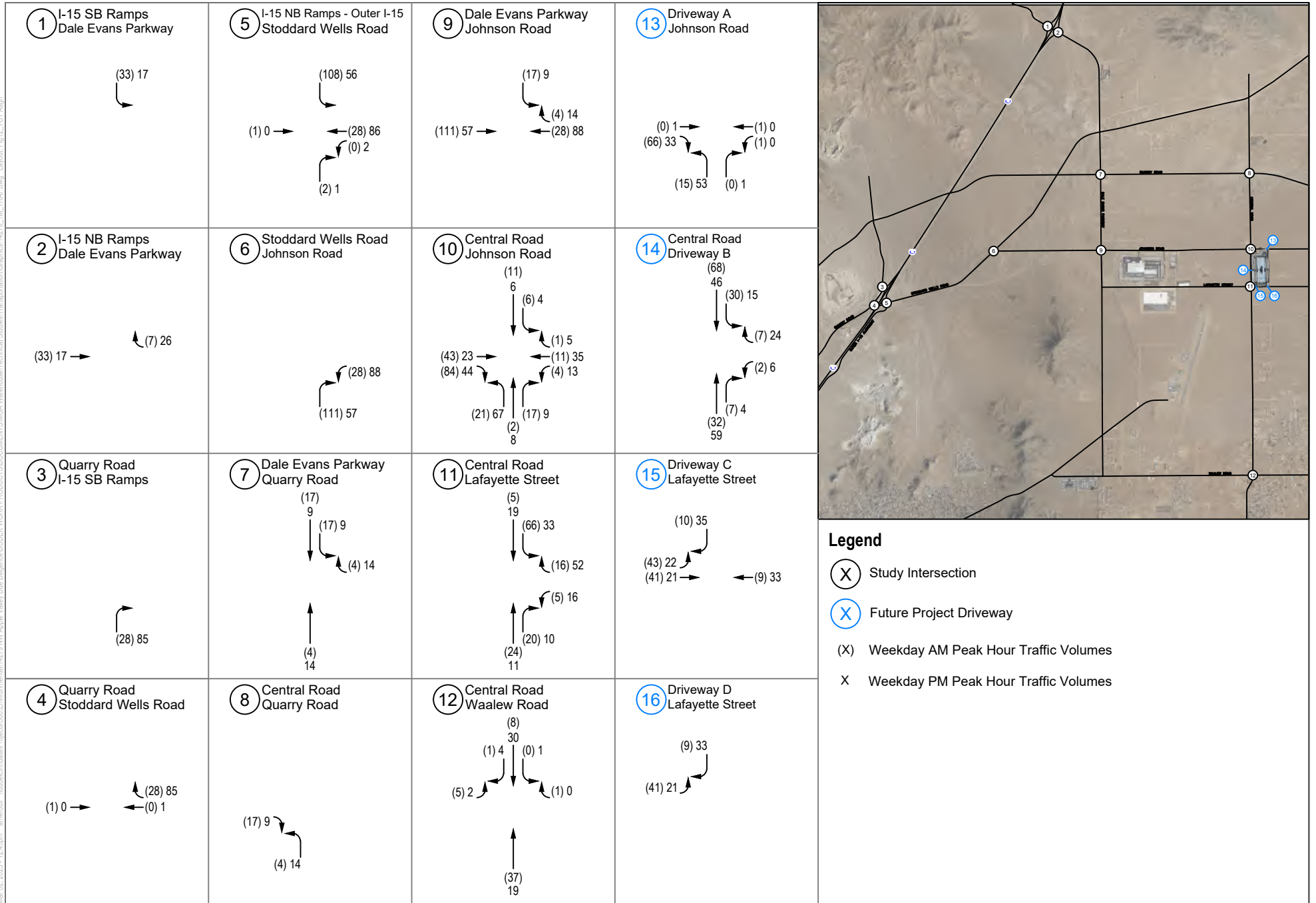
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FIGURE 11
Project Truck Trip Assignment (PCE)

1M Warehouse Project

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SOURCE: Bing Maps; HPA Architecture 2022

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FIGURE 12
Project Total Trip Assignment (PCE)

1M Warehouse Project

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4 Level of Service (LOS) Methodology and Thresholds

The Town has vehicle LOS policies to ensure that proposed developments are consistent with the Town's General Plan. Therefore, an LOS analysis has been prepared to evaluate the project's consistency with the Town's General Plan Circulation Element. Because the Town does not have specific transportation impact analysis guidelines, the LOS analysis is based on the San Bernardino County Transportation Impact Study Guidelines (County Guidelines) (July 2019). The study intersection and roadway segments, analysis scenarios, traffic volumes, and LOS methodology and impact criteria are presented in the following section.

4.1 Study Intersections and Roadway Segments

The following intersections were selected for analysis:

1. I-15 SB Ramps/Dale Evans Parkway
2. I-15 NB Ramps/Dale Evans Parkway
3. Quarry Road/I-15 SB Ramps
4. Quarry Road/Stoddard Wells Road
5. I-15 NB Ramps-Outer I-15/Stoddard Wells Road
6. Stoddard Wells Road/Johnson Road
7. Dale Evans Parkway/Johnson Road
8. Central Road/Quarry Road
9. Dale Evans Parkway/Johnson Road
10. Central Road/Johnson Road
11. Central Road/Lafayette Road
12. Central Road/Waalew Road

In addition, the following road segment was selected for analysis:

1. Central Road, Johnson Road to Lafayette Street

4.2 Analysis Scenarios

Consistent with the County Guidelines, intersection LOS analyses were prepared for the weekday AM and PM peak hours at the study area intersections and road segment listed above for the following analysis scenarios:

- Existing Condition
- Opening Year (2025) (future short-term year with cumulative projects and ambient growth)
- Opening Year (2025) plus Project (cumulative projects + ambient growth)
- Horizon Year (2040) (General Plan Buildout)
- Horizon Year (2040) plus Project

4.3 Traffic Volumes

Daily, AM and PM peak hour turning movements counts were collected at the study intersections on October 19, 2022. The raw traffic data is provided as Appendix A. Traffic counts were adjusted to passenger car equivalents (PCE) to reflect truck traffic according to the standards set forth in the County's Guidelines, as shown below:

- Light-duty trucks (2-axle): 1.5 PCE
- Medium-duty trucks (3-axle): 2.0 PCE
- Heavy-duty trucks (4+-axle): 3.0 PCE

The 2025 Opening Year condition represents a short-term horizon period (less than 5 years) where the proposed project is constructed and fully occupied. The peak hour traffic forecasts for the Year 2025 have been projected by increasing the traffic volumes by an annual growth rate of 0.5% per year, consistent with recent traffic studies conducted in the area, and adding traffic volumes generated by pending projects. These approved or pending projects are developments in the review process, but not fully approved; or, projects that have been approved, but not fully constructed or occupied. A list of cumulative projects was provided by the Town in September, 2022, and are further discussed in Section 6.1. The Horizon Year 2040 assumes buildout of the land uses designated in the Town's General Plan. General Plan Year volumes were derived from the San Bernardino Transportation Analysis Model (SBTAM) for the year 2040.

4.4 Analysis Methodology

LOS is commonly used as a qualitative description of intersection operations and roadway segments and is based on the design capacity of the intersection configuration and roadway facility, compared to the volume of traffic using the facility. The Town's intersection evaluation methodology to assess transportation impacts and traffic operating conditions for intersections is based on the latest version of the Highway Capacity Manual (HCM) methodology.

The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle based on the worst turning movement for unsignalized intersections.

Synchro version 11 software was used to determine intersection LOS (for all scenarios), consistent with HCM 6 methodologies. Detailed LOS calculation worksheets (for all scenarios) are included in Appendix B. Table 3 shows the LOS values by delay ranges for unsignalized and signalized intersections under the HCM methodology.

Table 3. Levels of Service for Intersections using HCM Methodology

Level of Service	Unsignalized Intersections Control Delay (in seconds per vehicle)	Signalized Intersections Control Delay (in seconds per vehicle)
A	< 10.0	< 10.0
B	> 10.0 to < 15.0	> 10.0 to < 20.0
C	> 15.0 to < 25.0	> 20.0 to < 35.0
D	> 25.0 to < 35.0	> 35.0 to < 55.0
E	> 35.0 to < 50.0	> 55.0 to < 80.0
F	> 50.0	> 80.0

Source: HCM 6 (Transportation Research Board 2016).

Additionally, roadway segments are analyzed in the General Plan to determine their operating conditions based on a volume to capacity (V/C) ratio. Table 4 identifies the daily roadway capacities for various roadway classifications as identified in the Town's General Plan Circulation Element.

Table 4. Daily Roadway Capacity Values

Facility	Number of Lanes	Maximum Two-Way Volume (ADT)
		Capacity
Major Divided Parkway (142' ROW) or Arterial (128' ROW)	6D	69,300
Major Road (104' ROW)	4D	40,500
Secondary Road (88' ROW)	4U	25,500
Collector/Local (60-66' ROW) w/Median	2D	17,300
Collector/Local (60'-66' ROW)	2U	12,700

Source: Town of Apple Valley General Plan Community Development Circulation Element (2009)

Notes: XU = # of lanes Undivided; XD = # of lanes Divided

The following daily service V/C thresholds based on the capacities in Table 4 are identified below (Town of Apple Valley 2009):

- 0 to 0.80 = acceptable
- 0.81 – 1.00 = approaching capacity
- >1.01 = potentially exceeds capacity

4.5 General Plan Consistency Requirements

The Town of Apple Valley General Plan Circulation Element Update (Town of Apple Valley 2009) contains the following policies and programs related to transportation compliance and LOS requirements. These policies were used to identify the project's potential impacts on intersections and roadway LOS:

Program 1.A.4. The Town shall require all intersections maintain a minimum of LOS D during both the morning and evening peak hour

Policy 1.H. New development proposals pay their fair share for the improvement of streets within and surrounding their projects on which they have an impact, including roadways, bridges, and traffic signals.

4.5.1 Improvements for Transportation Impacts

At locations where a project is forecast to have deficient operations or significant impacts, needed improvements are identified to offset the projects' impacts. Locations at which unsignalized intersections are operating or forecast to operate at deficient levels of service shall be evaluated for traffic signal warrants based on the California Manual of Traffic Control Devices (CA MUTCD) for peak hour signal warrants unless data shows that other warrants could be applicable.

It is the project's responsibility to implement the needed improvements to the Town's satisfaction either through construction of the improvement(s), fair-share payment to the improvement(s), or payment of Town fees. If improvements are included in a fee program, the cost of implementing the improvements could be credited against fees payable by the project. Improvements required in the TIA and subsequently listed in the conditions of approval shall be completed prior to occupancy.

Fair Share Contribution

As noted above, project improvements may include a combination of fee payments to established programs (e.g., Development Impact Fee program), construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. When off-site improvements are identified with a minor share of responsibility assigned to the proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Improvements included in a defined program and constructed by the development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the Town of Apple Valley's discretion). The project's fair share cost is calculated based on the following formula, which estimates the ratio of Project-related traffic to all new traffic between 2022 and the Horizon Year 2040:

$$\text{Project Fair Share \%} = \text{Project Traffic} / (\text{Horizon Year 2040 plus Project Traffic} - \text{Existing Year 2022 Traffic})$$

The following are regional and local funding mechanisms in place within the Town of Apple Valley.

Regional Funding Mechanisms – 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 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, the funds raised through Measure “I” have funded in the past, and will continue to fund, new transportation facilities in San Bernardino County, including within the Town of Apple Valley.

Town of Apple Valley Development Impact Fee Program

The Town of Apple Valley has created its own local Development Impact Fee (DIF) program to impose and collect fees from new residential, commercial, and industrial development for the purpose of funding roadways and intersections necessary to accommodate Town growth as identified in the Town's General Plan Circulation Element. The Town's DIF includes Transportation Impact Fees.

The project applicant will be subject to the Town's DIF fee program and will pay the requisite Town DIF fees at the rates then in effect. The project applicant's payment of the requisite DIF fees at the rates then in effect pursuant to

the DIF Program will reduce its deficiencies to DIF-funded facilities. After the County's DIF fees are collected, they are placed in a separate interest-bearing account pursuant to the requirements of Government Code § 66000 et seq. The timing to use the DIF fees is established through periodic capital improvement programs which are overseen by the Town's Public Works Department.

4.6 Caltrans Transportation Impact Study Guide

As the owner and operator of the State Highway System, Caltrans, implements established state planning priorities in all functional plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact state highway facilities. To comply with SB 743 implementation, the Caltrans Transportation Impact Study Guide (May 2020), replaced the Guide for the Preparation of Traffic Impact Studies (Caltrans 2002). Per the 2020 Transportation Impact Study Guide, Caltrans' primary review focus is VMT, replacing LOS as the metric used in CEQA transportation analyses. Caltrans recommends use of OPR's recommended thresholds and guidance on methods of VMT assessment found in OPR's Technical Advisory (OPR 2018). In addition to VMT, Caltrans has developed an Interim Land Development and Intergovernmental Review Safety Review Practitioners Guidance (July 2020) which may request a targeted operational and safety analysis to address a specific geometric or operational issue related to the State Highway System and connections with the State Highway System (Caltrans 2020). To comply with this requirement, an assessment of queuing at the I-15 off-ramps in the project study area has been included in this TIA.

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5 Existing (2022) Conditions Analysis

This section details the existing intersection and roadway segment operations within the study area. Existing traffic controls and geometrics at all study intersections are shown in Figure 13 and existing peak hour traffic volumes are shown in Figure 14. Raw traffic counts are provided in Appendix A and all synchro LOS worksheets are in Appendix B.

5.1 Intersection Operations

Table 5 summarizes the results of the intersection analysis for the AM and PM peak hours for existing conditions. As shown in the table, all study intersections are currently operating at satisfactory levels of service (LOS D or better) under existing conditions.

Table 5. Existing Weekday Peak Hour Intersection LOS

No.	Intersection	Traffic Control	Existing			
			AM Peak		PM Peak	
			Delay	LOS	Delay	LOS
1	I-15 SB Ramps/Dale Evans Parkway	TWSC	10.5	B	10.9	B
2	I-15 NB Ramps/Dale Evans Parkway	TWSC	11.6	B	11.0	B
3	Quarry Road/I-15 SB Ramps	TWSC	9.2	A	10.2	B
4	Quarry Road/Stoddard Wells Road	TWSC	9.0	A	9.6	A
5	I-15 NB Ramps-Outer I-15/Stoddard Wells Road	TWSC	13.0	B	31.6	D
6	Stoddard Wells Road/Johnson Road	TWSC	10.2	B	14.6	B
7	Dale Evans Parkway/Johnson Road	TWSC	11.1	B	11.9	B
8	Central Road/Quarry Road	TWSC	9.1	A	8.9	A
9	Dale Evans Parkway/Johnson Road	AWSC	9.4	A	22.5	C
10	Central Road/Johnson Road	TWSC	9.8	A	12.2	B
11	Central Road/Lafayette Road	TWSC	0.0	A	0.0	A
12	Central Road/Waalew Road	AWSC	9.2	A	9.6	A

Source: Appendix B

Notes: TWSC = two-way stop-control; AWSC = all-way stop-control; **Bold:** Exceeds Town's LOS D threshold

¹ Delay in seconds per vehicle; highest movement delay is reported for TWSC intersections.

² LOS = Level of Service

5.2 Roadway Segment Operations

Table 6 shows the results of the roadway segment LOS analysis. As shown below, Central Road is operating at acceptable ADT volume-to-capacity conditions under Existing conditions.

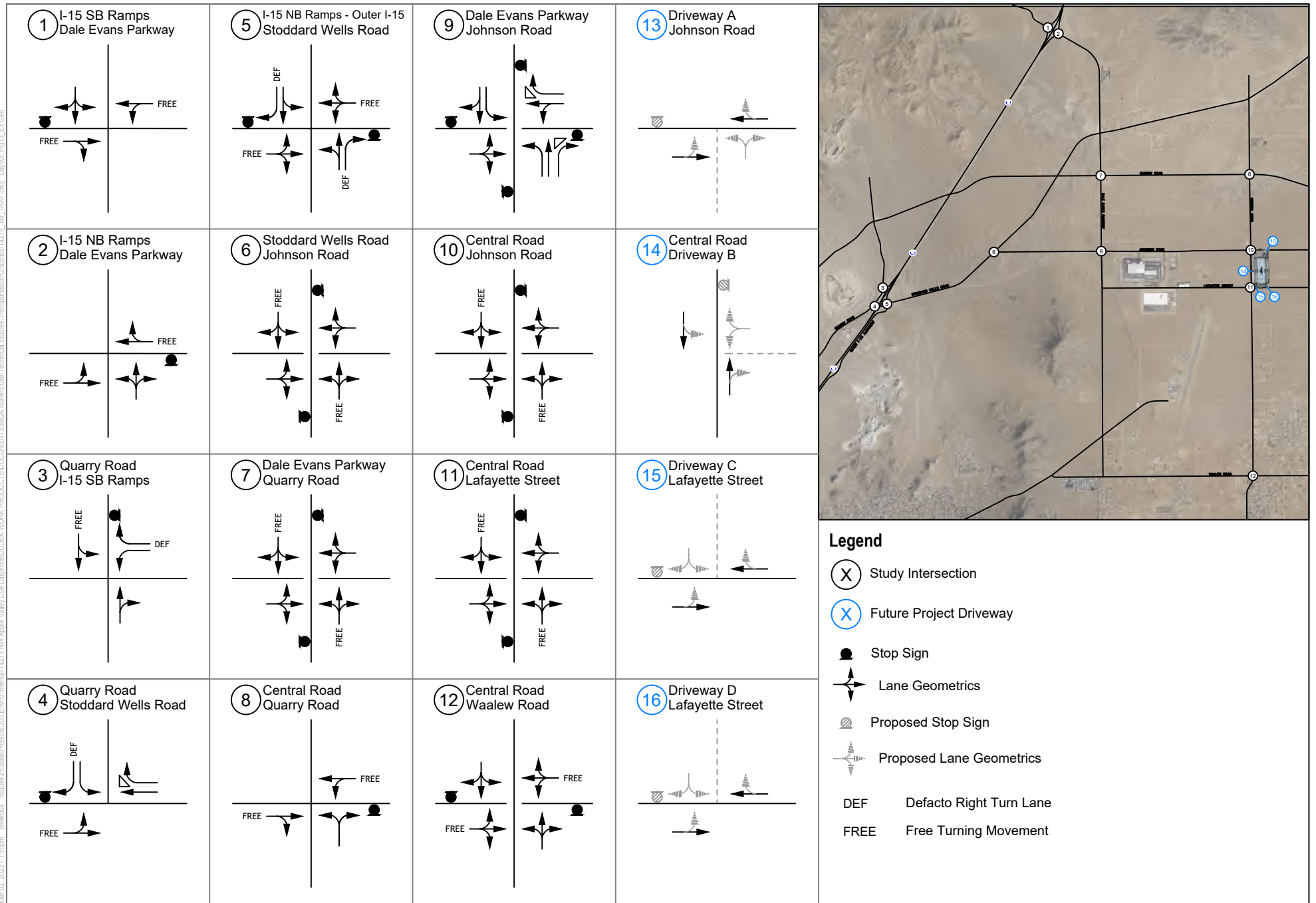
Table 6. Existing ADT Roadway Segment Level of Service

No.	Roadway Segment	Classification	No. of Lanes	Capacity	Existing			Threshold
					ADT	V/C	LOS	
1	Central Rd., Johnson Rd. to Lafayette St.	Major Divided Arterial	2U	12,700	1,961	0.154	A	Acceptable

Notes: XU = # of lanes Undivided; XD = # of lanes Divided; **Bold:** Exceeds "Acceptable" threshold

¹ Capacity determined from Table 4 in Section 4.4, Analysis Methodology

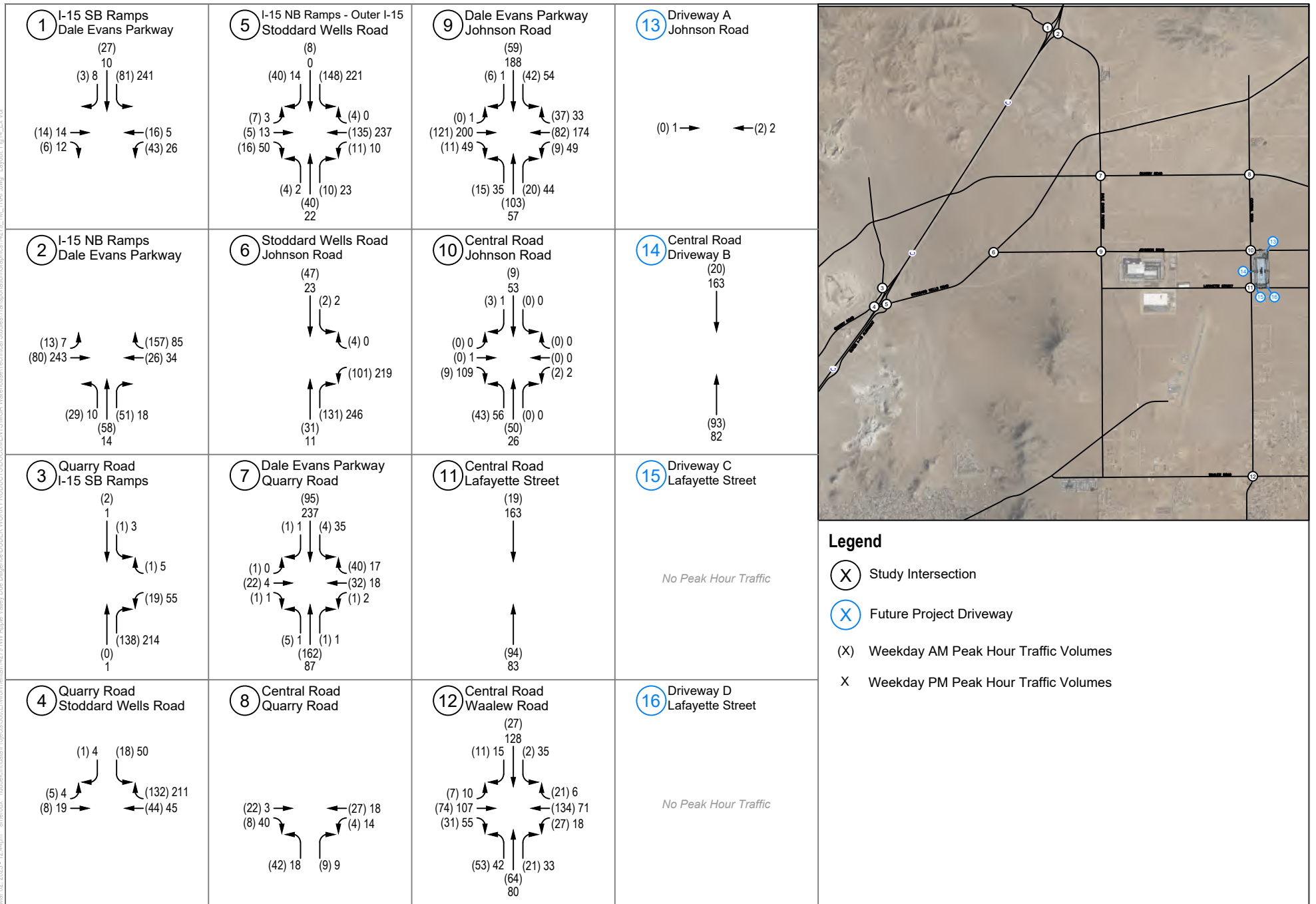
² Volume provided from average daily traffic (ADT) counts conducted on October 19, 2022



SOURCE: Bing Maps; HPA Architecture 2022

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SOURCE: Bing Maps; HPA Architecture 2022

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6 Opening Year (2025) Analysis

This section presents the results of a cumulative condition analysis that was conducted for a short-term horizon year (Year 2025) assuming the proposed project is constructed and fully occupied.

6.1 Cumulative Projects

Cumulative projects are projects that are proposed and in the development review process, but not yet fully approved; or projects that have been approved, but not fully constructed or occupied. The following project listed in Table 7 was provided per communication with Town staff and is included in the Opening Year analysis.

Table 7. Cumulative Projects

No	Name	Location	Description
1	Love's Travel Stop	I-15 Ramps and Stoddard Wells Road	Travel Center with 25 fuel positions and 80 overnight RV parking spaces
2	Apple Valley 143	I-15 Ramps and Stoddard Wells Road	2,518,500 square feet industrial/warehouse building with associated office spaces, surface parking, and loading areas.

Source: Email correspondence with the Town of Apple Valley, September 2022

The project trip generation for the cumulative projects listed above were obtained from the transportation impact studies prepared for each project. For consistency with this analysis, PCE factors (2.5 PCE for trucks and 2.0 PCE for RVs) have been applied to the Love's Travel Center trip generation. As shown in Table 8, the cumulative projects would generate approximately 10,397 daily trips (16,818 PCE), 625 AM peak hour trips (998 PCE), and 690 PM peak hour trips (1,071 PCE). Figure 15 shows the location of the cumulative projects and the traffic volumes distributed throughout the network.

Table 8. Cumulative Projects Trip Generation

Land Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Trip Generation (Non-PCE)							
1. Love's Travel Center/RV Stop ¹	5,542	140	145	285	166	159	325
2. Apple Valley 143 ²	4,855	242	98	340	155	210	365
Total (non-PCE)	10,397	382	243	625	321	369	690
Trip Generation (PCE)							
1. Love's Travel Center/RV Stop	9,753	248	258	506	278	265	543
2. Apple Valley 143	7,065	350	142	492	225	303	528
Total (PCE)	16,818	598	400	998	503	568	1,071

Notes:

- ¹ Trip generation from *Love's Travel Stop Transportation Impact Study*, CRA Associates, September 2022.
- ² Trip generation from *Apple Valley 143 Transportation Impact Analysis*, Dudek, November 2022
- ³ Cumulative projects provided by email correspondence with the Town of Apple Valley, September 2022.

6.2 Intersection Operations

The existing intersection configurations have been assumed to be preserved under the Opening Year (2025) conditions. Figure 16 illustrates the Opening Year (2025) (no project) traffic volumes for the peak hour conditions and Figure 17 illustrates the Opening Year (2025) (with project) traffic volumes for the peak hour conditions.

Table 9 summarizes the results of the Opening Year (2025) intersection analysis for the AM and PM peak hours, with and without the project. As shown in the table, all study area intersections are forecast to operate at satisfactory levels of service (LOS D or better) under Opening Year (2025) conditions with and without project traffic, except for the following intersections:

			<i>AM Peak hour</i>	<i>PM Peak Hour</i>
▪ #5	I-15 NB Ramps-Outer I-15/Stoddard Wells Road	TWSC	LOS F	LOS F
▪ #9	Dale Evans Parkway/Johnson Road	AWSC	LOS B	LOS F

Peak hour signal warrants were performed at these intersections under Opening Year (2025) plus Project conditions and are provided in Appendix E. The warrant was met at Intersection #5 but was not met at Intersection #9. Improvements related to signalization and/or lane geometrics are identified in Section 9.

Table 9. Opening Year (2025) Weekday Peak Hour Intersection LOS (with and without Project)

No.	Intersection	Traffic Control	Opening Year (2025)				Opening Year (2025) Plus Project				Change in Delay (Sec.)		Threshold Exceeded?	
			AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	AM	PM
			Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²				
1	1-15 SB Ramps/ Dale Evans Parkway	TWSC	10.6	B	11.0	B	11.1	B	11.2	B	0.5	0.2	No	No
2	I-15 NB Ramps/ Dale Evans Parkway	TWSC	11.8	B	11.1	B	12.4	B	11.5	B	0.6	0.4	No	No
3	Quarry Road/I-15 SB Ramps	TWSC	13.9	B	23.3	C	14.3	B	28.9	D	0.4	5.6	No	No
4	Quarry Road/ Stoddard Wells Road	TWSC	10.6	B	12.4	B	10.6	B	12.5	B	0.0	0.1	No	No
5	I-15 NB Ramps-Outer I-15/ Stoddard Wells Road	TWSC	>300	F	>300	F	>300	F	>300	F	N/A	N/A	Yes	Yes
6	Stoddard Wells Road/ Johnson Road	AWSC	10.4	B	15.8	C	11.4	B	26.8	D	1.0	11.0	No	No
7	Dale Evans Parkway/ Johnson Road	TWSC	11.2	B	11.8	B	11.8	B	12.2	B	0.6	0.4	No	No
8	Central Road/Quarry Road	TWSC	9.1	A	8.9	A	9.2	A	9.1	A	0.1	0.2	No	No
9	Dale Evans Parkway/ Johnson Road	AWSC	9.7	A	26.7	D	11.7	B	63.2	F	2.0	36.5	No	Yes
10	Central Road/Johnson Road	TWSC	10.3	B	11.5	B	11.8	B	11.9	B	1.5	0.4	No	No
11	Central Road/Lafayette Road	TWSC	0.0	A	0.0	A	9.6	A	10.5	B	9.6	10.5	No	No
12	Central Road/Waalew Road	AWSC	9.4	A	9.7	A	9.9	A	10.3	B	0.5	0.6	No	No
13	Driveway A/Johnson Road	TWSC	Does Not Exist				8.9	A	9.0	A	N/A		No	No
14	Central Road/Driveway B	TWSC	Does Not Exist				9.4	A	9.7	A	N/A		No	No
15	Driveway C/Lafayette Street	TWSC	Does Not Exist				8.4	A	8.6	A	N/A		No	No
16	Driveway D/Lafayette Street	TWSC	Does Not Exist				8.3	A	8.4	A	N/A		No	No

Source: Appendix B

Notes: TWSC = two-way stop-control; AWSC = all-way stop-control; **Bold:** Exceeds Town's LOS D threshold¹ Delay in seconds per vehicle; highest movement delay is reported for TWSC intersections.² LOS = Level of Service

6.3 Roadway Segment Operations

Table 10 shows the results of the roadway segment LOS analysis. As shown below, Central Road is forecast to operate at acceptable conditions under Opening Year (2025) conditions with and without the addition of project traffic.

Table 10. Opening Year (2025) ADT Roadway Segment Level of Service

Roadway Segment		Classification	No. of Lanes	Capacity	Opening Year (2025)			Opening Year (2025) Plus Project			Threshold
					ADT	V/C	LOS	ADT	V/C	LOS	
1	Central Rd., Johnson Rd. to Lafayette St.	Major Divided Arterial	2U	12,700	1,991	0.157	A	3,629	0.286	A	Acceptable

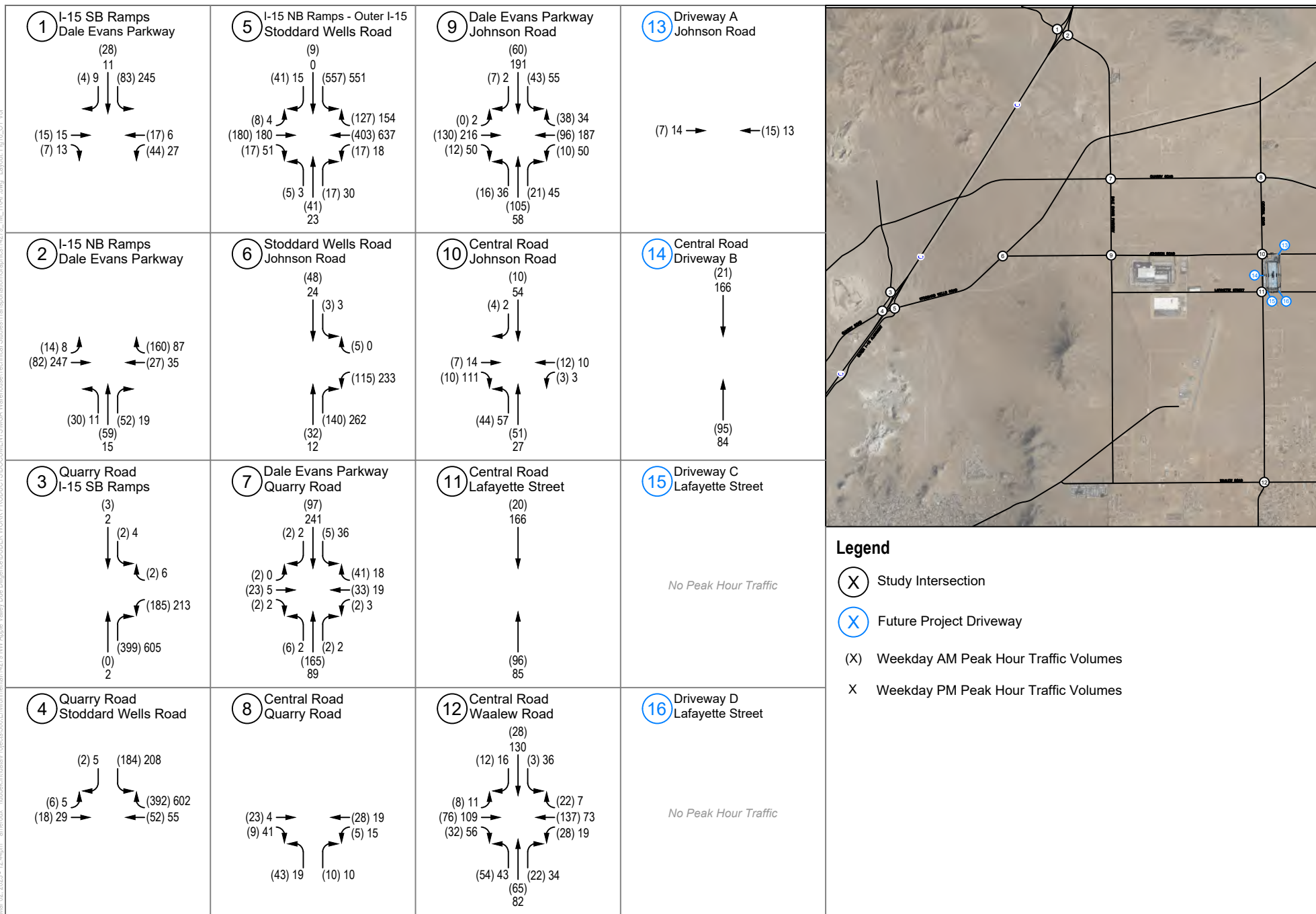
Notes: XU = # of lanes Undivided; XD = # of lanes Divided; **Bold:** Exceeds "Acceptable" threshold

¹ Capacity determined from Table 4 in Section 4.4, Analysis Methodology

² Volume provided from average daily traffic (ADT) counts conducted on October 19, 2022

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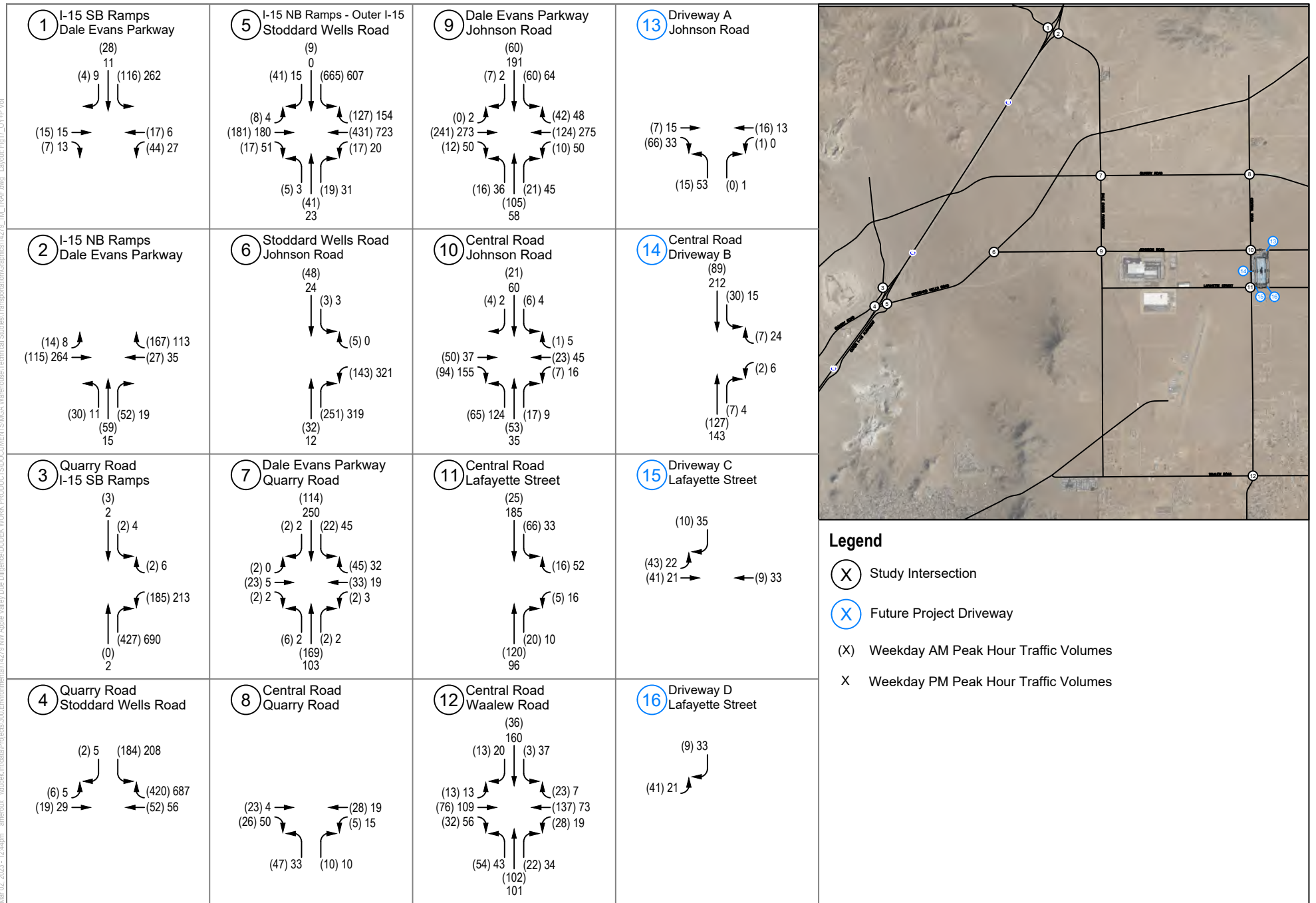


SOURCE: Bing Maps; HPA Architecture 2022

FIGURE 16
Opening Year (2025) Peak Hour Traffic Volumes (PCE)

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SOURCE: Bing Maps; HPA Architecture 2022

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7 Horizon Year (2040)

This section describes conditions within the study area in the Horizon Year 2040.

7.1 Intersection Operations

The existing intersection configurations have been assumed to be preserved under the Horizon Year (2040) conditions. Figure 18 illustrates the Horizon Year (2040) (no project) traffic volumes for the peak hour conditions and Figure 19 illustrates the Horizon Year (2040) (with project) traffic volumes for the peak hour conditions.

Table 11 summarizes the results of the Horizon Year (2040) intersection analysis (with and without the project) for the AM and PM peak hours. As shown in the table, all study area intersections are forecast to operate at satisfactory levels of service (LOS D or better) under Horizon Year (2040) conditions with and without project traffic, except for the following intersections:

			<i>AM Peak hour</i>	<i>PM Peak Hour</i>
▪ #5	I-15 NB Ramps-Outer I-15/Stoddard Wells Road	TWSC	LOS F	LOS F
▪ #6	Stoddard Wells Road/Johnson Road	TWSC	LOS C	LOS F
▪ #9	Dale Evans Parkway/Johnson Road	AWSC	LOS B	LOS F

Peak hour signal warrants were performed at these intersections under Horizon Year (2040) plus Project conditions and are provided in Appendix E. The warrant was met at all intersections. Improvements related to signalization and/or lane geometrics are identified in Section 9.

Table 11. Horizon Year (2040) Weekday Peak Hour Intersection LOS (with and without Project)

No.	Intersection	Traffic Control	Horizon Year (2040)				Horizon Year (2040) Plus Project				Change in Delay (Sec.)		Threshold Exceeded?	
			AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS				
1	1-15 SB Ramps/ Dale Evans Parkway	Stop Control	11.4	B	14.3	B	11.8	B	14.7	B	0.4	0.4	No	No
2	I-15 NB Ramps/ Dale Evans Parkway	Stop Control	13.9	B	15.6	C	14.8	B	16.6	C	0.9	1.0	No	No
3	Quarry Road/I-15 SB Ramps	Stop Control	13.5	B	16.3	C	13.8	B	17.6	C	0.3	1.3	No	No
4	Quarry Road/ Stoddard Wells Road	Stop Control	11.2	B	11.2	B	11.2	B	11.2	B	0.0	0.0	No	No
5	I-15 NB Ramps-Outer I-15/ Stoddard Wells Road	Stop Control	>300	F	>300	F	>300	F	>300	F	N/A	N/A	Yes	Yes
6	Stoddard Wells Road/ Johnson Road	Stop Control	20.3	C	260.1	F	28.0	D	>300	F	7.7	N/A	Yes	No
7	Dale Evans Parkway/ Johnson Road	Stop Control	13.4	B	14.9	B	14.3	B	15.7	C	0.9	0.8	No	No
8	Central Road/Quarry Road	Stop Control	9.1	A	9.0	A	9.2	A	9.2	A	0.1	0.2	No	No
9	Dale Evans Parkway/ Johnson Road	Stop Control	16.4	C	87.4	F	23.8	C	131.0	F	7.4	43.6	No	Yes
10	Central Road/Johnson Road	Stop Control	10.3	B	9.9	A	11.6	B	15.1	C	1.3	5.2	No	No
11	Central Road/Lafayette Road	Stop Control	0.0	A	0.0	A	9.6	A	10.0	B	9.6	10.0	No	No
12	Central Road/Waalew Road	Stop Control	10.5	B	12.7	B	11.1	B	13.9	B	0.6	1.2	No	No
13	Driveway A/Johnson Road	Stop Control	Does Not Exist				9.0	A	9.1	A	N/A		No	No
14	Central Road/Driveway B	Stop Control	Does Not Exist				9.5	A	9.9	A	N/A		No	No
15	Driveway C/Lafayette Street	Stop Control	Does Not Exist				8.4	A	8.6	A	N/A		No	No
16	Driveway D/Lafayette Street	Stop Control	Does Not Exist				8.3	A	8.4	A	N/A		No	No

Source: Appendix B

Notes: TWSC = two-way stop-control; AWSC = all-way stop-control; **Bold:** Exceeds Town's LOS D threshold¹ Delay in seconds per vehicle; highest movement delay is reported for TWSC intersections.² LOS = Level of Service

7.2 Roadway Segment Operations

Table 12 shows the results of the roadway segment LOS analysis. As shown below, Central Road is forecast to operate at acceptable LOS under Horizon Year (2040) conditions, with and without the addition of project traffic

Table 12. Horizon Year (2040) ADT Roadway Segment Level of Service

Roadway Segment		Classification	No. of Lanes	Capacity	Horizon Year (2040)			Opening Year (2040) Plus Project			Threshold
					ADT	V/C	LOS	ADT	V/C	LOS	
1	Central Rd., Johnson Rd. to Lafayette St.	Major Divided Arterial	2U	12,700	2,145	0.169	A	1,638	3,783	0.298	Acceptable

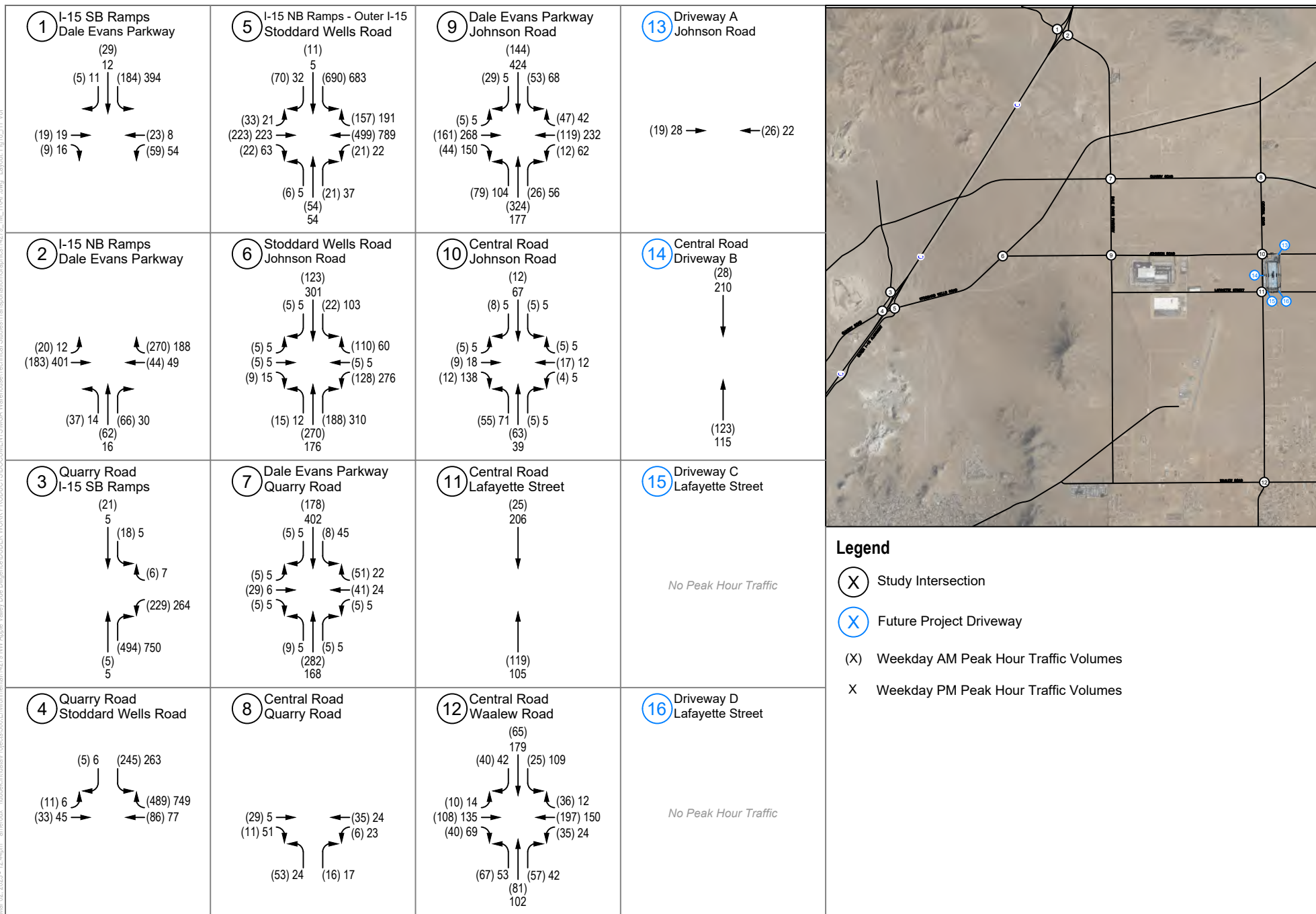
Notes: XU = # of lanes Undivided; XD = # of lanes Divided; **Bold:** Exceeds “Acceptable” threshold

¹ Capacity determined from Table 4 in Section 4.4, Analysis Methodology

² Volume provided from average daily traffic (ADT) counts conducted on October 19, 2022

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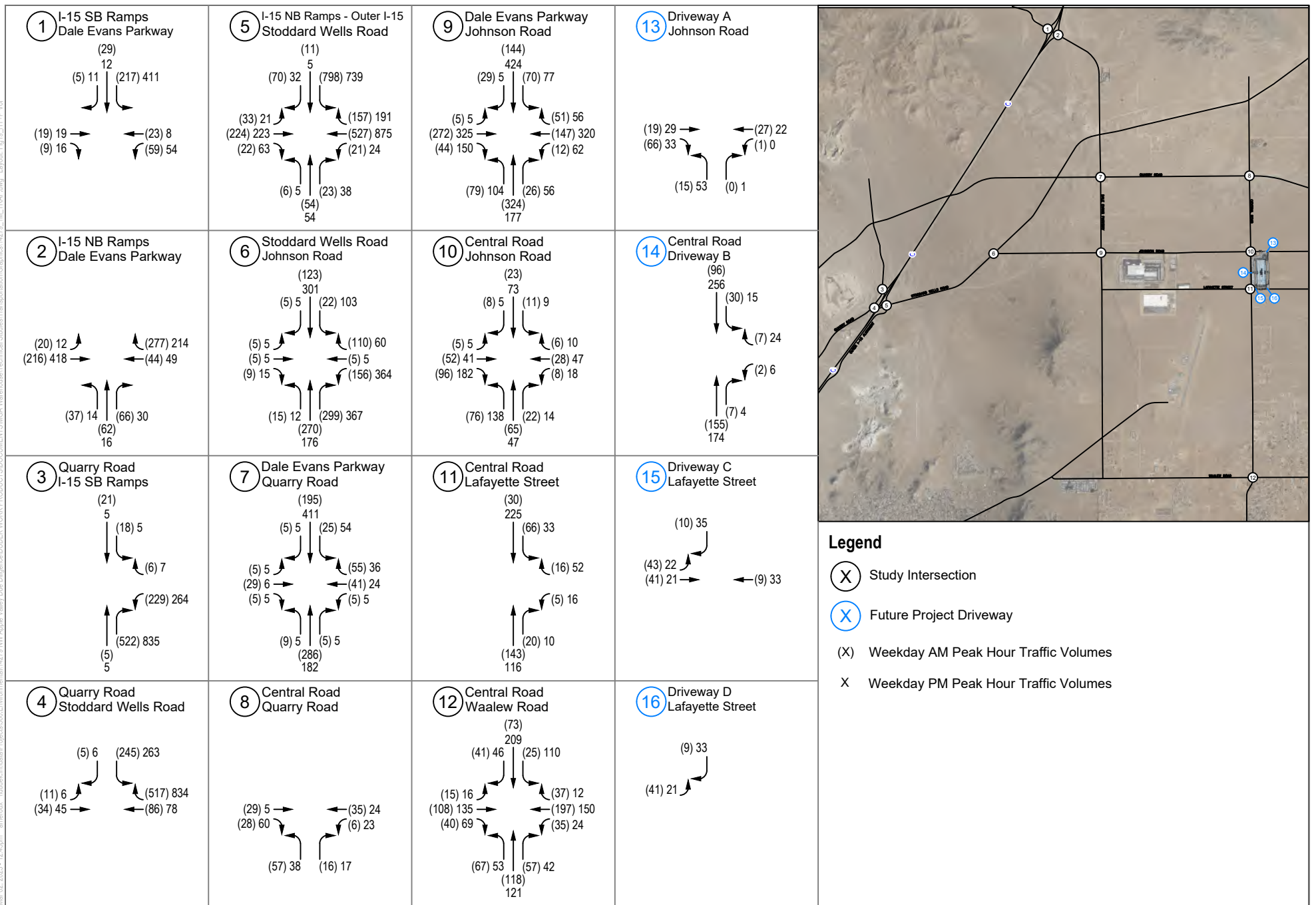


SOURCE: Bing Maps; HPA Architecture 2022

FIGURE 18
Horizon Year (2040) Peak Hour Traffic Volumes (PCE)

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SOURCE: Bing Maps; HPA Architecture 2022

FIGURE 19
Horizon Year (2040) plus Project Peak Hour Traffic Volumes (PCE)

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8 Project Access and Circulation

This section describes the proposed site access and improvements, emergency access, and pedestrian and bicycle access, and presents the results of an off-site queuing analysis conducted for the I-15 ramps at Stoddard Wells Road and Dale Evans Parkway.

8.1 Project Site Access and Internal Circulation

Access to the Project site would be provided from a new driveway on Johnson Road, a new driveway on Central Road, and a new driveway on Lafayette Street. A summary of the driveway access locations is provided below, as identified in Figure 20 and as reported in the intersection LOS analysis presented in the previous chapters:

- #13: Driveway A/Johnson Road- full access; trucks/passenger vehicles
- #14: Central Road/Driveway B - full access; trucks
- #15: Driveway C/Lafayette Street- full access; trucks/passenger vehicles
- #16: Driveway D/Lafayette Street- full access; trucks/passenger vehicles

A queuing analysis was prepared for all project driveways to assess the adequacy of any off-site storage lanes into the project site, as well as the adequacy of driveway throat lengths and space on-site for vehicles to queue without effecting the internal circulation on the project site. Queuing was analyzed utilizing the SimTraffic software, which calculates the 95th percentile (design) queue. Based on the analysis, the proposed project would not result in unacceptable queueing conditions into or out of the project site. All queuing analysis data and SimTraffic queuing worksheets are provided in Appendix C.

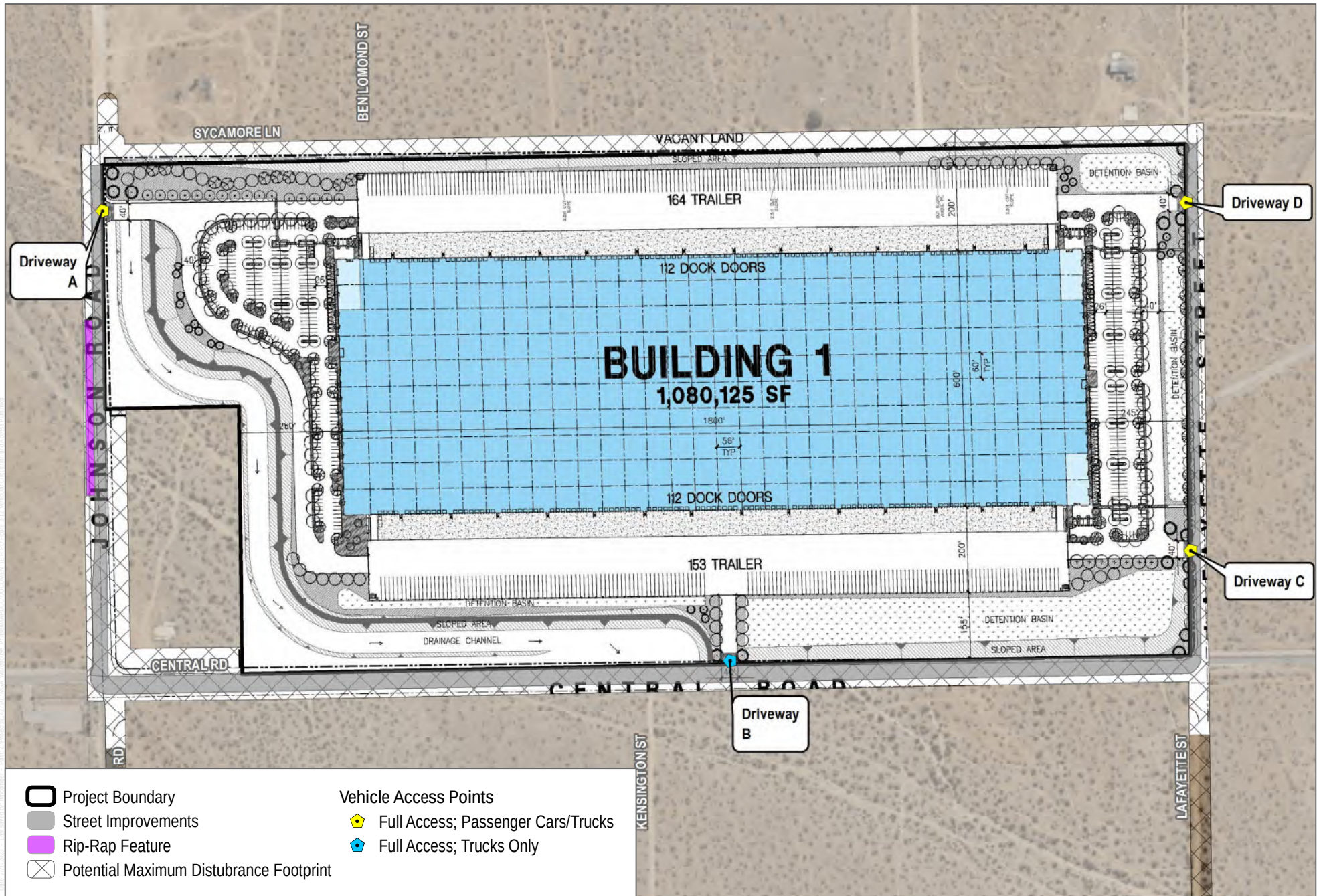
Proposed Site Access Improvements

All roadway improvements required as part of the Project, whether located on or off site, would be designed and constructed in accordance with all applicable local, state, and federal roadway standards and practices. All intersections would continue to operate as under existing conditions, and the frontage improvements noted in Chapter 1.2 and shown in Figure 20, Vehicular Circulation and Access Plan, including the extension and build-out of the rights-of-way (ROW) of adjacent streets are assumed in this analysis. As the Project continues through design review, detailed roadway improvements will continue to be developed in coordination with the Town.

Emergency Access

All roadway, intersection and project access improvements would be overseen by the applicable lead agency and their qualified traffic engineers. This approach would ensure compliance with all applicable roadway design requirements. In the event of an emergency all the site access driveways would enable vehicles to enter/exit the project site. All street improvements will be designed with adequate width, turning radius, and grade to facilitate access by Town's firefighting apparatus, and to provide alternative emergency ingress and egress. The site plan would be subject to plan review by the Town's Fire Department to ensure proper access for fire and emergency response is provided and required fire suppression features are included. Therefore, the project's impact due to inadequate emergency access would be less than significant. As such, no hazardous design features would be part of the project's roadway improvements or site access.

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SOURCE: DigitalGlobe 2017; San Bernadino County 2021

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8.2 Off-site Queuing Analysis

A queuing analysis was performed for the southbound I-15 ramps at Quarry Road, the northbound I-15 ramps at Stoddard Wells Road, and the I-15 north and southbound ramps at Dale Evans Parkway to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-15 mainline. The queuing analysis was performed for Existing (2022), Opening Year (2025) plus Project, and Horizon Year (2040) plus Project conditions, using Synchro/SimTraffic software, as summarized below. All SimTraffic queueing reports are provided in Appendix C.

Existing (2022) Conditions

As shown in Table 13, Peak-Hour Queuing Summary for Existing Conditions, 95th percentile queuing would be satisfactory and would not extend into mainline lanes. As shown in the table, more than one vehicle may stack along Dale Evans Parkway as vehicles wait for clearance to make a left turn onto the on-ramps. As peak hour traffic volumes are low along Dale Evans Parkway, and the intersections operate at LOS B, this queuing along the through lanes would not significantly impede traffic operations. Additionally, some stacking in the defacto right-turn lanes at the off-ramps to Stoddard Wells Road may occur; however, total queuing at the off-ramp approach would not impact the freeway mainline.

Opening Year (2025) Plus Project Conditions

As shown in Table 14, Peak-Hour Queuing Summary for Opening Year (2025) Plus Project Conditions, the following intersection approaches are anticipated to experience periodic queuing issues during the peak hours based on the 95th percentile peak hour traffic flows for the Opening Year (2025) plus Project traffic conditions:

- #5: I-15 NB Ramps - Outer I-15/ Stoddard Wells Road: Southbound approaches (AM and PM peak hours)

Horizon Year (2040) Plus Project Conditions

As shown in Table 15, Peak-Hour Queuing Summary for Horizon Year (2040) Plus Project Conditions, the following intersection approaches are anticipated to experience periodic queuing issues during the peak hours based on the 95th percentile peak hour traffic flows for the Horizon Year (2040) plus Project traffic conditions:

- #5: I-15 NB Ramps - Outer I-15/ Stoddard Wells Road: Southbound approaches (AM and PM peak hours)

Improvement measures required to mitigate the project’s LOS and queuing impacts would include fair-share contributions to this intersection. Since the Town does not have jurisdiction over these facilities, these improvements cannot be assumed to be in place prior to project’s occupancy. Therefore, the Project’s potential impact to increase in hazardous conditions (i.e., queuing) would be significant and unavoidable.

Table 13. Peak-Hour Queuing Summary for Existing Conditions

No.	Intersection	Movement	Available Stacking Distance (Feet)	Existing			
				95th Percentile Queue (Feet)		Acceptable? ¹	
				AM Peak	PM Peak	AM Peak	PM Peak
1	I-15 SB Ramps/Dale Evans Parkway	WBLT	25	10	9	Yes	Yes
		SBLTR	1,400	54	74	Yes	Yes
2	I-15 NB Ramps/Dale Evans Parkway	EBLT	25	42	59	No	No
		WBTR	25	26	0	No	Yes
		NBLTR	1,265	12	4	Yes	Yes
3	Quarry Road/I-15 SB Ramps	WBL	1,000	24	28	Yes	Yes
4	Quarry Road/Stoddard Wells Road	SBL ²	1,400	36	42	Yes	Yes
		SBR ³	25	14	26	Yes	No
5	I-15 NB Ramps – Outer I-15/ Stoddard Wells Road	SBLT	1,000	56	78	Yes	Yes
		SBR ³	25	52	47	No	No

Source: Appendix C

Notes: NBLTR = northbound left thru-right; SBLTR = southbound left thru-right; SBL = southbound left; SBR = southbound right; WBL = westbound left; WBTR = westbound thru right; WBR = westbound right; EBL = eastbound left; **Bold:** Exceeds available stacking distance; **Bold:** Exceeds available stacking distance and would extend to freeway mainline/past total approach stacking distance

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

² Available stacking distance measured to the Quarry Road/I-15 SB Off-Ramp intersection.

³ Analyzed as a defacto right-turn pocket; queues may exceed defacto pocket of one vehicle (e.g. 25-feet), but may not exceed total approach stacking distance.

Table 14. Peak-Hour Queuing Summary for Opening Year (2025) Plus Project Conditions

No.	Intersection	Movement	Available Stacking Distance (Feet)	Opening Year (2025)				Opening Year (2025) plus Project			
				95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
				AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	I-15 SB Ramps/ Dale Evans Parkway	WBLT	25	16	10	Yes	Yes	13	7	Yes	Yes
		SBLTR	1,400	57	73	Yes	Yes	60	76	Yes	Yes
2	I-15 NB Ramps/ Dale Evans Parkway	EBLT	25	45	54	No	No	48	61	No	No
		WBTR	25	22	8	Yes	Yes	33	8	No	Yes
		NBLTR	1,265	23	3	Yes	Yes	13	5	Yes	Yes
3	Quarry Road/ I-15 SB Ramps	WBL	1,000	50	533	Yes	Yes	53	134	Yes	Yes
4	Quarry Road/ Stoddard Wells Road	SBL ²	1,400	59	128	Yes	Yes	60	92	Yes	Yes
		SBR ³	25	22	26	Yes	No	21	27	Yes	No
5	I-15 NB Ramps – Outer I- 15/Stoddard Wells Road	SBLT	1,000	1,349 ⁴	1,191 ⁴	No	No	1,238 ⁴	1,182 ⁴	No	No
		SBR ³	25	71	48	No	No	69	43	No	No

Source: Appendix C

Notes: NBLTR = northbound left thru-right; SBLTR = southbound left thru-right; SBL = southbound left; SBR = southbound right; WBL = westbound left; WBTR = westbound thru right; WBR = westbound right; EBL = eastbound left; **Bold:** Exceeds available stacking distance; **Bold:** Exceeds available stacking distance and would extend to freeway mainline/past total approach stacking distance

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

² Available stacking distance measured to the Quarry Road/I-15 SB Off-Ramp intersection.

³ Analyzed as a defacto right-turn pocket; queues may exceed defacto pocket of one vehicle (e.g. 25-feet), but may not exceed total approach stacking distance.

⁴ 95th percentile volume exceeds capacity; queue may be longer.

Table 15. Peak-Hour Queuing Summary for Horizon Year (2040) Plus Project Conditions

No.	Intersection	Movement	Available Stacking Distance (Feet)	Horizon Year (2040)				Horizon Year (2040) plus Project			
				95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
				AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	I-15 SB Ramps/ Dale Evans Parkway	WBLT	25	17	15	Yes	Yes	16	16	Yes	Yes
		SBLTR	1,400	69	105	Yes	Yes	79	108	Yes	Yes
2	I-15 NB Ramps/ Dale Evans Parkway	EBLT	25	74	92	No	No	85	90	No	No
		WBTR	25	53	12	No	Yes	55	15	No	Yes
		NBLTR	1,265	31	11	Yes	Yes	39	10	Yes	Yes
3	Quarry Road/I-15 SB Ramps	WBL	1,000	60	81	Yes	Yes	63	124	Yes	Yes
4	Quarry Road/ Stoddard Wells Road	SBL ²	1,400	74	74	Yes	Yes	73	78	Yes	Yes
		SBR ³	25	32	31	No	No	31	33	No	No
5	I-15 NB Ramps – Outer I-15/Stoddard Wells Road	SBLT	1,000	1,180 ⁴	1,180 ⁴	No	No	1,180 ⁴	1,184 ⁴	No	No
		SBR ³	25	70	45	No	No	68	40	No	No

Source: Appendix C

Notes: NBLTR = northbound left thru-right; SBLTR = southbound left thru-right; SBL = southbound left; SBR = southbound right; WBL = westbound left; WBTR = westbound thru right; WBR = westbound right; EBL = eastbound left; **Bold:** Exceeds available stacking distance; **Bold:** Exceeds available stacking distance and would extend to freeway mainline/past total approach stacking distance

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

² Available stacking distance measured to the Quarry Road/I-15 SB Off-Ramp intersection.

³ Analyzed as a defacto right-turn pocket; queues may exceed defacto pocket of one vehicle (e.g. 25-feet), but may not exceed total approach stacking distance.

⁴ 95th percentile volume exceeds capacity; queue may be longer.

8.3 Pedestrian and Bicycle Access

The Town of Apple Valley's Recreation Trail Map and Bike Paths per the General Plan Circulation Element are presented in Figures 6 and 7, respectively, as discussed in Chapter 2.3.

The Project site is in a minimally developed area of the Town, with limited pedestrian and bicycle facilities provided. Where new development has occurred, sidewalks have been typically constructed along site frontages (e.g., Big LOTS Distribution Center located at the southwest corner of the Navajo Road and Lafayette Street). No pedestrian facilities, including curbs and sidewalks, are present along Johnson Road, Central Road or Lafayette Street as no development currently exists. The Project would construct pedestrian facilities (e.g., curb and gutter) along all project frontages, including Johnson Road, Central Road or Lafayette Street. Additionally, as the adjacent areas surrounding the project site continue to become developed, connectivity to other areas of the Town will be realized.

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9 Intersection Control Evaluation

An Intersection Control Evaluation (ICE) screening and traffic analysis was prepared to evaluate and screen the proposed intersection control at the I-15 NB Ramps - Outer I-15/Stoddard Wells Road intersection as an improvement measure due to deficient LOS operating and queuing conditions under Opening Year (2025) and Horizon Year (2040) operating conditions.

9.1 Screening Analysis

The primary objective of the screening process is to identify access control concepts that can be dropped from further consideration to avoid the unnecessary expenditure of planning and engineering resources during approval phases of the project.

The traffic volume ranges and thresholds provided in Table 16 are provided in the ICE Process Informational Guide for Traffic Operations Policy Directive #13-02 Intersection Control Evaluation, August 2013 and were utilized to facilitate the screening process. The average daily traffic (ADT) ranges represent the total volume of vehicles entering an intersection. The values are approximate, so if the total ADT is near a threshold, consideration is given to performing an assessment of both strategies.

Table 16. Suggested Intersection Control Strategies by Total ADT Entering

Total ADT Entering	All-Way Stop	Signal	Yield (Roundabout)	Grade Separation
7,500-15,000	X		X	
15,000-25,000	X	X	X	
25,000-80,000		X	X	
>80,000				X

Source: ICE Process Informational Guide for Traffic Operations Policy Directive #13-02 Intersection Control Evaluation, August 2013

Notes: ADT – Average Daily Traffic

ADT counts were estimated at the approaches to this intersection, and PCE-adjusted for consistency with the rest of this analysis. Existing ADT was estimated to be 5,393, the Opening Year (2025) ADT was estimated to be 20,865, and the Horizon Year ADT was estimated to be 42,702. Project traffic is expected to add an additional 1,640 ADT to the respective baseline conditions, for a total of 22,505 ADT under Opening Year (2025) plus Project conditions, and a total of 44,342 ADT under Horizon Year (2040) plus Project conditions.

The I-15 NB Ramps - Outer I-15/Stoddard Wells Road intersection is currently configured as a four-leg, stop-controlled intersection, with stop-control at the north-south approaches (e.g., I-15 NB Ramps and Outer I-15). Due to the additional traffic, LOS operations are forecast to be deficient, and queuing is expected to extend to the I-15 mainline under the current stop-control. All-way stop control, signalization, and yield (roundabout) strategies would all be potential options based on the ADT thresholds listed in Table 16 under Opening Year (2025) plus Project conditions. With the addition of project traffic, the estimated ADT would exceed the threshold for recommendation for all-way stop control under Horizon Year (2040) plus Project conditions and would no longer be considered a feasible alternative.

Analysis of a roundabout is provided in the section below; however, it must be noted that Stoddard Wells Road is designated to be a Major Divided Arterial (128-foot ROW; 6-lane divided roadway) per the Town of Apple Valley General Plan Circulation Element. Stoddard Wells Road is currently operating as a 2-lane, undivided roadway. Although installation of a roundabout on a 2-lane roadway would be feasible, future traffic volumes are forecast to exceed the capacity of a single lane roundabout. With future planned development, a high volume of conflicting southbound left-turn and east and westbound through movements, and expansion of the roadway from 2-lanes to 6-lanes upon buildout of the General Plan, a roundabout may not be the most appropriate intersection control.

9.2 Traffic Analysis

Based on Table 16, all three control options were evaluated for the I-15 NB Ramps - Outer I-15/Stoddard Wells Road intersection.

9.2.1 Opening Year (2025) plus Project

Intersection Operation Assumptions

The assumptions listed below were applied to each control option for the purposes of this analysis.

All-Way-Stop Control (AWSC)

- Addition of stop-signage on the east and westbound approaches
- Reconfigure southbound approach with a southbound left-turn lane and shared left-through-right lane
- Reconfigure northbound approach with a left-turn lane and shared through-right lane
- Reconfigure eastbound approach with a left-turn lane and a shared through-right lane
- Reconfigure westbound approach with a free right-turn channelized lane, a through lane, and a shared through-left lane

Roundabout

- Single-circulating lane, with single lane approaches in all directions

Signalization

- 90-second cycle length during the AM peak hour; 110-second cycle length during the PM peak hour
- Addition of an eastbound left- and westbound left-turn lane with protected phasing
- Addition of a northbound left- and a southbound left-turn lane with protected-permitted phasing
- Addition of a second through lane, with receiving lane on the west leg of the intersection

Intersection Level of Service and Queuing

Table 17 shows the results of the intersection LOS for the new configurations under Opening Year (2025) plus Project conditions. The detailed LOS worksheets are included in Appendix F.

Table 17. Opening Year (2025) plus Project Peak Hour Intersection LOS (w/Improvement Alternatives)

Intersection #5	Opening Year plus Project (with AWSC control)				Opening Year plus Project (with roundabout)				Opening Year plus Project (with signalization)			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
I-15 NB Ramps - Outer I-15/Stoddard Wells Road	64.0	F	208.5	F	49.5	E	204.9	F	20.3	C	32.4	C

Source: Appendix F

Notes: TWSC = two-way stop-control; AWSC = all-way stop-control; **Bold:** Exceeds Town's LOS D threshold

¹ Delay in seconds per vehicle; highest movement delay is reported for TWSC intersections.

² LOS = Level of Service

As shown in the table above, the I-15 NB Ramps - Outer I-15/Stoddard Wells Road intersection is forecast to operate at LOS E or F conditions in both peak hours as a stop-controlled intersection or roundabout. Conversion to a signalized intersection under Opening Year (2025) plus Project conditions would improve intersection operations to LOS C in the AM and PM peak hours. Signalization would also reduce potentially hazardous conditions that may result from higher volumes of traffic performing left-turning movements across an uncontrolled approach, as well as queuing that could extend past the available storage length within the off-ramp to the freeway mainline as shown in Table 18.

Table 18. Peak-Hour Queuing Summary for Opening Year (2025) plus Project Conditions (w/Improvement Alternatives)

Control	No.	Intersection	Movement (at Off-Ramp)	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)		Acceptable? ¹	
					AM Peak	PM Peak	AM Peak	PM Peak
AWSC	5	I-15 NB Ramps - Outer I-15/Stoddard Wells Road	SBL ²	1,000	738	587	Yes	Yes
			SBTR	100	159	148	No	No
Roundabout	5	I-15 NB Ramps - Outer I-15/Stoddard Wells Road	SBLTR	1,000	1,432	1,476	No	No
Signal	5	I-15 NB Ramps - Outer I-15/Stoddard Wells Road	SBL ²	1,000	289	695	Yes	Yes
			SBTR	100	166	166	No	No

Source: Appendix F

Notes: SBL = southbound left; SBTR = southbound thru-right; SBLTR = southbound left-thru-right; SBR = southbound right; **Bold:** Exceeds available stacking distance; **Bold:** Exceeds available stacking distance and would extend to freeway mainline/past total approach stacking distance

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

² Left-turn pocket assumed to extend to gore point at mainline.

9.2.2 Horizon Year (2040) plus Project

Intersection Operation Assumptions

The same assumptions analyzed under Opening Year (2025) conditions were utilized in this scenario.

Intersection Level of Service and Queuing

Table 19 shows the results of the intersection LOS for the new configurations under Horizon Year (2040) plus Project conditions. The detailed LOS worksheets are included in Appendix F.

Table 19. Horizon Year (2040) plus Project Peak Hour Intersection LOS (w/Improvement Alternatives)

Intersection #3	Horizon Year plus Project (with AWSC control)				Horizon Year plus Project (with roundabout)				Horizon Year plus Project (with signalization)			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
I-15 NB Ramps - Outer I-15/Stoddard Wells Road	81.5	F	138.5	F	64.5	F	111.7	F	28.1	C	26.7	C

Source: Appendix F

Notes: TWSC = two-way stop-control; AWSC = all-way stop-control; **Bold:** Exceeds Town's LOS D threshold

¹ Delay in seconds per vehicle; highest movement delay is reported for TWSC intersections.

² LOS = Level of Service

As shown in the table, the I-15 NB Ramps - Outer I-15/Stoddard Wells Road intersection is forecast to operate at LOS F conditions in both peak hours as a stop-controlled intersection or roundabout. As with Opening Year (2025) plus Project conditions, conversion to a signalized intersection under Horizon Year (2040) plus Project conditions would improve intersection operations to LOS C during both peak hours, and reduce potentially hazardous conditions that may result from higher volumes of traffic performing left-turning movements across an uncontrolled approach, as well as queuing that could extend past the available storage length within the off-ramp to the freeway mainline as shown in Table 20.

Table 20. Peak-Hour Queuing Summary for Horizon Year (2040) plus Project Conditions (w/Improvement Alternatives)

Control	No.	Intersection	Movement (at Off-Ramp)	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)		Acceptable? ¹	
					AM Peak	PM Peak	AM Peak	PM Peak
AWSC	3	I-15 NB Ramps – Outer I-15/Stoddard Wells Road	SBL ²	1,000	1,462	1,242	No	No
			SBTR	100	134	143	No	No
Roundabout	3	I-15 NB Ramps – Outer I-15/Stoddard Wells Road	SBLTR	1,000	1,204	1,388	No	No
Signal	3	I-15 NB Ramps – Outer I-15/Stoddard Wells Road	SBL ²	1,000	647	553	Yes	Yes
			SBTR	100	130	127	No	No

Source: Appendix F

Notes: SBL = southbound left; SBTR = southbound thru-right; SBLTR = southbound left-thru-right; SBR = southbound right; **Bold:** Exceeds available stacking distance; **Bold:** Exceeds available stacking distance; **Bold:** Exceeds available stacking distance and would extend to freeway mainline/past total approach stacking distance

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

² Left-turn pocket assumed to extend to gore point at mainline.

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10 Vehicle Miles Traveled Analysis

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under California Environmental Quality Act (CEQA). SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, is no longer considered an environmental impact under CEQA. OPR recommended Vehicle Miles Traveled (VMT) as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018.

In accordance with SB 743, the Town of Apple Valley adopted Resolution No 2021-08 (May 12, 2021), requiring that VMT replace LOS, and other similar measures for determining significant impacts under CEQA. A project-level VMT analysis has been completed for the project following the Town's Resolution. The San Bernardino County Guidelines have also been referenced for further guidance.

10.1 Project Screening

The San Bernardino County Transportation Impact Study Guidelines (July 2019) identifies projects that can be screened from conducting a project-specific VMT analysis. A land use project need only to meet one of the below screening thresholds to result in a less-than- significant impact.

- **Local Serving Development:** Projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment. These projects include:
 - K-12 schools
 - Local-serving retail less than 50,000 sq. ft.
 - Local parks
 - Day care centers
 - Local serving gas stations
 - Local serving banks
 - Student housing projects
 - Local serving community colleges that are consistent with the assumptions noted in the RTP/SC

The proposed project does include any of the land uses above and therefore does not meet this screening criterion.

- **Projects generating less than 110 daily trips:** If a development project generates 110 or less net daily vehicle trips, further analysis is not required, and a less than significant determination can be made. As previously shown in Table 2, the project would generate 1,955 daily trips and therefore does not meet this screening criterion based on its proposed size and land use.
- **Projects located within a Transit Priority Area (TPA):** Projects located within a TPA as determined by the most recent SCAG RTP/SCS. The Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor and therefore does not meet this screening criterion.

- **Projects located within a low VMT generating area.** A project that is located in efficient areas of the County will reduce VMT per person/employee and is beneficial to the region. The County's Screening Tool was used to identify whether the project is located in a low VMT area. A parcel within the Project site was selected and the Screening Tool was run for VMT per service population (e.g., population and employment) measure of VMT. As shown in Table 21 below, the VMT per service population for the project TAZ is 67.6, and the County of San Bernardino VMT per service population is 33.3. Therefore, the TAZ would be 102.87 percent above the County's threshold, which would not meet the required baseline screening criteria established in the Town's guidelines. The Project would not qualify as residing in a low VMT area.

Table 21. Summary of Project TAZ VMT

Base Year (2022)	VMT
VMT Per Service Population	
Project TAZ	67.6
Jurisdiction	33.3
% Difference (Project TAZ – Jurisdiction)	+102.87%
Threshold	33.3

Source: SBCTA VMT Screening Tool (Appendix D)

As outlined above, the Project does not meet the screening criteria identified in the County's guidelines. Therefore, the Project's potential VMT impact was conducted and is summarized below.

10.2 Impact Thresholds

The Town of Apple Valley adopted Resolution No 2021-08 identifies the following significance thresholds for determining project impacts on VMT.

Project-Generated Impact

A project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

- The baseline project-generated VMT per service population exceeds the Town of Apple Valley General Plan Buildout VMT per service population, or
- The cumulative project-generated VMT per service population exceeds Town of Apple Valley General Plan Buildout VMT per service population

Project Effect on VMT

The project's effect on VMT would be considered significant if it resulted in either of the following conditions to be satisfied:

- The baseline link-level boundary Town-wide VMT per service population increases under the plus project condition compared to the no project condition, or
- The cumulative link-level boundary Town-wide VMT per service population increases under the plus project condition compared to the no project condition.

10.3 VMT Analysis

The following section summarizes the VMT analysis approach and findings.

VMT Approach

Although the adopted VMT Guidelines do not specify the preferred modeling tool to be used to conduct VMT analyses within the Town of Apple Valley, the San Bernardino County Transit Authority (SBCTA) recommends the San Bernardino Transportation Analysis Model (SBTAM) for conducting VMT analysis for land use projects within the region as it considers interaction between different land uses based on socio-economic data, such as population, households, and employment. SBTAM is a travel forecasting model that represents a sub-area (San Bernardino County) of the Southern California Associate of Governments (SCAG) regional traffic model and was designed to provide a greater level of detail and sensitivity in the San Bernardino County area as compared to the regional SCAG model. The SBTAM model was therefore chosen as the appropriate modeling tool to prepare VMT estimates for the Project.

Project generated VMT has been estimated using the Origin/Destination (O/D) method and Boundary method. Consistent with Town VMT Guidelines, VMT has been presented as total VMT and total VMT per Service Population. Total VMT represents all VMT generated in the Town of Apple Valley on a typical weekday. Total VMT per service population is an efficiency metric representing VMT generated on a typical weekday per person who lives and/or works in the Town or travels to the Town for another purpose.

VMT Findings

The VMT estimates calculated for the Project are shown in Tables 22 (VMT Per Service Population) and Table 23 (Boundary VMT). A detailed description of the methodology, calculations and model outputs are included in Appendix D.

As shown in Table 3, the development of the Proposed Project is forecast to exceed the Town's VMT per Service Population impact threshold by 20.8% in the baseline conditions and 80.4% in the cumulative conditions. Therefore, the project would have a potentially significant impact on project generated VMT.

Table 22: Project Generated VMT

	Baseline	Cumulative
Service Population	904	904
Total OD VMT	36,250	54,180
OD VMT per Service Population	40.1	59.9
Town Threshold	33.2	33.2
Percent Above Threshold	20.8%	80.4%
Potential Significant?	Yes	Yes

Note: VMT = vehicle miles traveled; OD = origin destination

Source: Urban Crossroads, 2023 (Appendix D)

As shown in Table 23, the boundary VMT per Service Population remains unchanged under with the proposed project for both baseline and cumulative conditions. Therefore, the Project's cumulative effect on VMT would be less than significant.

Table 23: Boundary VMT

	Baseline		Cumulative	
Scenario	No Project	With Project	No Project	With Project
Service Population	101,523	102,427	126,806	127,710
Boundary VMT	893,993	903,123	1,206,225	1,216,812
VMT per Service Population	8.8	8.8	9.5	9.5
Change in VMT	0.0		0.0	
Potential Significant?	No		No	

Note: VMT = vehicle miles traveled

Source: Urban Crossroads, 2023 (Appendix D)

Trip reduction measures that have the potential to reduce project generated VMT are described in the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA, 2021) (2021 Handbook). Locational context is a major factor relevant to the potential application and effectiveness of VMT reduction measures. The three locational contexts identified by the 2021 Handbook are suburban, urban, and rural. The locational context of the Project is characteristically suburban, which further limits the effectiveness of a particular trip reduction measure as compared to an urban/city center with high accessibility to transit and other modes of transportation beyond the single occupancy automobile. In addition to limitations related to locational context, as future building tenants are not known for the Project, the ultimate effectiveness of certain trip reduction measures cannot be guaranteed.

Potential trip reduction measures that may be relevant to the proposed Project as described within the 2021 Handbook are listed below.

- Provide pedestrian and bicycle network improvements within the development connecting to existing off-site facilities.
- Commute trip reduction (CTR) programs offered to encourage the use of vanpools, carpooling, public transit, and biking.
- CTR programs may also provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work.
- Provision of on-site facilities to provide end of trip services for bicycling such as secure bike parking and storage lockers.
- Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.

The effectiveness of some of the aforementioned measures is dependent on as yet unknown tenant(s) and employee participation. Conservatively, this analysis assumes no reduction in VMT that may result from implementation of such measures and impacts remain potentially significant.

11 Project Findings, Impacts, and Improvement Measures

Based on the results of the LOS, on- and off-site access, and VMT analyses presented in this TIA, the following summarizes the key findings of the analysis:

- The proposed project would generate 1,955 daily trips, 162 AM peak hour trips, and 173 PM peak hour trips. This is equivalent to 2,784 daily PCEs, 231 AM peak hour PCEs, and 246 PM peak hour PCEs.
- The study area intersections currently and are forecast to operate at LOS D or better under all analysis scenarios, with the exception of:
 - **I-15 NB Ramps - Outer I-15/Stoddard Wells Road (#5)**, which operates at LOS F in both peak hours under all Opening Year (2025) and Horizon Year (2040) conditions. With signalization (the CA MUTCD peak hour signal warrant is met) and lane modifications, the intersection would operate at LOS C under all Opening Year (2025) and Horizon Year (2040) scenarios, and improve queuing such that queues at the off-ramp don't back up into the mainline. The project should pay its fair share towards the cost of the intersection improvements.
 - **Stoddard Wells Road/Johnson Road (#6)**, which operates at LOS F during the PM peak hour under Horizon Year (2040) with and without project conditions. With signalization (the CA MUTCD peak hour signal warrant is met) and lane modifications under Horizon Year (2040) conditions, the intersection would operate at LOS D or better. The project should pay its fair share towards the cost of the intersection improvements.
 - **Dale Evans Parkway/Johnson Road (#9)**, which operates at LOS F during the PM peak hour under Opening Year (2025) plus Project conditions, as well as Horizon Year (2040) with and without project conditions. With lane modifications under Opening Year (2025) conditions, and signalization under Horizon Year (2040) conditions once the CA MUTCD peak hour signal warrant is met, the intersection would operate at LOS D or better. The project should pay its fair share towards the cost of the intersection improvements.
- The road segment of Central Road, between Johnson Road and Lafayette Street is operating at acceptable conditions under Existing Year conditions and will continue to operate at acceptable conditions under Opening Year (2025) and Horizon Year (2040) conditions, with and without the project traffic.
- The proposed project would not result in unacceptable queueing conditions into or out of the project site (Appendix C).
- The Project's VMT analysis found the Project to exceed the Town's VMT per service population impact threshold by 20.8% in the Baseline condition and 80.4% in the Buildout condition. Therefore, the Project is determined to have a potentially significant project generated transportation impact. The Project's effect on VMT was found to remain unchanged with the Project as compared to the No Project scenario for both the Baseline and Cumulative conditions. Therefore, the Project's effect on VMT was found to be less than significant. Since future building tenants are unknown at this time, implementation of trip reduction measures cannot be guaranteed to reduce Project generated VMT to a level of less than significant; the Project's VMT impact is considered significant and unavoidable.

11.1 Recommended Improvement Measures

Table 24 identifies intersection and roadway improvements that would be necessary to bring the I-15 NB Ramps - Outer I-15/Stoddard Wells Road and Dale Evans Parkway/Johnson Road intersections to acceptable operating conditions under Opening Year (2025) and Horizon Year (2040) plus Project conditions. Synchro worksheets are included in Appendix F.

Table 24. Proposed Improvement Measures

Jurisdiction	Satisfactory LOS	Opening Year (2025) plus Project		Horizon Year (2040) plus Project	
		Improvement	LOS with Improvements	Improvement	LOS with Improvements
#5 Stoddard Wells Rd./ I-15 Northbound Ramps					
Town of Apple Valley; Caltrans	D ¹	#1 Install a traffic signal (CA MUTCD Peak Hour Signal Warrant is met under AM and PM peak hours) and modify approaches as follows: ▪ (1) EBL lane w/protected phasing, and (1) EBTR lane ▪ (1) WBL w/protected phasing, (1) WBT, and (1) WBTR lane ▪ (1) NBL and (1) NBTR lane w/split phasing ▪ (1) SBL and (1) SBTR lane w/split phasing ▪ 90-second cycle lengths in AM peak hour; 110-second cycle lengths in PM peak hour	AM Peak hour: 20.3/C PM Peak Hour: 32.4/C	N/A Same	AM Peak hour: 28.1/C PM Peak Hour: 26.7/C
#6. Stoddard Wells Road/Johnson Road					
Town of Apple Valley	D	N/A	N/A	#2 Install a traffic signal (CA MUTCD Peak Hour Signal Warrant is met under PM peak hours) and modify approaches as follows: ▪ (1) EBLTR lane ▪ (1) WBL lane, (1) shared WBTR lane ▪ (1) NBL lane, (1) shared NBTR lane	AM Peak hour: 12.4/C PM Peak Hour: 23.7/C

Table 24. Proposed Improvement Measures

Jurisdiction	Satisfactory LOS	Opening Year (2025) plus Project		Horizon Year (2040) plus Project	
		Improvement	LOS with Improvements	Improvement	LOS with Improvements
				(1) SBL lane and (1) shared SBTR lane	
#9. Dale Evans Parkway/Johnson Road					
Town of Apple Valley	D	#3 Maintain AWSC (CA MUTCD Peak Hour Signal Warrant is not met) and modify approaches as follows: (1) EBTL lane and (1) EBR lane (1) WBTL lane, (1) WBT lane, and (1) WBR channelized lane w/ free control (1) NBL lane, (1) NBT lane, and (1) NBR channelized lane w/ stop control (1) SBL lane and (1) shared SBTR lane	AM Peak hour: 11.1/B PM Peak Hour: 27.1/D	#4 Install a traffic signal (CA MUTCD Peak Hour Signal Warrant is met under PM peak hours) and modify approaches as follows: (1) EBTR lane and 1) EBL lane (1) WBL lane, (1) WBT lane, and (1) WBR channelized lane w/ free control (1) NBL lane, (1) NBT lane, and (1) NBR channelized lane w/yield (1) SBL lane and (1) shared SBTR lane	AM Peak hour: 20.0/C PM Peak Hour: 28.7/C

Source: Synchro Worksheets w/Improvements (Appendix F)

Notes: NBL= Northbound left; NBT= Northbound through; NBR= Northbound right; SBL= Southbound left; SBT= Southbound through; SBR= Southbound right; WBL= Westbound left; WBT= Westbound through; WBR= Westbound right; EBL= Eastbound left; EBT= Eastbound through; EBR= Eastbound right

¹ Although LOS D is the threshold for satisfactory LOS per the Town of Apple General Plan Circulation Element, this intersection is part of Caltrans jurisdiction, which no longer provides a specific threshold for LOS operations. LOS D is used as the target for reducing operational delay for the purposes of this analysis; however, recommended improvements are weighed more heavily towards their ability to reduce queuing impacts to the I-15 mainline.

² The future roadway classification for Stoddard Wells Road includes 6 lanes (3 lanes in each direction) as designated in the General Plan Circulation Element. The addition of receiving lanes as noted with these improvements would be consistent with future expansion of Stoddard Wells Road.

11.2 Fair Share Contribution

Table 25 provides a breakdown of the Project's fair share contributions to the above recommended improvements per the methodology provided in Chapter 4.5.1. Table 26 provides a summary of planning-level costs associated with these improvements.

Table 25. Project Fair Share Summary

No. ¹	Intersection	Study Time Period	Existing Traffic	Project Traffic	Horizon Year (2040) plus Project	Net New Traffic	% Project Traffic of Net New Traffic
5	I-15 NB Ramps - Outer I-15/Stoddard Wells Road	AM	428	139	1,946	1,518	9.16%
		PM	595	145	2,270	1,675	8.66%
6	Stoddard Wells Road/Johnson Road	AM	316	139	1,024	708	19.63%
		PM	501	145	1,418	917	15.81%
9	Dale Evans Parkway/Johnson Road	AM	505	160	1,203	698	22.92%
		PM	885	168	1,761	876	19.18%

Table 26. Project Fair Share Cost Estimates

Jurisdiction	Opening Year (2025) plus Project	Horizon Year (2040) plus Project	Improvement in Fee Program? ¹	Project Responsibility ²	Cost of Improvement ³	Fair Share % ⁴	Fair Share Cost ⁵
#5 Stoddard Wells Rd./ I-15 Northbound Ramps							
Town of Apple Valley; Caltrans	Install a traffic signal and reconfigure approaches, modify striping, etc.	Same	No	Fair Share	\$395,602	9.16%	\$36,224
	Add (1) EBL lane w/protected phasing, and retain (1) EBTR lane	Same	No	Fair Share	\$79,120		\$7,245
	Add (1) WBL w/protected phasing	Same	No	Fair Share	\$79,120		\$7,245
	Add (1) WBT (with addition of a receiving lane, extending at least 400' to the I-15 undercrossing), and retain (1) WBTR lane	Same	No	Fair Share	\$237,361		\$21,735
	Add (1) NBL lane, and retain (1) NBTR lane w/split phasing at this approach	Same	No	Fair Share	\$79,120		\$7,245
	Add (1) SBL lane; and (1) SBLTR lane (with addition of a receiving lane on EB Stoddard Wells Rd.) w/split phasing at this approach	Same	No	Fair Share	\$79,120		\$7,245
	Total				\$949,445		\$86,939

Table 26. Project Fair Share Cost Estimates

Jurisdiction	Opening Year (2025) plus Project	Horizon Year (2040) plus Project	Improvement in Fee Program?¹	Project Responsibility²	Cost of Improvement³	Fair Share %⁴	Fair Share Cost⁵
#6. Stoddard Wells Road/Johnson Road							
Town of Apple Valley	N/A	Install a traffic signal and reconfigure approaches, modify striping, etc.	No	Fair Share	\$395,602	19.63%	\$77,668
		Add (1) SBL lane w/protected phasing, and retain (1) SBTR lane	No	Fair Share	\$79,120		\$15,534
		Add (1) NBL lane w/protected phasing, and retain (1) NBTR lane	No	Fair Share	\$79,120		\$15,534
		Add (1) WBL lane w/permitted phasing, and retain (1) WBTR lane	No	Fair Share	\$79,120		\$15,534
		Retain (1) EBLTR lane w/permitted phasing	No	Fair Share	\$0		\$0
		Total			\$632,964		
	#9. Dale Evans Parkway/Johnson Road						
Town of Apple Valley	Maintain AWSC and reconfigure approaches, modify striping, etc. as follows:	Install traffic signal and reconfigure approaches, modify striping, etc. as follows:	No	Fair Share	\$395,602	22.92%	\$90,682
	Add (1) EBR lane, and retain (1) EBTL lane	Maintain same number of lanes;	No	Fair Share	\$79,120		\$18,136

Table 26. Project Fair Share Cost Estimates

Jurisdiction	Opening Year (2025) plus Project	Horizon Year (2040) plus Project	Improvement in Fee Program? ¹	Project Responsibility ²	Cost of Improvement ³	Fair Share % ⁴	Fair Share Cost ⁵
		reconfigure to (1) EBL lane w/protected phasing and (1) EBTR lane					
	Add (1) WBT lane w/addition of a receiving lane, and retain WBR channelized lane and WBTL lane	Same	No	Fair Share	\$237,361		\$54,409
Total					\$712,084		\$163,228
Total Costs for Improvements					\$2,294,493		\$374,435
Total Fair Share Contribution to the Town of Apple Valley (non-DIF) ⁷					\$323,721		
Total Fair Share Contribution to Caltrans ⁸					\$50,714		

Notes:

- ¹ Improvements included in Town of Apple Valley Development Impact Fee (DIF) or the San Bernardino County Transportation Authority (SBCTA) Congestion Management Program (CMP) fee programs.
- ² Identifies either the Project's responsibility to construct an improvement or contribute fair share towards the implementation of improvements.
- ³ Costs have been estimated from the rough order magnitude costs provided in Appendix B - Infrastructure Costs and Financing - of the Town of Apple Valley North Apple Valley Industrial Specific Plan (October 2006). Additionally, all costs were adjusted to 2022 using the Engineering News-Record (ENR) Construction Cost Indices (CCI) from October 2006 and February 2023.
- ⁴ Improvements listed may be eligible for fee credit, per of the Town's Fee discretion. See Table 25, Project Fair Share Summary.
- ⁵ Rough cost estimate, provided for planning-level purposes only.
- ⁶ Installation of traffic signal is part of the proposed Project.
- ⁷ Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially within the Town of Apple Valley.
- ⁸ Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially within Caltrans' jurisdiction.

12 References

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Appendix A

Raw Traffic Counts

DATE: Wednesday, October 19, 2022

CITY: Apple Valley

AM TIME								PM Time							
	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	2	0	0	0	0	0	2
0:15	0	0	0	0	0	0	0	12:15	5	0	0	0	0	0	5
0:30	1	0	0	1	0	0	2	12:30	3	0	0	0	0	0	3
0:45	0	0	0	0	0	0	0	12:45	2	2	0	0	0	0	4
1:00	0	0	0	0	0	0	0	13:00	5	3	0	2	0	0	10
1:15	0	0	0	0	0	0	0	13:15	4	0	0	0	0	0	4
1:30	1	0	0	0	0	0	1	13:30	10	1	0	1	0	0	12
1:45	0	0	0	0	0	0	0	13:45	3	0	0	0	0	0	3
2:00	0	0	0	1	0	0	1	14:00	6	1	0	0	0	0	7
2:15	2	0	0	0	0	0	2	14:15	7	1	0	1	0	0	9
2:30	3	0	0	0	0	0	3	14:30	6	0	1	1	0	1	9
2:45	6	0	1	0	0	0	7	14:45	5	1	0	0	0	0	6
3:00	3	0	0	0	0	0	3	15:00	12	0	1	0	0	0	13
3:15	4	0	0	1	0	0	5	15:15	11	0	1	2	0	0	14
3:30	5	0	0	0	0	0	5	15:30	12	0	1	0	0	0	13
3:45	10	0	0	0	0	0	10	15:45	12	0	0	0	0	0	12
4:00	11	0	0	0	0	0	11	16:00	27	0	0	1	0	0	28
4:15	11	0	0	0	0	0	11	16:15	27	0	1	0	0	0	28
4:30	22	1	0	0	0	0	23	16:30	13	0	0	1	0	0	14
4:45	36	2	0	0	0	0	38	16:45	8	0	0	0	0	0	8
5:00	24	1	0	0	0	0	25	17:00	6	0	0	0	0	0	6
5:15	30	3	0	1	0	0	34	17:15	6	0	0	0	0	0	6
5:30	27	0	0	1	0	0	28	17:30	7	0	0	0	0	0	7
5:45	29	1	0	0	0	0	30	17:45	2	0	0	1	0	0	3
6:00	27	0	0	1	0	1	29	18:00	13	0	0	0	0	0	13
6:15	25	1	0	1	0	0	27	18:15	5	0	0	0	0	0	5
6:30	30	1	0	0	0	0	31	18:30	2	0	0	0	0	0	2
6:45	21	0	0	0	0	0	21	18:45	4	0	0	0	0	0	4
7:00	10	2	1	0	0	0	13	19:00	3	0	0	0	0	0	3
7:15	17	3	0	1	0	1	22	19:15	0	0	0	2	0	0	2
7:30	22	2	0	0	0	0	24	19:30	5	0	0	0	0	0	5
7:45	22	2	1	0	0	0	25	19:45	3	0	0	0	0	0	3
8:00	11	2	0	0	0	0	13	20:00	4	0	0	0	0	0	4
8:15	6	1	0	0	0	0	7	20:15	3	0	0	0	0	0	3
8:30	9	0	0	2	0	0	11	20:30	0	0	0	0	0	0	0
8:45	5	3	0	0	0	0	8	20:45	1	0	0	0	0	0	1
9:00	4	0	0	1	0	0	5	21:00	3	0	0	0	0	0	3
9:15	5	1	0	1	0	0	7	21:15	1	0	0	0	0	0	1
9:30	3	0	1	1	0	0	5	21:30	0	0	0	0	0	0	0
9:45	2	0	0	0	0	0	2	21:45	1	0	0	0	0	0	1
10:00	6	0	0	1	0	0	7	22:00	2	0	0	0	0	0	2
10:15	9	1	0	1	0	0	11	22:15	2	0	0	1	0	0	3
10:30	4	1	0	0	0	0	5	22:30	0	0	0	0	0	0	0
10:45	4	1	0	2	0	0	7	22:45	1	0	0	0	0	0	1
11:00	3	0	0	1	0	0	4	23:00	2	0	0	0	0	0	2
11:15	5	0	0	1	0	0	6	23:15	0	0	0	0	0	0	0
11:30	11	1	0	0	0	0	12	23:30	0	0	0	0	0	0	0
11:45	3	1	0	1	0	0	5	23:45	1	0	0	0	0	0	1
TOTAL	490	31	4	20	0	2	547	TOTAL	257	9	5	13	0	1	285
			AM PEAK HOUR					4:45 AM							
			AM PEAK VOLUME					125							
			AM PEAK HOUR					3:45 PM							
			AM PEAK VOLUME					82							

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	747	40	9	33	0	3	832
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	89.8%	4.8%	1.1%	4.0%	0.0%	0.4%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	1,580	76	24	70	0	6	1,756
CLASS 6	Buses	% OF TOTAL	90.0%	4.3%	1.4%	4.0%	0.0%	0.3%	100.0%

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Oct 19, 22

LOCATION: Apple Valley
NORTH & SOUTH: I-15 SB Ramps
EAST & WEST: Dale Evans

PROJECT #: SC3699
LOCATION #: 1
CONTROL: STOP S

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

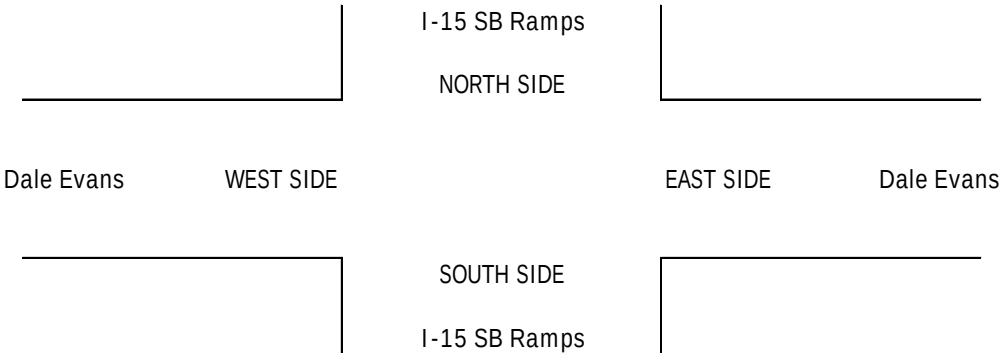
☒ Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 SB Ramps			I-15 SB Ramps			Dale Evans			Dale Evans			
LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

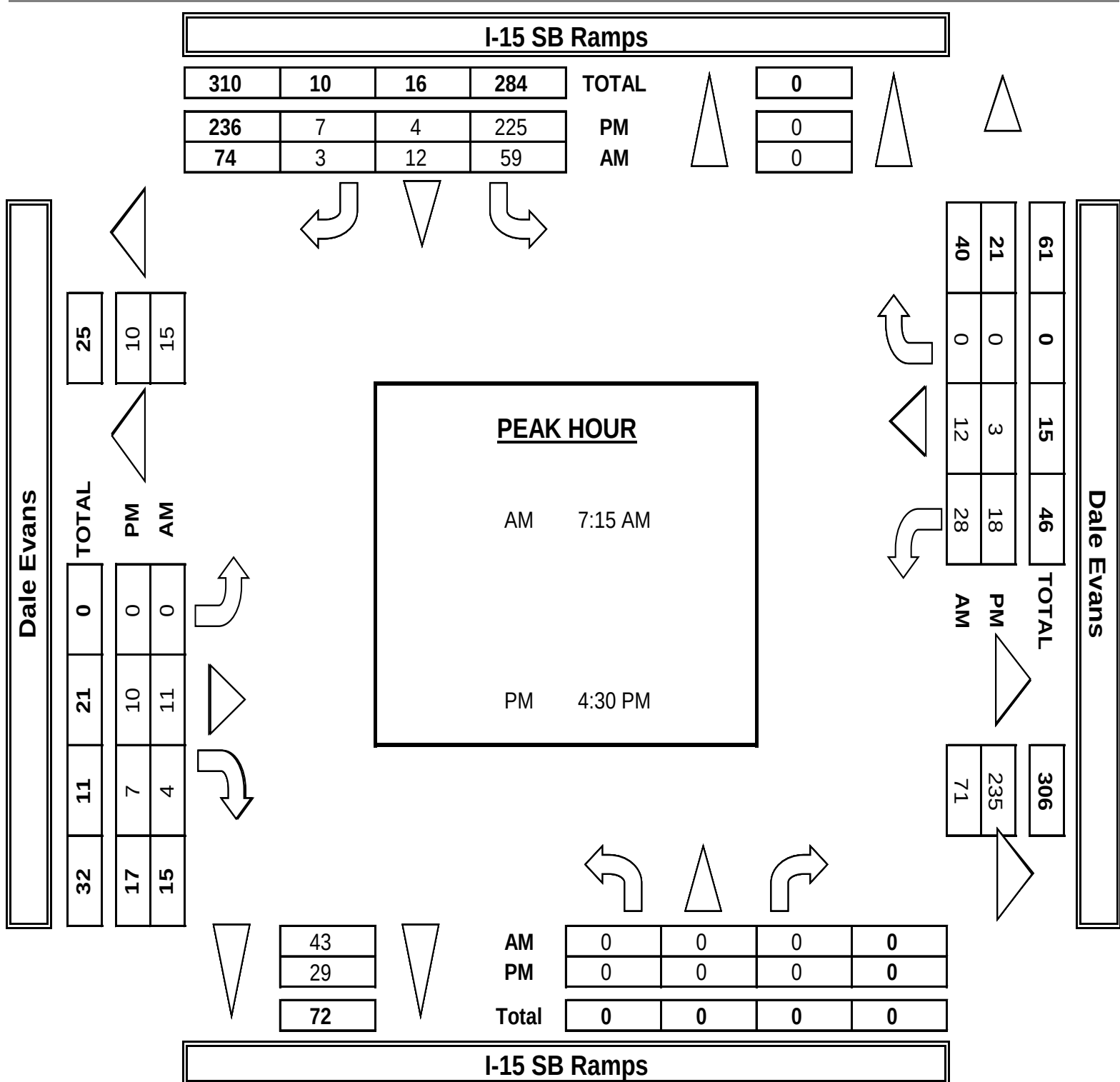
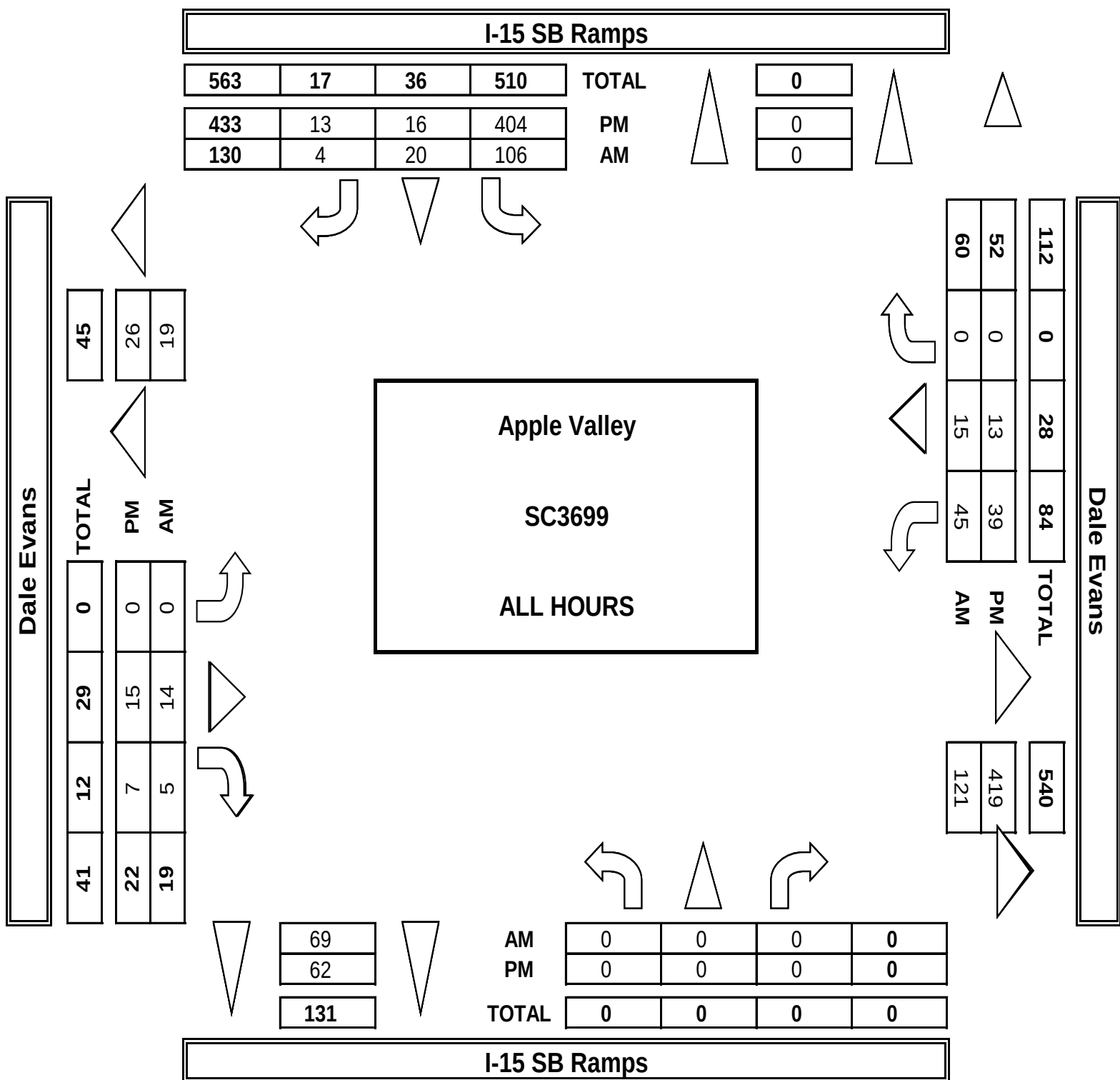
U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

AM	7:00 AM	0	0	0	4	1	0	0	1	0	4	1	0	11
	7:15 AM	0	0	0	17	2	0	0	0	0	6	0	0	25
	7:30 AM	0	0	0	17	4	1	0	0	0	3	0	0	25
	7:45 AM	0	0	0	12	6	1	0	7	3	7	9	0	45
	8:00 AM	0	0	0	13	0	1	0	4	1	12	3	0	34
	8:15 AM	0	0	0	11	3	0	0	1	0	4	1	0	20
	8:30 AM	0	0	0	13	2	1	0	0	0	5	0	0	21
	8:45 AM	0	0	0	19	2	0	0	1	1	4	1	0	28
	VOLUMES	0	0	0	106	20	4	0	14	5	45	15	0	209
	APPROACH %	0%	0%	0%	82%	15%	3%	0%	74%	26%	75%	25%	0%	
	APP/DEPART	0	/	0	130	/	69	19	/	121	60	/	19	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	0	0	0	59	12	3	0	11	4	28	12	0	129
	APPROACH %	0%	0%	0%	80%	16%	4%	0%	73%	27%	70%	30%	0%	
	PEAK HR FACTOR	0.000			0.841			0.375			0.625			0.717
	APP/DEPART	0	/	0	74	/	43	15	/	71	40	/	15	0
	4:00 PM	0	0	0	56	4	1	0	0	0	13	1	0	75
	4:15 PM	0	0	0	50	1	0	0	0	0	1	6	0	58
	4:30 PM	0	0	0	65	2	2	0	2	2	2	3	0	78
	4:45 PM	0	0	0	48	0	2	0	5	0	3	0	0	58
	5:00 PM	0	0	0	53	2	2	0	2	2	10	0	0	71
	5:15 PM	0	0	0	59	0	1	0	1	3	3	0	0	67
	5:30 PM	0	0	0	42	4	5	0	2	0	5	1	0	59
	5:45 PM	0	0	0	31	3	0	0	3	0	2	2	0	41
	VOLUMES	0	0	0	404	16	13	0	15	7	39	13	0	507
	APPROACH %	0%	0%	0%	93%	4%	3%	0%	68%	32%	75%	25%	0%	
	APP/DEPART	0	/	0	433	/	62	22	/	419	52	/	26	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	0	0	225	4	7	0	10	7	18	3	0	274
	APPROACH %	0%	0%	0%	95%	2%	3%	0%	59%	41%	86%	14%	0%	
	PEAK HR FACTOR	0.000			0.855			0.850			0.525			0.878
	APP/DEPART	0	/	0	236	/	29	17	/	235	21	/	10	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION: Apple Valley
NORTH & SOUTH: I-15 SB Ramps
EAST & WEST: Dale Evans

PROJECT #: SC3699
LOCATION #: 1
CONTROL: STOP S

	NOTES:								AM PM MD OTHER OTHER	◀ W S ▶ E	▲ N S ▼	
PCE Adjusted	Class	1	2	3	4	5	6					
	Factor	1	1.5	2	3	2	2					

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 SB Ramps			I-15 SB Ramps			Dale Evans			Dale Evans			
LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	6	2	0	0	3	0	12	3	0	26
	7:15 AM	0	0	0	17	5	0	0	0	0	14	0	0	36
	7:30 AM	0	0	0	23	10	1	0	0	0	9	0	0	43
	7:45 AM	0	0	0	21	13	1	0	8	5	8	11	0	66
	8:00 AM	0	0	0	20	0	1	0	6	1	15	5	0	48
	8:15 AM	0	0	0	11	6	0	0	1	0	6	1	0	25
	8:30 AM	0	0	0	15	6	3	0	0	0	11	0	0	35
	8:45 AM	0	0	0	25	4	0	0	1	2	12	1	0	45
	VOLUMES	0	0	0	137	45	6	0	19	8	87	21	0	322
	APPROACH %	0%	0%	0%	73%	24%	3%	0%	70%	30%	80%	20%	0%	
	APP/DEPART	0	/	0	188	/	139	27	/	156	108	/	27	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	0	0	0	81	27	3	0	14	6	46	16	0	192
	APPROACH %	0%	0%	0%	73%	24%	3%	0%	70%	30%	74%	26%	0%	
	PEAK HR FACTOR	0.000			0.801			0.385			0.769			0.727
	APP/DEPART	0	/	0	111	/	79	20	/	95	62	/	19	0
PM	4:00 PM	0	0	0	63	10	1	0	0	0	13	1	0	88
	4:15 PM	0	0	0	59	1	0	0	0	0	3	7	0	69
	4:30 PM	0	0	0	70	4	2	0	2	2	2	5	0	87
	4:45 PM	0	0	0	52	0	2	0	5	0	7	0	0	66
	5:00 PM	0	0	0	56	6	2	0	4	6	14	0	0	88
	5:15 PM	0	0	0	65	0	2	0	3	4	3	0	0	77
	5:30 PM	0	0	0	44	5	9	0	2	0	7	1	0	68
	5:45 PM	0	0	0	33	6	0	0	3	0	4	2	0	48
	VOLUMES	0	0	0	440	32	18	0	19	12	53	16	0	589
	APPROACH %	0%	0%	0%	90%	7%	4%	0%	61%	39%	77%	23%	0%	
	APP/DEPART	0	/	0	490	/	97	31	/	459	69	/	34	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	0	0	241	10	8	0	14	12	26	5	0	316
	APPROACH %	0%	0%	0%	93%	4%	3%	0%	54%	46%	84%	16%	0%	
	PEAK HR FACTOR	0.000			0.858			0.650			0.554			0.903
	APP/DEPART	0	/	0	259	/	48	26	/	255	31	/	13	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:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
I-15 SB Ramps
Dale Evans

PROJECT #:
LOCATION #:
CONTROL:

SC3699
1
STOP S

CLASS 1:
PASSENGER
VEHICLES

NOTES:

AM
PM
MD
OTHER
OTHER

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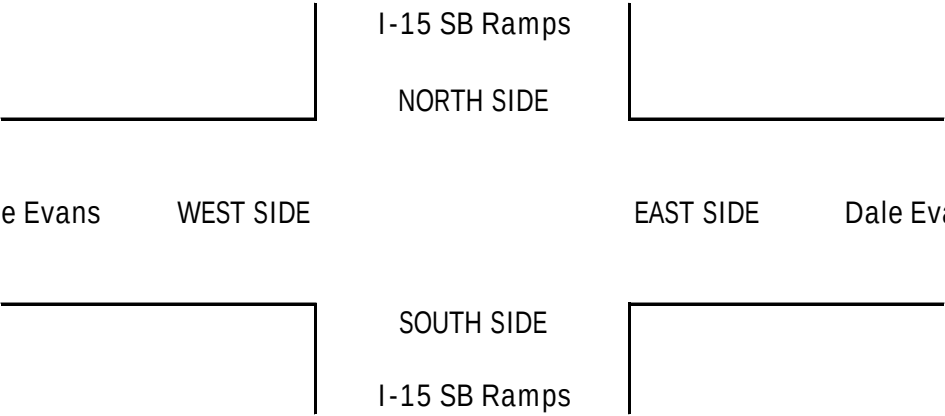
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 SB Ramps			I-15 SB Ramps			Dale Evans			Dale Evans			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	0	1	0	X	1	0	0	1	X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	3	0	0	0	0	0	0	0	3	
	7:15 AM	0	0	0	17	0	0	0	0	2	0	0	19	
	7:30 AM	0	0	0	13	1	1	0	0	0	0	0	15	
	7:45 AM	0	0	0	5	2	1	0	6	2	6	7	29	
	8:00 AM	0	0	0	9	0	1	0	3	1	10	2	26	
	8:15 AM	0	0	0	11	1	0	0	1	0	3	1	17	
	8:30 AM	0	0	0	12	0	0	0	0	0	2	0	14	
	8:45 AM	0	0	0	15	1	0	0	1	0	0	1	18	
	VOLUMES	0	0	0	85	5	3	0	11	3	23	11	0	141
	APPROACH %	0%	0%	0%	91%	5%	3%	0%	79%	21%	68%	32%	0%	
	APP/DEPART	0	/	0	93	/	31	14	/	96	34	/	14	0
	BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	44	3	3	0	9	3	18	9	0	89	
APPROACH %	0%	0%	0%	88%	6%	6%	0%	75%	25%	67%	33%	0%		
PEAK HR FACTOR	0.000			0.735			0.375			0.519			0.767	
APP/DEPART	0	/	0	50	/	24	12	/	53	27	/	12	0	
PM	4:00 PM	0	0	0	50	0	1	0	0	0	13	1	0	65
	4:15 PM	0	0	0	45	1	0	0	0	0	0	5	0	51
	4:30 PM	0	0	0	62	1	2	0	2	2	2	2	0	73
	4:45 PM	0	0	0	44	0	2	0	5	0	1	0	0	52
	5:00 PM	0	0	0	51	0	2	0	1	0	8	0	0	62
	5:15 PM	0	0	0	54	0	0	0	0	2	3	0	0	59
	5:30 PM	0	0	0	41	3	3	0	2	0	4	1	0	54
	5:45 PM	0	0	0	30	1	0	0	3	0	1	2	0	37
	VOLUMES	0	0	0	377	6	10	0	13	4	32	11	0	453
	APPROACH %	0%	0%	0%	96%	2%	3%	0%	76%	24%	74%	26%	0%	
	APP/DEPART	0	/	0	393	/	42	17	/	390	43	/	21	0
	BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	211	1	6	0	8	4	14	2	0	246	
APPROACH %	0%	0%	0%	97%	0%	3%	0%	67%	33%	88%	13%	0%		
PEAK HR FACTOR	0.000			0.838			0.600			0.500			0.842	
APP/DEPART	0	/	0	218	/	19	12	/	219	16	/	8	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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
I-15 SB Ramps
Dale Evans

PROJECT #:
LOCATION #:
CONTROL:

SC3699
1
STOP S

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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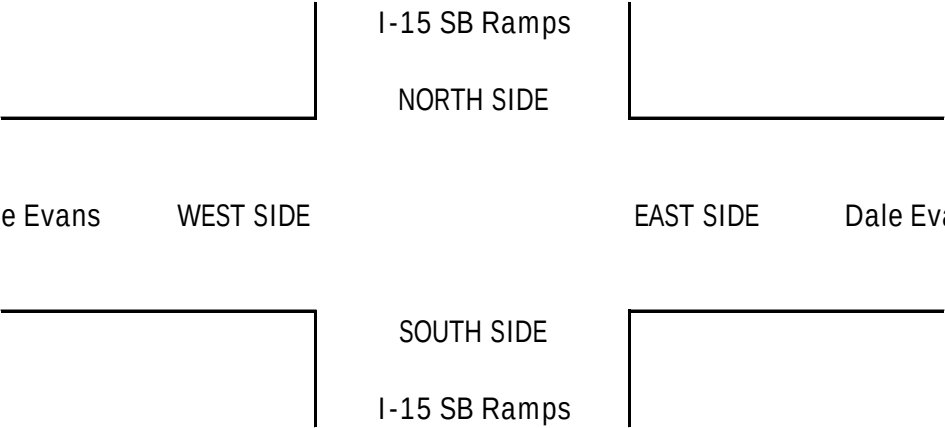
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 SB Ramps			I-15 SB Ramps			Dale Evans			Dale Evans			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	0	1	0	X	1	0	0	1	X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	2	1	0	0	0	1	0	0	4
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	0	0	4	3	0	0	0	0	1	0	8
	APPROACH %	0%	0%	0%	57%	43%	0%	0%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	7	/	4	0	/	4	1	/	0
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	0	0	3	2	0	0	0	0	1	0	6
PM	APPROACH %	0%	0%	0%	60%	40%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.417			0.000			0.250		
	APP/DEPART	0	/	0	5	/	3	0	/	3	1	/	0
	4:00 PM	0	0	0	2	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	1	0	0	0	0	0	1	0	2
	4:30 PM	0	0	0	1	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	3	0	0	0	0	0	0	0	3
	5:00 PM	0	0	0	1	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	3	0	0	0	0	0	0	0	3
	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	11	0	0	0	0	0	1	0	12
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	11	/	0	0	/	11	1	/	1
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	8	0	0	0	0	0	0	0	8
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.667			0.000			0.000		
	APP/DEPART	0	/	0	8	/	0	0	/	8	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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley I-15 SB Ramps Dale Evans	PROJECT #: LOCATION #: CONTROL:	SC3699 1 STOP S		
CLASS 3:	NOTES:		AM		▲	
3-AXLE			PM		N	
TRUCKS			MD	◀ W		E ▶
			OTHER		S	
			OTHER		▼	

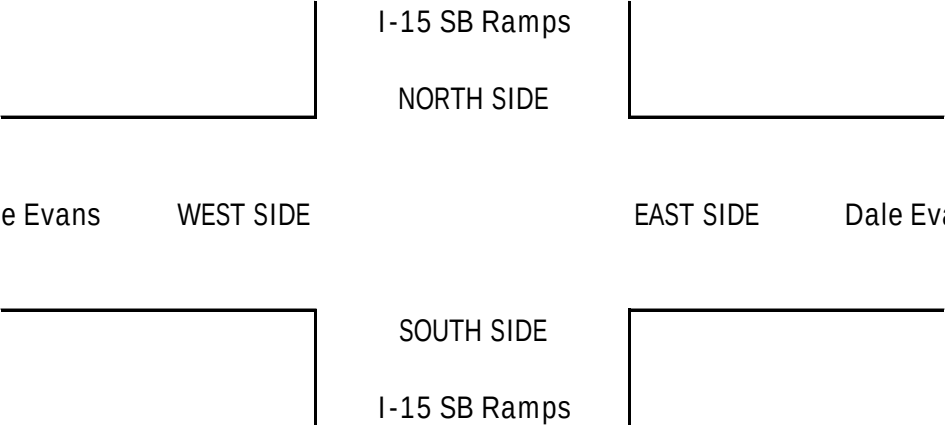
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 SB Ramps			I-15 SB Ramps			Dale Evans			Dale Evans			
LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	1	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	0	0	2	0	0	0	0	0	0	0	0	2
	7:45 AM	0	0	0	1	0	0	0	1	0	0	2	0	4
	8:00 AM	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
	VOLUMES	0	0	0	4	1	0	0	1	1	1	2	0	10
	APPROACH %	0%	0%	0%	80%	20%	0%	0%	50%	50%	33%	67%	0%	
	APP/DEPART	0	/	0	5	/	3	2	/	5	3	/	2	0
	BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	3	0	0	0	1	0	1	2	0	7	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	33%	67%	0%		
PEAK HR FACTOR	0.000			0.375			0.250			0.375			0.438	
APP/DEPART	0	/	0	3	/	1	1	/	4	3	/	2	0	
PM	4:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	4
	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	1	0	0	0	0	0	0	0	1
	VOLUMES	0	0	0	2	3	0	0	0	0	0	0	0	5
	APPROACH %	0%	0%	0%	40%	60%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	5	/	3	0	/	2	0	/	0	0
	BEGIN PEAK HR	4:30 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	

0	0	0	0	0
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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: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley I-15 SB Ramps Dale Evans	PROJECT #: LOCATION #: CONTROL:	SC3699 1 STOP S
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

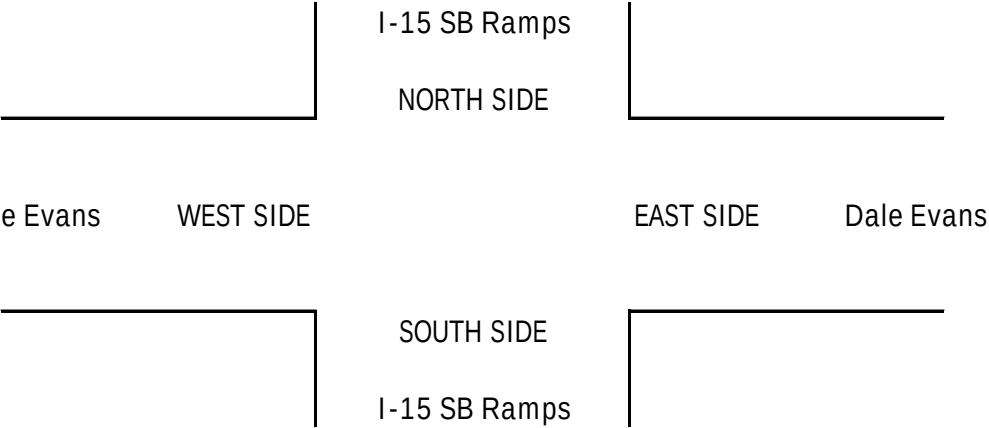
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 SB Ramps			I-15 SB Ramps			Dale Evans			Dale Evans			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	0	1	0	X	1	0	0	1	X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	1	0	0	0	1	0	4	1	0	7
	7:15 AM	0	0	0	0	1	0	0	0	0	4	0	0	5
	7:30 AM	0	0	0	2	3	0	0	0	0	3	0	0	8
	7:45 AM	0	0	0	3	3	0	0	0	1	0	0	0	7
	8:00 AM	0	0	0	3	0	0	0	1	0	1	1	0	6
	8:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
	8:30 AM	0	0	0	1	2	1	0	0	0	3	0	0	7
	8:45 AM	0	0	0	2	1	0	0	0	0	4	0	0	7
	VOLUMES	0	0	0	12	11	1	0	2	1	20	2	0	49
	APPROACH %	0%	0%	0%	50%	46%	4%	0%	67%	33%	91%	9%	0%	
	APP/DEPART	0	/	0	24	/	31	3	/	15	22	/	3	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	0	0	0	8	7	0	0	1	1	7	1	0	26
	APPROACH %	0%	0%	0%	53%	47%	0%	0%	50%	50%	78%	11%	0%	
	PEAK HR FACTOR	0.000			0.625			0.500			0.563			0.813
	APP/DEPART	0	/	0	15	/	15	2	/	10	9	/	1	0
	4:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	4
	4:15 PM	0	0	0	4	0	0	0	0	0	1	0	0	5
	4:30 PM	0	0	0	2	1	0	0	0	0	0	1	0	4
	4:45 PM	0	0	0	1	0	0	0	0	0	2	0	0	3
	5:00 PM	0	0	0	1	2	0	0	1	2	2	0	0	8
	5:15 PM	0	0	0	2	0	0	0	1	0	0	0	0	3
	5:30 PM	0	0	0	1	0	2	0	0	0	1	0	0	4
	5:45 PM	0	0	0	1	1	0	0	0	0	1	0	0	3
	VOLUMES	0	0	0	14	6	2	0	2	2	7	1	0	34
	APPROACH %	0%	0%	0%	64%	27%	9%	0%	50%	50%	88%	13%	0%	
	APP/DEPART	0	/	0	22	/	15	4	/	16	8	/	3	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	0	0	6	3	0	0	2	2	4	1	0	18
	APPROACH %	0%	0%	0%	67%	33%	0%	0%	50%	50%	80%	20%	0%	
	PEAK HR FACTOR	0.000			0.750			0.333			0.625			0.563
	APP/DEPART	0	/	0	9	/	9	4	/	8	5	/	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	1	1
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	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

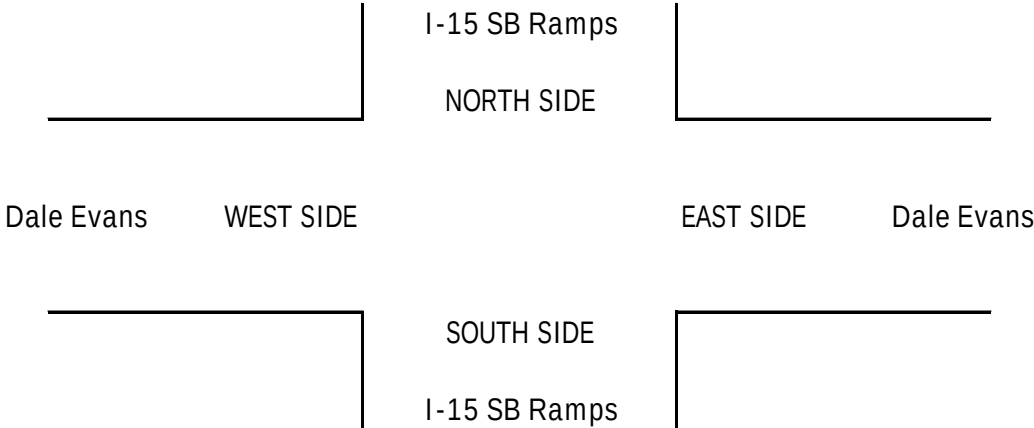
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<u>DATE:</u>	LOCATION:	Apple Valley	PROJECT #:	SC3699
10/19/22	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	1
WEDNESDAY	EAST & WEST:	Dale Evans	CONTROL:	STOP S

CLASS 5:	NOTES:	AM		▲	
RV		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND Dale Evans			WESTBOUND Dale Evans				U-TURNS				
LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL

AM	7:00 AM	0	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	0	
	7:30 AM	0	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	0	
	8:00 AM	0	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	0	
	8:30 AM	0	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	0	
	VOLUMES	0	0	0	0	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%	0	0	0	0
APP/DEPART	0	/	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	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					
PM	4:00 PM	0	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	0	
	4:30 PM	0	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	0	
	5:00 PM	0	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	0	
	5:30 PM	0	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	0	
	VOLUMES	0	0	0	0	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	4:30 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					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:

10/19/22

WEDNESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

Apple Valley

I-15 SB Ramps

Dale Evans

PROJECT #:

LOCATION #:

CONTROL:

SC3699

1

STOP S

CLASS 6:

NOTES:

BUSES

AM

PM

MD

OTHER

OTHER

◀ W

▲

N

S

▼

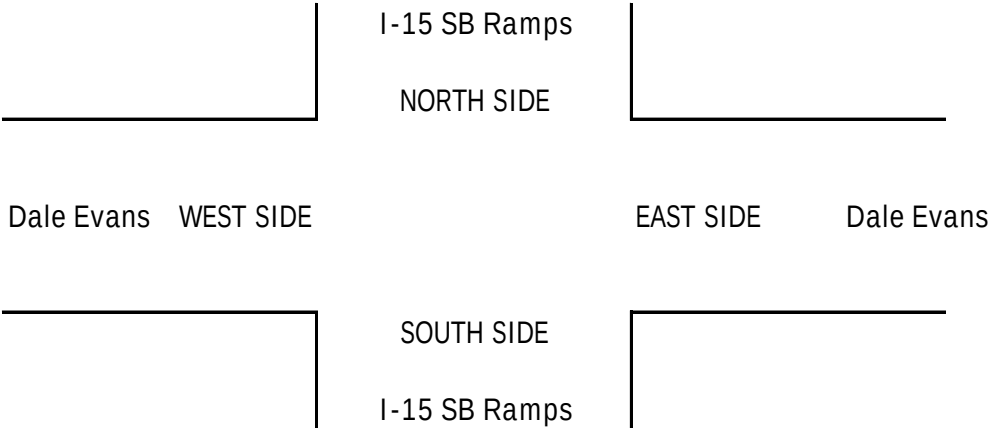
E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 SB Ramps			I-15 SB Ramps			Dale Evans			Dale Evans			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	0	1	0	X	1	0	0	1	X	

U-TURNS				
NB	SB	EB	WB	TTL

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	1	0	0	0	0	0	0	0	1	
	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	1	0	0	0	0	0	0	0	1	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		
	APP/DEPART	0	/	0	1	/	0	0	/	1	0	/	0	
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	1	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		
	PEAK HR FACTOR	0.000			0.250			0.000			0.000			0.250
	APP/DEPART	0	/	0	1	/	0	0	/	1	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	1	0	0	1	0	0	0	2
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	1	1	0	0	1	0	0	0	3
	APPROACH %	0%	0%	0%	0%	50%	50%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	0	/	0	2	/	2	1	/	0	0	/	1	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	0	0	0	0	1	0	0	1	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.250			0.250			0.000			0.250
	APP/DEPART	0	/	0	1	/	1	1	/	0	0	/	1	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Oct 19, 22

LOCATION: Apple Valley
NORTH & SOUTH: I-15 NB Ramps
EAST & WEST: Dale Evans

PROJECT #: SC3699
LOCATION #: 2
CONTROL: STOP N

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

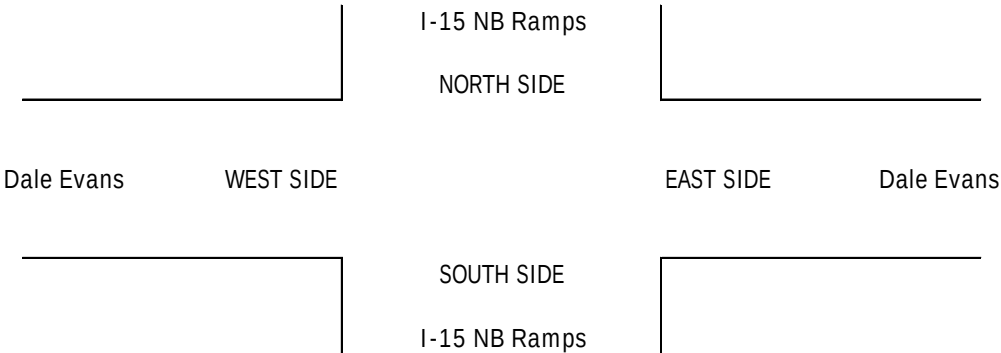
☒ Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 NB Ramps			I-15 NB Ramps			Dale Evans			Dale Evans			
LANES:	NL 0	NT 1	NR 0	SL X	ST X	SR X	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL

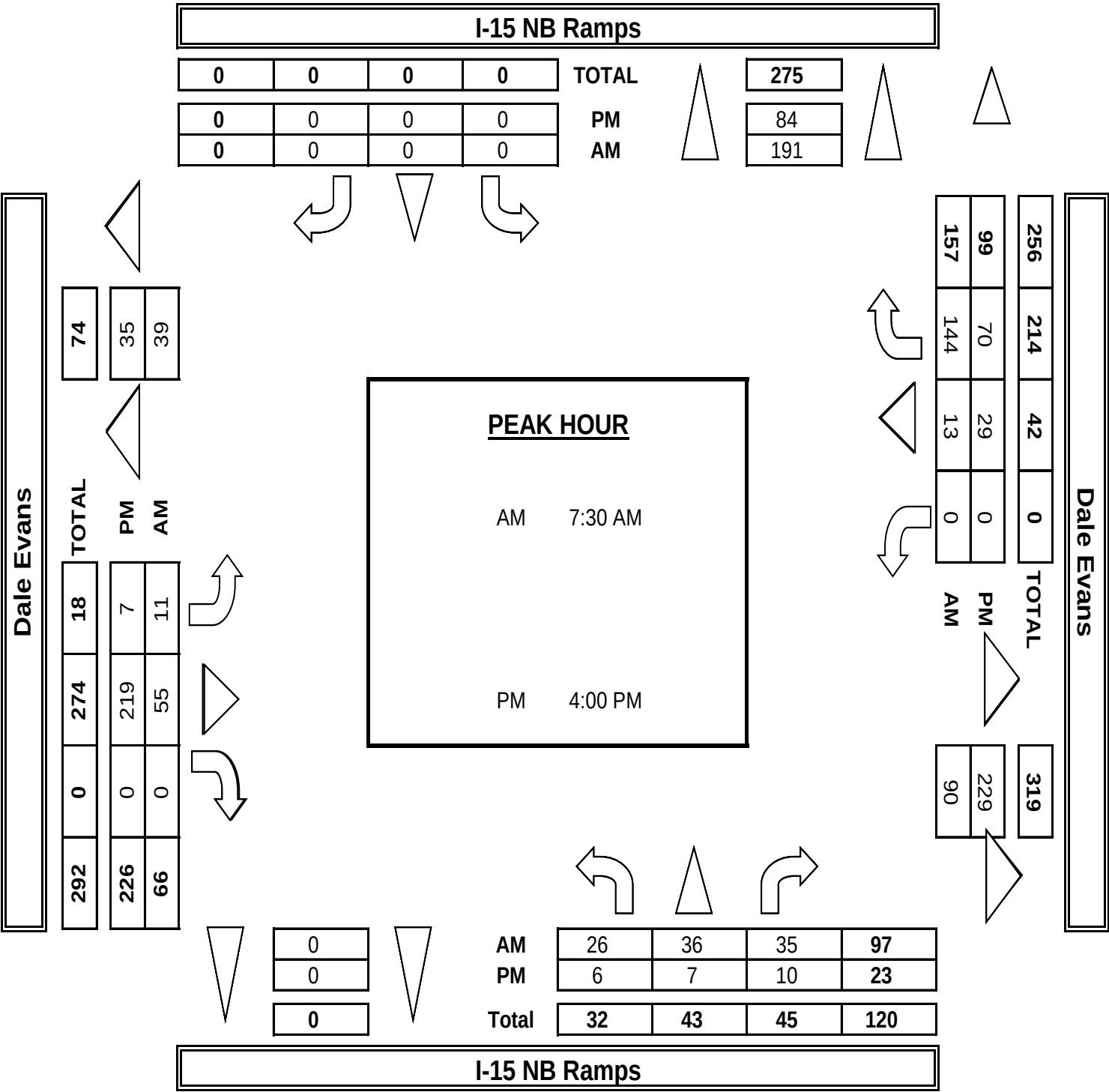
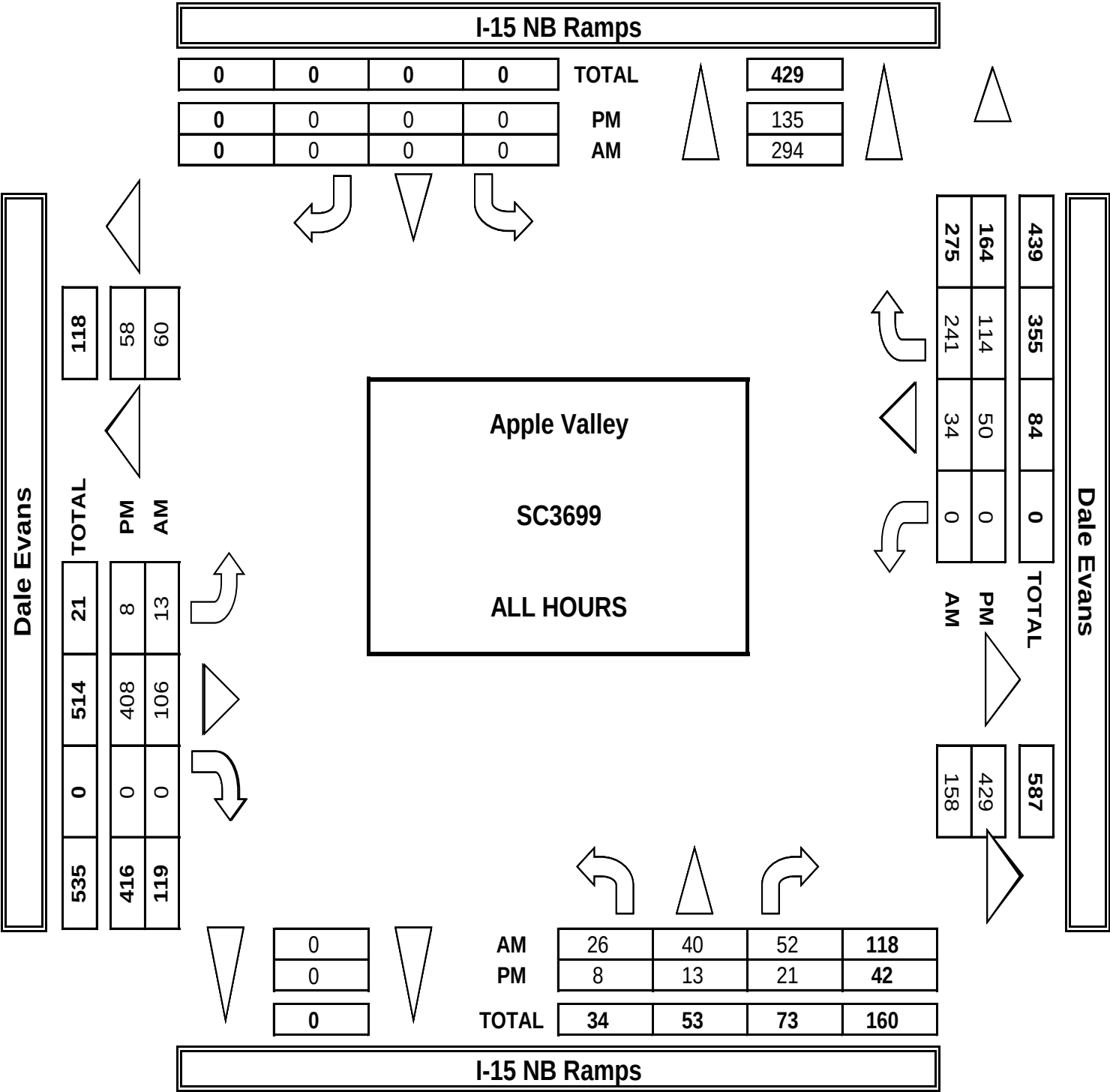
U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

AM	7:00 AM	0	2	6	0	0	0	1	4	0	0	5	37	55
	7:15 AM	0	0	4	0	0	0	0	17	0	0	6	29	56
	7:30 AM	2	2	0	0	0	0	0	17	0	0	3	42	66
	7:45 AM	12	14	17	0	0	0	5	14	0	0	2	26	90
	8:00 AM	9	18	14	0	0	0	5	13	0	0	6	37	102
	8:15 AM	3	2	4	0	0	0	1	11	0	0	2	39	62
	8:30 AM	0	2	2	0	0	0	0	13	0	0	5	16	38
	8:45 AM	0	0	5	0	0	0	1	17	0	0	5	15	43
	VOLUMES	26	40	52	0	0	0	13	106	0	0	34	241	512
	APPROACH %	22%	34%	44%	0%	0%	0%	11%	89%	0%	0%	12%	88%	
	APP/DEPART	118	/	294	0	/	0	119	/	158	275	/	60	0
PM	BEGIN PEAK HR	7:30 AM												
	VOLUMES	26	36	35	0	0	0	11	55	0	0	13	144	320
	APPROACH %	27%	37%	36%	0%	0%	0%	17%	83%	0%	0%	8%	92%	
	PEAK HR FACTOR	0.564			0.000			0.868			0.872			0.784
	APP/DEPART	97	/	191	0	/	0	66	/	90	157	/	39	0
	4:00 PM	0	3	2	0	0	0	1	55	0	0	14	17	92
	4:15 PM	5	0	1	0	0	0	2	48	0	0	8	22	86
	4:30 PM	1	1	2	0	0	0	1	66	0	0	4	18	93
	4:45 PM	0	3	5	0	0	0	3	50	0	0	3	13	77
	5:00 PM	1	0	5	0	0	0	0	55	0	0	9	15	85
	5:15 PM	0	3	2	0	0	0	0	57	0	0	3	12	77
	5:30 PM	1	1	1	0	0	0	0	44	0	0	5	10	62
	5:45 PM	0	2	3	0	0	0	1	33	0	0	4	7	50
	VOLUMES	8	13	21	0	0	0	8	408	0	0	50	114	622
	APPROACH %	19%	31%	50%	0%	0%	0%	2%	98%	0%	0%	30%	70%	
	APP/DEPART	42	/	135	0	/	0	416	/	429	164	/	58	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	6	7	10	0	0	0	7	219	0	0	29	70	348
	APPROACH %	26%	30%	43%	0%	0%	0%	3%	97%	0%	0%	29%	71%	
	PEAK HR FACTOR	0.719			0.000			0.843			0.798			0.935
	APP/DEPART	23	/	84	0	/	0	226	/	229	99	/	35	0

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



INTERSECTION TURNING MOVEMENT COUNTS

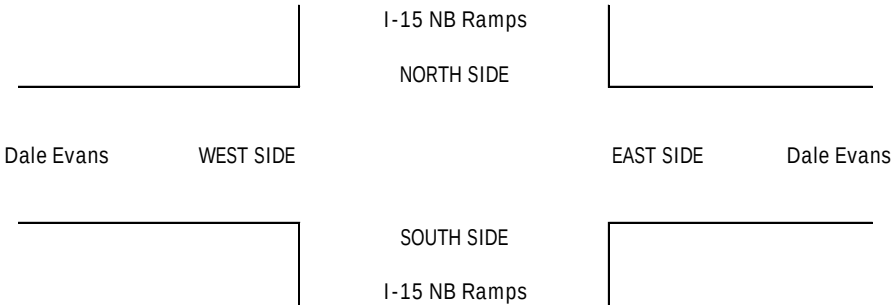
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley I-15 NB Ramps Dale Evans	PROJECT #: LOCATION #: CONTROL:	SC3699 2 STOP N

PCE Adjusted	NOTES:								AM	▲ N ◀ W S ▼ ▶ E	
	Class	1	2	3	4	5	6		PM		
	Factor	1	1.5	2	3	2	2		MD		
									OTHER		
									OTHER		

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	I-15 NB Ramps			I-15 NB Ramps			Dale Evans			Dale Evans				NB	SB	EB	WB	TTL
LANES:	NL 0	NT 1	NR 0	SL X	ST X	SR X	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL					

AM	7:00 AM	0	6	11	0	0	0	3	6	0	0	15	42	83					0
	7:15 AM	0	0	5	0	0	0	0	17	0	0	14	32	68					0
	7:30 AM	2	6	0	0	0	0	0	23	0	0	7	45	83					0
	7:45 AM	15	18	22	0	0	0	5	24	0	0	4	27	113					0
	8:00 AM	9	30	21	0	0	0	7	22	0	0	11	39	138					0
	8:15 AM	3	4	9	0	0	0	1	11	0	0	4	48	79					0
	8:30 AM	0	4	3	0	0	0	0	15	0	0	11	17	49					0
	8:45 AM	0	0	7	0	0	0	3	21	0	0	13	22	66					0
	VOLUMES	29	68	76	0	0	0	19	138	0	0	79	270	678	0	0	0	0	0
	APPROACH %	17%	39%	44%	0%	0%	0%	12%	88%	0%	0%	23%	77%						
	APP/DEPART	172	/	356	0	/	0	157	/	214	349	/	108	0					
	BEGIN PEAK HR	7:30 AM												412					
	VOLUMES	29	58	51	0	0	0	13	80	0	0	26	157						
PM	APPROACH %	21%	42%	37%	0%	0%	0%	14%	86%	0%	0%	14%	86%						
	PEAK HR FACTOR	0.574			0.000			0.797			0.888			0.749					
	APP/DEPART	137	/	228	0	/	0	93	/	130	183	/	55	0					
	4:00 PM	0	6	6	0	0	0	1	62	0	0	14	20	108					0
	4:15 PM	7	0	1	0	0	0	2	57	0	0	9	25	100					0
	4:30 PM	3	3	2	0	0	0	1	71	0	0	4	24	108					0
	4:45 PM	0	5	9	0	0	0	3	54	0	0	7	17	95					0
	5:00 PM	3	0	9	0	0	0	0	60	0	0	11	15	98					0
	5:15 PM	0	3	2	0	0	0	0	65	0	0	3	12	85					0
	5:30 PM	1	2	1	0	0	0	0	46	0	0	7	10	67					0
	5:45 PM	0	4	7	0	0	0	1	35	0	0	6	7	60					0
	VOLUMES	14	23	37	0	0	0	8	448	0	0	61	129	719	0	0	0	0	0
	APPROACH %	19%	31%	50%	0%	0%	0%	2%	98%	0%	0%	32%	68%						
	APP/DEPART	74	/	160	0	/	0	456	/	485	190	/	75	0					
	BEGIN PEAK HR	4:00 PM												410					
	VOLUMES	10	14	18	0	0	0	7	243	0	0	34	85						
	APPROACH %	24%	33%	43%	0%	0%	0%	3%	97%	0%	0%	28%	72%						
	PEAK HR FACTOR	0.741			0.000			0.872			0.884			0.948					
	APP/DEPART	42	/	106	0	/	0	250	/	261	119	/	44	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:

10/19/22

WEDNESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

Apple Valley

I-15 NB Ramps

Dale Evans

PROJECT #:

LOCATION #:

CONTROL:

SC3699

2

STOP N

CLASS 1:

PASSENGER VEHICLES

NOTES:

AM

PM

MD

OTHER

OTHER

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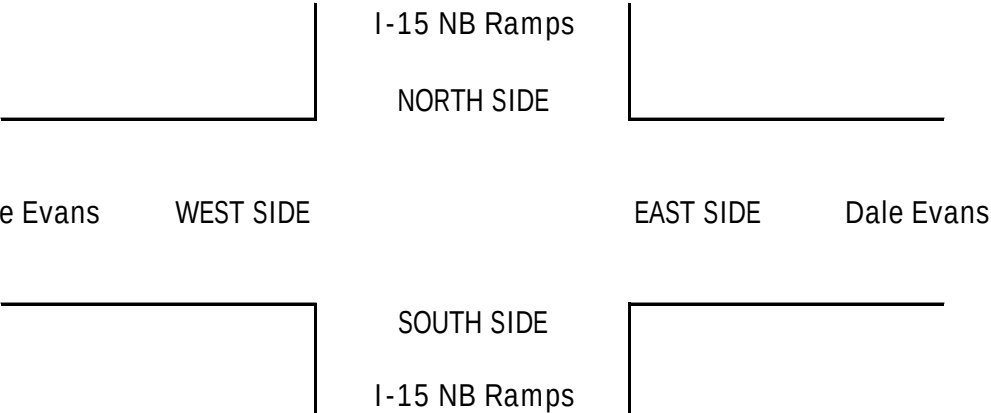
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 NB Ramps			I-15 NB Ramps			Dale Evans			Dale Evans			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	X	X	X	0	1	X	X	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	3	0	0	0	0	3	0	0	0	33	39
	7:15 AM	0	0	3	0	0	0	0	17	0	0	2	26	48
	7:30 AM	2	0	0	0	0	0	0	13	0	0	1	38	54
	7:45 AM	10	11	12	0	0	0	5	6	0	0	0	25	69
	8:00 AM	9	12	10	0	0	0	4	8	0	0	3	35	81
	8:15 AM	3	1	1	0	0	0	1	11	0	0	1	31	49
	8:30 AM	0	1	1	0	0	0	0	12	0	0	2	15	31
	8:45 AM	0	0	4	0	0	0	0	14	0	0	1	10	29
	VOLUMES	24	25	34	0	0	0	10	84	0	0	10	213	400
	APPROACH %	29%	30%	41%	0%	0%	0%	11%	89%	0%	0%	4%	96%	
	APP/DEPART	83	/	248	0	/	0	94	/	118	223	/	34	0
	BEGIN PEAK HR	7:30 AM												
VOLUMES	24	24	23	0	0	0	10	38	0	0	5	129	253	
APPROACH %	34%	34%	32%	0%	0%	0%	21%	79%	0%	0%	4%	96%		
PEAK HR FACTOR	0.538			0.000			0.923			0.859			0.781	
APP/DEPART	71	/	163	0	/	0	48	/	61	134	/	29	0	
PM	4:00 PM	0	1	0	0	0	0	1	49	0	0	14	15	80
	4:15 PM	4	0	1	0	0	0	2	43	0	0	7	20	77
	4:30 PM	0	0	2	0	0	0	1	63	0	0	4	15	85
	4:45 PM	0	2	3	0	0	0	3	46	0	0	1	11	66
	5:00 PM	0	0	3	0	0	0	0	52	0	0	8	15	78
	5:15 PM	0	3	2	0	0	0	0	51	0	0	3	12	71
	5:30 PM	1	0	1	0	0	0	0	43	0	0	4	10	59
	5:45 PM	0	1	1	0	0	0	1	32	0	0	3	7	45
	VOLUMES	5	7	13	0	0	0	8	379	0	0	44	105	561
	APPROACH %	20%	28%	52%	0%	0%	0%	2%	98%	0%	0%	30%	70%	
	APP/DEPART	25	/	120	0	/	0	387	/	392	149	/	49	0
	BEGIN PEAK HR	4:00 PM												
VOLUMES	4	3	6	0	0	0	7	201	0	0	26	61	308	
APPROACH %	31%	23%	46%	0%	0%	0%	3%	97%	0%	0%	30%	70%		
PEAK HR FACTOR	0.650			0.000			0.813			0.750			0.906	
APP/DEPART	13	/	71	0	/	0	208	/	207	87	/	30	0	

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

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	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:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
I-15 NB Ramps
Dale Evans

PROJECT #:
LOCATION #:
CONTROL:

SC3699
2
STOP N

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	I-15 NB Ramps			I-15 NB Ramps			Dale Evans			Dale Evans				NB	SB	EB	WB	TTL
LANES:	NL 0	NT 1	NR 0	SL X	ST X	SR X	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL					

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	3
	7:45 AM	1	1	3	0	0	0	2	0	0	0	0	1	8
	8:00 AM	0	0	1	0	0	0	1	0	0	0	0	1	3
	8:15 AM	0	0	1	0	0	0	0	0	0	0	0	5	6
	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	2
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	2	3
	VOLUMES	1	1	6	0	0	0	4	0	0	0	17	29	
	APPROACH %	13%	13%	75%	0%	0%	0%	100%	0%	0%	0%	100%		
	APP/DEPART	8	/	18	0	/	0	4	/	10	17	/	1	0
	BEGIN PEAK HR	7:30 AM												
PM	VOLUMES	1	1	5	0	0	0	3	0	0	0	10	20	
	APPROACH %	14%	14%	71%	0%	0%	0%	100%	0%	0%	0%	100%		
	PEAK HR FACTOR	0.350			0.000			0.375			0.500			0.625
	APP/DEPART	7	/	11	0	/	0	3	/	8	10	/	1	0
	4:00 PM	0	1	0	0	0	0	2	0	0	0	1	4	
	4:15 PM	0	0	0	0	0	0	1	0	0	1	1	3	
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	
	4:45 PM	0	0	0	0	0	0	3	0	0	0	0	3	
	5:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	
	5:15 PM	0	0	0	0	0	0	3	0	0	0	0	3	
	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	1	0	0	0	0	11	0	0	1	2	15	
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	33%	67%		
	APP/DEPART	1	/	3	0	/	0	11	/	11	3	/	1	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	1	0	0	0	0	7	0	0	1	2	11	
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	33%	67%		
	PEAK HR FACTOR	0.250			0.000			0.583			0.375			0.688
	APP/DEPART	1	/	3	0	/	0	7	/	7	3	/	1	0

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

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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

I-15 NB Ramps

NORTH SIDE

Dale Evans

WEST SIDE

EAST SIDE

Dale Evans

SOUTH SIDE

I-15 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
I-15 NB Ramps
Dale Evans

PROJECT #:
LOCATION #:
CONTROL:

SC3699
2
STOP N

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 NB Ramps			I-15 NB Ramps			Dale Evans			Dale Evans			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	X	X	X	0	1	X	X	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	
	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	
	7:30 AM	0	0	0	0	0	0	0	2	0	0	0	3	
	7:45 AM	0	0	0	0	0	0	0	2	0	0	2	4	
	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	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	2	0	0	0	0	5	0	0	3	2	12
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	60%	40%	
	APP/DEPART	2	/	2	0	/	0	5	/	7	5	/	3	0
	BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	0	0	0	0	4	0	0	3	2	9	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	60%	40%		
PEAK HR FACTOR	0.000			0.000			0.500			0.625			0.563	
APP/DEPART	0	/	2	0	/	0	4	/	4	5	/	3	0	
PM	4:00 PM	0	0	0	0	0	0	0	2	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	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	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	0
	VOLUMES	0	1	0	0	0	0	0	2	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	0	/	0	2	/	2	0	/	0	0
	BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	0	0	2	0	0	0	0	2	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250	
APP/DEPART	0	/	0	0	/	0	2	/	2	0	/	0	0	

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

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	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:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
I-15 NB Ramps
Dale Evans

PROJECT #:
LOCATION #:
CONTROL:

SC3699
2
STOP N

CLASS 4:

4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 NB Ramps			I-15 NB Ramps			Dale Evans			Dale Evans			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	X	X	X	0	1	X	X	1	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

AM	7:00 AM	0	2	2	0	0	0	1	1	0	0	5	2	13
	7:15 AM	0	0	0	0	0	0	0	0	0	0	4	1	5
	7:30 AM	0	2	0	0	0	0	0	2	0	0	2	0	6
	7:45 AM	1	1	1	0	0	0	0	3	0	0	0	0	6
	8:00 AM	0	6	3	0	0	0	1	4	0	0	2	0	16
	8:15 AM	0	1	2	0	0	0	0	0	0	0	1	3	7
	8:30 AM	0	1	0	0	0	0	0	1	0	0	3	0	5
	8:45 AM	0	0	1	0	0	0	1	1	0	0	4	3	10
	VOLUMES	1	13	9	0	0	0	3	12	0	0	21	9	68
	APPROACH %	4%	57%	39%	0%	0%	0%	20%	80%	0%	0%	70%	30%	
PM	APP/DEPART	23	/	25	0	/	0	15	/	21	30	/	22	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	1	10	6	0	0	0	1	9	0	0	5	3	35
	APPROACH %	6%	59%	35%	0%	0%	0%	10%	90%	0%	0%	63%	38%	
	PEAK HR FACTOR	0.472			0.000			0.500			0.500			0.547
	APP/DEPART	17	/	14	0	/	0	10	/	15	8	/	6	0
	4:00 PM	0	1	2	0	0	0	0	2	0	0	0	1	6
	4:15 PM	1	0	0	0	0	0	0	4	0	0	0	1	6
	4:30 PM	1	1	0	0	0	0	0	2	0	0	0	3	7
	4:45 PM	0	1	2	0	0	0	0	1	0	0	2	2	8
	5:00 PM	1	0	2	0	0	0	0	2	0	0	1	0	6
	5:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	5:45 PM	0	1	2	0	0	0	0	1	0	0	1	0	5
	VOLUMES	3	4	8	0	0	0	0	16	0	0	5	7	43
	APPROACH %	20%	27%	53%	0%	0%	0%	0%	100%	0%	0%	42%	58%	
	APP/DEPART	15	/	11	0	/	0	16	/	24	12	/	8	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	2	3	4	0	0	0	0	9	0	0	2	7	27
	APPROACH %	22%	33%	44%	0%	0%	0%	0%	100%	0%	0%	22%	78%	
	PEAK HR FACTOR	0.750			0.000			0.563			0.563			0.844
	APP/DEPART	9	/	10	0	/	0	9	/	13	9	/	4	0

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

I-15 NB Ramps

NORTH SIDE

Dale Evans

WEST SIDE

SOUTH SIDE

I-15 NB Ramps

EAST SIDE

Dale Evans

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley I-15 NB Ramps Dale Evans	PROJECT #: LOCATION #: CONTROL:	SC3699 2 STOP N	
CLASS 5:	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼	◀ W E ▶
RV					

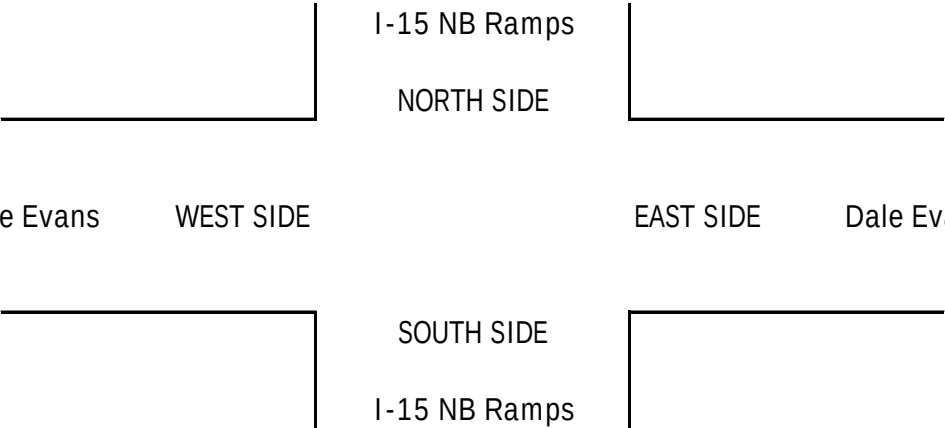
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 NB Ramps			I-15 NB Ramps			Dale Evans			Dale Evans			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	X	X	X	0	1	X	X	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

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	1	0	0	0	0	0	0	0	0	0	1
	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	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	7:30 AM											
PM	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	1	/	1	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%	
	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%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	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	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

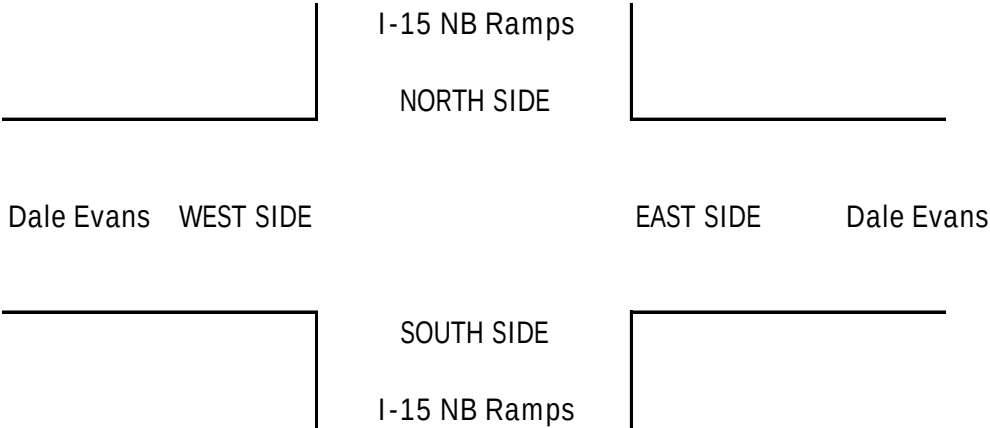
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley I-15 NB Ramps Dale Evans	PROJECT #: LOCATION #: CONTROL:	SC3699 2 STOP N		
CLASS 6:	NOTES:		AM		▲	
BUSES			PM		N	
			MD	◀ W	E ▶	
			OTHER		S	
			OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 NB Ramps			I-15 NB Ramps			Dale Evans			Dale Evans			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	X	X	X	0	1	X	X	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

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	1	0	0	0	1	0	0	0	0	2
	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	1	0	0	0	1	0	0	0	0	2
	APPROACH %	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	1	/	0	0	/	0	1	/	2	0	/	0
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	0	1	0	0	0	0	1	0	0	0	2
PM	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.250			0.000		
	APP/DEPART	1	/	0	0	/	0	1	/	2	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%	
	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%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Oct 19, 22

LOCATION: Apple Valley
NORTH & SOUTH: Quarry
EAST & WEST: I-15 SB Ramps

PROJECT #: SC3699
LOCATION #: 3
CONTROL: STOP W

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

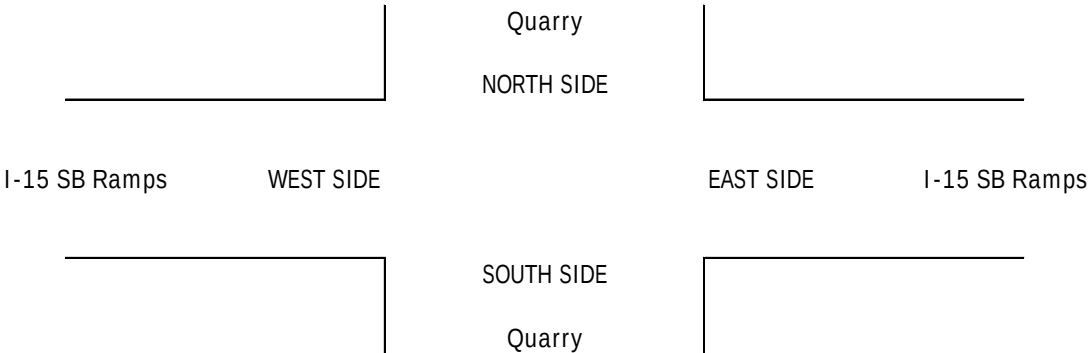
☒ Add U-Turns to Left Turns

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

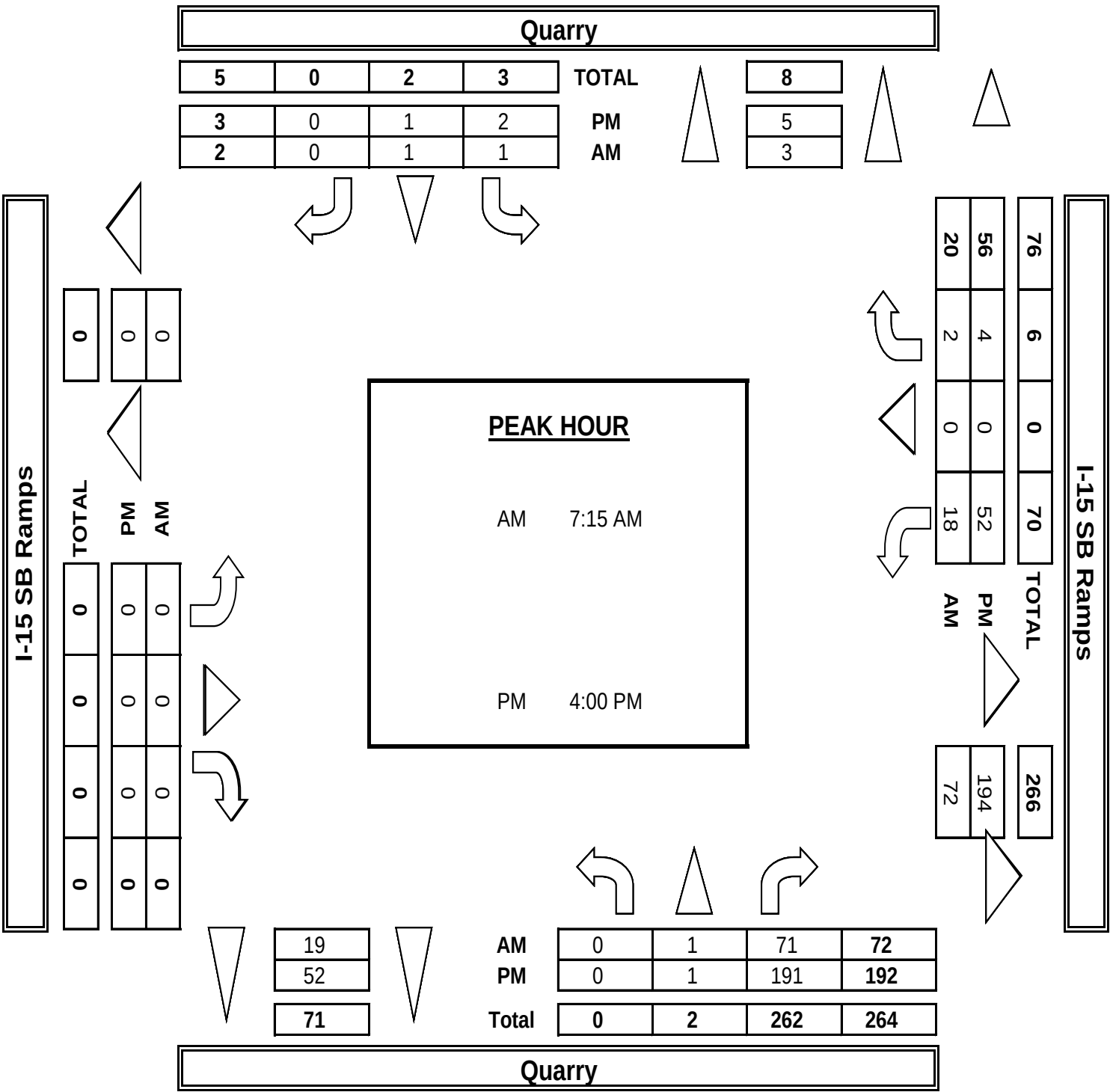
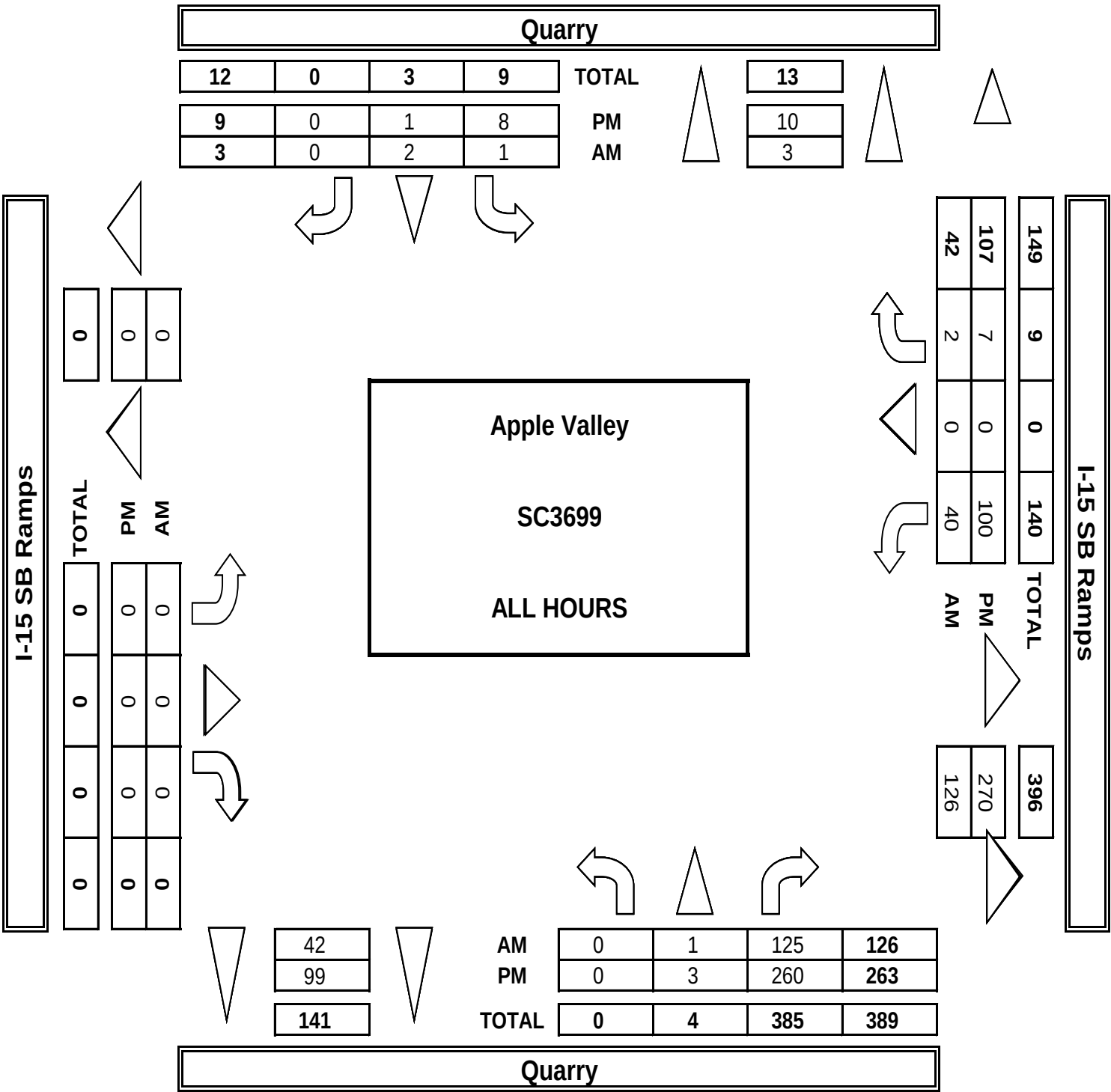
U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

AM	7:00 AM	0	0	10	0	0	0	0	0	0	3	0	0	13
	7:15 AM	0	0	18	0	1	0	0	0	0	4	0	0	23
	7:30 AM	0	0	13	0	0	0	0	0	0	5	0	0	18
	7:45 AM	0	0	25	0	0	0	0	0	0	6	0	0	31
	8:00 AM	0	0	17	1	0	0	0	0	0	3	0	1	22
	8:15 AM	0	0	14	0	1	0	0	0	0	7	0	1	23
	8:30 AM	0	1	15	0	0	0	0	0	0	2	0	0	18
	8:45 AM	0	0	13	0	0	0	0	0	0	10	0	0	23
	VOLUMES	0	1	125	1	2	0	0	0	0	40	0	2	171
	APPROACH %	0%	1%	99%	33%	67%	0%	0%	0%	0%	95%	0%	5%	
	APP/DEPART	126	/	3	3	/	42	0	/	126	42	/	0	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	0	1	71	1	1	0	0	0	0	18	0	2	94
	APPROACH %	0%	1%	99%	50%	50%	0%	0%	0%	0%	90%	0%	10%	
	PEAK HR FACTOR	0.720			0.500			0.000			0.625			0.758
	APP/DEPART	72	/	3	2	/	19	0	/	72	20	/	0	0
	4:00 PM	0	0	93	0	1	0	0	0	0	12	0	0	106
	4:15 PM	0	0	32	0	0	0	0	0	0	17	0	0	49
	4:30 PM	0	1	32	0	0	0	0	0	0	15	0	1	49
	4:45 PM	0	0	34	2	0	0	0	0	0	8	0	3	47
	5:00 PM	0	1	18	3	0	0	0	0	0	9	0	3	34
	5:15 PM	0	0	22	0	0	0	0	0	0	19	0	0	41
	5:30 PM	0	1	19	0	0	0	0	0	0	12	0	0	32
	5:45 PM	0	0	10	3	0	0	0	0	0	8	0	0	21
	VOLUMES	0	3	260	8	1	0	0	0	0	100	0	7	379
	APPROACH %	0%	1%	99%	89%	11%	0%	0%	0%	0%	93%	0%	7%	
	APP/DEPART	263	/	10	9	/	99	0	/	270	107	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	1	191	2	1	0	0	0	0	52	0	4	251
	APPROACH %	0%	1%	99%	67%	33%	0%	0%	0%	0%	93%	0%	7%	
	PEAK HR FACTOR	0.516			0.375			0.000			0.824			0.592
	APP/DEPART	192	/	5	3	/	52	0	/	194	56	/	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	2	2



AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

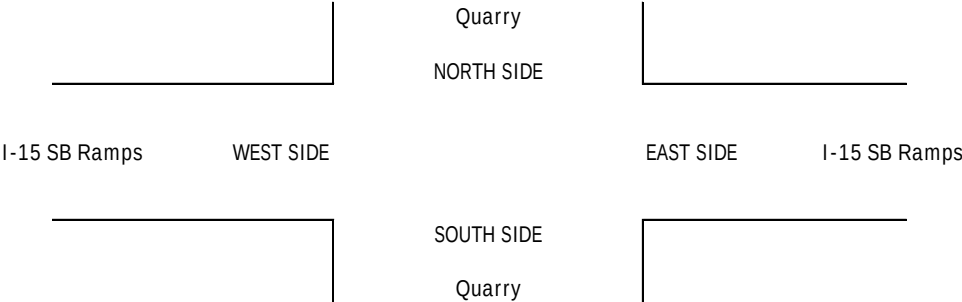
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Quarry I-15 SB Ramps	PROJECT #: LOCATION #: CONTROL:	SC3699 3 STOP W

PCE Adjusted	NOTES:								AM	◀ W	▲ N	
	Class	1	2	3	4	5	6		PM			
	Factor	1	1.5	2	3	2	2		MD			
									OTHER		S	
									OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Quarry			Quarry			I-15 SB Ramps			I-15 SB Ramps				NB	SB	EB	WB	TTL
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL					

AM	7:00 AM	0	0	16	0	0	0	0	0	0	5	0	0	21					0
	7:15 AM	0	0	27	0	2	0	0	0	0	4	0	0	33					0
	7:30 AM	0	0	27	0	0	0	0	0	0	6	0	0	33					0
	7:45 AM	0	0	50	0	0	0	0	0	0	6	0	0	56					0
	8:00 AM	0	0	35	1	0	0	0	0	0	3	0	1	40					0
	8:15 AM	0	0	25	0	1	0	0	0	0	7	0	1	34					0
	8:30 AM	0	1	29	0	0	0	0	0	0	2	0	0	32					0
	8:45 AM	0	0	19	0	0	0	0	0	0	11	0	0	30					0
	VOLUMES	0	1	226	1	3	0	0	0	0	43	0	2	276	0	0	0	0	0
	APPROACH %	0%	0%	100%	25%	75%	0%	0%	0%	0%	96%	0%	4%						
	APP/DEPART	227	/	3	4	/	46	0	/	227	45	/	0	0					
	BEGIN PEAK HR	7:15 AM																	
PM	VOLUMES	0	0	138	1	2	0	0	0	0	19	0	1	161					
	APPROACH %	0%	0%	100%	33%	67%	0%	0%	0%	0%	95%	0%	5%						
	PEAK HR FACTOR	0.697			0.375			0.000			0.813			0.723					
	APP/DEPART	138	/	1	3	/	21	0	/	139	20	/	0	0					
	4:00 PM	0	0	100	0	1	0	0	0	0	15	0	0	116					0
	4:15 PM	0	0	39	0	0	0	0	0	0	19	0	0	57					0
	4:30 PM	0	1	37	0	0	0	0	0	0	15	0	1	54					0
	4:45 PM	0	0	39	3	0	0	0	0	0	8	0	4	53					0
	5:00 PM	0	1	27	3	0	0	0	0	0	9	0	3	43					0
	5:15 PM	0	0	29	0	0	0	0	0	0	19	0	0	48					0
	5:30 PM	0	1	26	0	0	0	0	0	0	12	0	0	39					0
	5:45 PM	0	0	15	3	0	0	0	0	0	10	0	0	28					0
	VOLUMES	0	3	310	9	1	0	0	0	0	107	0	8	437	0	0	0	0	0
	APPROACH %	0%	1%	99%	89%	11%	0%	0%	0%	0%	93%	0%	7%						
	APP/DEPART	313	/	11	10	/	108	0	/	319	114	/	0	0					
	BEGIN PEAK HR	4:00 PM																	
	VOLUMES	0	1	214	3	1	0	0	0	0	57	0	5	280					
	APPROACH %	0%	0%	100%	71%	29%	0%	0%	0%	0%	93%	0%	7%						
	PEAK HR FACTOR	0.538			0.350			0.000			0.824			0.602					
	APP/DEPART	215	/	6	4	/	58	0	/	217	61	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

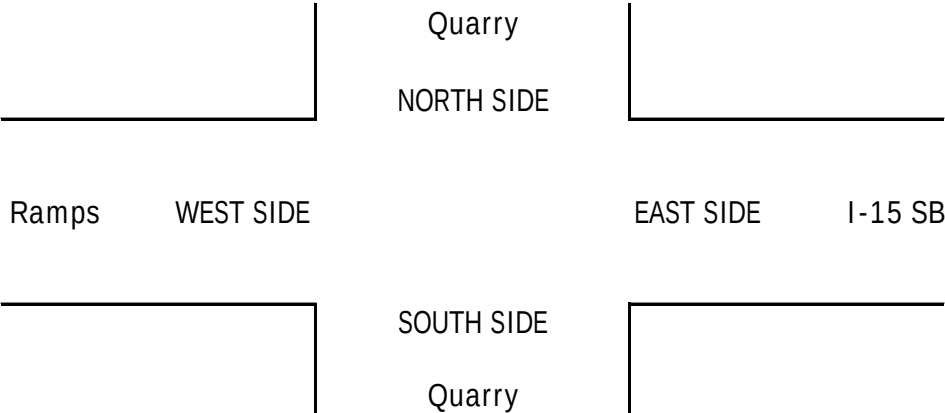
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Quarry I-15 SB Ramps	PROJECT #: LOCATION #: CONTROL:	SC3699 3 STOP W
CLASS 1: PASSENGER VEHICLES	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Quarry			Quarry			I-15 SB Ramps			I-15 SB Ramps				NB	SB	EB	WB	TTL
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL					

AM	7:00 AM	0	0	7	0	0	0	0	0	0	2	0	0	9
	7:15 AM	0	0	13	0	0	0	0	0	0	4	0	0	17
	7:30 AM	0	0	6	0	0	0	0	0	0	4	0	0	10
	7:45 AM	0	0	12	0	0	0	0	0	0	6	0	0	18
	8:00 AM	0	0	7	1	0	0	0	0	0	3	0	1	12
	8:15 AM	0	0	8	0	1	0	0	0	0	7	0	1	17
	8:30 AM	0	1	6	0	0	0	0	0	0	2	0	0	9
	8:45 AM	0	0	8	0	0	0	0	0	0	9	0	0	17
	VOLUMES	0	1	67	1	1	0	0	0	0	37	0	2	109
	APPROACH %	0%	1%	99%	50%	50%	0%	0%	0%	0%	95%	0%	5%	
	APP/DEPART	68	/	3	2	/	38	0	/	68	39	/	0	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	0	0	38	1	0	0	0	0	0	17	0	1	57
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	94%	0%	6%	
	PEAK HR FACTOR	0.731			0.250			0.000			0.750			0.792
	APP/DEPART	38	/	1	1	/	17	0	/	39	18	/	0	0
	4:00 PM	0	0	88	0	1	0	0	0	0	9	0	0	98
	4:15 PM	0	0	28	0	0	0	0	0	0	15	0	0	43
	4:30 PM	0	1	28	0	0	0	0	0	0	15	0	1	45
	4:45 PM	0	0	31	1	0	0	0	0	0	8	0	2	42
	5:00 PM	0	1	13	3	0	0	0	0	0	9	0	3	29
	5:15 PM	0	0	18	0	0	0	0	0	0	19	0	0	37
	5:30 PM	0	1	15	0	0	0	0	0	0	12	0	0	28
	5:45 PM	0	0	7	3	0	0	0	0	0	7	0	0	17
	VOLUMES	0	3	228	7	1	0	0	0	0	94	0	6	339
	APPROACH %	0%	1%	99%	88%	13%	0%	0%	0%	0%	94%	0%	6%	
	APP/DEPART	231	/	9	8	/	95	0	/	235	100	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	1	175	1	1	0	0	0	0	47	0	3	228
	APPROACH %	0%	1%	99%	50%	50%	0%	0%	0%	0%	94%	0%	6%	
	PEAK HR FACTOR	0.500			0.500			0.000			0.781			0.582
	APP/DEPART	176	/	4	2	/	48	0	/	176	50	/	0	0

0	0	0	0	0
0	0	0	0	0
0	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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Quarry I-15 SB Ramps	PROJECT #: LOCATION #: CONTROL:	SC3699 3 STOP W
CLASS 2:	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶
2-AXLE				
WORK				
VEHICLES/ TRUCKS				

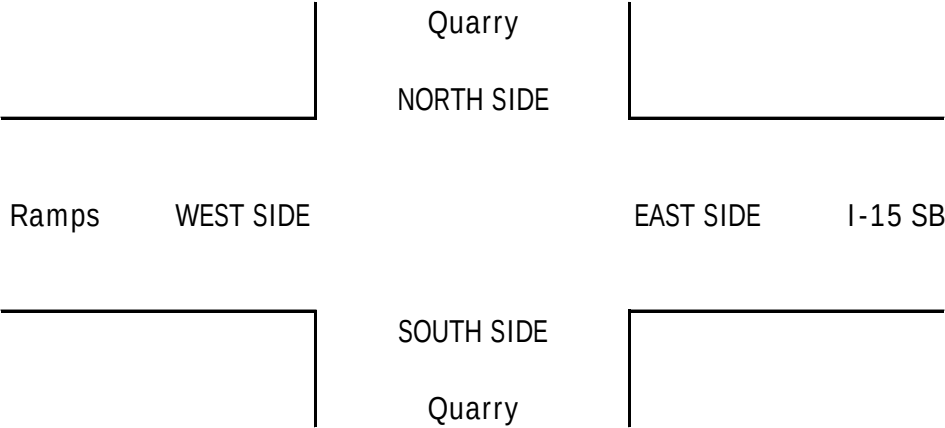
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Quarry			Quarry			I-15 SB Ramps			I-15 SB Ramps			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

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	1	0	0	1
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	1	0	0	0	0	0	0	0	0	1
	8:30 AM	0	0	3	0	0	0	0	0	0	0	0	3
	8:45 AM	0	0	2	0	0	0	0	0	1	0	0	3
	VOLUMES	0	0	8	0	0	0	0	0	2	0	0	10
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	8	/	0	0	/	2	0	/	8	2	/	0
	BEGIN PEAK HR	7:15 AM											
PM	VOLUMES	0	0	2	0	0	0	0	0	1	0	0	3
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.500			0.000			0.000			0.250		
	APP/DEPART	2	/	0	0	/	1	0	/	2	1	/	0
	4:00 PM	0	0	2	0	0	0	0	0	2	0	0	4
	4:15 PM	0	0	1	0	0	0	0	0	1	0	0	2
	4:30 PM	0	0	2	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	1	1	0	0	0	0	0	0	1	3
	5:00 PM	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	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	0	0	0	0	0	1
	VOLUMES	0	0	8	1	0	0	0	0	3	0	1	13
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	75%	0%	25%	
	APP/DEPART	8	/	1	1	/	3	0	/	9	4	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	6	1	0	0	0	0	3	0	1	11
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	75%	0%	25%	
	PEAK HR FACTOR	0.750			0.250			0.000			0.500		
	APP/DEPART	6	/	1	1	/	3	0	/	7	4	/	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Quarry
I-15 SB Ramps

PROJECT #:
LOCATION #:
CONTROL:

SC3699
3
STOP W

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

▲
N
◀ W
S
▼

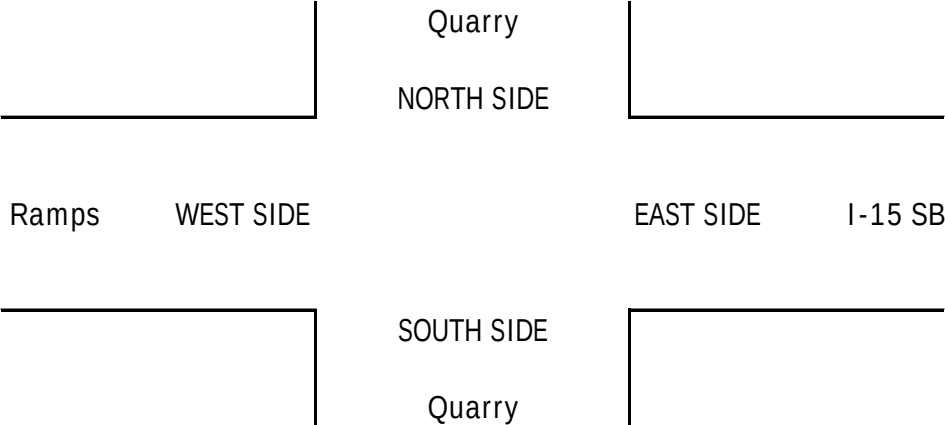
E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Quarry			Quarry			I-15 SB Ramps			I-15 SB Ramps				NB	SB	EB	WB	TTL
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						

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	1	0	1	0	0	0	0	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	1	0	0	0	0	0	0	0	0	1	
	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	1	0	0	0	0	0	0	0	0	1	
	VOLUMES	0	0	3	0	1	0	0	0	0	0	0	4	
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%		
	APP/DEPART	3	/	0	1	/	1	0	/	3	0	/	0	
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	0	0	2	0	1	0	0	0	0	0	0	3	
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%		
	PEAK HR FACTOR	0.500			0.250			0.000			0.000			0.375
	APP/DEPART	2	/	0	1	/	1	0	/	2	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	1	0	0	0	0	0	0	0	0	1	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	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	
	VOLUMES	0	0	2	0	0	0	0	0	0	0	0	2	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%		
	APP/DEPART	2	/	0	0	/	0	0	/	2	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%		
	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	

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

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	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:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Quarry
I-15 SB Ramps

PROJECT #:
LOCATION #:
CONTROL:

SC3699
3
STOP W

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

◀ W

▲
N

S
▼

E ▶

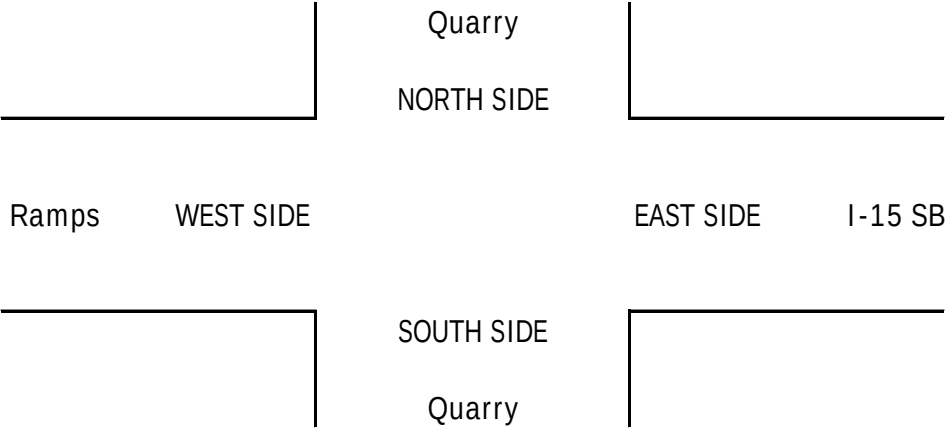
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Quarry			Quarry			I-15 SB Ramps			I-15 SB Ramps			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	0	1	X	X	X	X	0	X	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	3	0	0	0	0	0	0	1	0	0	4
	7:15 AM	0	0	4	0	0	0	0	0	0	0	0	0	4
	7:30 AM	0	0	7	0	0	0	0	0	0	0	0	0	7
	7:45 AM	0	0	12	0	0	0	0	0	0	0	0	0	12
	8:00 AM	0	0	8	0	0	0	0	0	0	0	0	0	8
	8:15 AM	0	0	5	0	0	0	0	0	0	0	0	0	5
	8:30 AM	0	0	6	0	0	0	0	0	0	0	0	0	6
	8:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
	VOLUMES	0	0	47	0	0	0	0	0	0	1	0	0	48
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	47	/	0	0	/	1	0	/	47	1	/	0	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	0	0	31	0	0	0	0	0	0	0	0	0	31
PM	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.646			0.000			0.000			0.000			0.646
	APP/DEPART	31	/	0	0	/	0	0	/	31	0	/	0	0
	4:00 PM	0	0	3	0	0	0	0	0	0	1	0	0	4
	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	2	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	4
	5:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	3
	5:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	3
	5:45 PM	0	0	2	0	0	0	0	0	0	1	0	0	3
	VOLUMES	0	0	22	0	0	0	0	0	0	2	0	0	24
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	22	/	0	0	/	1	0	/	23	2	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	10	0	0	0	0	0	0	1	0	0	11
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.833			0.000			0.000			0.250			0.688
	APP/DEPART	10	/	0	0	/	1	0	/	10	1	/	0	0

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

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Quarry I-15 SB Ramps	PROJECT #: LOCATION #: CONTROL:	SC3699 3 STOP W	
CLASS 5:	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼	◀ W E ▶
RV					

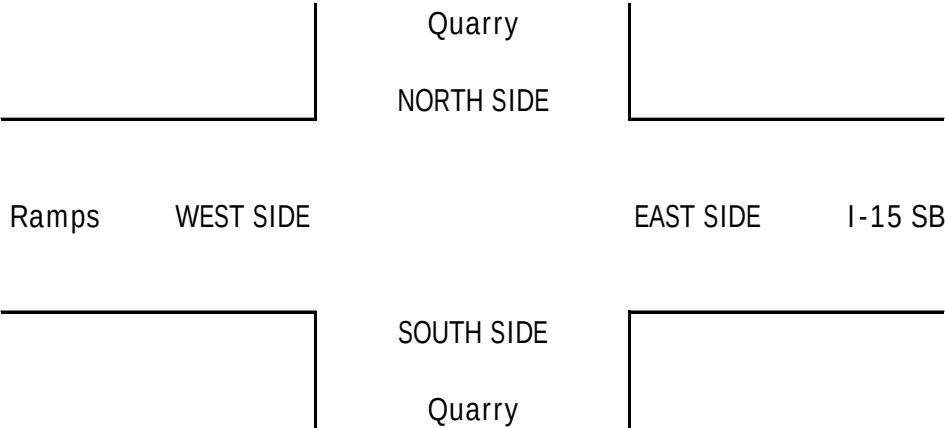
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Quarry			Quarry			I-15 SB Ramps			I-15 SB Ramps			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

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%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	7:15 AM											
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%	
	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	1	0	0	1
	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	1	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	1	1	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.250		
	APP/DEPART	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	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

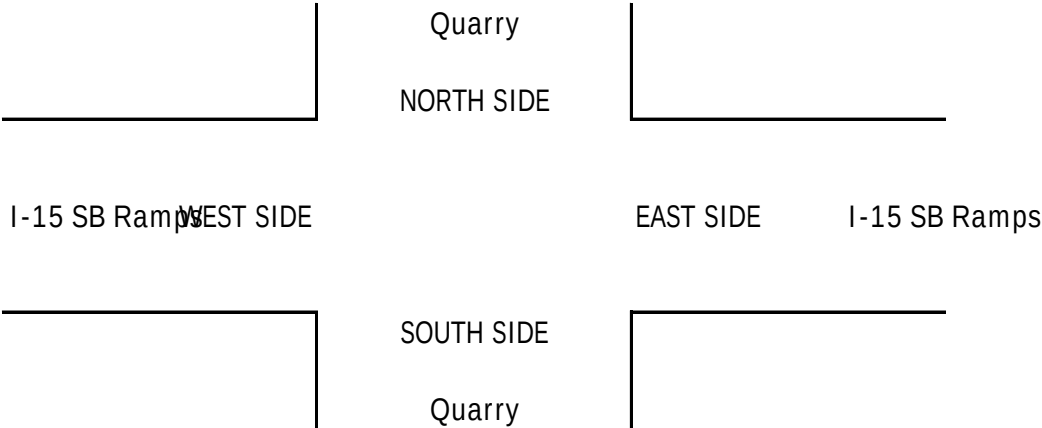
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Quarry I-15 SB Ramps	PROJECT #: LOCATION #: CONTROL:	SC3699 3 STOP W		
CLASS 6:	NOTES:		AM		▲	
BUSES			PM		N	
			MD	◀ W	E ▶	
			OTHER		S	
			OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Quarry			Quarry			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	

U-TURNS				
NB	SB	EB	WB	TTL

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%	
	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
PM	APPROACH %	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%	
	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%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Oct 19, 22

LOCATION: Apple Valley
NORTH & SOUTH: Quarry
EAST & WEST: Stoddard Wells

PROJECT #: SC3699
LOCATION #: 4
CONTROL: STOP S

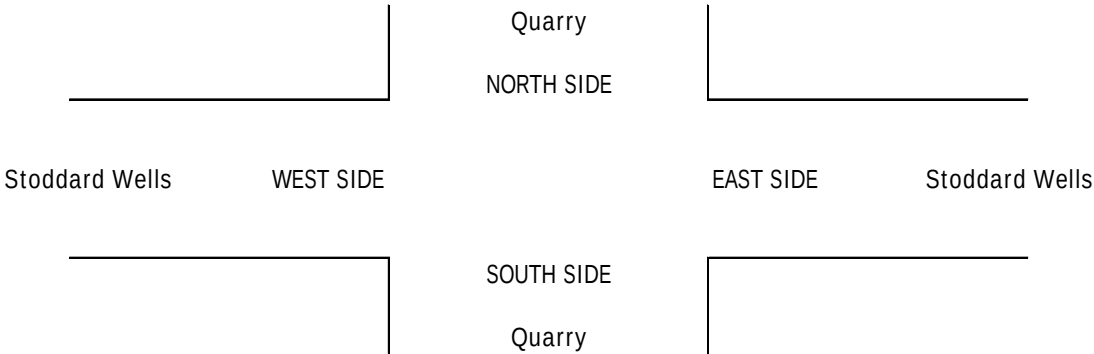
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☒ Add U-Turns to Left Turns

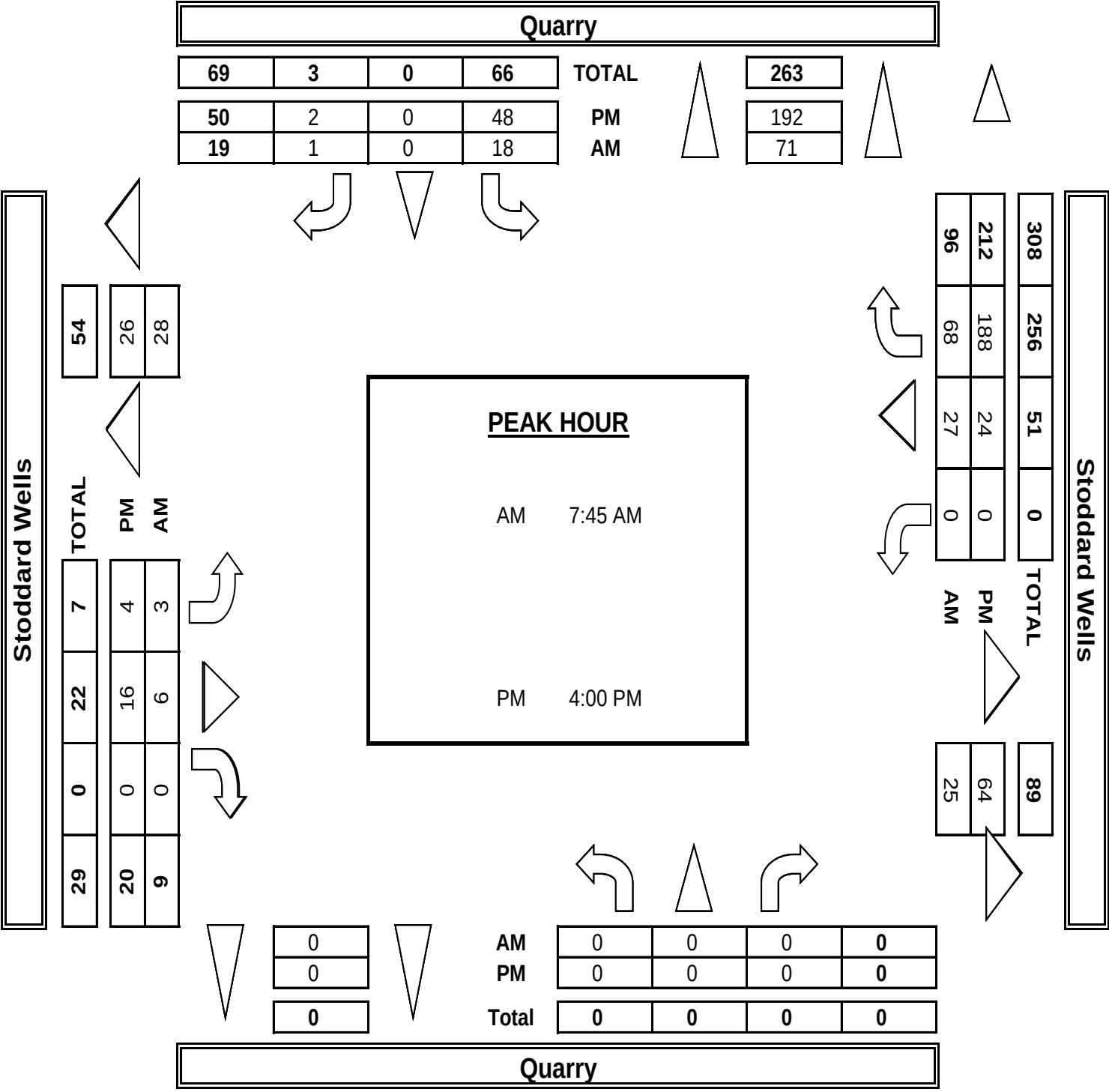
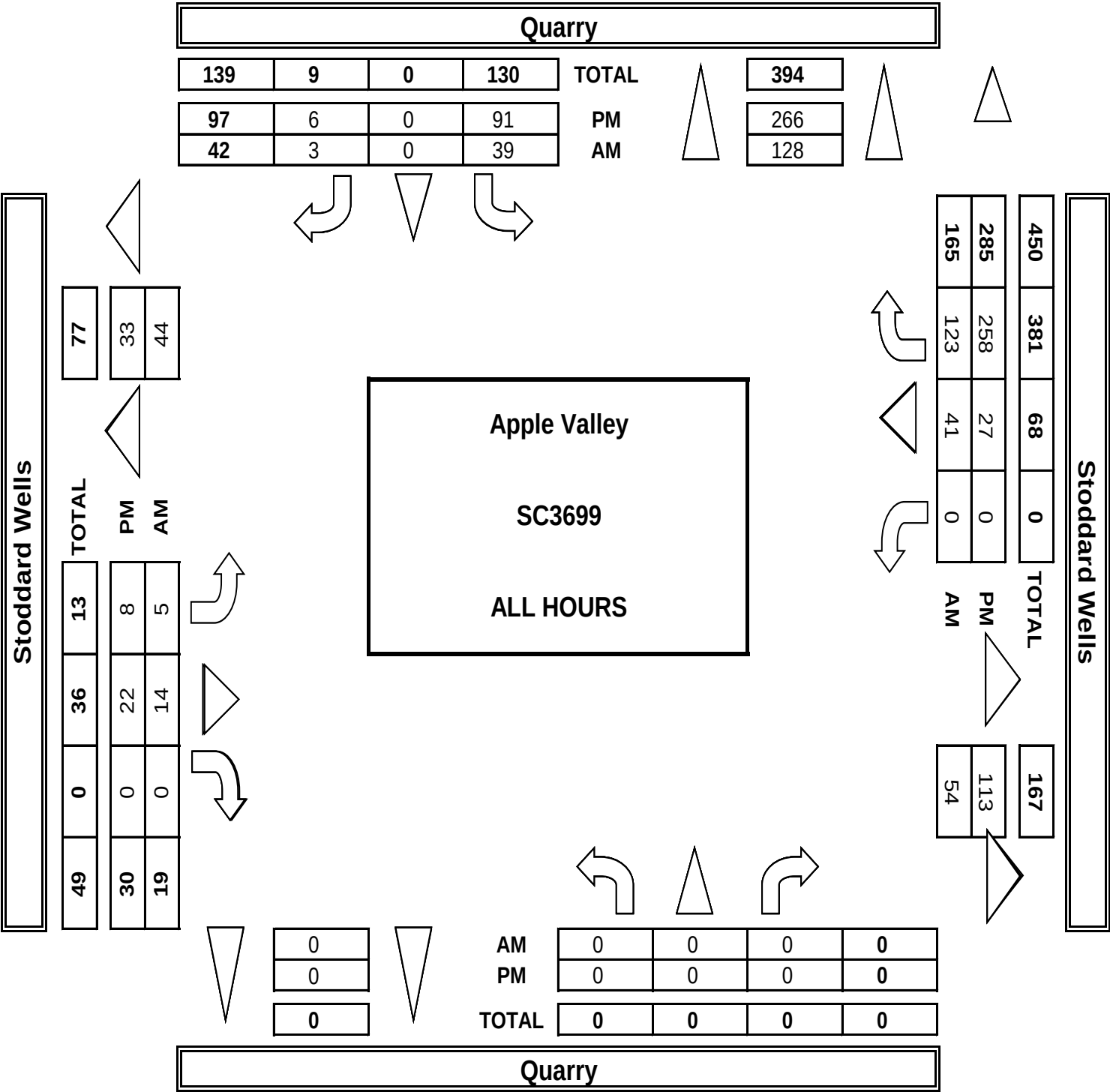
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Quarry			Quarry			Stoddard Wells			Stoddard Wells				NB	SB	EB	WB	TTL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	0	0	0	0	

AM	7:00 AM	0	0	0	2	0	0	0	2	0	0	4	11	19
	7:15 AM	0	0	0	4	0	1	0	3	0	0	2	19	29
	7:30 AM	0	0	0	5	0	0	0	0	0	0	4	12	21
	7:45 AM	0	0	0	6	0	0	0	1	0	0	12	23	42
	8:00 AM	0	0	0	3	0	0	0	2	0	0	6	17	28
	8:15 AM	0	0	0	8	0	0	1	2	0	0	4	14	29
	8:30 AM	0	0	0	1	0	1	2	1	0	0	5	14	24
	8:45 AM	0	0	0	10	0	1	2	3	0	0	4	13	33
	VOLUMES	0	0	0	39	0	3	5	14	0	0	41	123	226
	APPROACH %	0%	0%	0%	93%	0%	7%	26%	74%	0%	0%	25%	75%	
	APP/DEPART	0	/	128	42	/	0	19	/	54	165	/	44	0
	BEGIN PEAK HR	7:45 AM												
PM	VOLUMES	0	0	0	18	0	1	3	6	0	0	27	68	124
	APPROACH %	0%	0%	0%	95%	0%	5%	33%	67%	0%	0%	28%	71%	
	PEAK HR FACTOR	0.000			0.594			0.750			0.686			0.738
	APP/DEPART	0	/	71	19	/	0	9	/	25	96	/	28	0
	4:00 PM	0	0	0	9	0	2	2	5	0	0	3	99	120
	4:15 PM	0	0	0	14	0	0	0	1	0	0	11	26	52
	4:30 PM	0	0	0	16	0	0	0	8	0	0	7	33	64
	4:45 PM	0	0	0	9	0	0	2	2	0	0	3	30	46
	5:00 PM	0	0	0	9	0	0	2	5	0	0	1	17	34
	5:15 PM	0	0	0	15	0	3	2	0	0	0	0	22	42
	5:30 PM	0	0	0	12	0	0	0	0	0	0	0	20	32
	5:45 PM	0	0	0	7	0	1	0	1	0	0	2	11	22
	VOLUMES	0	0	0	91	0	6	8	22	0	0	27	258	412
	APPROACH %	0%	0%	0%	94%	0%	6%	27%	73%	0%	0%	9%	91%	
	APP/DEPART	0	/	266	97	/	0	30	/	113	285	/	33	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	48	0	2	4	16	0	0	24	188	282
	APPROACH %	0%	0%	0%	96%	0%	4%	20%	80%	0%	0%	11%	89%	
	PEAK HR FACTOR	0.000			0.781			0.625			0.520			0.588
	APP/DEPART	0	/	192	50	/	0	20	/	64	212	/	26	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

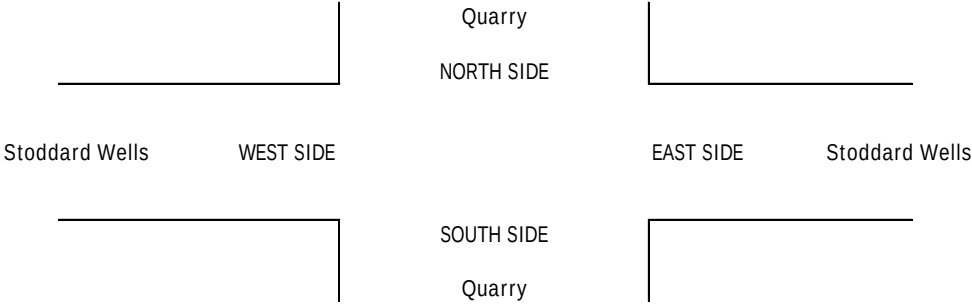
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Quarry Stoddard Wells	PROJECT #: LOCATION #: CONTROL:	SC3699 4 STOP S

	NOTES:								AM		▲	
PCE	Class	1	2	3	4	5	6		PM		N	
Adjusted	Factor	1	1.5	2	3	2	2		MD	◀ W		E ▶
									OTHER		S	
									OTHER		▼	

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

AM	7:00 AM	0	0	0	4	0	0	0	4	0	0	4	17	29
	7:15 AM	0	0	0	4	0	2	0	3	0	0	5	30	44
	7:30 AM	0	0	0	5	0	0	0	0	0	0	5	26	36
	7:45 AM	0	0	0	6	0	0	0	1	0	0	17	46	70
	8:00 AM	0	0	0	3	0	0	0	3	0	0	13	35	53
	8:15 AM	0	0	0	8	0	0	1	3	0	0	6	24	42
	8:30 AM	0	0	0	1	0	1	4	2	0	0	8	28	43
	8:45 AM	0	0	0	11	0	2	3	4	0	0	7	18	43
	VOLUMES	0	0	0	42	0	5	7	19	0	0	65	222	359
	APPROACH %	0%	0%	0%	90%	0%	10%	27%	73%	0%	0%	23%	77%	
	APP/DEPART	0	/	229	46	/	0	26	/	61	287	/	69	0
	BEGIN PEAK HR	7:45 AM												
PM	VOLUMES	0	0	0	18	0	1	5	8	0	0	44	132	207
	APPROACH %	0%	0%	0%	95%	0%	5%	36%	64%	0%	0%	25%	75%	
	PEAK HR FACTOR	0.000			0.594			0.625			0.702			0.745
	APP/DEPART	0	/	136	19	/	0	13	/	26	176	/	45	0
	4:00 PM	0	0	0	10	0	4	2	5	0	0	6	109	135
	4:15 PM	0	0	0	15	0	0	0	1	0	0	22	31	68
	4:30 PM	0	0	0	16	0	0	0	11	0	0	11	38	75
	4:45 PM	0	0	0	9	0	0	2	2	0	0	7	35	55
	5:00 PM	0	0	0	9	0	0	2	6	0	0	1	26	44
	5:15 PM	0	0	0	15	0	3	4	0	0	0	0	30	52
	5:30 PM	0	0	0	12	0	0	0	0	0	0	0	25	37
	5:45 PM	0	0	0	7	0	1	0	1	0	0	2	15	26
	VOLUMES	0	0	0	93	0	8	10	26	0	0	48	306	490
	APPROACH %	0%	0%	0%	92%	0%	8%	28%	72%	0%	0%	14%	86%	
	APP/DEPART	0	/	316	101	/	0	36	/	118	354	/	56	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	50	0	4	4	19	0	0	45	211	332
	APPROACH %	0%	0%	0%	93%	0%	7%	18%	82%	0%	0%	18%	82%	
	PEAK HR FACTOR	0.000			0.836			0.536			0.559			0.615
	APP/DEPART	0	/	215	54	/	0	23	/	68	256	/	49	0

					0
					0
					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:

10/19/22

WEDNESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

Apple Valley

Quarry

Stoddard Wells

PROJECT #:

LOCATION #:

CONTROL:

SC3699

4

STOP S

CLASS 1:

PASSENGER VEHICLES

NOTES:

AM

PM

MD

OTHER

OTHER

◀ W

▲ N

S

▼

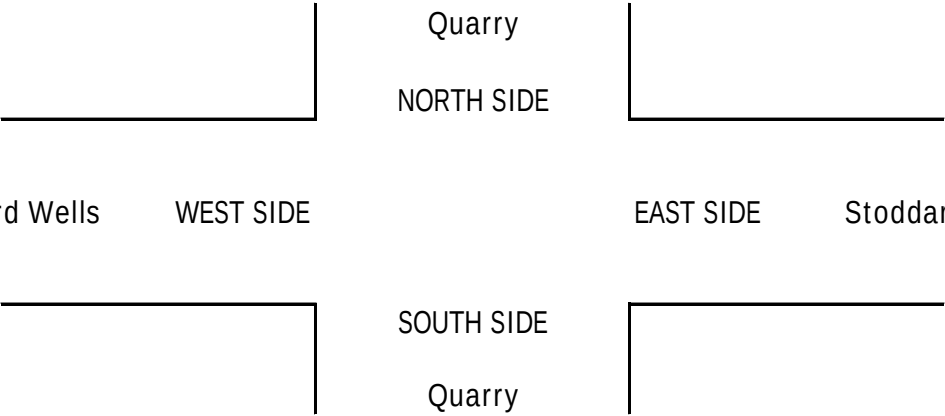
E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Quarry			Quarry			Stoddard Wells			Stoddard Wells				NB	SB	EB	WB	TTL
LANES:	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						

AM	7:00 AM	0	0	0	1	0	0	0	1	0	0	4	8	14
	7:15 AM	0	0	0	4	0	0	0	3	0	0	0	13	20
	7:30 AM	0	0	0	5	0	0	0	0	0	0	3	5	13
	7:45 AM	0	0	0	6	0	0	0	1	0	0	9	11	27
	8:00 AM	0	0	0	3	0	0	0	1	0	0	2	7	13
	8:15 AM	0	0	0	8	0	0	1	1	0	0	2	9	21
	8:30 AM	0	0	0	1	0	1	0	0	0	0	2	5	9
	8:45 AM	0	0	0	9	0	0	1	2	0	0	2	10	24
	VOLUMES	0	0	0	37	0	1	2	9	0	0	24	68	142
	APPROACH %	0%	0%	0%	97%	0%	3%	18%	82%	0%	0%	26%	73%	
PM	APP/DEPART	0	/	70	38	/	0	11	/	47	93	/	25	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	0	0	0	18	0	1	1	3	0	0	15	32	71
	APPROACH %	0%	0%	0%	95%	0%	5%	25%	75%	0%	0%	31%	67%	
	PEAK HR FACTOR	0.000			0.594			0.500			0.600			0.657
	APP/DEPART	0	/	33	19	/	0	4	/	22	48	/	16	0
	4:00 PM	0	0	0	8	0	1	2	5	0	0	1	92	109
	4:15 PM	0	0	0	12	0	0	0	1	0	0	4	23	40
	4:30 PM	0	0	0	16	0	0	0	6	0	0	3	30	55
	4:45 PM	0	0	0	9	0	0	2	2	0	0	1	27	41
	5:00 PM	0	0	0	9	0	0	2	4	0	0	1	12	28
	5:15 PM	0	0	0	15	0	3	1	0	0	0	0	17	36
	5:30 PM	0	0	0	12	0	0	0	0	0	0	0	17	29
	5:45 PM	0	0	0	7	0	1	0	1	0	0	2	9	20
	VOLUMES	0	0	0	88	0	5	7	19	0	0	12	227	358
	APPROACH %	0%	0%	0%	95%	0%	5%	27%	73%	0%	0%	5%	95%	
	APP/DEPART	0	/	234	93	/	0	26	/	107	239	/	17	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	45	0	1	4	14	0	0	9	172	245
	APPROACH %	0%	0%	0%	98%	0%	2%	22%	78%	0%	0%	5%	95%	
	PEAK HR FACTOR	0.000			0.719			0.643			0.487			0.562
	APP/DEPART	0	/	176	46	/	0	18	/	59	181	/	10	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
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	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: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Quarry Stoddard Wells	PROJECT #: LOCATION #: CONTROL:	SC3699 4 STOP S	
CLASS 2:	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼	◀ W E ▶
2-AXLE					
WORK					
VEHICLES/ TRUCKS					

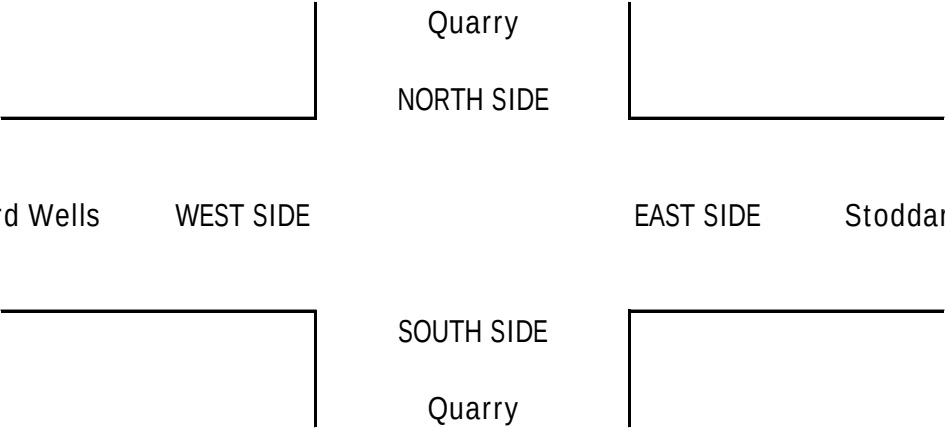
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Quarry			Quarry			Stoddard Wells			Stoddard Wells			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	0	X	0	0	1	X	X	1	1	

U-TURNS				
NB	SB	EB	WB	TTL

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	1	0	1	
	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	1	1	
	8:00 AM	0	0	0	0	0	0	0	1	0	0	1	2	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	1	1	0	0	2	3	7
	8:45 AM	0	0	0	1	0	1	1	0	0	0	0	1	4
	VOLUMES	0	0	0	1	0	1	2	2	0	0	3	6	15
	APPROACH %	0%	0%	0%	50%	0%	50%	50%	50%	0%	0%	33%	67%	
	APP/DEPART	0	/	8	2	/	0	4	/	3	9	/	4	0
	BEGIN PEAK HR	7:45 AM												
VOLUMES	0	0	0	0	0	0	1	2	0	0	2	5	10	
APPROACH %	0%	0%	0%	0%	0%	0%	33%	67%	0%	0%	29%	71%		
PEAK HR FACTOR	0.000			0.000			0.375			0.350			0.357	
APP/DEPART	0	/	6	0	/	0	3	/	2	7	/	2	0	
PM	4:00 PM	0	0	0	1	0	0	0	0	0	0	3	4	
	4:15 PM	0	0	0	2	0	0	0	0	0	1	1	4	
	4:30 PM	0	0	0	0	0	0	0	1	0	0	1	3	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	
	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	1	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	3	0	0	0	1	0	0	2	8	14
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	20%	80%	
	APP/DEPART	0	/	8	3	/	0	1	/	4	10	/	2	0
	BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	3	0	0	0	1	0	0	2	6	12	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	25%	75%		
PEAK HR FACTOR	0.000			0.375			0.250			0.667			0.750	
APP/DEPART	0	/	6	3	/	0	1	/	4	8	/	2	0	

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

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



INTERSECTION TURNING MOVEMENT COUNTS

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

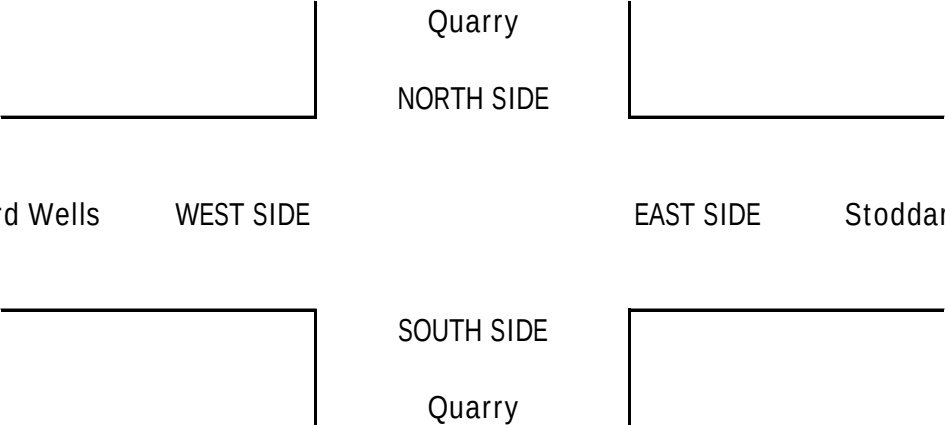
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Quarry Stoddard Wells	PROJECT #: LOCATION #: CONTROL:	SC3699 4 STOP S
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Quarry			Quarry			Stoddard Wells			Stoddard Wells				NB	SB	EB	WB	TTL
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 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	1	0	0	0	0	0	1	2
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
	8:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	2
	8:15 AM	0	0	0	0	0	0	1	0	0	2	0	3	3
	8:30 AM	0	0	0	0	0	1	0	0	0	0	0	1	1
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	2
	VOLUMES	0	0	0	0	0	1	2	0	0	6	2	12	
	APPROACH %	0%	0%	0%	0%	0%	100%	33%	67%	0%	0%	75%	25%	
	APP/DEPART	0	/	3	1	/	0	3	/	2	8	/	7	0
	BEGIN PEAK HR	7:45 AM												
PM	VOLUMES	0	0	0	0	0	0	1	1	0	0	4	1	7
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	80%	20%	
	PEAK HR FACTOR	0.000			0.000			0.500			0.625			0.583
	APP/DEPART	0	/	2	0	/	0	2	/	1	5	/	4	0
	4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	
	4:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	1	0	0	0	1	2	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	
	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	1	0	0	6	2	9	
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	75%	25%		
	APP/DEPART	0	/	2	0	/	0	1	/	1	8	/	6	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	0	0	0	0	0	0	6	0	6	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%		
	PEAK HR FACTOR	0.000			0.000			0.000			0.500			0.500
	APP/DEPART	0	/	0	0	/	0	0	/	0	6	/	6	0

0	0	0	0	0
0	0	0	0	0
0	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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Quarry
Stoddard Wells

PROJECT #:
LOCATION #:
CONTROL:

SC3699
4
STOP S

CLASS 4:

4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

◀ W

▲
N

S
▼

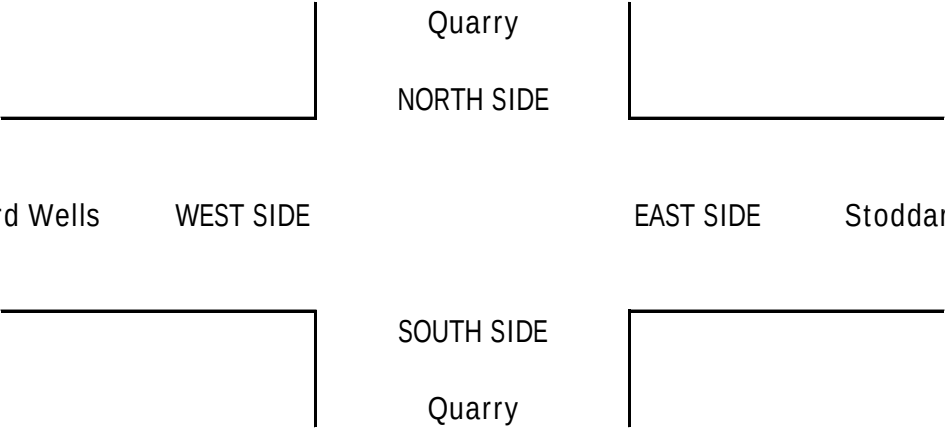
E ▶

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

AM	7:00 AM	0	0	0	1	0	0	0	1	0	0	0	3	5
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	5	6
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	7
	7:45 AM	0	0	0	0	0	0	0	0	0	0	2	11	13
	8:00 AM	0	0	0	0	0	0	0	0	0	0	3	8	11
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	5
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	6	7
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	2	3
	VOLUMES	0	0	0	1	0	0	0	1	0	0	8	47	57
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	15%	85%	
	APP/DEPART	0	/	47	1	/	0	1	/	2	55	/	8	0
	BEGIN PEAK HR	7:45 AM												
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	6	30	36
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	83%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.692			0.692
	APP/DEPART	0	/	30	0	/	0	0	/	0	36	/	6	0
	4:00 PM	0	0	0	0	0	1	0	0	0	0	1	4	6
	4:15 PM	0	0	0	0	0	0	0	0	0	0	4	2	6
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	2	3
	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	4	4
	5:15 PM	0	0	0	0	0	0	1	0	0	0	0	3	4
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
	VOLUMES	0	0	0	0	0	1	1	1	0	0	7	21	31
	APPROACH %	0%	0%	0%	0%	0%	100%	50%	50%	0%	0%	25%	75%	
	APP/DEPART	0	/	22	1	/	0	2	/	1	28	/	8	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	0	0	1	0	1	0	0	7	10	19
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	41%	59%	
	PEAK HR FACTOR	0.000			0.250			0.250			0.708			0.792
	APP/DEPART	0	/	10	1	/	0	1	/	1	17	/	8	0

0	0	0	0	0
0	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

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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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INTERSECTION TURNING MOVEMENT COUNTS

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

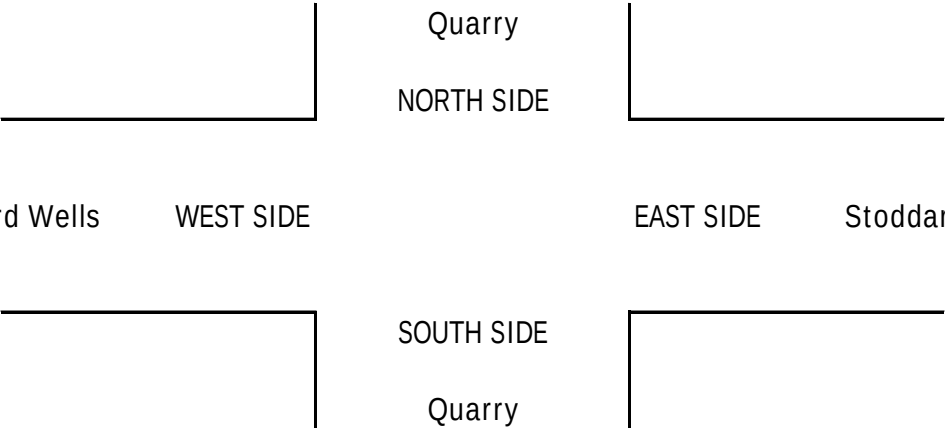
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Quarry Stoddard Wells	PROJECT #: LOCATION #: CONTROL:	SC3699 4 STOP S	
CLASS 5:	NOTES:	AM PM MD OTHER OTHER		▲ N	
RV			◀ W	S	E ▶
				▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Quarry			Quarry			Stoddard Wells			Stoddard Wells				NB	SB	EB	WB	TTL
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 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%		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
	BEGIN PEAK HR	7:45 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%		
PM	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	
	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%		
	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	
	APPROACH %	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

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



INTERSECTION TURNING MOVEMENT COUNTS

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

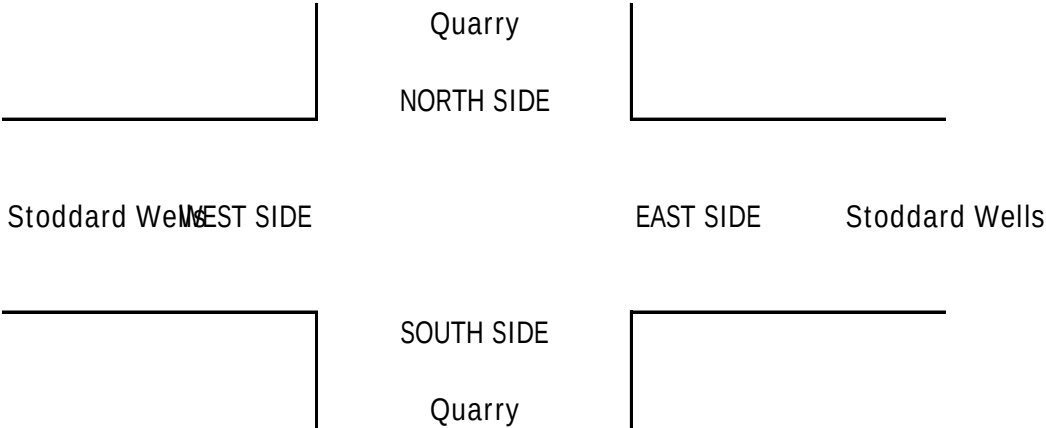
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Quarry Stoddard Wells	PROJECT #: LOCATION #: CONTROL:	SC3699 4 STOP S		
CLASS 6:	NOTES:		AM		▲	
BUSES			PM		N	
			MD	◀ W	E ▶	
			OTHER		S	
			OTHER		▼	

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

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

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%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	7:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
PM	APPROACH %	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%	
	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%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Oct 19, 22

LOCATION: Apple Valley
NORTH & SOUTH: I-15 NB Ramps
EAST & WEST: Stoddard Wells

PROJECT #: SC3699
LOCATION #: 5
CONTROL: STOP N/S

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

☒ Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Outer			I-15 NB Ramps			Stoddard Wells			Stoddard Wells			
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	

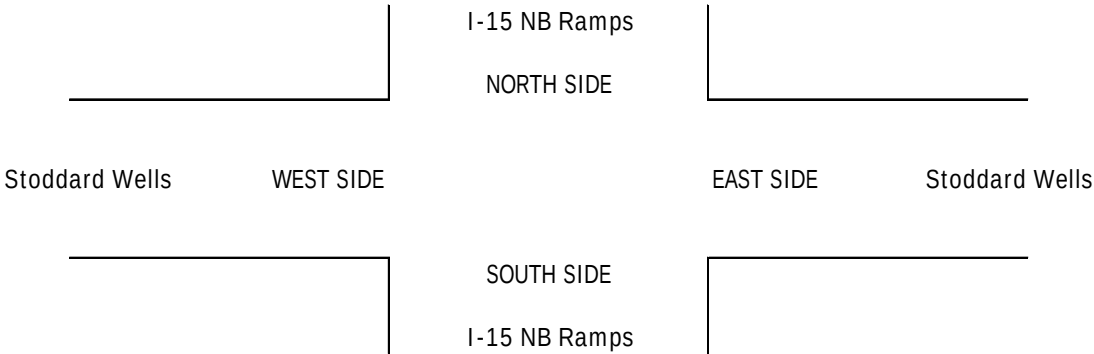
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	0	5	0	20	1	6	0	2	2	0	10	0	46
	7:15 AM	0	11	2	25	1	1	2	1	4	2	20	0	69
	7:30 AM	0	10	0	25	0	3	0	0	3	0	13	0	54
	7:45 AM	4	7	1	27	2	13	1	0	8	3	20	0	86
	8:00 AM	0	9	4	22	3	7	2	3	1	1	16	2	70
	8:15 AM	2	6	2	22	0	4	0	1	9	0	13	2	61
	8:30 AM	1	4	1	7	1	4	1	0	1	2	15	0	37
	8:45 AM	0	0	1	16	0	5	1	3	8	1	12	1	48
	VOLUMES	7	52	11	164	8	43	7	10	36	9	119	5	471
	APPROACH %	10%	74%	16%	76%	4%	20%	13%	19%	68%	7%	89%	4%	
	APP/DEPART	70	/	65	215	/	53	53	/	184	133	/	169	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	4	37	7	99	6	24	5	4	16	6	69	2	279
	APPROACH %	8%	77%	15%	77%	5%	19%	20%	16%	64%	8%	90%	3%	
	PEAK HR FACTOR	0.923			0.768			0.694			0.837			0.811
	APP/DEPART	48	/	45	129	/	28	25	/	109	77	/	97	0

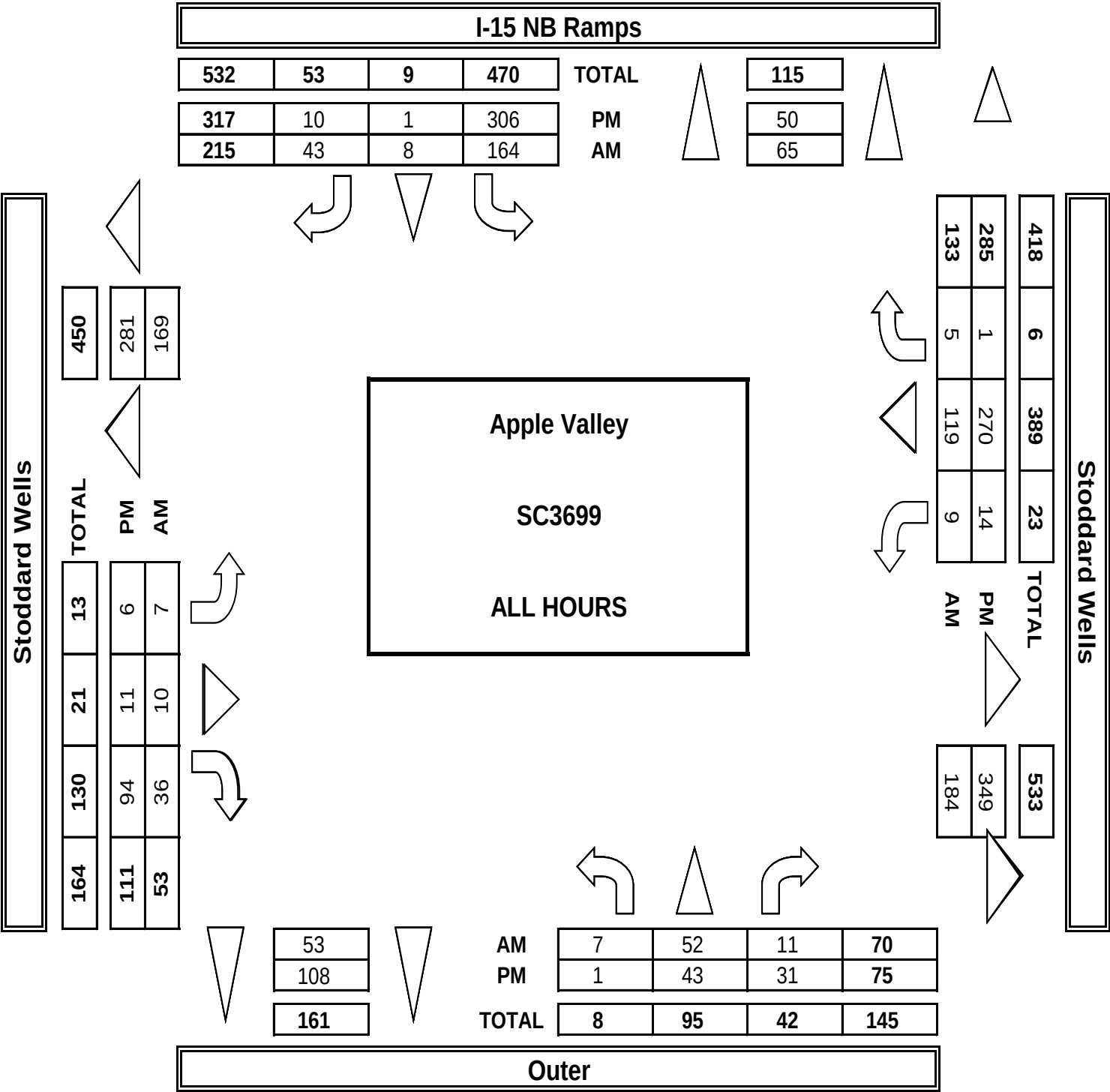
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1

PM	4:00 PM	0	7	10	71	0	0	0	2	11	3	95	0	199
	4:15 PM	0	6	8	75	0	4	0	2	13	4	36	0	148
	4:30 PM	1	4	0	32	0	2	2	4	18	3	37	0	103
	4:45 PM	0	5	3	29	0	2	1	2	7	1	31	0	81
	5:00 PM	0	5	4	21	0	1	2	1	12	0	18	0	64
	5:15 PM	0	5	2	34	1	0	0	0	15	1	20	1	79
	5:30 PM	0	6	1	26	0	1	0	0	12	2	19	0	67
	5:45 PM	0	5	3	18	0	0	1	0	6	0	14	0	47
	VOLUMES	1	43	31	306	1	10	6	11	94	14	270	1	788
	APPROACH %	1%	57%	41%	97%	0%	3%	5%	10%	85%	5%	95%	0%	
	APP/DEPART	75	/	50	317	/	108	111	/	349	285	/	281	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	22	21	207	0	8	3	10	49	11	199	0	531
	APPROACH %	2%	50%	48%	96%	0%	4%	5%	16%	79%	5%	95%	0%	
	PEAK HR FACTOR	0.647			0.680			0.646			0.536			0.667
	APP/DEPART	44	/	25	215	/	59	62	/	239	210	/	208	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
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0	0	0	1	1



AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

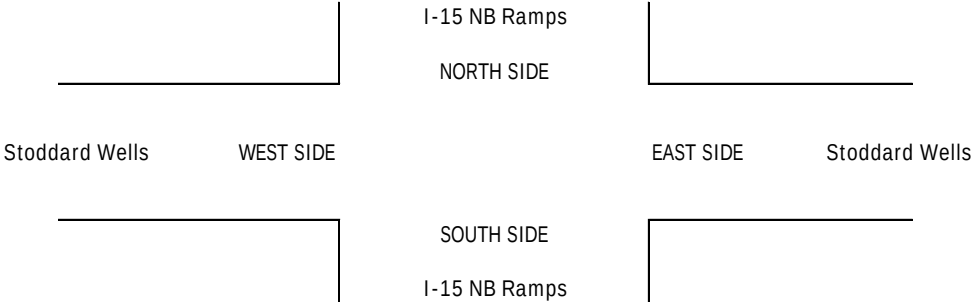
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley I-15 NB Ramps Stoddard Wells	PROJECT #: LOCATION #: CONTROL:	SC3699 5 STOP N/S

PCE Adjusted	NOTES:								AM	◀ W ▲ N S ▼ E ▶	
	Class	1	2	3	4	5	6		PM		
	Factor	1	1.5	2	3	2	2		MD		
									OTHER		
									OTHER		

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	I-15 NB Ramps			I-15 NB Ramps			Stoddard Wells			Stoddard Wells				NB	SB	EB	WB	TTL
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL					

AM	7:00 AM	0	5	0	34	1	6	0	4	2	0	16	0	68					0
	7:15 AM	0	13	4	35	3	2	2	1	4	3	31	0	97					0
	7:30 AM	0	10	0	41	0	3	0	0	3	0	29	0	86					0
	7:45 AM	4	7	1	39	2	22	3	0	8	5	43	0	133					0
	8:00 AM	0	10	5	36	5	14	2	4	1	3	33	4	114					0
	8:15 AM	4	7	3	42	0	6	0	2	10	0	23	2	98					0
	8:30 AM	2	4	1	14	3	6	1	0	1	2	28	0	61					0
	8:45 AM	0	0	1	29	0	6	1	5	8	1	18	1	69					0
	VOLUMES	10	56	15	267	14	63	9	15	37	14	219	7	723	0	0	0	0	0
	APPROACH %	12%	70%	18%	78%	4%	18%	15%	25%	60%	6%	91%	3%						
APP/DEPART	80	/	72	344	/	64	61	/	297	240	/	292	0						
BEGIN PEAK HR	7:15 AM																		
VOLUMES	4	40	10	149	10	40	7	5	16	11	135	4	429						
APPROACH %	8%	75%	18%	75%	5%	20%	25%	16%	58%	7%	90%	3%							
PEAK HR FACTOR	0.779			0.800			0.625			0.787			0.808						
APP/DEPART	53	/	51	199	/	36	28	/	163	150	/	179	0						
PM	4:00 PM	0	7	12	75	0	0	0	3	12	3	108	0	219					0
	4:15 PM	0	6	8	81	0	7	0	2	14	4	44	0	165					0
	4:30 PM	2	4	0	34	0	2	2	7	18	3	49	0	120					0
	4:45 PM	0	5	3	31	0	5	1	2	7	1	36	0	91					0
	5:00 PM	0	6	4	26	0	1	2	2	12	0	27	0	79					0
	5:15 PM	0	6	2	44	1	0	0	0	15	1	28	1	98					0
	5:30 PM	0	6	1	32	0	1	0	0	12	2	24	0	77					0
	5:45 PM	0	5	6	28	0	0	1	0	6	0	18	0	63					0
	VOLUMES	2	45	35	349	1	16	6	15	95	14	333	1	911	0	0	0	0	0
	APPROACH %	2%	55%	43%	95%	0%	4%	5%	13%	82%	4%	96%	0%						
	APP/DEPART	82	/	52	366	/	110	116	/	399	348	/	350	0					
	BEGIN PEAK HR	4:00 PM																	
	VOLUMES	2	22	23	221	0	14	3	13	50	11	237	0	594					
	APPROACH %	4%	47%	48%	94%	0%	6%	5%	20%	76%	4%	96%	0%						
PEAK HR FACTOR	0.628			0.669			0.623			0.557			0.680						
APP/DEPART	47	/	25	234	/	61	66	/	256	248	/	252	0						



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
I-15 NB Ramps
Stoddard Wells

PROJECT #:
LOCATION #:
CONTROL:

SC3699
5
STOP N/S

CLASS 1:
PASSENGER
VEHICLES

NOTES:

AM
PM
MD
OTHER
OTHER

◀ W

▲
N

S
▼

E ▶

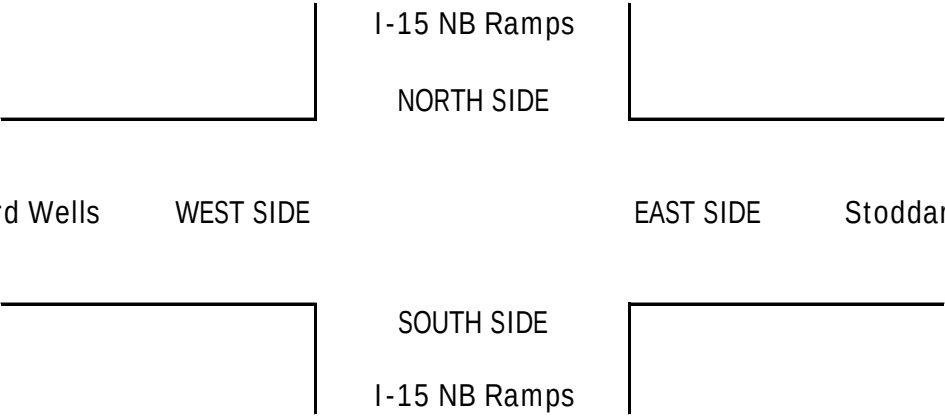
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 NB Ramps			I-15 NB Ramps			Stoddard Wells			Stoddard Wells			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	5	0	11	1	6	0	1	2	0	7	0	33
	7:15 AM	0	10	1	17	0	0	2	1	4	1	14	0	50
	7:30 AM	0	10	0	16	0	3	0	0	3	0	5	0	37
	7:45 AM	4	7	1	20	2	8	0	0	8	2	8	0	60
	8:00 AM	0	8	3	12	1	3	2	2	1	0	6	1	39
	8:15 AM	1	4	1	8	0	2	0	0	8	0	7	2	33
	8:30 AM	0	4	1	2	0	3	1	0	1	2	8	0	22
	8:45 AM	0	0	1	9	0	4	1	1	8	1	8	1	34
	VOLUMES	5	48	8	95	4	29	6	5	35	6	63	4	308
	APPROACH %	8%	79%	13%	74%	3%	23%	13%	11%	76%	8%	86%	5%	
	APP/DEPART	61	/	58	128	/	45	46	/	108	73	/	97	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	4	35	5	65	3	14	4	3	16	3	33	1	186
	APPROACH %	9%	80%	11%	79%	4%	17%	17%	13%	70%	8%	89%	3%	
	PEAK HR FACTOR	0.917			0.683			0.719			0.617			0.775
	APP/DEPART	44	/	40	82	/	22	23	/	73	37	/	51	0
	4:00 PM	0	7	8	69	0	0	0	1	10	3	87	0	185
	4:15 PM	0	6	8	71	0	2	0	2	12	4	30	0	135
	4:30 PM	0	4	0	30	0	2	2	2	18	3	29	0	90
	4:45 PM	0	5	3	28	0	0	1	2	7	1	27	0	74
	5:00 PM	0	4	4	18	0	1	2	0	12	0	13	0	54
	5:15 PM	0	4	2	29	1	0	0	0	15	1	15	1	68
	5:30 PM	0	6	1	22	0	1	0	0	12	2	16	0	60
	5:45 PM	0	5	1	12	0	0	1	0	6	0	12	0	37
	VOLUMES	0	41	27	279	1	6	6	7	92	14	229	1	703
	APPROACH %	0%	60%	40%	98%	0%	2%	6%	7%	88%	6%	94%	0%	
	APP/DEPART	68	/	48	286	/	106	105	/	314	244	/	235	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	22	19	198	0	4	3	7	47	10	173	0	484
	APPROACH %	0%	54%	46%	98%	0%	2%	5%	12%	82%	5%	94%	0%	
	PEAK HR FACTOR	0.683			0.692			0.648			0.511			0.654
	APP/DEPART	41	/	25	202	/	57	57	/	225	184	/	177	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley I-15 NB Ramps Stoddard Wells	PROJECT #: LOCATION #: CONTROL:	SC3699 5 STOP N/S	
CLASS 2:	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼	◀ W E ▶
2-AXLE					
WORK					
VEHICLES/ TRUCKS					

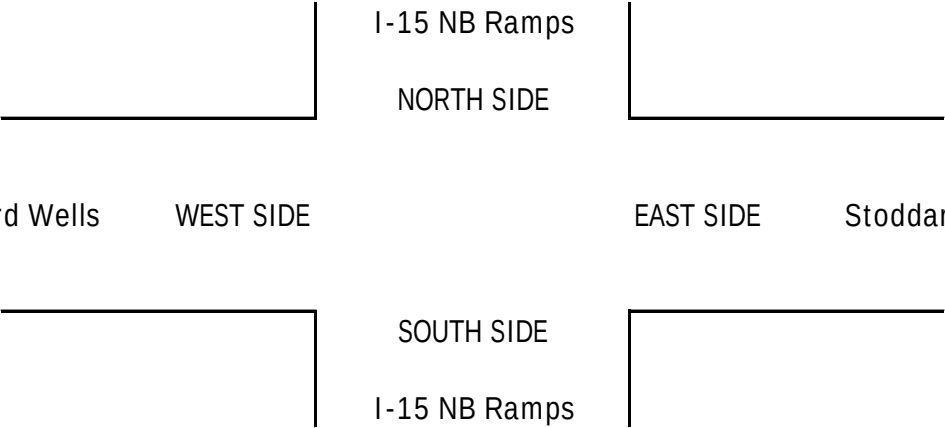
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 NB Ramps			I-15 NB Ramps			Stoddard Wells			Stoddard Wells			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	
	7:15 AM	0	0	0	3	0	1	0	0	0	1	0	5	
	7:30 AM	0	0	0	1	0	0	0	0	0	0	0	1	
	7:45 AM	0	0	0	1	0	1	0	0	0	0	1	0	3
	8:00 AM	0	1	1	1	1	0	0	1	0	0	1	0	6
	8:15 AM	0	2	0	5	0	1	0	0	1	0	0	0	9
	8:30 AM	1	0	0	2	0	0	0	0	0	0	1	0	4
	8:45 AM	0	0	0	0	0	1	0	1	0	0	1	0	3
	VOLUMES	1	3	1	14	1	4	0	2	1	1	4	0	32
	APPROACH %	20%	60%	20%	74%	5%	21%	0%	67%	33%	20%	80%	0%	
	APP/DEPART	5	/	4	19	/	3	3	/	16	5	/	9	0
	BEGIN PEAK HR	7:15 AM												
VOLUMES	0	1	1	5	1	2	0	1	0	1	2	0	15	
APPROACH %	0%	50%	50%	56%	11%	22%	0%	100%	0%	33%	67%	0%		
PEAK HR FACTOR	0.250			0.563			0.250			0.750			0.625	
APP/DEPART	2	/	2	9	/	2	1	/	7	3	/	4	0	
PM	4:00 PM	0	0	1	0	0	0	0	1	1	0	2	0	5
	4:15 PM	0	0	0	0	0	1	0	0	1	0	2	0	4
	4:30 PM	0	0	0	1	0	0	0	1	0	0	1	0	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
	5:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	2
	VOLUMES	0	1	2	4	0	1	0	2	2	0	9	0	21
	APPROACH %	0%	33%	67%	80%	0%	20%	0%	50%	50%	0%	100%	0%	
	APP/DEPART	3	/	1	5	/	2	4	/	8	9	/	10	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	1	1	0	1	0	2	2	0	7	0	14
	APPROACH %	0%	0%	100%	50%	0%	50%	0%	50%	50%	0%	100%	0%	
PEAK HR FACTOR	0.250			0.500			0.500			0.875			0.700	
APP/DEPART	1	/	0	2	/	2	4	/	4	7	/	8	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
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
0	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

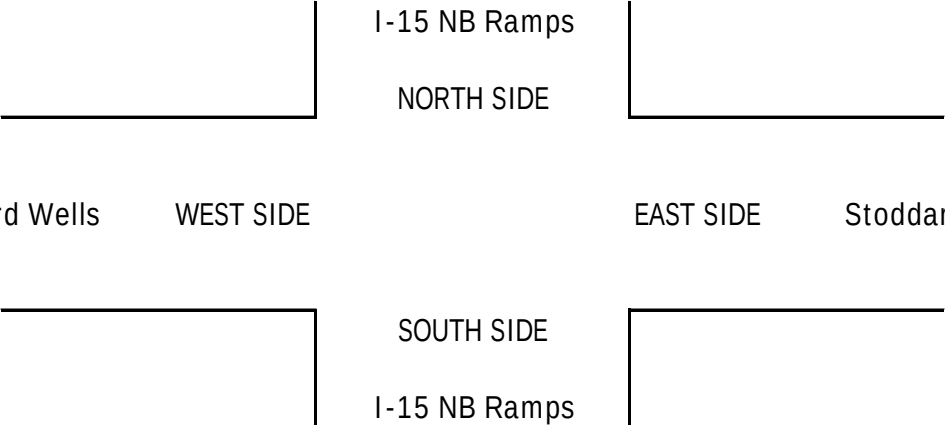
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley I-15 NB Ramps Stoddard Wells	PROJECT #: LOCATION #: CONTROL:	SC3699 5 STOP N/S
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	I-15 NB Ramps			I-15 NB Ramps			Stoddard Wells			Stoddard Wells				NB	SB	EB	WB	TTL
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL					

AM	7:00 AM	0	0	0	3	0	0	0	0	0	0	0	3	
	7:15 AM	0	0	0	2	0	0	0	0	0	1	0	3	
	7:30 AM	0	0	0	1	0	0	0	0	0	0	0	1	
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	
	8:00 AM	0	0	0	5	0	1	0	0	0	2	0	8	
	8:15 AM	0	0	1	1	0	1	0	1	0	2	0	6	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	1	0	0	0	1	0	1	0	3	
	VOLUMES	0	0	1	14	0	2	0	2	0	0	6	0	25
	APPROACH %	0%	0%	100%	88%	0%	13%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	1	/	0	16	/	0	2	/	17	6	/	8	0
	BEGIN PEAK HR	7:15 AM												
VOLUMES	0	0	0	9	0	1	0	0	0	0	3	0	13	
APPROACH %	0%	0%	0%	90%	0%	10%	0%	0%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.417			0.000			0.375			0.406	
APP/DEPART	0	/	0	10	/	0	0	/	9	3	/	4	0	
PM	4:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	
	4:15 PM	0	0	0	2	0	0	0	0	0	1	0	3	
	4:30 PM	1	0	0	1	0	0	0	0	0	3	0	5	
	4:45 PM	0	0	0	0	0	1	0	0	0	0	0	1	
	5:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	
	5:15 PM	0	1	0	0	0	0	0	0	0	1	0	2	
	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	
	VOLUMES	1	1	1	5	0	1	0	1	0	0	6	0	16
	APPROACH %	33%	33%	33%	83%	0%	17%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	3	/	1	6	/	0	1	/	7	6	/	8	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	0	1	3	0	1	0	0	0	0	4	0	10
	APPROACH %	50%	0%	50%	75%	0%	25%	0%	0%	0%	0%	100%	0%	
PEAK HR FACTOR	0.500			0.500			0.000			0.333			0.500	
APP/DEPART	2	/	0	4	/	0	0	/	4	4	/	6	0	

0	0	0	0	0
0	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

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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
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:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
I-15 NB Ramps
Stoddard Wells

PROJECT #:
LOCATION #:
CONTROL:

SC3699
5
STOP N/S

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

▲
N
◀ W
S
▼

E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	I-15 NB Ramps			I-15 NB Ramps			Stoddard Wells			Stoddard Wells				NB	SB	EB	WB	TTL
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL					

AM	7:00 AM	0	0	0	5	0	0	0	1	0	0	3	0	9
	7:15 AM	0	1	1	3	1	0	0	0	0	0	5	0	11
	7:30 AM	0	0	0	7	0	0	0	0	0	0	8	0	15
	7:45 AM	0	0	0	5	0	4	1	0	0	1	11	0	22
	8:00 AM	0	0	0	4	0	3	0	0	0	1	7	1	16
	8:15 AM	1	0	0	8	0	0	0	0	0	0	4	0	13
	8:30 AM	0	0	0	3	1	1	0	0	0	0	6	0	11
	8:45 AM	0	0	0	6	0	0	0	0	0	0	2	0	8
	VOLUMES	1	1	1	41	2	8	1	1	0	2	46	1	105
	APPROACH %	33%	33%	33%	80%	4%	16%	50%	50%	0%	4%	94%	2%	
	APP/DEPART	3	/	3	51	/	4	2	/	43	49	/	55	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	0	1	1	19	1	7	1	0	0	2	31	1	64
	APPROACH %	0%	50%	50%	70%	4%	26%	100%	0%	0%	6%	91%	3%	
	PEAK HR FACTOR	0.250			0.750			0.250			0.708			0.727
	APP/DEPART	2	/	3	27	/	3	1	/	20	34	/	38	0
	4:00 PM	0	0	0	2	0	0	0	0	0	0	6	0	8
	4:15 PM	0	0	0	2	0	1	0	0	0	0	3	0	6
	4:30 PM	0	0	0	0	0	0	0	1	0	0	4	0	5
	4:45 PM	0	0	0	1	0	1	0	0	0	0	2	0	4
	5:00 PM	0	0	0	2	0	0	0	0	0	0	4	0	6
	5:15 PM	0	0	0	5	0	0	0	0	0	0	3	0	8
	5:30 PM	0	0	0	2	0	0	0	0	0	0	2	0	4
	5:45 PM	0	0	1	4	0	0	0	0	0	0	2	0	7
	VOLUMES	0	0	1	18	0	2	0	1	0	0	26	0	48
	APPROACH %	0%	0%	100%	90%	0%	10%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	1	/	0	20	/	0	1	/	20	26	/	28	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	5	0	2	0	1	0	0	15	0	23
	APPROACH %	0%	0%	0%	71%	0%	29%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.583			0.250			0.625			0.719
	APP/DEPART	0	/	0	7	/	0	1	/	6	15	/	17	0

0	0	0	0	0
0	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

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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

I-15 NB Ramps

NORTH SIDE

Stoddard Wells

WEST SIDE

EAST SIDE

Stoddard Wells

SOUTH SIDE

I-15 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley I-15 NB Ramps Stoddard Wells	PROJECT #: LOCATION #: CONTROL:	SC3699 5 STOP N/S
CLASS 5:	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶
RV				

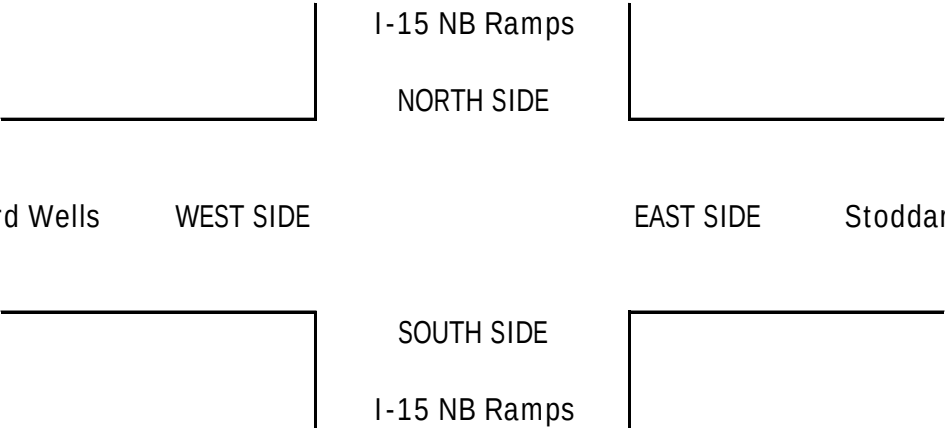
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-15 NB Ramps			I-15 NB Ramps			Stoddard Wells			Stoddard Wells			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

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	1	0	0	0	0	0	0	1
	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	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	1	/	1	0	/	0	/	0	0
	BEGIN PEAK HR	7:15 AM											
PM	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.000		
	APP/DEPART	0	/	0	1	/	1	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%	
	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%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley I-15 NB Ramps Stoddard Wells	PROJECT #: LOCATION #: CONTROL:	SC3699 5 STOP N/S

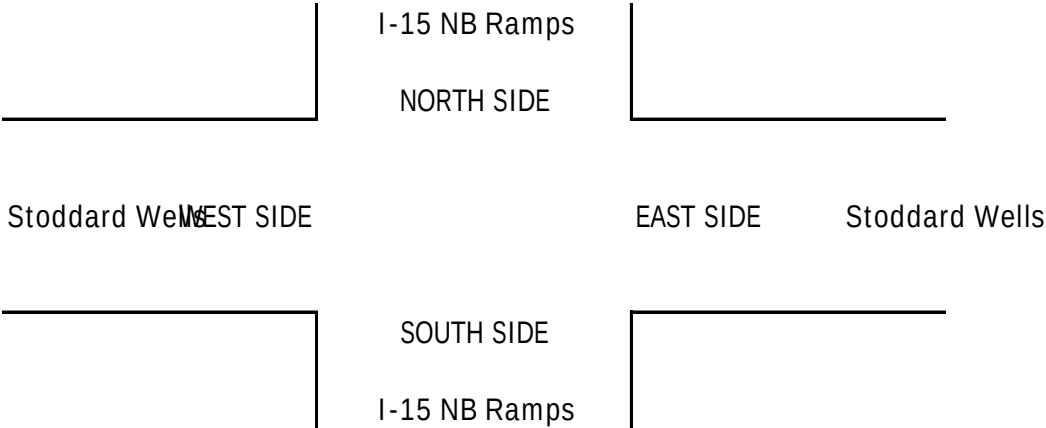
CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

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

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

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%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	7:15 AM											
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%	
	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%	
	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%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	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
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Oct 19, 22

LOCATION:
NORTH & SOUTH: Apple Valley
EAST & WEST: Stoddard Wells
Johnson

PROJECT #: SC3699
LOCATION #: 6
CONTROL: STOP W

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

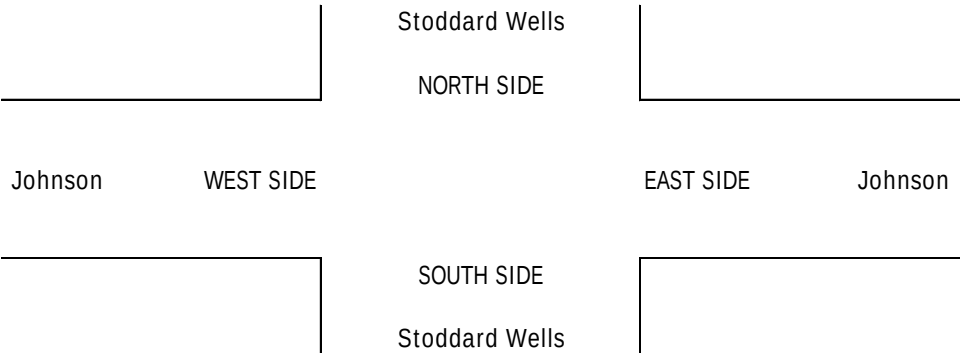
☒ Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Stoddard Wells			Stoddard Wells			Johnson			Johnson			
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	

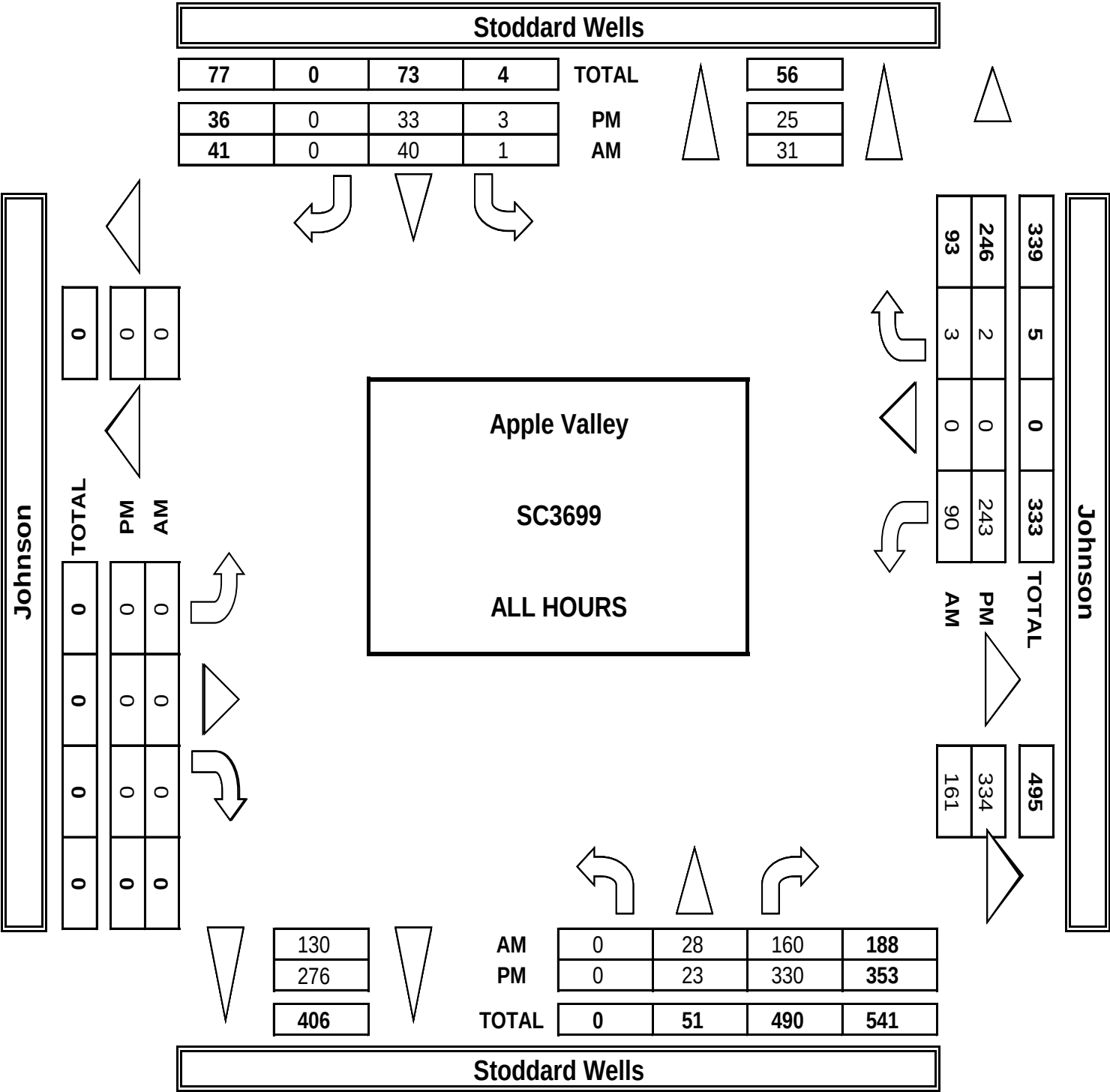
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	0	3	21	0	6	0	0	0	0	4	0	0	34
	7:15 AM	0	5	22	0	9	0	0	0	0	16	0	0	52
	7:30 AM	0	4	24	1	5	0	0	0	0	11	0	1	46
	7:45 AM	0	3	26	0	6	0	0	0	0	13	0	0	48
	8:00 AM	0	6	19	0	4	0	0	0	0	11	0	2	42
	8:15 AM	0	4	21	0	4	0	0	0	0	11	0	0	40
	8:30 AM	0	1	11	0	4	0	0	0	0	11	0	0	27
	8:45 AM	0	2	16	0	2	0	0	0	0	13	0	0	33
	VOLUMES	0	28	160	1	40	0	0	0	0	90	0	3	322
	APPROACH %	0%	15%	85%	2%	98%	0%	0%	0%	0%	97%	0%	3%	
	APP/DEPART	188	/	31	41	/	130	0	/	161	93	/	0	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	0	18	91	1	24	0	0	0	0	51	0	3	188
	APPROACH %	0%	17%	83%	4%	96%	0%	0%	0%	0%	94%	0%	6%	
	PEAK HR FACTOR	0.940			0.694			0.000			0.844			0.904
	APP/DEPART	109	/	21	25	/	75	0	/	92	54	/	0	0
	4:00 PM	0	3	68	0	2	0	0	0	0	97	0	0	170
	4:15 PM	0	4	88	0	4	0	0	0	0	27	0	0	123
	4:30 PM	0	2	39	0	3	0	0	0	0	40	0	0	84
	4:45 PM	0	2	33	2	9	0	0	0	0	22	0	0	68
	5:00 PM	0	3	26	0	2	0	0	0	0	12	0	1	44
	5:15 PM	0	0	35	1	4	0	0	0	0	21	0	0	61
	5:30 PM	0	4	23	0	3	0	0	0	0	18	0	1	49
	5:45 PM	0	5	18	0	6	0	0	0	0	6	0	0	35
	VOLUMES	0	23	330	3	33	0	0	0	0	243	0	2	635
	APPROACH %	0%	7%	93%	8%	92%	0%	0%	0%	0%	99%	0%	1%	
	APP/DEPART	353	/	25	36	/	276	0	/	334	246	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	11	228	2	18	0	0	0	0	186	0	0	445
	APPROACH %	0%	5%	95%	10%	90%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.649			0.455			0.000			0.479			0.654
	APP/DEPART	239	/	11	20	/	204	0	/	230	186	/	0	0

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



AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

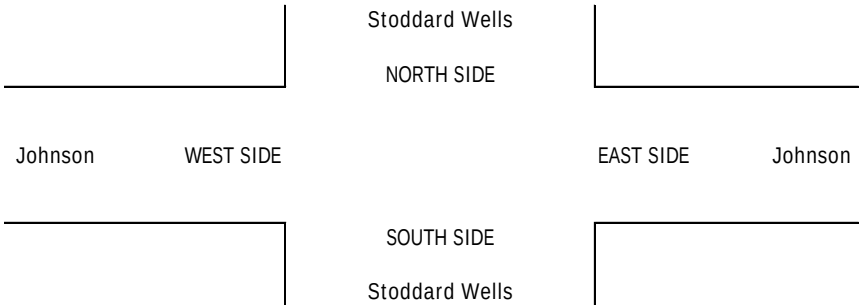
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Stoddard Wells Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 6 STOP W

PCE Adjusted	NOTES:								AM	◀ W	▲ N	
	Class	1	2	3	4	5	6		PM			
	Factor	1	1.5	2	3	2	2		MD			
									OTHER		S	
									OTHER		▼	

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

AM	7:00 AM	0	5	35	0	8	0	0	0	0	9	0	0	57					0
	7:15 AM	0	8	31	0	16	0	0	0	0	27	0	0	81					0
	7:30 AM	0	8	33	2	7	0	0	0	0	26	0	2	77					0
	7:45 AM	0	6	38	0	16	0	0	0	0	25	0	0	85					0
	8:00 AM	0	11	29	0	8	0	0	0	0	24	0	2	73					0
	8:15 AM	0	10	33	0	6	0	0	0	0	20	0	0	69					0
	8:30 AM	0	3	21	0	4	0	0	0	0	20	0	0	48					0
	8:45 AM	0	3	29	0	2	0	0	0	0	21	0	0	54					0
	VOLUMES	0	52	248	2	67	0	0	0	0	170	0	4	541	0	0	0	0	0
	APPROACH %	0%	17%	83%	3%	97%	0%	0%	0%	0%	98%	0%	2%						
	APP/DEPART	299	/	55	69	/	237	0	/	250	174	/	0	0					
	BEGIN PEAK HR	7:15 AM																	
	VOLUMES	0	31	131	2	47	0	0	0	0	101	0	4	315					
	APPROACH %	0%	19%	81%	4%	96%	0%	0%	0%	0%	97%	0%	3%						
	PEAK HR FACTOR	0.928			0.758			0.000			0.968			0.930					
PM	4:00 PM	0	3	73	0	4	0	0	0	0	110	0	0	190					0
	4:15 PM	0	4	91	0	6	0	0	0	0	34	0	0	134					0
	4:30 PM	0	2	47	0	4	0	0	0	0	46	0	0	98					0
	4:45 PM	0	2	36	2	9	0	0	0	0	30	0	0	79					0
	5:00 PM	0	3	34	0	3	0	0	0	0	18	0	3	61					0
	5:15 PM	0	0	43	1	6	0	0	0	0	26	0	0	76					0
	5:30 PM	0	4	31	0	5	0	0	0	0	25	0	1	66					0
	5:45 PM	0	7	26	0	8	0	0	0	0	7	0	0	47					0
	VOLUMES	0	25	379	3	44	0	0	0	0	295	0	4	750	0	0	0	0	0
	APPROACH %	0%	6%	94%	6%	94%	0%	0%	0%	0%	99%	0%	1%						
	APP/DEPART	404	/	29	47	/	339	0	/	382	299	/	0	0					
	BEGIN PEAK HR	4:00 PM																	
	VOLUMES	0	11	246	2	23	0	0	0	0	219	0	0	501					
	APPROACH %	0%	4%	96%	8%	92%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR	0.680			0.557			0.000			0.500			0.660					
	APP/DEPART	257	/	11	25	/	242	0	/	248	219	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Stoddard Wells
Johnson

PROJECT #:
LOCATION #:
CONTROL:

SC3699
6
STOP W

CLASS 1:
PASSENGER
VEHICLES

NOTES:

AM
PM
MD
OTHER
OTHER

◀ W

▲
N

S
▼

E ▶

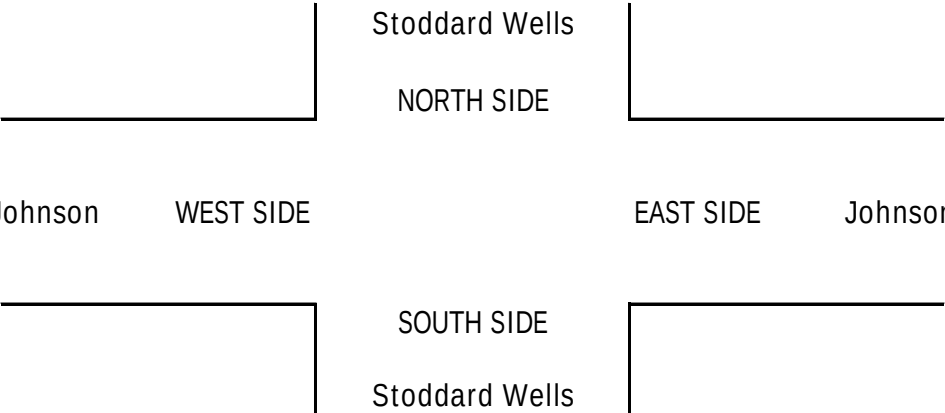
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Stoddard Wells			Stoddard Wells			Johnson			Johnson			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	0	1	X	X	X	X	0	X	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	2	12	0	5	0	0	0	0	1	0	0	20
	7:15 AM	0	3	16	0	5	0	0	0	0	10	0	0	34
	7:30 AM	0	1	19	0	4	0	0	0	0	3	0	0	27
	7:45 AM	0	1	19	0	1	0	0	0	0	7	0	0	28
	8:00 AM	0	3	11	0	2	0	0	0	0	3	0	2	21
	8:15 AM	0	1	11	0	3	0	0	0	0	6	0	0	21
	8:30 AM	0	0	4	0	4	0	0	0	0	6	0	0	14
	8:45 AM	0	1	8	0	2	0	0	0	0	8	0	0	19
	VOLUMES	0	12	100	0	26	0	0	0	0	44	0	2	184
	APPROACH %	0%	11%	89%	0%	100%	0%	0%	0%	0%	96%	0%	4%	
	APP/DEPART	112	/	14	26	/	70	0	/	100	46	/	0	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	0	8	65	0	12	0	0	0	0	23	0	2	110
	APPROACH %	0%	11%	89%	0%	100%	0%	0%	0%	0%	92%	0%	8%	
	PEAK HR FACTOR	0.913			0.600			0.000			0.625			0.809
	APP/DEPART	73	/	10	12	/	35	0	/	65	25	/	0	0
	4:00 PM	0	3	65	0	1	0	0	0	0	90	0	0	159
	4:15 PM	0	4	86	0	3	0	0	0	0	22	0	0	115
	4:30 PM	0	2	33	0	2	0	0	0	0	35	0	0	72
	4:45 PM	0	2	30	2	9	0	0	0	0	16	0	0	59
	5:00 PM	0	3	20	0	1	0	0	0	0	9	0	0	33
	5:15 PM	0	0	31	1	3	0	0	0	0	18	0	0	53
	5:30 PM	0	4	18	0	2	0	0	0	0	14	0	1	39
	5:45 PM	0	4	13	0	5	0	0	0	0	5	0	0	27
	VOLUMES	0	22	296	3	26	0	0	0	0	209	0	1	558
	APPROACH %	0%	7%	93%	10%	90%	0%	0%	0%	0%	99%	0%	0%	
	APP/DEPART	318	/	23	29	/	235	0	/	300	211	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	11	214	2	15	0	0	0	0	163	0	0	405
	APPROACH %	0%	5%	95%	12%	88%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.625			0.386			0.000			0.453			0.637
	APP/DEPART	225	/	11	17	/	178	0	/	216	163	/	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	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Stoddard Wells Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 6 STOP W		
CLASS 2:	NOTES:		AM		▲	
2-AXLE			PM		N	
WORK			MD	◀ W		E ▶
VEHICLES/ TRUCKS			OTHER		S	
			OTHER		▼	

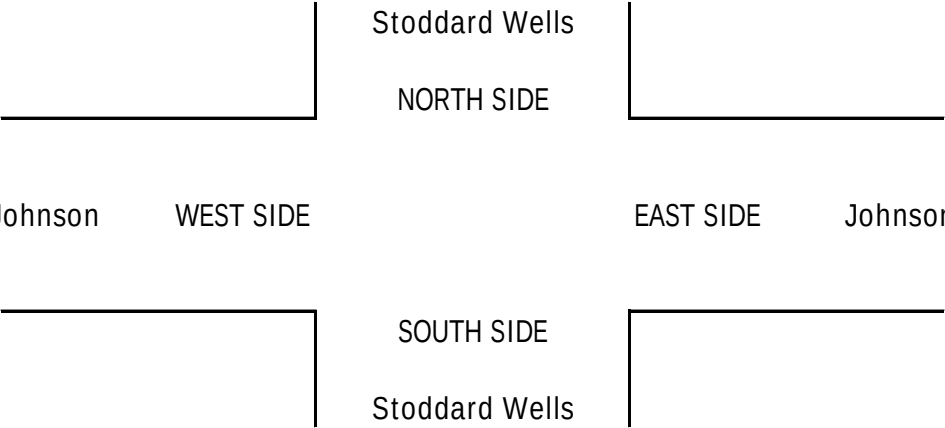
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Stoddard Wells			Stoddard Wells			Johnson			Johnson			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	1
	7:15 AM	0	1	2	0	1	0	0	0	0	0	0	4
	7:30 AM	0	1	0	0	0	0	0	0	1	0	1	3
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	1	1	0	0	0	0	0	1	0	0	3
	8:15 AM	0	0	4	0	0	0	0	0	0	0	0	4
	8:30 AM	0	0	2	0	0	0	0	0	1	0	0	3
	8:45 AM	0	1	1	0	0	0	0	0	1	0	0	3
	VOLUMES	0	5	11	0	1	0	0	0	4	0	1	22
	APPROACH %	0%	31%	69%	0%	100%	0%	0%	0%	80%	0%	20%	
	APP/DEPART	16	/	6	1	/	5	0	/	11	5	/	0
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	0	4	3	0	1	0	0	0	2	0	1	11
PM	APPROACH %	0%	57%	43%	0%	100%	0%	0%	0%	67%	0%	33%	
	PEAK HR FACTOR	0.583			0.250			0.000			0.375		
	APP/DEPART	7	/	5	1	/	3	0	/	3	3	/	0
	4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1
	4:15 PM	0	0	1	0	0	0	0	0	1	0	0	2
	4:30 PM	0	0	1	0	1	0	0	0	2	0	0	4
	4:45 PM	0	0	2	0	0	0	0	0	2	0	0	4
	5:00 PM	0	0	2	0	1	0	0	0	0	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	1	0	0	0	0	0	1	0	0	2
	VOLUMES	0	0	8	0	2	0	0	0	7	0	0	17
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	8	/	0	2	/	9	0	/	8	7	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	4	0	1	0	0	0	6	0	0	11
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.500			0.250			0.000			0.750		
	APP/DEPART	4	/	0	1	/	7	0	/	4	6	/	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
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INTERSECTION TURNING MOVEMENT COUNTS

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

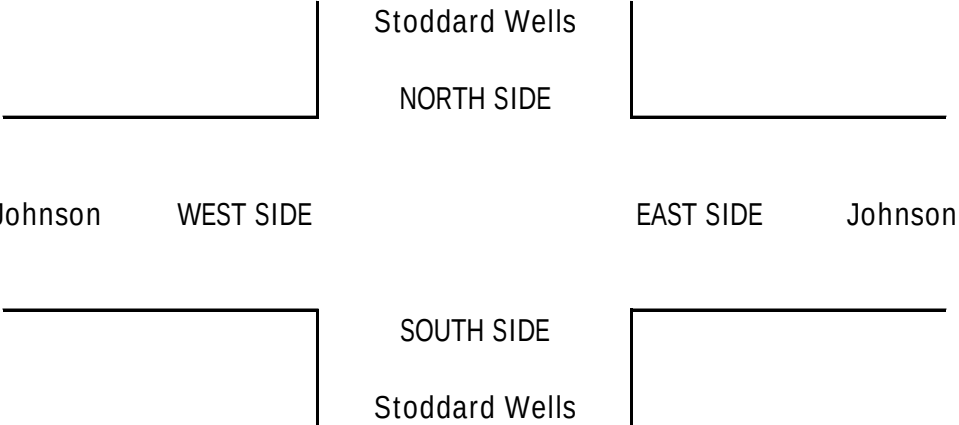
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Stoddard Wells Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 6 STOP W
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▼ E ▶

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

AM	7:00 AM	0	0	3	0	0	0	0	0	0	1	0	0	4
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	7:30 AM	0	1	1	1	0	0	0	0	0	0	0	0	3
	7:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	5	0	0	0	0	0	0	2	0	0	7
	8:15 AM	0	0	2	0	0	0	0	0	0	1	0	0	3
	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	2	0	0	0	0	0	0	1	0	0	3
	VOLUMES	0	1	16	1	0	0	0	0	0	6	0	0	24
	APPROACH %	0%	6%	94%	100%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	17	/	1	1	/	6	0	/	17	6	/	0	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	0	1	8	1	0	0	0	0	0	3	0	0	13
	APPROACH %	0%	11%	89%	100%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.450			0.250			0.000			0.375			0.464
	APP/DEPART	9	/	1	1	/	3	0	/	9	3	/	0	0
PM	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	2	0	0	2
	4:30 PM	0	0	3	0	0	0	0	0	0	1	0	0	4
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	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	1	0	0	1
	5:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
	5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	0	7	0	0	0	0	0	0	6	0	0	13
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	7	/	0	0	/	6	0	/	7	6	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	4	0	0	0	0	0	0	4	0	0	8
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.333			0.000			0.000			0.500			0.500
	APP/DEPART	4	/	0	0	/	4	0	/	4	4	/	0	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Stoddard Wells Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 6 STOP W
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

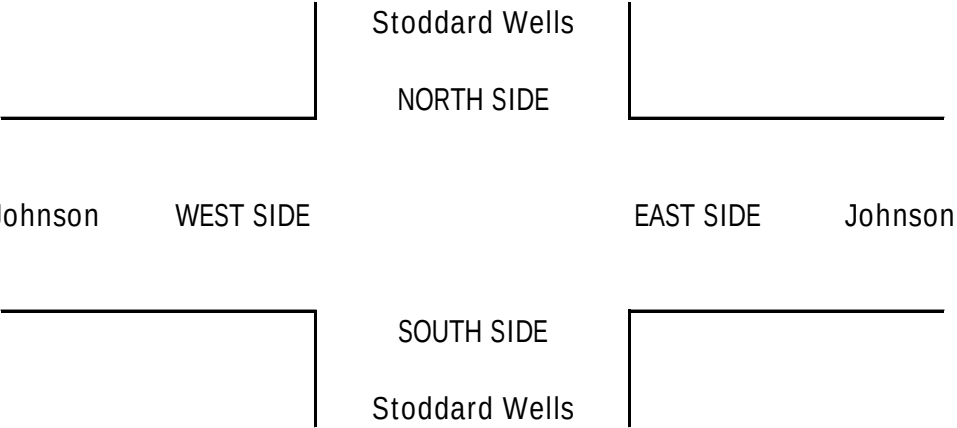
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Stoddard Wells			Stoddard Wells			Johnson			Johnson			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	0	0	1	X	X	X	X	0	X	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	1	5	0	1	0	0	0	0	2	0	0	9
	7:15 AM	0	1	4	0	3	0	0	0	0	5	0	0	13
	7:30 AM	0	1	4	0	1	0	0	0	0	7	0	0	13
	7:45 AM	0	1	5	0	5	0	0	0	0	6	0	0	17
	8:00 AM	0	2	2	0	2	0	0	0	0	5	0	0	11
	8:15 AM	0	3	4	0	1	0	0	0	0	4	0	0	12
	8:30 AM	0	1	4	0	0	0	0	0	0	4	0	0	9
	8:45 AM	0	0	5	0	0	0	0	0	0	3	0	0	8
	VOLUMES	0	10	33	0	13	0	0	0	0	36	0	0	92
	APPROACH %	0%	23%	77%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	43	/	10	13	/	49	0	/	33	36	/	0	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	0	5	15	0	11	0	0	0	0	23	0	0	54
	APPROACH %	0%	25%	75%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.833			0.550			0.000			0.821			0.794
	APP/DEPART	20	/	5	11	/	34	0	/	15	23	/	0	0
	4:00 PM	0	0	2	0	1	0	0	0	0	6	0	0	9
	4:15 PM	0	0	1	0	1	0	0	0	0	2	0	0	4
	4:30 PM	0	0	2	0	0	0	0	0	0	2	0	0	4
	4:45 PM	0	0	1	0	0	0	0	0	0	3	0	0	4
	5:00 PM	0	0	3	0	0	0	0	0	0	3	0	1	7
	5:15 PM	0	0	4	0	1	0	0	0	0	2	0	0	7
	5:30 PM	0	0	3	0	1	0	0	0	0	3	0	0	7
	5:45 PM	0	1	3	0	1	0	0	0	0	0	0	0	5
	VOLUMES	0	1	19	0	5	0	0	0	0	21	0	1	47
	APPROACH %	0%	5%	95%	0%	100%	0%	0%	0%	0%	95%	0%	5%	
	APP/DEPART	20	/	2	5	/	26	0	/	19	22	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	6	0	2	0	0	0	0	13	0	0	21
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.750			0.500			0.000			0.542			0.583
	APP/DEPART	6	/	0	2	/	15	0	/	6	13	/	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
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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

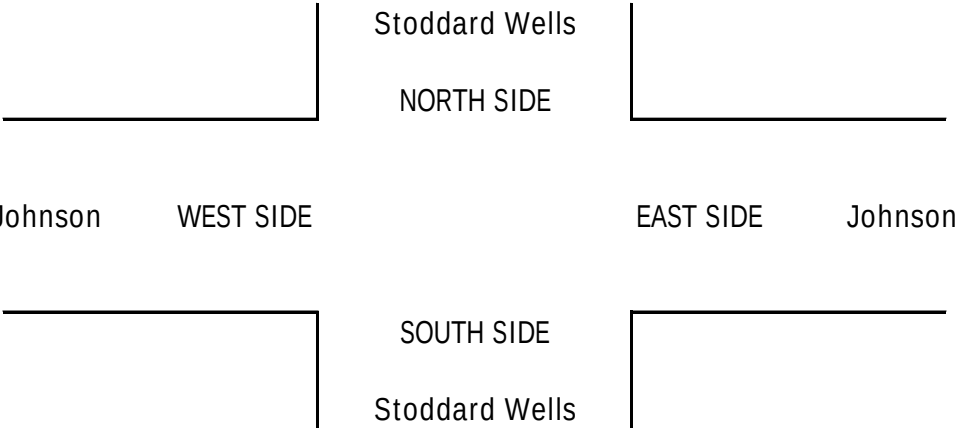
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Stoddard Wells Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 6 STOP W	
CLASS 5:	NOTES:	AM PM MD OTHER OTHER		▲ N	
RV			◀ W	S	E ▶
				▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Stoddard Wells			Stoddard Wells			Johnson			Johnson				NB	SB	EB	WB	TTL
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 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%		
	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%		
PM	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	
	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%		
	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	
	APPROACH %	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

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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:

10/19/22

WEDNESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

Apple Valley

Stoddard Wells

Johnson

PROJECT #:

LOCATION #:

CONTROL:

SC3699

6

STOP W

CLASS 6:

NOTES:

BUSES

AM

PM

MD

OTHER

OTHER

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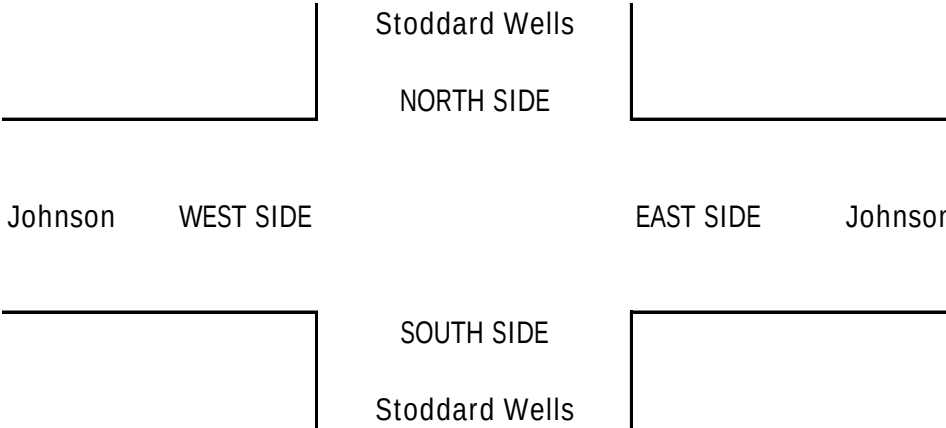
E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Stoddard Wells			Stoddard Wells			Johnson			Johnson			
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	

U-TURNS				
NB	SB	EB	WB	TTL

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%	
	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
PM	APPROACH %	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%	
	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%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	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:
Wed, Oct 19, 22

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Dale Evans
Quarry

PROJECT #:
LOCATION #:
CONTROL:

SC3699
7
STOP E/W

NOTES:

AM
PM
MD
OTHER
OTHER

◀ W

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S
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E ▶

☒ Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dale Evans			Dale Evans			Quarry			Quarry			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

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

AM	7:00 AM	0	33	1	0	8	0	0	3	0	0	7	8	60
	7:15 AM	2	31	0	2	16	0	0	6	0	0	4	12	73
	7:30 AM	2	36	0	1	19	0	0	1	1	1	2	10	73
	7:45 AM	1	29	0	1	18	1	1	2	0	0	2	8	63
	8:00 AM	0	17	0	1	19	0	0	2	0	0	1	5	45
	8:15 AM	0	26	0	1	14	1	0	4	1	0	0	7	54
	8:30 AM	0	17	0	0	17	0	0	2	0	0	2	4	42
	8:45 AM	0	16	0	4	19	0	0	0	0	0	2	2	43
	VOLUMES	5	205	1	10	130	2	1	20	2	1	20	56	453
	APPROACH %	2%	97%	0%	7%	92%	1%	4%	87%	9%	1%	26%	73%	
PM	APP/DEPART	211	/	262	142	/	133	23	/	31	77	/	27	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	5	129	1	4	61	1	1	12	1	1	15	38	269
	APPROACH %	4%	96%	1%	6%	92%	2%	7%	86%	7%	2%	28%	70%	
	PEAK HR FACTOR	0.888			0.825			0.583			0.844			0.921
	APP/DEPART	135	/	168	66	/	63	14	/	17	54	/	21	0
	4:00 PM	0	22	0	10	61	1	0	2	0	0	1	1	98
	4:15 PM	1	18	0	8	37	0	0	1	0	0	2	7	74
	4:30 PM	0	17	1	9	60	0	0	0	1	0	5	4	97
	4:45 PM	0	15	0	6	45	0	0	1	0	2	5	3	77
	5:00 PM	0	13	0	14	54	0	0	0	2	0	2	2	87
	5:15 PM	0	15	0	14	49	0	0	0	0	0	1	2	81
	5:30 PM	0	10	0	7	36	0	0	1	1	0	1	3	59
	5:45 PM	1	10	0	6	32	0	0	2	2	0	2	1	56
	VOLUMES	2	120	1	74	374	1	0	7	6	2	19	23	629
	APPROACH %	2%	98%	1%	16%	83%	0%	0%	54%	46%	5%	43%	52%	
	APP/DEPART	123	/	143	449	/	382	13	/	82	44	/	22	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	72	1	33	203	1	0	4	1	2	13	15	346
	APPROACH %	1%	97%	1%	14%	86%	0%	0%	80%	20%	7%	43%	50%	
	PEAK HR FACTOR	0.841			0.823			0.625			0.750			0.883
	APP/DEPART	74	/	87	237	/	206	5	/	38	30	/	15	0

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Dale Evans

NORTH SIDE

Quarry

WEST SIDE

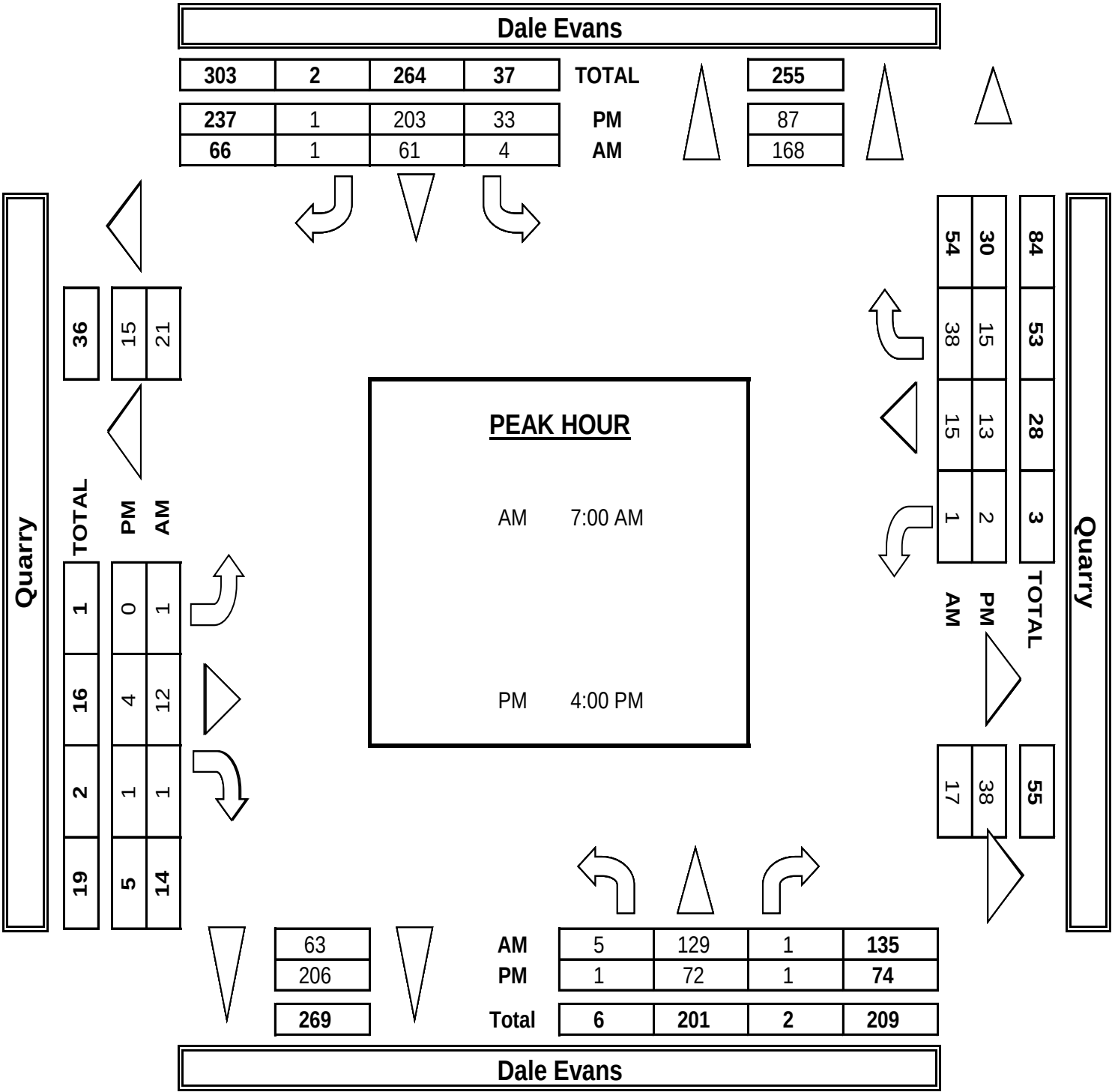
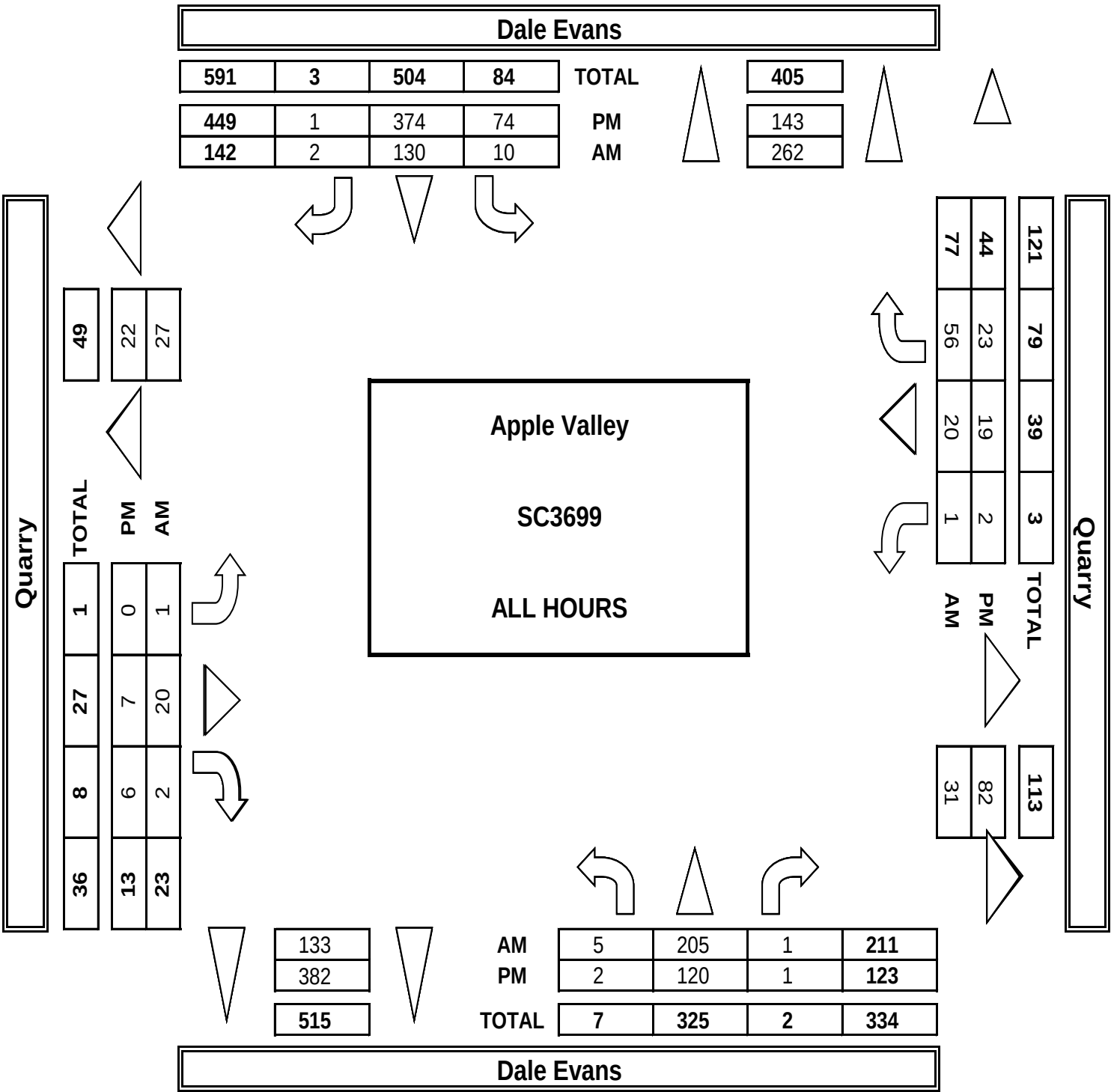
SOUTH SIDE

Dale Evans

EAST SIDE

Quarry

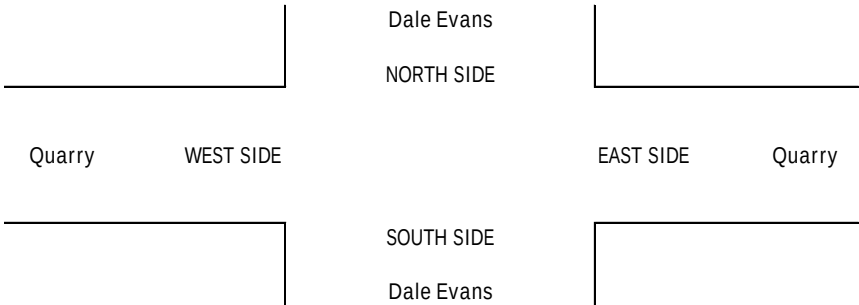
AimTD LLC
TURNING MOVEMENT COUNTS



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

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

AM	7:00 AM	0	44	1	0	15	0	0	7	0	0	12	8	87					0
	7:15 AM	2	41	0	2	23	0	0	9	0	0	8	13	97					0
	7:30 AM	2	45	0	1	27	0	0	3	1	1	6	11	97					0
	7:45 AM	1	32	0	1	31	1	1	3	0	0	6	8	84					0
	8:00 AM	0	20	0	3	29	0	0	6	0	0	3	6	66					0
	8:15 AM	0	34	0	1	19	1	0	9	1	0	0	10	75					0
	8:30 AM	0	24	0	0	18	0	0	4	0	0	2	8	55					0
	8:45 AM	0	28	0	5	26	0	0	0	0	0	4	3	65					0
	VOLUMES	5	267	1	13	186	2	1	40	2	1	41	66	625	0	0	0	0	0
	APPROACH %	2%	98%	0%	6%	93%	1%	2%	93%	5%	1%	38%	61%						
APP/DEPART	273	/	334	201	/	189	43	/	54	108	/	48	0						
BEGIN PEAK HR	7:00 AM																		
VOLUMES	5	162	1	4	95	1	1	22	1	1	32	40	364						
APPROACH %	3%	96%	1%	4%	95%	1%	4%	91%	4%	1%	44%	55%							
PEAK HR FACTOR	0.891			0.769			0.691			0.869			0.938						
APP/DEPART	168	/	203	100	/	97	24	/	27	73	/	38	0						
PM	4:00 PM	0	23	0	11	76	1	0	2	0	0	3	1	116					0
	4:15 PM	1	22	0	9	46	0	0	1	0	0	4	7	89					0
	4:30 PM	0	21	1	9	64	0	0	0	1	0	6	6	107					0
	4:45 PM	0	21	0	7	52	0	0	1	0	2	5	3	91					0
	5:00 PM	0	14	0	14	65	0	0	0	2	0	3	2	99					0
	5:15 PM	0	18	0	16	52	0	0	0	0	0	1	2	88					0
	5:30 PM	0	13	0	7	40	0	0	1	1	0	1	3	66					0
	5:45 PM	1	10	0	8	37	0	0	4	2	0	2	1	65					0
	VOLUMES	2	141	1	79	429	1	0	9	6	2	24	25	719	0	0	0	0	0
	APPROACH %	1%	98%	1%	16%	84%	0%	0%	60%	40%	4%	47%	49%						
	APP/DEPART	144	/	166	509	/	437	15	/	89	51	/	27	0					
	BEGIN PEAK HR	4:00 PM																	
	VOLUMES	1	87	1	35	237	1	0	4	1	2	18	17	403					
APPROACH %	1%	98%	1%	13%	87%	0%	0%	80%	20%	5%	48%	47%							
PEAK HR FACTOR	0.967			0.782			0.625			0.793			0.867						
APP/DEPART	89	/	104	272	/	240	5	/	40	37	/	20	0						



INTERSECTION TURNING MOVEMENT COUNTS

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

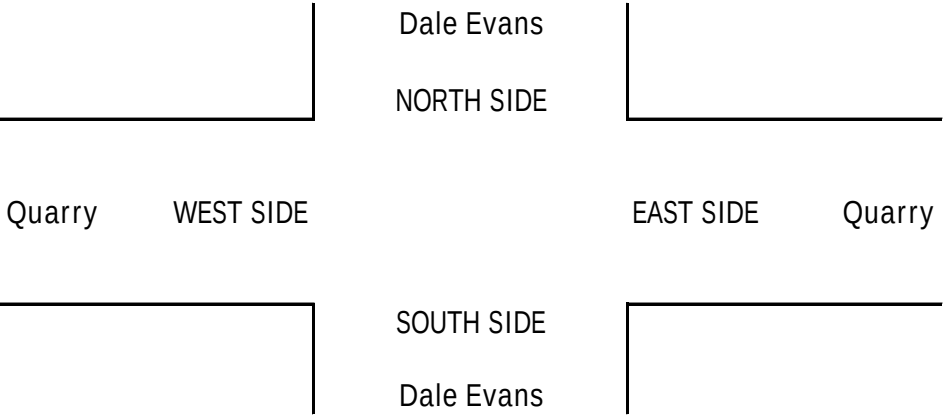
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Dale Evans Quarry	PROJECT #: LOCATION #: CONTROL:	SC3699 7 STOP E/W
CLASS 1: PASSENGER VEHICLES	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

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

AM	7:00 AM	0	27	1	0	4	0	0	1	0	0	4	8	45
	7:15 AM	2	25	0	2	12	0	0	4	0	0	2	10	57
	7:30 AM	2	30	0	1	13	0	0	0	1	1	0	8	56
	7:45 AM	1	25	0	1	8	1	1	0	0	0	0	8	45
	8:00 AM	0	14	0	0	13	0	0	0	0	0	0	4	31
	8:15 AM	0	20	0	1	11	1	0	1	1	0	0	4	39
	8:30 AM	0	13	0	0	16	0	0	1	0	0	2	2	34
	8:45 AM	0	8	0	3	15	0	0	0	0	0	1	1	28
	VOLUMES	5	162	1	8	92	2	1	7	2	1	9	45	335
	APPROACH %	3%	96%	1%	8%	90%	2%	10%	70%	20%	2%	16%	82%	
PM	APP/DEPART	168	/	208	102	/	95	10	/	16	55	/	16	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	5	107	1	4	37	1	1	5	1	1	6	34	203
	APPROACH %	4%	95%	1%	10%	88%	2%	14%	71%	14%	2%	15%	83%	
	PEAK HR FACTOR	0.883			0.750			0.438			0.854			0.890
	APP/DEPART	113	/	142	42	/	39	7	/	10	41	/	12	0
	4:00 PM	0	20	0	9	48	1	0	2	0	0	0	1	81
	4:15 PM	1	16	0	7	32	0	0	1	0	0	1	7	65
	4:30 PM	0	15	1	9	57	0	0	0	1	0	4	3	90
	4:45 PM	0	12	0	5	40	0	0	1	0	2	5	3	68
	5:00 PM	0	12	0	14	48	0	0	0	2	0	1	2	79
	5:15 PM	0	13	0	12	46	0	0	0	0	0	1	2	74
	5:30 PM	0	8	0	7	33	0	0	1	1	0	1	3	54
	5:45 PM	1	10	0	5	29	0	0	1	2	0	2	1	51
	VOLUMES	2	106	1	68	333	1	0	6	6	2	15	22	562
	APPROACH %	2%	97%	1%	17%	83%	0%	0%	50%	50%	5%	38%	56%	
	APP/DEPART	109	/	128	402	/	341	12	/	75	39	/	18	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	63	1	30	177	1	0	4	1	2	10	14	304
	APPROACH %	2%	97%	2%	14%	85%	0%	0%	80%	20%	8%	38%	54%	
	PEAK HR FACTOR	0.813			0.788			0.625			0.650			0.844
	APP/DEPART	65	/	77	208	/	180	5	/	35	26	/	12	0

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INTERSECTION TURNING MOVEMENT COUNTS

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

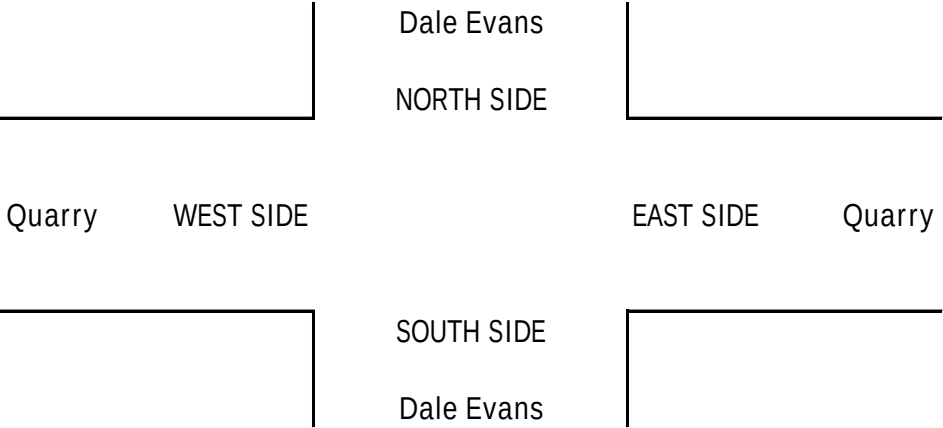
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Dale Evans Quarry	PROJECT #: LOCATION #: CONTROL:	SC3699 7 STOP E/W
CLASS 2:	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
2-AXLE				
WORK				
VEHICLES/ TRUCKS				

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

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	1	0	0	1	0	0	1	0	0	0	2	5
	7:30 AM	0	2	0	0	0	0	0	0	0	0	0	2	4
	7:45 AM	0	2	0	0	3	0	0	2	0	0	0	0	7
	8:00 AM	0	2	0	0	1	0	0	0	0	0	0	1	4
	8:15 AM	0	2	0	0	0	0	0	1	0	0	0	2	5
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	8:45 AM	0	2	0	1	0	0	0	0	0	0	0	1	4
	VOLUMES	0	12	0	1	6	0	0	4	0	0	0	8	31
	APPROACH %	0%	100%	0%	14%	86%	0%	0%	100%	0%	0%	0%	100%	
	APP/DEPART	12	/	20	7	/	6	4	/	5	8	/	0	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	0	5	0	0	4	0	0	3	0	0	0	4	16
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.625			0.333			0.375			0.500			0.571
	APP/DEPART	5	/	9	4	/	4	3	/	3	4	/	0	0
	4:00 PM	0	2	0	1	7	0	0	0	0	0	0	0	10
	4:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
	4:45 PM	0	0	0	1	2	0	0	0	0	0	0	0	3
	5:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	3
	5:15 PM	0	1	0	1	2	0	0	0	0	0	0	0	4
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	4	0	4	16	0	0	0	0	0	2	0	26
	APPROACH %	0%	100%	0%	20%	80%	0%	0%	0%	0%	0%	100%	0%	
	APP/DEPART	4	/	4	20	/	16	0	/	4	2	/	2	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	2	0	3	11	0	0	0	0	0	1	0	17
	APPROACH %	0%	100%	0%	21%	79%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.250			0.438			0.000			0.250			0.425
	APP/DEPART	2	/	2	14	/	11	0	/	3	1	/	1	0

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

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	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: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Dale Evans Quarry	PROJECT #: LOCATION #: CONTROL:	SC3699 7 STOP E/W
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼

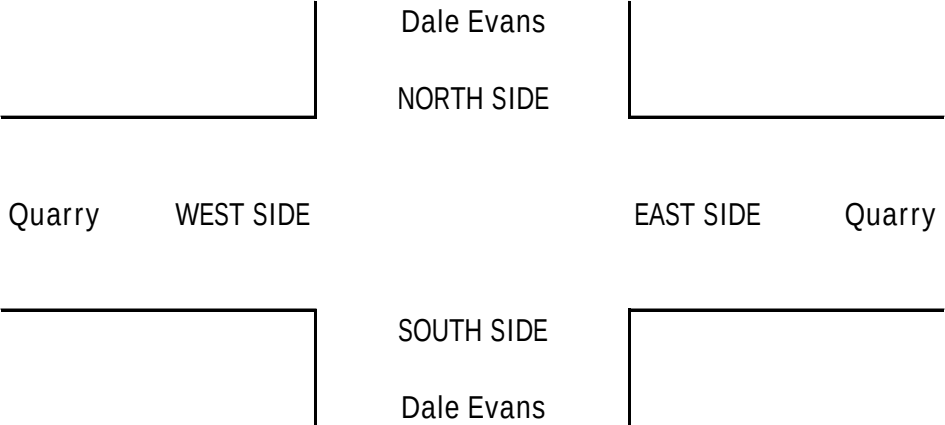
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Dale Evans			Dale Evans			Quarry			Quarry				NB	SB	EB	WB	TTL
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL					

AM	7:00 AM	0	1	0	0	1	0	0	0	0	1	0	3
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	3	0	0	0	0	0	0	3
	7:45 AM	0	2	0	0	2	0	0	0	0	0	0	4
	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	1	0	0	0	0	0	0	1
	VOLUMES	0	3	0	0	7	0	0	0	0	1	0	11
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	
	APP/DEPART	3	/	3	7	/	7	0	/	0	1	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	3	0	0	6	0	0	0	0	1	0	10
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.375			0.500			0.000			0.250		
	APP/DEPART	3	/	3	6	/	6	0	/	0	1	/	0

PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	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	1	0	0	0	0	0	0	0	1
	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	1	2	0	0	0	0	0	0	3
	APPROACH %	0%	0%	0%	33%	67%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	3	/	2	0	/	1	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	2	0	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.500			0.000			0.000		
	APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Dale Evans Quarry	PROJECT #: LOCATION #: CONTROL:	SC3699 7 STOP E/W
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

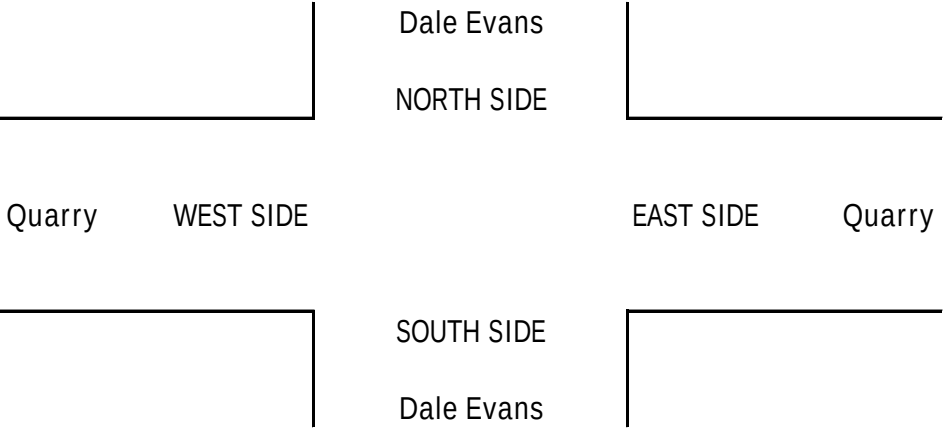
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dale Evans			Dale Evans			Quarry			Quarry			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

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

AM	7:00 AM	0	5	0	0	3	0	0	2	0	0	2	0	12
	7:15 AM	0	4	0	0	3	0	0	1	0	0	2	0	10
	7:30 AM	0	4	0	0	2	0	0	1	0	0	2	0	9
	7:45 AM	0	0	0	0	4	0	0	0	0	0	2	0	6
	8:00 AM	0	1	0	1	4	0	0	2	0	0	1	0	9
	8:15 AM	0	3	0	0	2	0	0	2	0	0	0	1	8
	8:30 AM	0	3	0	0	0	0	0	1	0	0	0	2	6
	8:45 AM	0	5	0	0	3	0	0	0	0	0	1	0	9
	VOLUMES	0	25	0	1	21	0	0	9	0	0	10	3	69
	APPROACH %	0%	100%	0%	5%	95%	0%	0%	100%	0%	0%	77%	23%	
	APP/DEPART	25	/	28	22	/	21	9	/	10	13	/	10	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	0	13	0	0	12	0	0	4	0	0	8	0	37
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.650			0.750			0.500			1.000			0.771
	APP/DEPART	13	/	13	12	/	12	4	/	4	8	/	8	0
	4:00 PM	0	0	0	0	5	0	0	0	0	0	1	0	6
	4:15 PM	0	2	0	0	4	0	0	0	0	0	1	0	7
	4:30 PM	0	2	0	0	1	0	0	0	0	0	0	1	4
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	6
	5:00 PM	0	0	0	0	5	0	0	0	0	0	0	0	5
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:45 PM	0	0	0	1	2	0	0	1	0	0	0	0	4
	VOLUMES	0	9	0	1	22	0	0	1	0	0	2	1	36
	APPROACH %	0%	100%	0%	4%	96%	0%	0%	100%	0%	0%	67%	33%	
	APP/DEPART	9	/	10	23	/	22	1	/	2	3	/	2	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	7	0	0	13	0	0	0	0	0	2	1	23
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	67%	33%	
	PEAK HR FACTOR	0.583			0.650			0.000			0.750			0.821
	APP/DEPART	7	/	8	13	/	13	0	/	0	3	/	2	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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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
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: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Dale Evans Quarry	PROJECT #: LOCATION #: CONTROL:	SC3699 7 STOP E/W	
CLASS 5:	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
RV					

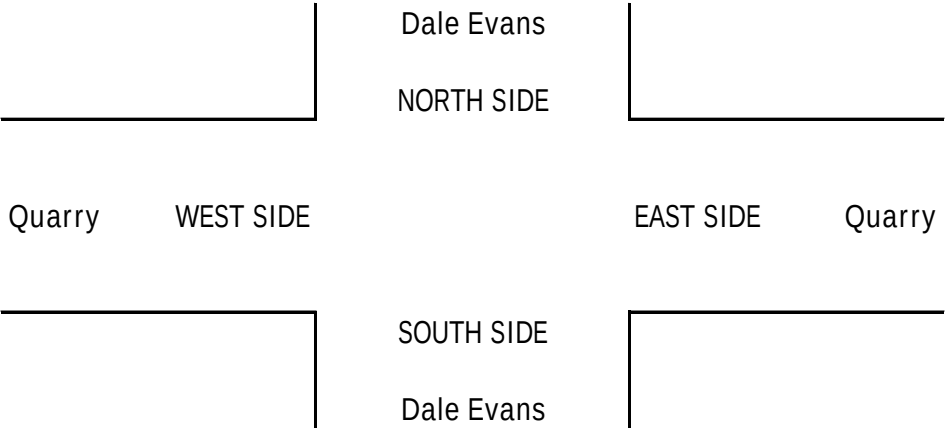
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dale Evans			Dale Evans			Quarry			Quarry			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

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%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	7:00 AM			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%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM			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%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM			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%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Dale Evans Quarry	PROJECT #: LOCATION #: CONTROL:	SC3699 7 STOP E/W

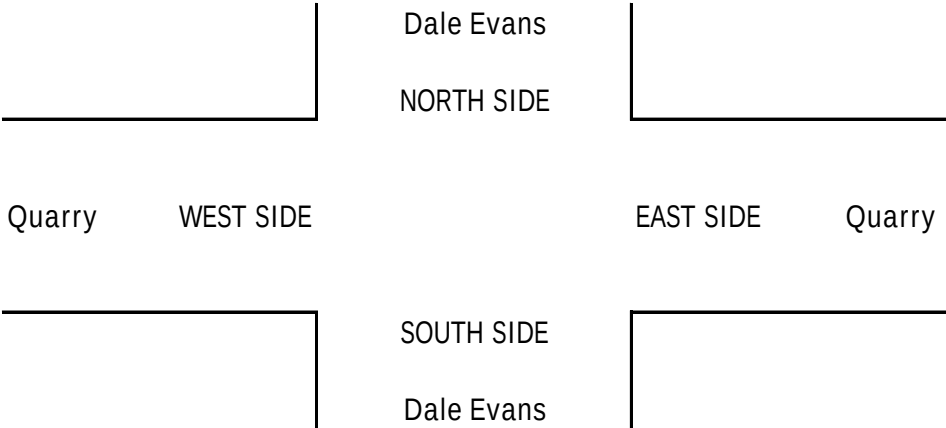
CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dale Evans			Dale Evans			Quarry			Quarry			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

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

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	3	0	0	4	0	0	0	0	0	0	7
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	3	4	/	4	0	/	0	0	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	1	0	0	2	0	0	0	0	0	0	3
PM	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.500			0.000			0.000		
	APP/DEPART	1	/	1	2	/	2	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	1	0	0	1	0	0	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	1	/	1	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%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Oct 19, 22

LOCATION: Apple Valley
NORTH & SOUTH: Central
EAST & WEST: Quarry

PROJECT #: SC3699
LOCATION #: 8
CONTROL: STOP N

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

☒ Add U-Turns to Left Turns

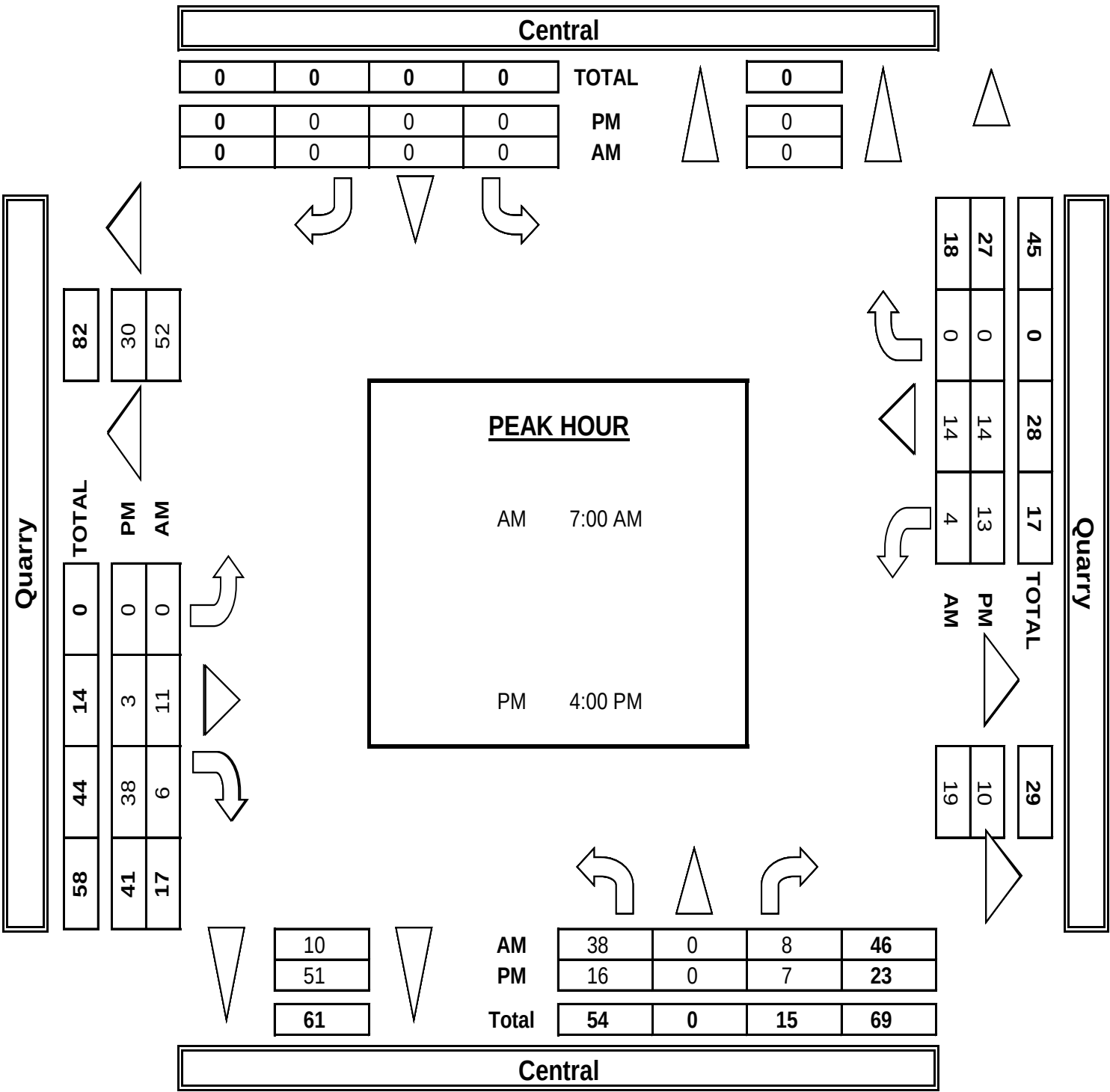
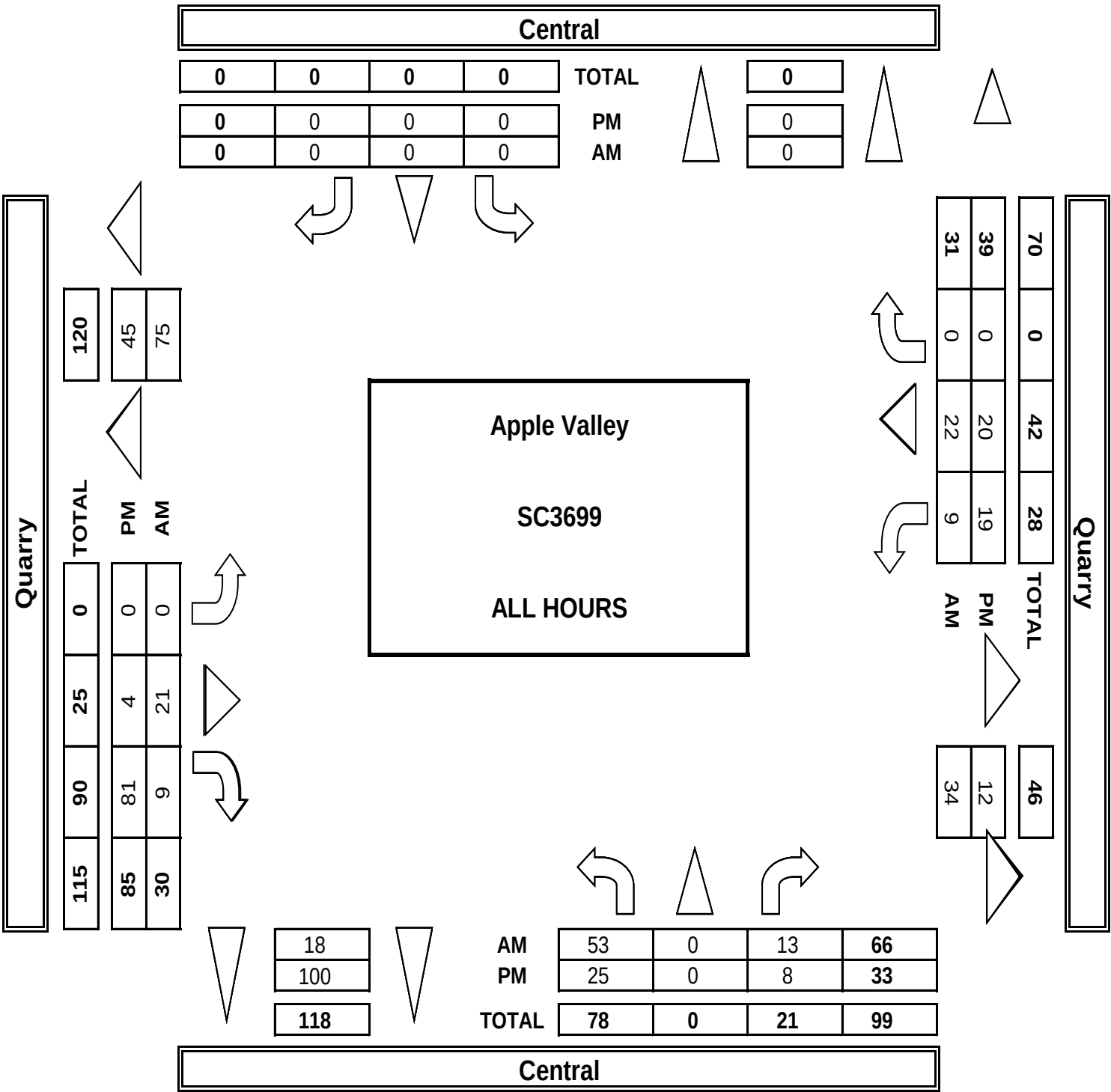
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Central			Central			Quarry			Quarry				NB	SB	EB	WB	TTL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	0	0	0	0	

AM	7:00 AM	6	0	3	0	0	0	0	4	1	3	8	0	25
	7:15 AM	14	0	0	0	0	0	0	4	3	0	2	0	23
	7:30 AM	10	0	1	0	0	0	0	2	1	0	2	0	16
	7:45 AM	8	0	4	0	0	0	0	1	1	1	2	0	17
	8:00 AM	6	0	1	0	0	0	0	3	0	0	2	0	12
	8:15 AM	5	0	0	0	0	0	0	4	1	0	0	0	10
	8:30 AM	1	0	2	0	0	0	0	3	0	3	4	0	13
	8:45 AM	3	0	2	0	0	0	0	0	2	2	2	0	11
	VOLUMES	53	0	13	0	0	0	0	21	9	9	22	0	127
	APPROACH %	80%	0%	20%	0%	0%	0%	0%	70%	30%	29%	71%	0%	
	APP/DEPART	66	/	0	0	/	18	30	/	34	31	/	75	0
	BEGIN PEAK HR	7:00 AM												
VOLUMES	38	0	8	0	0	0	0	11	6	4	14	0	81	
APPROACH %	83%	0%	17%	0%	0%	0%	0%	65%	35%	22%	78%	0%		
PEAK HR FACTOR	0.821			0.000			0.607			0.409			0.810	
APP/DEPART	46	/	0	0	/	10	17	/	19	18	/	52	0	
PM	4:00 PM	2	0	4	0	0	0	0	2	13	4	3	0	28
	4:15 PM	6	0	3	0	0	0	0	1	9	4	1	0	24
	4:30 PM	5	0	0	0	0	0	0	0	8	5	6	0	24
	4:45 PM	3	0	0	0	0	0	0	0	8	0	4	0	15
	5:00 PM	2	0	0	0	0	0	0	0	13	3	2	0	20
	5:15 PM	2	0	0	0	0	0	0	0	15	0	1	0	18
	5:30 PM	3	0	1	0	0	0	0	0	7	2	1	0	14
	5:45 PM	2	0	0	0	0	0	0	1	8	1	2	0	14
	VOLUMES	25	0	8	0	0	0	0	4	81	19	20	0	157
	APPROACH %	76%	0%	24%	0%	0%	0%	0%	5%	95%	49%	51%	0%	
	APP/DEPART	33	/	0	0	/	100	85	/	12	39	/	45	0
	BEGIN PEAK HR	4:00 PM												
VOLUMES	16	0	7	0	0	0	0	3	38	13	14	0	91	
APPROACH %	70%	0%	30%	0%	0%	0%	0%	7%	93%	48%	52%	0%		
PEAK HR FACTOR	0.639			0.000			0.683			0.614			0.813	
APP/DEPART	23	/	0	0	/	51	41	/	10	27	/	30	0	

0	0	0	0	0
0	0	0	0	0
0	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



AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

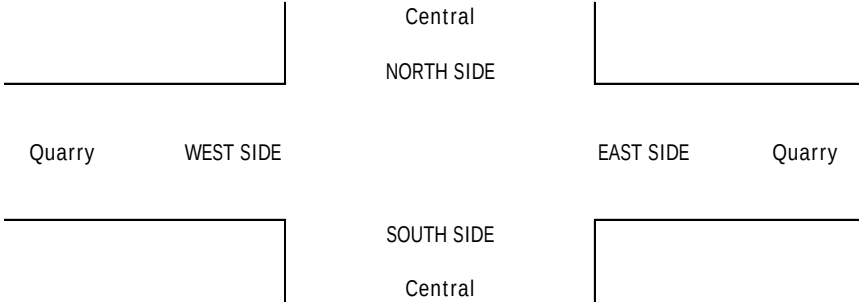
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Quarry	PROJECT #: LOCATION #: CONTROL:	SC3699 8 STOP N

	NOTES:								AM		▲	
PCE Adjusted	Class	1	2	3	4	5	6		PM		N	
	Factor	1	1.5	2	3	2	2		MD	◀ W		E ▶
									OTHER		S	
									OTHER		▼	

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

AM	7:00 AM	6	0	4	0	0	0	0	8	1	3	9	0	31					0
	7:15 AM	17	0	0	0	0	0	0	8	5	0	6	0	36					0
	7:30 AM	11	0	1	0	0	0	0	4	1	0	6	0	23					0
	7:45 AM	9	0	4	0	0	0	0	2	1	1	6	0	22					0
	8:00 AM	7	0	2	0	0	0	0	8	0	0	6	0	22					0
	8:15 AM	5	0	0	0	0	0	0	9	1	0	0	0	15					0
	8:30 AM	2	0	3	0	0	0	0	5	0	5	9	0	22					0
	8:45 AM	4	0	3	0	0	0	0	0	2	5	4	0	17					0
	VOLUMES	59	0	16	0	0	0	0	43	11	13	46	0	187	0	0	0	0	0
	APPROACH %	79%	0%	21%	0%	0%	0%	0%	80%	20%	22%	78%	0%						
	APP/DEPART	74	/	0	0	/	24	54	/	59	59	/	104	0					
	BEGIN PEAK HR	7:00 AM																	
	VOLUMES	42	0	9	0	0	0	0	22	8	4	27	0	112					
	APPROACH %	82%	0%	18%	0%	0%	0%	0%	73%	27%	13%	87%	0%						
	PEAK HR FACTOR	0.750			0.000			0.567			0.646			0.774					
	APP/DEPART	51	/	0	0	/	12	30	/	31	31	/	69	0					
PM	4:00 PM	2	0	4	0	0	0	0	2	14	5	7	0	34					0
	4:15 PM	6	0	5	0	0	0	0	1	9	4	1	0	26					0
	4:30 PM	7	0	0	0	0	0	0	0	8	5	6	0	26					0
	4:45 PM	3	0	0	0	0	0	0	0	9	0	4	0	16					0
	5:00 PM	2	0	0	0	0	0	0	0	14	3	3	0	21					0
	5:15 PM	2	0	0	0	0	0	0	0	17	0	1	0	20					0
	5:30 PM	3	0	1	0	0	0	0	0	7	2	1	0	14					0
	5:45 PM	2	0	0	0	0	0	0	1	10	1	2	0	16					0
	VOLUMES	27	0	10	0	0	0	0	4	87	20	25	0	172	0	0	0	0	0
	APPROACH %	73%	0%	27%	0%	0%	0%	0%	4%	96%	44%	56%	0%						
	APP/DEPART	37	/	0	0	/	106	91	/	14	44	/	52	0					
	BEGIN PEAK HR	4:00 PM																	
	VOLUMES	18	0	9	0	0	0	0	3	40	14	18	0	101					
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	7%	93%	43%	57%	0%						
	PEAK HR FACTOR	0.614			0.000			0.664			0.685			0.754					
	APP/DEPART	27	/	0	0	/	53	43	/	12	32	/	36	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Quarry	PROJECT #: LOCATION #: CONTROL:	SC3699 8 STOP N
CLASS 1: PASSENGER VEHICLES	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

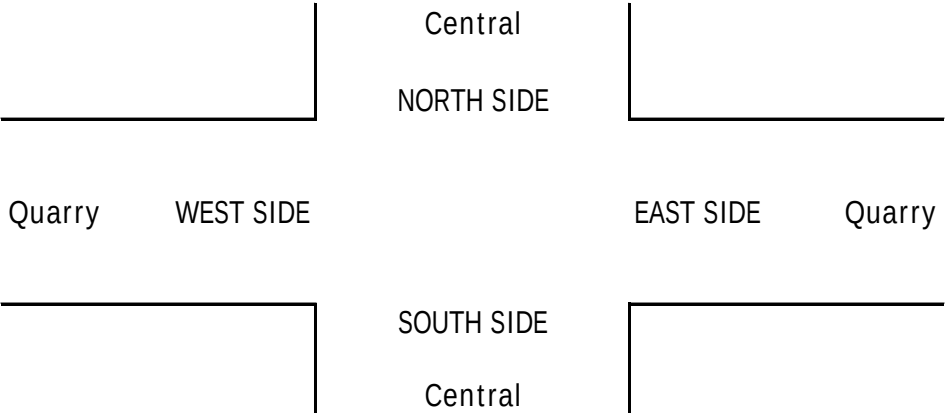
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Quarry			Quarry			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	6	0	1	0	0	0	0	2	1	3	7	0	20
	7:15 AM	11	0	0	0	0	0	0	2	2	0	0	0	15
	7:30 AM	9	0	1	0	0	0	0	1	1	0	0	0	12
	7:45 AM	7	0	4	0	0	0	0	0	1	1	0	0	13
	8:00 AM	5	0	0	0	0	0	0	0	0	0	0	0	5
	8:15 AM	5	0	0	0	0	0	0	0	1	0	0	0	6
	8:30 AM	0	0	1	0	0	0	0	2	0	1	1	0	5
	8:45 AM	2	0	1	0	0	0	0	0	2	0	1	0	6
	VOLUMES	45	0	8	0	0	0	0	7	8	5	9	0	82
	APPROACH %	85%	0%	15%	0%	0%	0%	0%	47%	53%	36%	64%	0%	
	APP/DEPART	53	/	0	0	/	13	15	/	15	14	/	54	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	33	0	6	0	0	0	0	5	5	4	7	0	60
	APPROACH %	85%	0%	15%	0%	0%	0%	0%	50%	50%	36%	64%	0%	
	PEAK HR FACTOR	0.886			0.000			0.625			0.275			0.750
	APP/DEPART	39	/	0	0	/	9	10	/	11	11	/	40	0
	4:00 PM	2	0	4	0	0	0	0	2	11	3	1	0	23
	4:15 PM	6	0	2	0	0	0	0	1	9	4	1	0	23
	4:30 PM	4	0	0	0	0	0	0	0	8	5	6	0	23
	4:45 PM	3	0	0	0	0	0	0	0	7	0	4	0	14
	5:00 PM	2	0	0	0	0	0	0	0	12	3	1	0	18
	5:15 PM	2	0	0	0	0	0	0	0	13	0	1	0	16
	5:30 PM	3	0	1	0	0	0	0	0	7	2	1	0	14
	5:45 PM	2	0	0	0	0	0	0	1	7	1	2	0	13
	VOLUMES	24	0	7	0	0	0	0	4	74	18	17	0	144
	APPROACH %	77%	0%	23%	0%	0%	0%	0%	5%	95%	51%	49%	0%	
	APP/DEPART	31	/	0	0	/	92	78	/	11	35	/	41	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	15	0	6	0	0	0	0	3	35	12	12	0	83
	APPROACH %	71%	0%	29%	0%	0%	0%	0%	8%	92%	50%	50%	0%	
	PEAK HR FACTOR	0.656			0.000			0.731			0.545			0.902
	APP/DEPART	21	/	0	0	/	47	38	/	9	24	/	27	0

0	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

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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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Central
Quarry

PROJECT #:
LOCATION #:
CONTROL:

SC3699
8
STOP N

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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N

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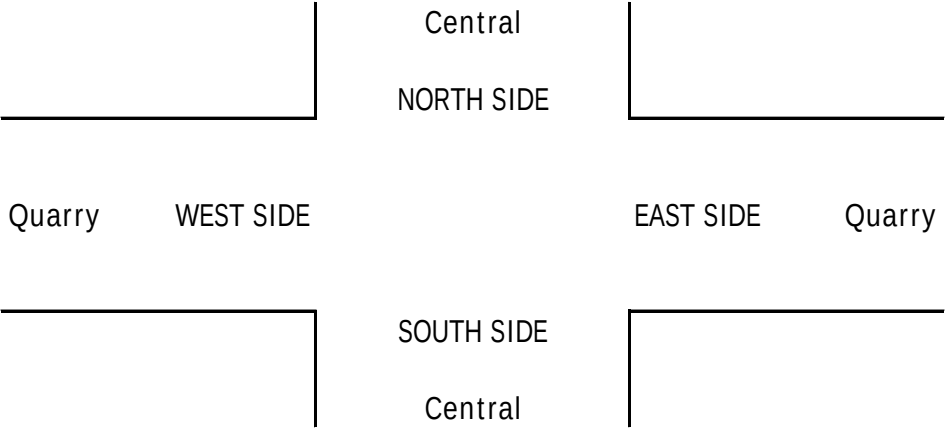
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Quarry			Quarry			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	2	0	0	0	0	0	0	0	0	2
	7:15 AM	2	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	1	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	1	0	0	0	0	0	1	0	0	0	0	2
	8:00 AM	1	0	1	0	0	0	1	0	0	0	0	3
	8:15 AM	0	0	0	0	0	0	2	0	0	0	0	2
	8:30 AM	1	0	1	0	0	0	0	0	1	1	0	4
	8:45 AM	1	0	1	0	0	0	0	0	1	0	0	3
	VOLUMES	7	0	5	0	0	0	4	0	2	1	0	19
	APPROACH %	58%	0%	42%	0%	0%	0%	100%	0%	67%	33%	0%	
	APP/DEPART	12	/	0	0	/	2	4	/	9	3	/	8
	BEGIN PEAK HR	7:00 AM											
PM	VOLUMES	4	0	2	0	0	0	1	0	0	0	0	7
	APPROACH %	67%	0%	33%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.750			0.000			0.250			0.000		
	APP/DEPART	6	/	0	0	/	0	1	/	3	0	/	4
	4:00 PM	0	0	0	0	0	0	0	2	1	0	0	3
	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	1	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	1	0	1	0	2
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	1
	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	5	1	1	0	7
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	50%	50%	0%	
	APP/DEPART	0	/	0	0	/	6	5	/	0	2	/	1
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	3	1	0	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.375			0.250		
	APP/DEPART	0	/	0	0	/	4	3	/	0	1	/	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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Quarry	PROJECT #: LOCATION #: CONTROL:	SC3699 8 STOP N
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E

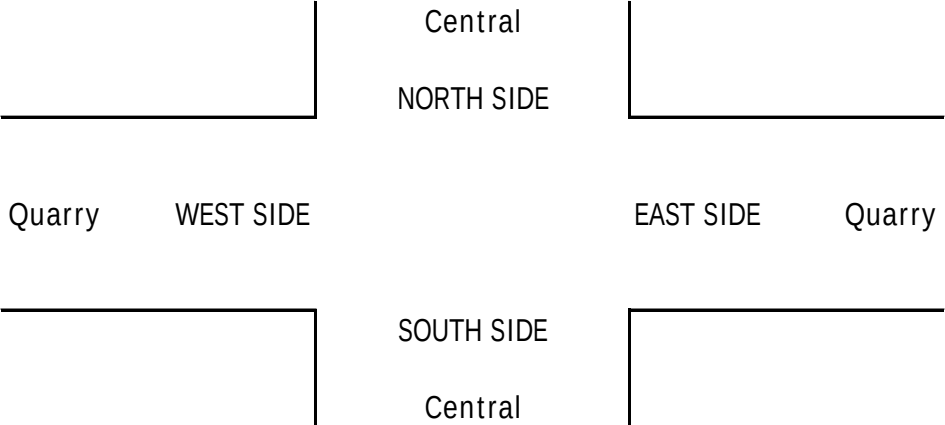
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Quarry			Quarry			
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL

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

AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	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	1	0	0	1	
	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	1	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	50%	0%	
	APP/DEPART	0	/	0	0	/	1	0	/	0	2	/	1	0
	BEGIN PEAK HR	7:00 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	
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	1	0	0	1	
	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	1	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	1	1	/	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	

0	0	0	0	0
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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:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Central
Quarry

PROJECT #:
LOCATION #:
CONTROL:

SC3699
8
STOP N

CLASS 4:

4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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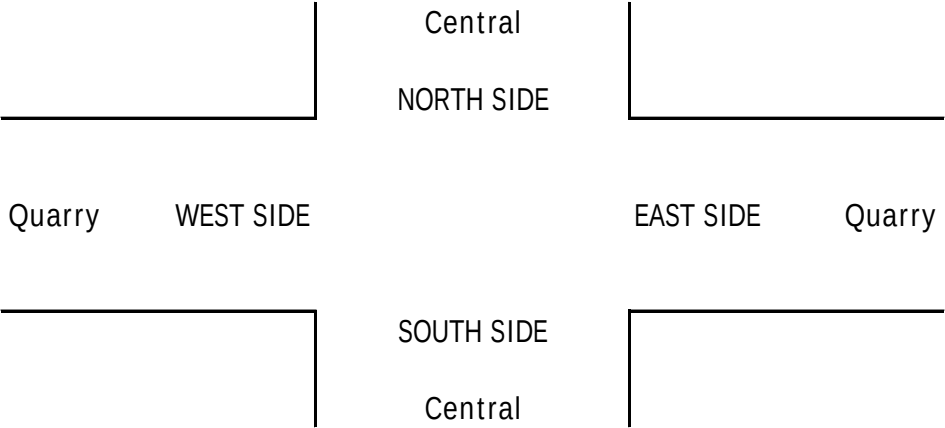
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Quarry			Quarry			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0
	7:15 AM	1	0	0	0	0	0	2	1	0	2	0	6	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0
	8:15 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
	VOLUMES	1	0	0	0	0	0	10	1	1	11	0	24				
	APPROACH %	100%	0%	0%	0%	0%	0%	91%	9%	8%	92%	0%					
	APP/DEPART	1	/	0	0	/	2	11	/	10	12	/	0				
	BEGIN PEAK HR	7:00 AM															
PM	VOLUMES	1	0	0	0	0	0	5	1	0	6	0	13				
	APPROACH %	100%	0%	0%	0%	0%	0%	83%	17%	0%	100%	0%					
	PEAK HR FACTOR	0.250			0.000			0.500			0.750			0.542			
	APP/DEPART	1	/	0	0	/	1	6	/	5	6	/	0				
	4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	4:45 PM	0	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	0
	5:15 PM	0	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	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
	VOLUMES	1	0	1	0	0	0	0	1	0	2	0	5				
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	100%	0%	100%	0%					
	APP/DEPART	2	/	0	0	/	1	1	/	1	2	/	0				
	BEGIN PEAK HR	4:00 PM															
	VOLUMES	1	0	1	0	0	0	0	0	0	2	0	4				
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	0%	0%	100%	0%					
	PEAK HR FACTOR	0.500			0.000			0.000			0.250			0.500			
	APP/DEPART	2	/	0	0	/	0	0	/	1	2	/	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



INTERSECTION TURNING MOVEMENT COUNTS

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

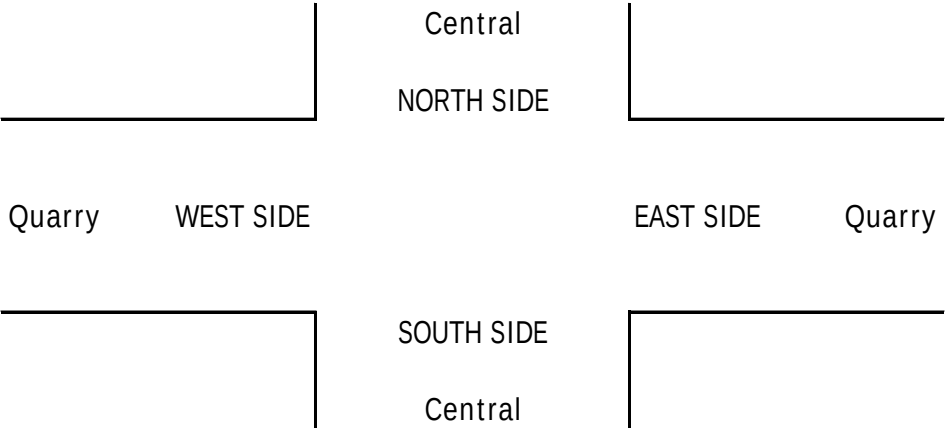
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Quarry	PROJECT #: LOCATION #: CONTROL:	SC3699 8 STOP N	
CLASS 5:	NOTES:	AM PM MD OTHER OTHER		▲ N	
RV			◀ W	S	E ▶
				▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Central			Central			Quarry			Quarry				NB	SB	EB	WB	TTL
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	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%		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
	BEGIN PEAK HR	7:00 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%		
PM	PEAK HR FACTOR	0.000			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%		
	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%		
	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	

0	0	0	0	0
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0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:

10/19/22

WEDNESDAY

LOCATION:

NORTH & SOUTH:

EAST & WEST:

Apple Valley

Central

Quarry

PROJECT #:

LOCATION #:

CONTROL:

SC3699

8

STOP N

CLASS 6:

NOTES:

BUSES

AM

PM

MD

OTHER

OTHER

◀ W

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N

S

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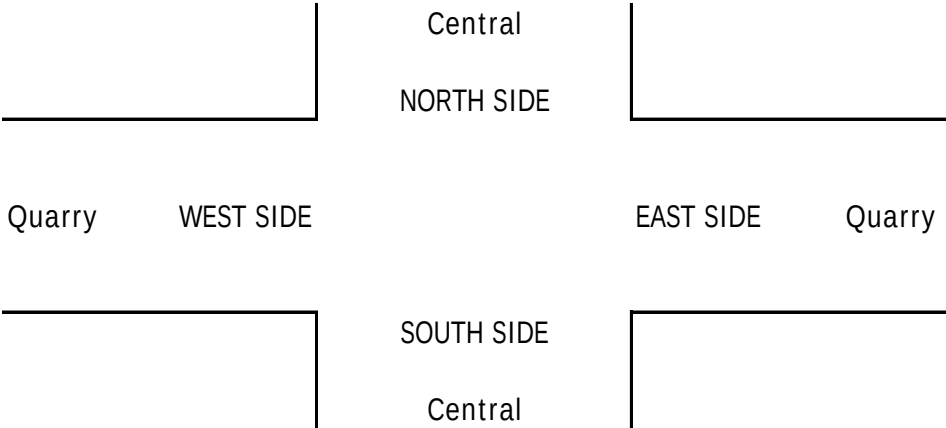
E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Quarry			Quarry			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	X	0	X	X	X	X	1	0	0	1	X	

U-TURNS				
NB	SB	EB	WB	TTL

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%		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0	
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	
PM	APPROACH %	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	
	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%		
	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	
	APPROACH %	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

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0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Oct 19, 22

LOCATION: Apple Valley
NORTH & SOUTH: Dale Evans
EAST & WEST: Johnson

PROJECT #: SC3699
LOCATION #: 9
CONTROL: STOP ALL

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

☒ Add U-Turns to Left Turns

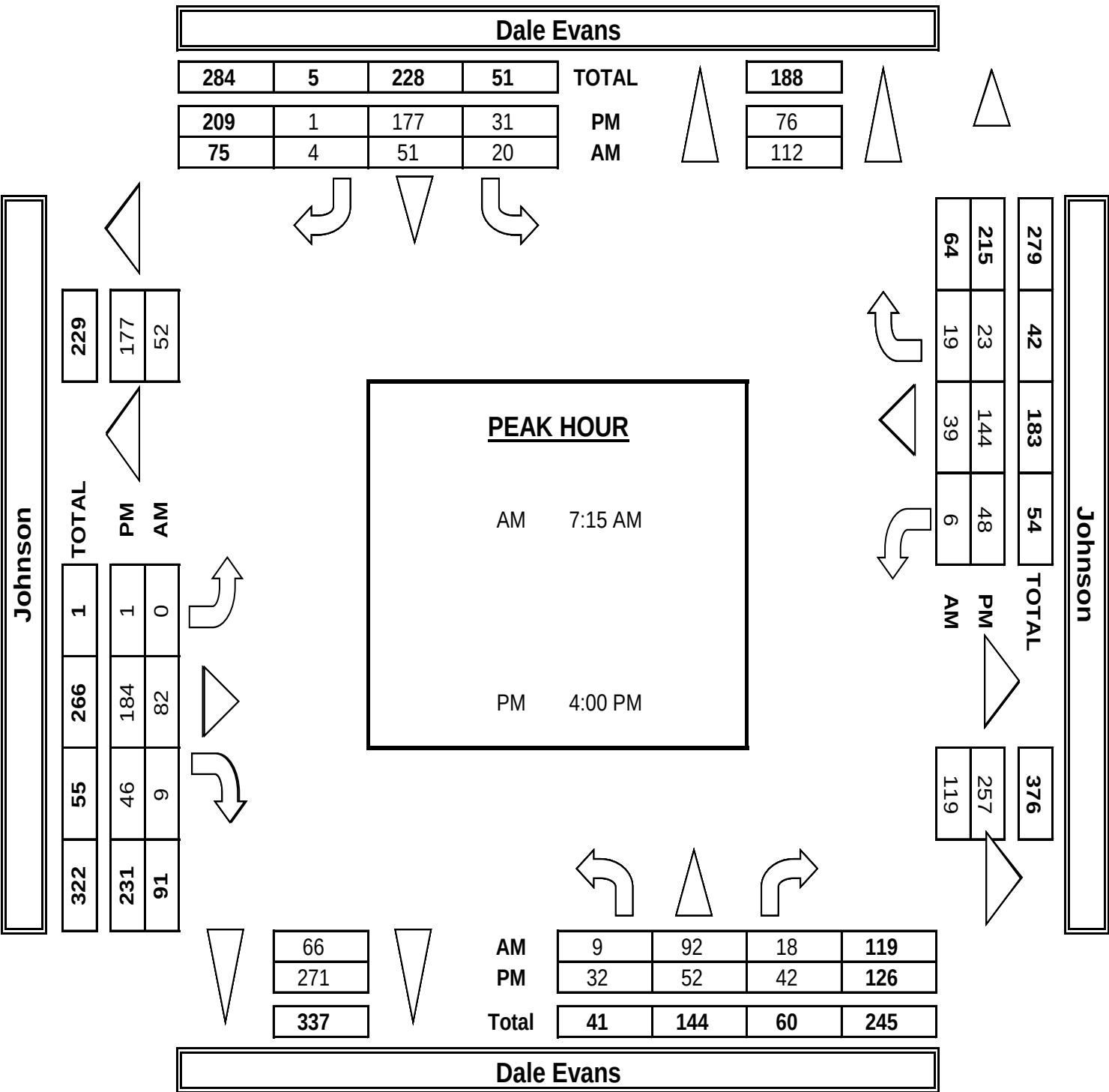
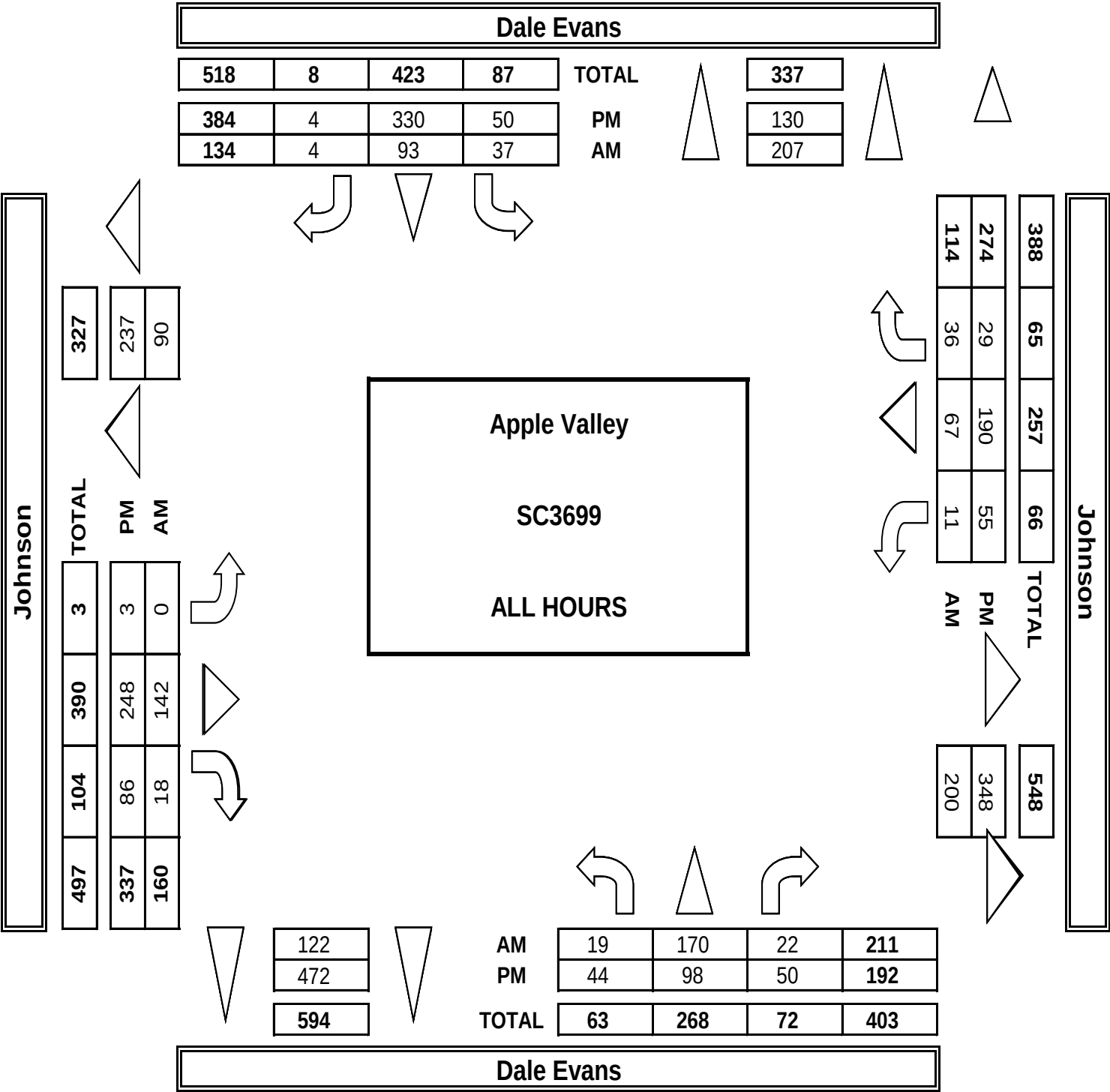
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Dale Evans			Dale Evans			Johnson			Johnson				NB	SB	EB	WB	TTL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	0	0	0	0	
	1	1	1	1	1	0	0	1	0	0,5	0,5	1						

AM	7:00 AM	2	28	1	5	5	0	0	16	1	0	3	6	67
	7:15 AM	3	25	4	3	12	0	0	21	2	1	11	7	89
	7:30 AM	3	28	4	5	15	0	0	23	1	2	9	6	96
	7:45 AM	0	26	7	7	8	2	0	20	3	3	10	3	89
	8:00 AM	3	13	3	5	16	2	0	18	3	0	9	3	75
	8:15 AM	3	26	1	3	9	0	0	20	3	1	5	2	73
	8:30 AM	0	13	1	2	12	0	0	9	4	3	13	4	61
	8:45 AM	5	11	1	7	16	0	0	15	1	1	7	5	69
	VOLUMES	19	170	22	37	93	4	0	142	18	11	67	36	619
	APPROACH %	9%	81%	10%	28%	69%	3%	0%	89%	11%	10%	59%	32%	
	APP/DEPART	211	/	207	134	/	122	160	/	200	114	/	90	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	9	92	18	20	51	4	0	82	9	6	39	19	349
	APPROACH %	8%	77%	15%	27%	68%	5%	0%	90%	10%	9%	61%	30%	
	PEAK HR FACTOR	0.850			0.815			0.948			0.842			0.909
	APP/DEPART	119	/	112	75	/	66	91	/	119	64	/	52	0
	4:00 PM	17	14	15	13	41	0	0	49	10	25	74	9	267
	4:15 PM	8	14	25	10	36	0	1	80	15	5	23	5	222
	4:30 PM	6	15	2	2	49	0	0	33	11	11	31	3	163
	4:45 PM	1	9	0	6	51	1	0	22	10	7	16	6	129
	5:00 PM	4	14	3	9	48	0	0	17	10	3	11	0	119
	5:15 PM	2	12	3	3	42	0	0	25	13	0	18	4	122
	5:30 PM	5	8	1	4	36	3	0	11	11	2	12	2	95
	5:45 PM	1	12	1	3	27	0	2	11	6	2	5	0	70
	VOLUMES	44	98	50	50	330	4	3	248	86	55	190	29	1,187
	APPROACH %	23%	51%	26%	13%	86%	1%	1%	74%	26%	20%	69%	11%	
	APP/DEPART	192	/	130	384	/	472	337	/	348	274	/	237	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	32	52	42	31	177	1	1	184	46	48	144	23	781
	APPROACH %	25%	41%	33%	15%	85%	0%	0%	80%	20%	22%	67%	11%	
	PEAK HR FACTOR	0.670			0.901			0.602			0.498			0.731
	APP/DEPART	126	/	76	209	/	271	231	/	257	215	/	177	0

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



AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

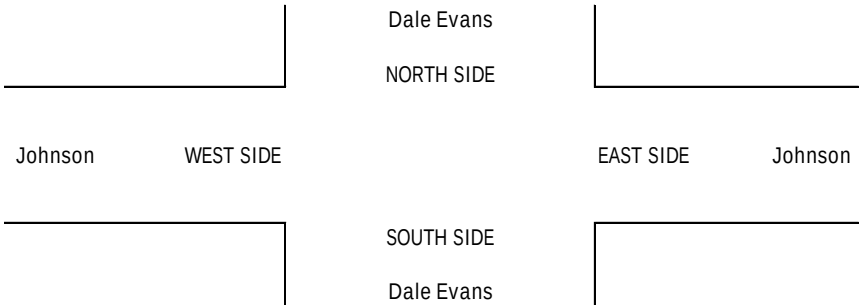
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Dale Evans Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 9 STOP ALL

PCE Adjusted	NOTES:								AM	▲ N ◀ W S ▼ ▶ E	
	Class	1	2	3	4	5	6		PM		
	Factor	1	1.5	2	3	2	2		MD		
									OTHER		
									OTHER		

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Dale Evans			Dale Evans			Johnson			Johnson				NB	SB	EB	WB	TTL
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0,5	WT 0,5	WR 1	TOTAL					

AM	7:00 AM	2	29	1	14	5	0	0	29	1	0	4	13	97					0
	7:15 AM	3	26	5	5	12	0	0	31	2	1	21	17	122					0
	7:30 AM	8	34	4	9	16	0	0	36	1	5	20	12	143					0
	7:45 AM	0	28	7	17	11	2	0	29	5	3	21	6	128					0
	8:00 AM	4	16	4	12	20	4	0	26	3	0	21	3	112					0
	8:15 AM	3	31	2	7	9	0	0	31	4	1	12	6	104					0
	8:30 AM	0	13	2	4	15	0	0	20	6	5	28	10	102					0
	8:45 AM	6	13	3	10	19	0	0	26	1	1	14	15	107					0
	VOLUMES	26	188	27	78	106	6	0	226	23	16	139	81	914	0	0	0	0	0
	APPROACH %	11%	78%	11%	41%	56%	3%	0%	91%	9%	7%	59%	34%						
APP/DEPART	240	/	268	190	/	144	249	/	331	235	/	171	0						
BEGIN PEAK HR	7:15 AM																		
VOLUMES	15	103	20	43	59	6	0	121	11	9	82	37	505						
APPROACH %	11%	75%	15%	40%	54%	6%	0%	92%	8%	7%	64%	29%							
PEAK HR FACTOR	0.764			0.757			0.901			0.831			0.882						
APP/DEPART	138	/	140	108	/	79	132	/	184	128	/	103	0						
4:00 PM	19	15	17	18	45	0	0	53	10	25	83	9	292						
4:15 PM	8	15	25	20	40	0	1	82	15	5	32	9	251						
4:30 PM	7	17	2	2	51	0	0	40	13	12	38	5	186						
4:45 PM	1	11	0	14	54	1	0	26	11	7	22	10	156						
5:00 PM	6	15	4	15	51	0	0	22	10	3	18	0	143						
5:15 PM	2	12	3	5	44	0	0	38	13	0	23	6	146						
5:30 PM	5	9	1	6	39	3	0	18	11	2	19	5	118						
5:45 PM	1	12	1	7	27	0	2	16	8	2	5	0	81						
VOLUMES	49	104	53	87	349	4	3	293	90	56	239	44	1,370						
APPROACH %	24%	50%	26%	20%	79%	1%	1%	76%	23%	17%	70%	13%							
APP/DEPART	206	/	151	439	/	495	386	/	433	339	/	292	0						
BEGIN PEAK HR	4:00 PM																		
VOLUMES	35	57	44	54	188	1	1	200	49	49	174	33	884						
APPROACH %	26%	42%	32%	22%	78%	0%	0%	80%	19%	19%	68%	13%							
PEAK HR FACTOR	0.673			0.885			0.635			0.549			0.758						
APP/DEPART	136	/	91	243	/	286	249	/	297	256	/	210	0						



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Dale Evans
Johnson

PROJECT #:
LOCATION #:
CONTROL:

SC3699
9
STOP ALL

CLASS 1:
PASSENGER
VEHICLES

NOTES:

AM
PM
MD
OTHER
OTHER

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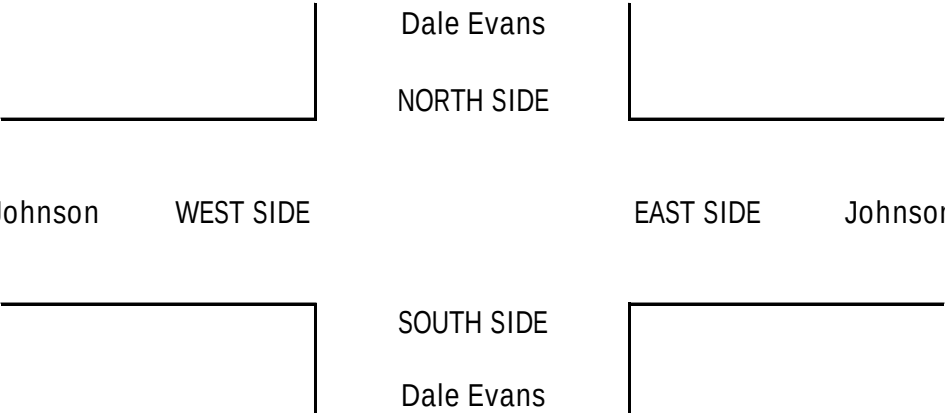
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dale Evans			Dale Evans			Johnson			Johnson			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0,5	WT 0,5	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	2	27	1	0	5	0	0	7	1	0	2	2	47
	7:15 AM	3	23	3	2	12	0	0	14	2	1	6	1	67
	7:30 AM	0	24	4	2	14	0	0	15	1	0	3	3	66
	7:45 AM	0	25	7	2	4	2	0	15	2	3	4	0	64
	8:00 AM	2	11	2	1	11	1	0	12	3	0	2	3	48
	8:15 AM	3	21	0	1	9	0	0	13	2	1	1	0	51
	8:30 AM	0	13	0	1	10	0	0	1	3	1	5	1	35
	8:45 AM	4	9	0	5	14	0	0	7	1	1	3	0	44
	VOLUMES	14	153	17	14	79	3	0	84	15	7	26	10	422
	APPROACH %	8%	83%	9%	15%	82%	3%	0%	85%	15%	16%	60%	23%	
	APP/DEPART	184	/	164	96	/	101	99	/	114	43	/	43	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	5	83	16	6	41	3	0	56	8	4	15	7	245
	APPROACH %	5%	80%	15%	12%	80%	6%	0%	88%	13%	15%	58%	27%	
	PEAK HR FACTOR	0.813			0.797			0.941			0.813			0.914
	APP/DEPART	104	/	91	51	/	53	64	/	78	26	/	23	0
	4:00 PM	16	13	13	10	35	0	0	46	10	25	69	9	246
	4:15 PM	8	13	25	5	32	0	1	79	15	5	17	3	203
	4:30 PM	5	14	2	2	47	0	0	28	10	10	26	2	146
	4:45 PM	1	8	0	2	49	1	0	19	9	7	11	4	111
	5:00 PM	3	13	2	6	46	0	0	13	10	3	7	0	103
	5:15 PM	2	12	3	2	38	0	0	18	13	0	15	3	106
	5:30 PM	5	7	1	3	34	3	0	7	11	2	8	0	81
	5:45 PM	1	12	1	1	27	0	2	8	4	2	5	0	63
	VOLUMES	41	92	47	31	308	4	3	218	82	54	158	21	1,059
	APPROACH %	23%	51%	26%	9%	90%	1%	1%	72%	27%	23%	68%	9%	
	APP/DEPART	180	/	116	343	/	445	303	/	296	233	/	202	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	30	48	40	19	163	1	1	172	44	47	123	18	706
	APPROACH %	25%	41%	34%	10%	89%	1%	0%	79%	20%	25%	65%	10%	
	PEAK HR FACTOR	0.641			0.880			0.571			0.456			0.717
	APP/DEPART	118	/	67	183	/	254	217	/	231	188	/	154	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	1	0	0	1

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Dale Evans
Johnson

PROJECT #:
LOCATION #:
CONTROL:

SC3699
9
STOP ALL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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N
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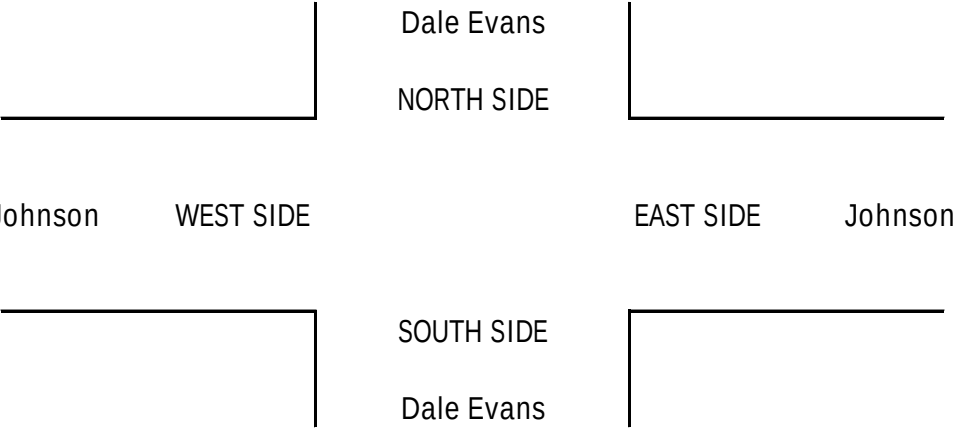
E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Dale Evans			Dale Evans			Johnson			Johnson				NB	SB	EB	WB	TTL
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0,5	WT 0,5	WR 1	TOTAL					

AM	7:00 AM	0	1	0	0	0	0	0	2	0	0	0	1	4
	7:15 AM	0	2	0	0	0	0	0	1	0	0	0	1	4
	7:30 AM	1	1	0	0	0	0	0	1	0	0	1	0	4
	7:45 AM	0	0	0	0	2	0	0	1	0	0	1	1	5
	8:00 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	8:15 AM	0	3	1	0	0	0	0	1	1	0	0	0	6
	8:30 AM	0	0	1	0	0	0	0	2	0	1	1	0	5
	8:45 AM	0	1	0	0	1	0	0	2	0	0	1	0	5
	VOLUMES	1	9	2	0	6	0	0	10	1	1	4	3	37
	APPROACH %	8%	75%	17%	0%	100%	0%	0%	91%	9%	13%	50%	38%	
APP/DEPART	12	/	12	6	/	8	11	/	12	8	/	5	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	1	4	0	0	5	0	0	3	0	0	2	2	17	
APPROACH %	20%	80%	0%	0%	100%	0%	0%	100%	0%	0%	50%	50%		
PEAK HR FACTOR	0.625			0.417			0.750			0.500			0.850	
APP/DEPART	5	/	6	5	/	5	3	/	3	4	/	3	0	
PM	4:00 PM	0	1	0	1	5	0	0	1	0	0	1	0	9
	4:15 PM	0	1	0	0	3	0	0	0	0	0	1	0	5
	4:30 PM	0	0	0	0	1	0	0	1	0	0	2	0	4
	4:45 PM	0	0	0	0	1	0	0	1	1	0	2	0	5
	5:00 PM	0	1	0	0	1	0	0	2	0	0	1	0	5
	5:15 PM	0	0	0	0	4	0	0	1	0	0	0	0	5
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	VOLUMES	0	4	0	1	15	0	0	6	2	0	7	0	35
	APPROACH %	0%	100%	0%	6%	94%	0%	0%	75%	25%	0%	100%	0%	
	APP/DEPART	4	/	4	16	/	17	8	/	7	7	/	7	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	2	0	1	10	0	0	3	1	0	6	0	23
	APPROACH %	0%	100%	0%	9%	91%	0%	0%	75%	25%	0%	100%	0%	
PEAK HR FACTOR	0.500			0.458			0.500			0.750			0.639	
APP/DEPART	2	/	2	11	/	11	4	/	4	6	/	6	0	

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



INTERSECTION TURNING MOVEMENT COUNTS

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

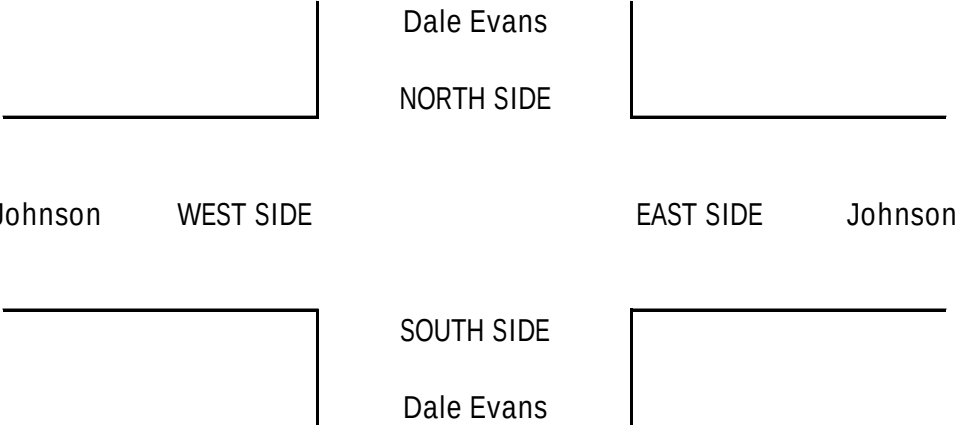
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Dale Evans Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 9 STOP ALL
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Dale Evans			Dale Evans			Johnson			Johnson				NB	SB	EB	WB	TTL
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0,5	WT 0,5	WR 1	TOTAL					

AM	7:00 AM	0	0	0	1	0	0	0	2	0	0	1	0	4
	7:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
	7:30 AM	0	1	0	2	0	0	0	2	0	0	0	0	5
	7:45 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
	8:00 AM	1	0	0	1	0	0	0	4	0	0	2	0	8
	8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
	8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	8:45 AM	1	0	0	1	0	0	0	2	0	0	0	0	4
	VOLUMES	2	1	0	5	2	0	0	17	0	0	4	2	33
	APPROACH %	67%	33%	0%	71%	29%	0%	0%	100%	0%	0%	67%	33%	
	APP/DEPART	3	/	3	7	/	2	17	/	22	6	/	6	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	1	1	0	3	2	0	0	9	0	0	2	2	20
	APPROACH %	50%	50%	0%	60%	40%	0%	0%	100%	0%	0%	50%	50%	
	PEAK HR FACTOR	0.500			0.625			0.563			0.500			0.625
	APP/DEPART	2	/	3	5	/	2	9	/	12	4	/	3	0
	4:00 PM	0	0	1	0	1	0	0	1	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	4:30 PM	1	0	0	0	1	0	0	2	0	0	0	0	4
	4:45 PM	0	0	0	0	0	0	0	1	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	0	0	1	0	1
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	5:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
	VOLUMES	1	0	1	0	2	0	0	6	1	0	5	0	16
	APPROACH %	50%	0%	50%	0%	100%	0%	0%	86%	14%	0%	100%	0%	
	APP/DEPART	2	/	0	2	/	3	7	/	7	5	/	6	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	0	1	0	2	0	0	4	0	0	3	0	11
	APPROACH %	50%	0%	50%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.500			0.500			0.500			0.375			0.688
	APP/DEPART	2	/	0	2	/	2	4	/	5	3	/	4	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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Dale Evans
Johnson

PROJECT #:
LOCATION #:
CONTROL:

SC3699
9
STOP ALL

CLASS 4:

4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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N

S
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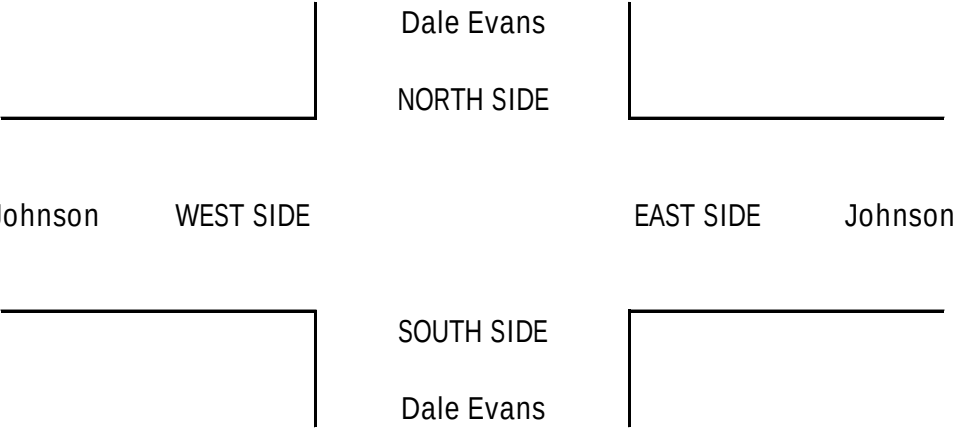
◀ W
E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Dale Evans			Dale Evans			Johnson			Johnson				NB	SB	EB	WB	TTL
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0,5	WT 0,5	WR 1	TOTAL					

AM	7:00 AM	0	0	0	4	0	0	0	5	0	0	0	3	12
	7:15 AM	0	0	0	1	0	0	0	3	0	0	5	4	13
	7:30 AM	2	2	0	1	0	0	0	5	0	1	5	3	19
	7:45 AM	0	1	0	5	0	0	0	4	1	0	5	0	16
	8:00 AM	0	1	0	3	0	1	0	2	0	0	5	0	12
	8:15 AM	0	1	0	2	0	0	0	4	0	0	3	2	12
	8:30 AM	0	0	0	1	1	0	0	4	1	0	7	3	17
	8:45 AM	0	0	1	1	1	0	0	4	0	0	3	5	15
	VOLUMES	2	5	1	18	2	1	0	31	2	1	33	20	116
	APPROACH %	25%	63%	13%	86%	10%	5%	0%	94%	6%	2%	61%	37%	
	APP/DEPART	8	/	25	21	/	5	33	/	50	54	/	36	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	2	4	0	10	0	1	0	14	1	1	20	7	60
	APPROACH %	33%	67%	0%	91%	0%	9%	0%	93%	7%	4%	71%	25%	
	PEAK HR FACTOR	0.375			0.550			0.750			0.778			0.789
	APP/DEPART	6	/	11	11	/	2	15	/	24	28	/	23	0
	4:00 PM	1	0	0	2	0	0	0	1	0	0	4	0	8
	4:15 PM	0	0	0	5	1	0	0	1	0	0	3	2	12
	4:30 PM	0	1	0	0	0	0	0	2	1	0	3	1	8
	4:45 PM	0	1	0	4	1	0	0	1	0	0	2	2	11
	5:00 PM	1	0	0	3	1	0	0	2	0	0	3	0	10
	5:15 PM	0	0	0	1	0	0	0	6	0	0	2	1	10
	5:30 PM	0	0	0	1	1	0	0	3	0	0	3	1	9
	5:45 PM	0	0	0	2	0	0	0	2	0	0	0	0	4
	VOLUMES	2	2	0	18	4	0	0	18	1	0	20	7	72
	APPROACH %	50%	50%	0%	82%	18%	0%	0%	95%	5%	0%	74%	26%	
	APP/DEPART	4	/	9	22	/	5	19	/	36	27	/	22	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	2	0	11	2	0	0	5	1	0	12	5	39
	APPROACH %	33%	67%	0%	85%	15%	0%	0%	83%	17%	0%	71%	29%	
	PEAK HR FACTOR	0.750			0.542			0.500			0.850			0.813
	APP/DEPART	3	/	7	13	/	3	6	/	16	17	/	13	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
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0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

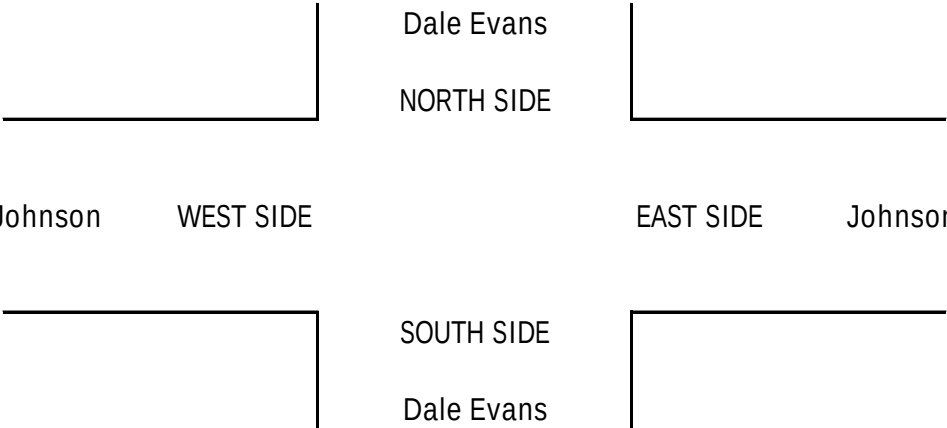
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Dale Evans Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 9 STOP ALL	
CLASS 5:	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼	◀ W E ▶
RV					

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Dale Evans			Dale Evans			Johnson			Johnson				NB	SB	EB	WB	TTL
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0,5	WT 0,5	WR 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%		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
	BEGIN PEAK HR	7:15 AM												
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%		
	PEAK HR FACTOR	0.000			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%		
	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%		
	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
	APP/DEPART	0	/	0	0	/	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: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Dale Evans Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 9 STOP ALL

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

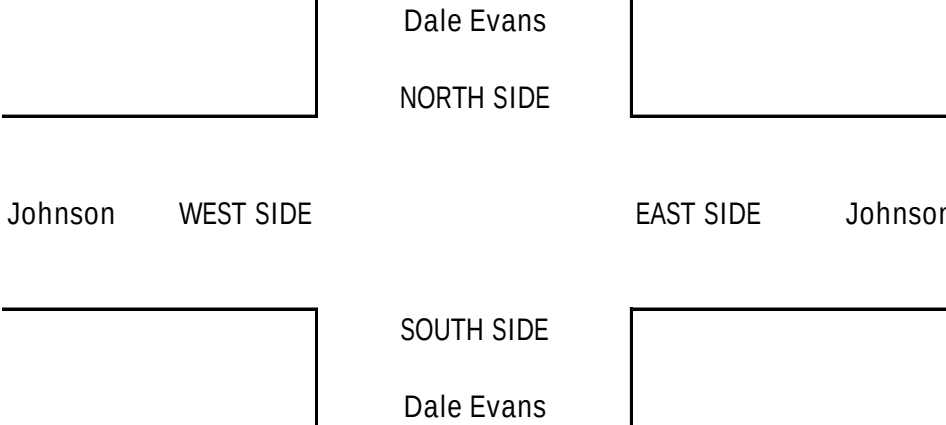
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Dale Evans			Dale Evans			Johnson			Johnson			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0,5	WT 0,5	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	0	0	0	1	2
	7:30 AM	0	0	0	0	1	0	0	0	1	0	0	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	1	0	2	0	0	0	0	0	0	3
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	1	0	0	0	1	0	0	2
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	2	2	0	4	0	0	0	2	0	1	11
	APPROACH %	0%	50%	50%	0%	100%	0%	0%	0%	67%	0%	33%	
	APP/DEPART	4	/	3	4	/	6	0	/	2	3	/	0
	BEGIN PEAK HR	7:15 AM											
PM	VOLUMES	0	0	2	0	3	0	0	0	1	0	1	7
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	50%	0%	50%	
	PEAK HR FACTOR	0.500			0.375			0.000			0.500		
	APP/DEPART	2	/	1	3	/	4	0	/	2	2	/	0
	4:00 PM	0	0	1	0	0	0	0	0	0	0	0	1
	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	1	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	1	0	0	0	0	0	0	0	0	1
	5:15 PM	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	1	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	2	0	1	0	0	0	1	0	1	5
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	50%	0%	50%	
	APP/DEPART	2	/	1	1	/	2	0	/	2	2	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	1	0	0	0	0	0	1	0	0	2
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.250		
	APP/DEPART	1	/	0	0	/	1	0	/	1	1	/	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Oct 19, 22

LOCATION: Apple Valley
NORTH & SOUTH: Central
EAST & WEST: Johnson

PROJECT #: SC3699
LOCATION #: 10
CONTROL: STOP E

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

☒ Add U-Turns to Left Turns

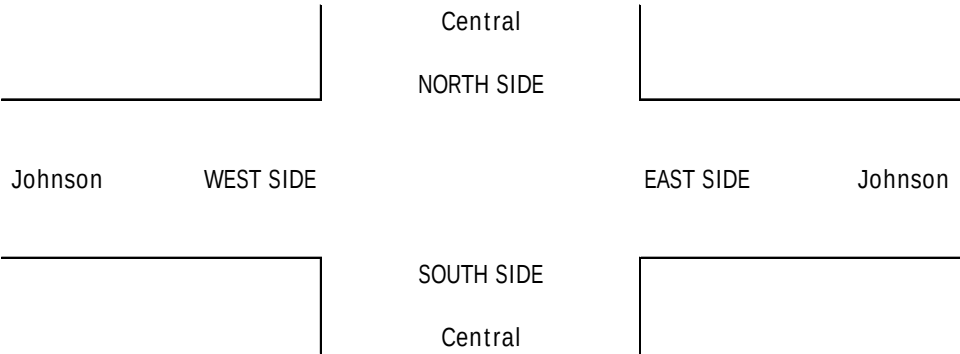
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Johnson			Johnson			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

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

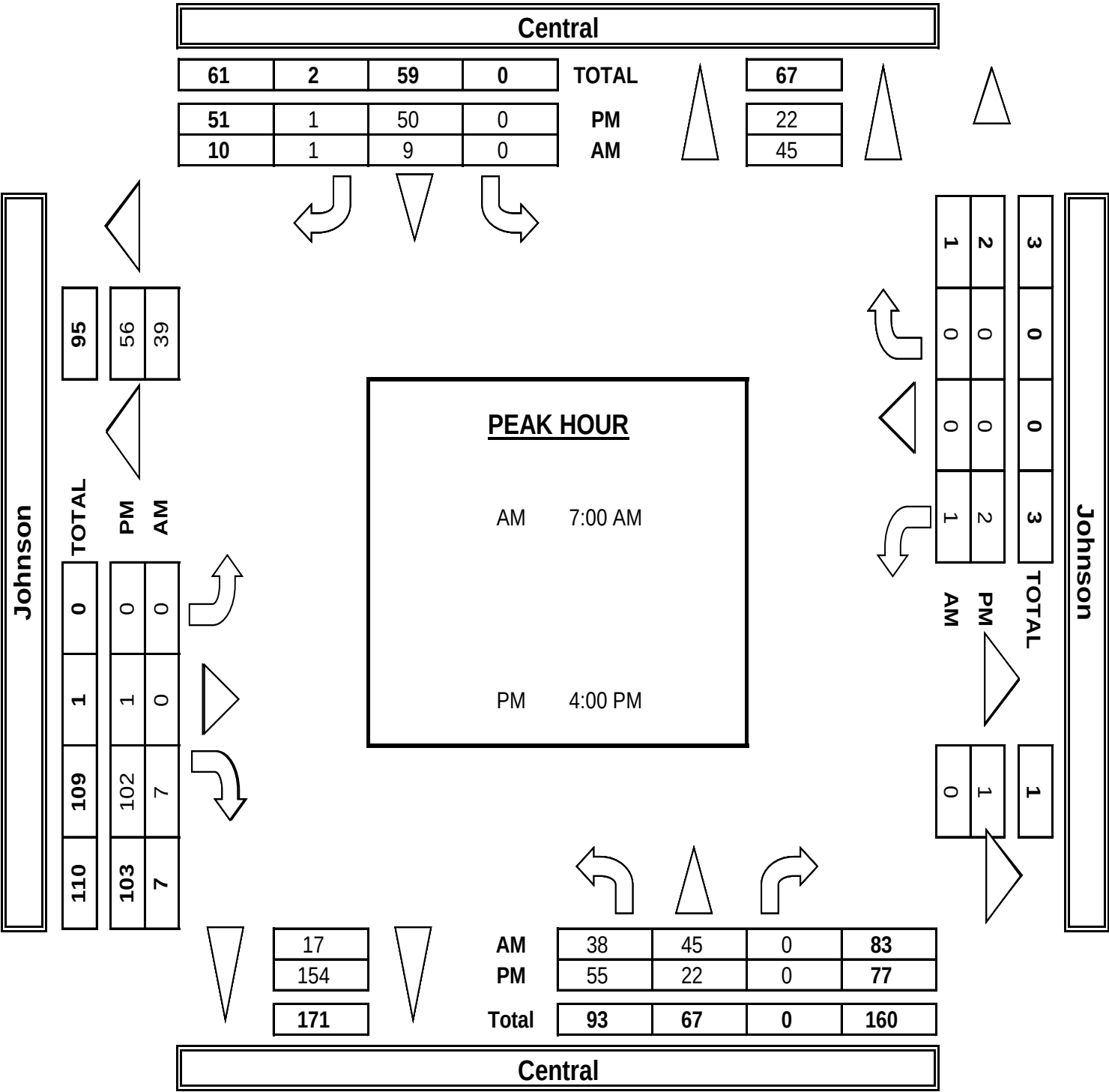
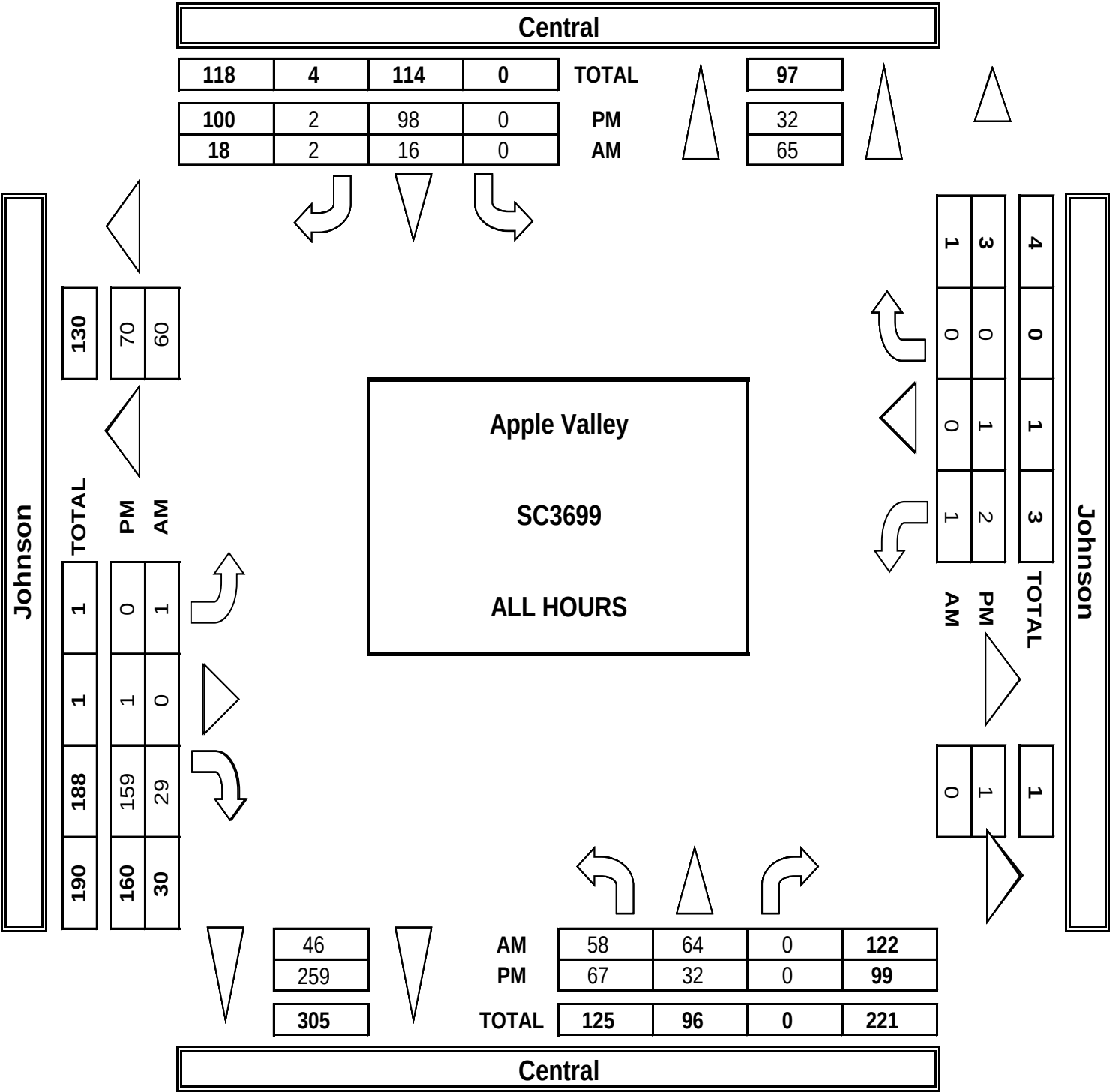
AM	7:00 AM	4	8	0	0	4	0	0	0	2	1	0	0	19
	7:15 AM	8	14	0	0	2	1	0	0	0	0	0	0	25
	7:30 AM	11	12	0	0	1	0	0	0	2	0	0	0	26
	7:45 AM	15	11	0	0	2	0	0	0	3	0	0	0	31
	8:00 AM	6	7	0	0	0	0	0	0	3	0	0	0	16
	8:15 AM	1	5	0	0	0	0	0	0	7	0	0	0	13
	8:30 AM	8	2	0	0	3	1	1	0	4	0	0	0	19
	8:45 AM	5	5	0	0	4	0	0	0	8	0	0	0	22
	VOLUMES	58	64	0	0	16	2	1	0	29	1	0	0	171
	APPROACH %	48%	52%	0%	0%	89%	11%	3%	0%	97%	100%	0%	0%	
	APP/DEPART	122	/	65	18	/	46	30	/	0	1	/	60	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	38	45	0	0	9	1	0	0	7	1	0	0	101
	APPROACH %	46%	54%	0%	0%	90%	10%	0%	0%	100%	100%	0%	0%	
	PEAK HR FACTOR	0.798			0.625			0.583			0.250			0.815
	APP/DEPART	83	/	45	10	/	17	7	/	0	1	/	39	0
	4:00 PM	19	7	0	0	17	0	0	0	36	1	0	0	80
	4:15 PM	22	8	0	0	14	0	0	0	22	0	0	0	66
	4:30 PM	9	5	0	0	11	1	0	1	25	1	0	0	53
	4:45 PM	5	2	0	0	8	0	0	0	19	0	0	0	34
	5:00 PM	4	2	0	0	15	0	0	0	20	0	0	0	41
	5:15 PM	3	3	0	0	14	0	0	0	14	0	0	0	34
	5:30 PM	4	3	0	0	10	0	0	0	15	0	1	0	33
	5:45 PM	1	2	0	0	9	1	0	0	8	0	0	0	21
	VOLUMES	67	32	0	0	98	2	0	1	159	2	1	0	362
	APPROACH %	68%	32%	0%	0%	98%	2%	0%	1%	99%	67%	33%	0%	
	APP/DEPART	99	/	32	100	/	259	160	/	1	3	/	70	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	55	22	0	0	50	1	0	1	102	2	0	0	233
	APPROACH %	71%	29%	0%	0%	98%	2%	0%	1%	99%	100%	0%	0%	
	PEAK HR FACTOR	0.642			0.750			0.715			0.500			0.728
	APP/DEPART	77	/	22	51	/	154	103	/	1	2	/	56	0

0	0	0	0	0
0	0	0	0	0
0	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

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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
0	0	0	0	0
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0	0	0	0	0



AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

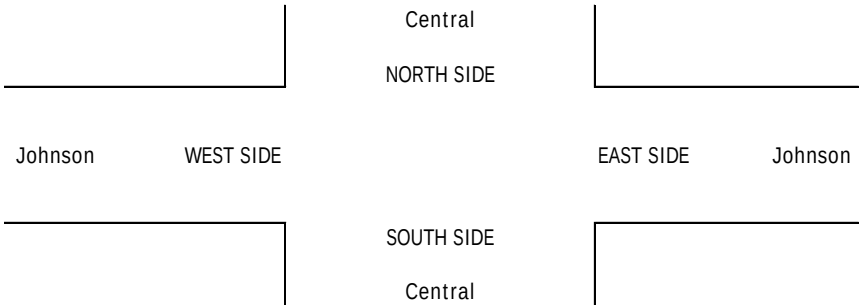
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 10 STOP E

	NOTES:								AM		▲	
PCE	Class	1	2	3	4	5	6		PM		N	
Adjusted	Factor	1	1.5	2	3	2	2		MD	◀ W		E ▶
									OTHER		S	
									OTHER		▼	

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

AM	7:00 AM	4	9	0	0	4	0	0	0	4	2	0	0	23					0
	7:15 AM	10	17	0	0	2	3	0	0	0	0	0	0	32					0
	7:30 AM	13	13	0	0	1	0	0	0	2	0	0	0	29					0
	7:45 AM	17	12	0	0	2	0	0	0	3	0	0	0	33					0
	8:00 AM	6	7	0	0	0	0	0	0	6	0	0	0	19					0
	8:15 AM	1	6	0	0	0	0	0	0	8	0	0	0	15					0
	8:30 AM	11	3	0	0	4	2	2	0	5	0	0	0	25					0
	8:45 AM	7	6	0	0	7	0	0	0	9	0	0	0	28					0
	VOLUMES	67	72	0	0	20	5	2	0	36	2	0	0	202	0	0	0	0	0
	APPROACH %	48%	52%	0%	0%	81%	19%	4%	0%	96%	100%	0%	0%						
	APP/DEPART	139	/	73	24	/	58	38	/	0	2	/	72	0					
	BEGIN PEAK HR	7:00 AM																	
	VOLUMES	43	50	0	0	9	3	0	0	9	2	0	0	116					
	APPROACH %	46%	54%	0%	0%	75%	25%	0%	0%	100%	100%	0%	0%						
PM	PEAK HR FACTOR	0.826												0.875					
	APP/DEPART	93	/	50	12	/	20	9	/	0	2	/	46	0					
	4:00 PM	19	7	0	0	18	0	0	0	39	1	0	0	83					0
	4:15 PM	23	12	0	0	15	0	0	0	24	0	0	0	74					0
	4:30 PM	9	5	0	0	12	1	0	1	25	1	0	0	54					0
	4:45 PM	5	2	0	0	9	0	0	0	21	0	0	0	37					0
	5:00 PM	4	2	0	0	17	0	0	0	22	0	0	0	45					0
	5:15 PM	3	3	0	0	14	0	0	0	14	0	0	0	34					0
	5:30 PM	4	3	0	0	10	0	0	0	15	0	1	0	33					0
	5:45 PM	3	2	0	0	11	1	0	0	8	0	0	0	25					0
	VOLUMES	70	36	0	0	104	2	0	1	168	2	1	0	384	0	0	0	0	0
	APPROACH %	66%	34%	0%	0%	98%	2%	0%	1%	99%	67%	33%	0%						
	APP/DEPART	106	/	36	106	/	274	169	/	1	3	/	73	0					
	BEGIN PEAK HR	4:00 PM																	
	VOLUMES	56	26	0	0	53	1	0	1	109	2	0	0	247					
	APPROACH %	68%	32%	0%	0%	98%	2%	0%	1%	99%	100%	0%	0%						
	PEAK HR FACTOR	0.586												0.744					
	APP/DEPART	82	/	26	54	/	163	110	/	1	2	/	57	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 10 STOP E	
CLASS 1:	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼	◀ W E ▶
PASSENGER VEHICLES					

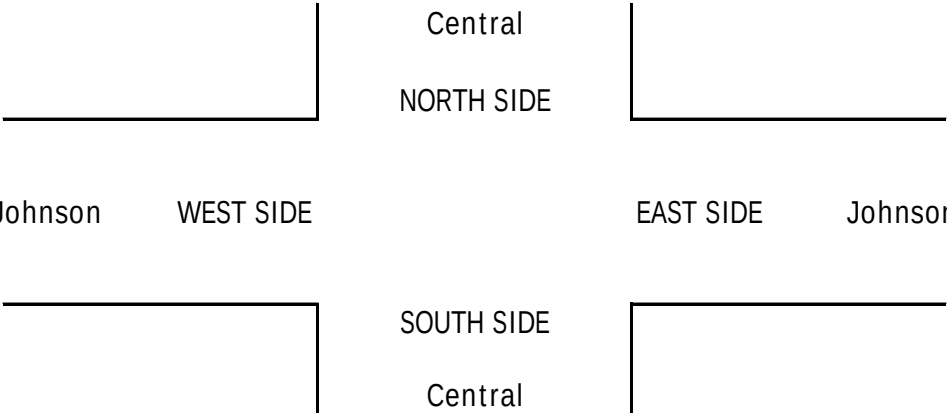
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Johnson			Johnson			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	4	7	0	0	4	0	0	0	1	0	0	0	16
	7:15 AM	6	11	0	0	2	0	0	0	0	0	0	0	19
	7:30 AM	9	10	0	0	1	0	0	0	2	0	0	0	22
	7:45 AM	13	10	0	0	2	0	0	0	3	0	0	0	28
	8:00 AM	6	7	0	0	0	0	0	1	0	0	0	0	14
	8:15 AM	1	4	0	0	0	0	0	6	0	0	0	0	11
	8:30 AM	6	0	0	0	2	0	0	3	0	0	0	0	11
	8:45 AM	4	3	0	0	2	0	0	7	0	0	0	0	16
	VOLUMES	49	52	0	0	13	0	0	0	23	0	0	0	137
	APPROACH %	49%	51%	0%	0%	100%	0%	0%	100%	0%	0%	0%		
	APP/DEPART	101	/	52	13	/	36	23	/	0	0	/	49	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	32	38	0	0	9	0	0	0	6	0	0	0	85
	APPROACH %	46%	54%	0%	0%	100%	0%	0%	100%	0%	0%	0%		
	PEAK HR FACTOR	0.761			0.563			0.500			0.000			0.759
	APP/DEPART	70	/	38	9	/	15	6	/	0	0	/	32	0
	4:00 PM	19	7	0	0	16	0	0	0	34	1	0	0	77
	4:15 PM	21	6	0	0	13	0	0	0	21	0	0	0	61
	4:30 PM	9	5	0	0	10	1	0	1	25	1	0	0	52
	4:45 PM	5	2	0	0	6	0	0	0	18	0	0	0	31
	5:00 PM	4	2	0	0	13	0	0	0	19	0	0	0	38
	5:15 PM	3	3	0	0	14	0	0	0	14	0	0	0	34
	5:30 PM	4	3	0	0	10	0	0	0	15	0	1	0	33
	5:45 PM	0	2	0	0	8	1	0	0	8	0	0	0	19
	VOLUMES	65	30	0	0	90	2	0	1	154	2	1	0	345
	APPROACH %	68%	32%	0%	0%	98%	2%	0%	1%	99%	67%	33%	0%	
	APP/DEPART	95	/	30	92	/	246	155	/	1	3	/	68	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	54	20	0	0	45	1	0	1	98	2	0	0	221
	APPROACH %	73%	27%	0%	0%	98%	2%	0%	1%	99%	100%	0%	0%	
	PEAK HR FACTOR	0.685			0.719			0.728			0.500			0.718
	APP/DEPART	74	/	20	46	/	145	99	/	1	2	/	55	0

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



INTERSECTION TURNING MOVEMENT COUNTS

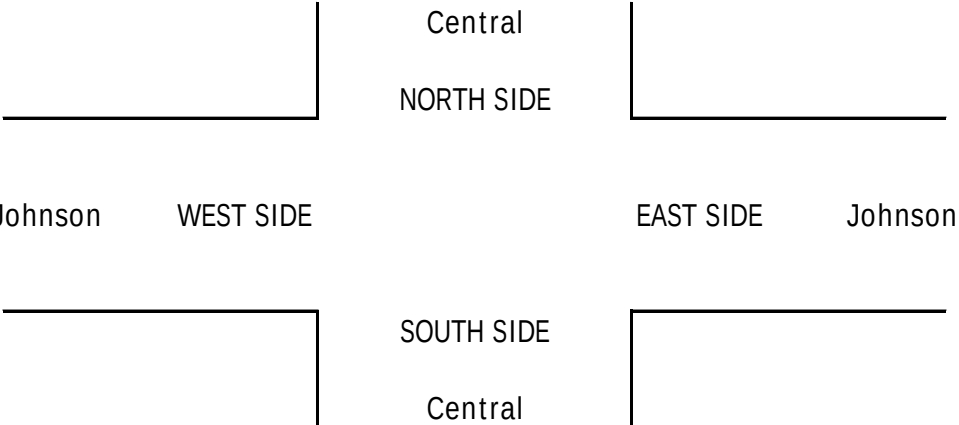
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 10 STOP E
CLASS 2:	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶
2-AXLE				
WORK				
VEHICLES/ TRUCKS				

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Johnson			Johnson			
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
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	1
	7:15 AM	1	2	0	0	0	0	0	0	0	0	0	3
	7:30 AM	1	2	0	0	0	0	0	0	0	0	0	3
	7:45 AM	1	1	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:30 AM	1	2	0	0	0	1	0	1	0	0	0	6
	8:45 AM	0	2	0	0	1	0	0	1	0	0	0	4
	VOLUMES	4	11	0	0	1	1	1	0	2	0	0	20
	APPROACH %	27%	73%	0%	0%	50%	50%	33%	0%	67%	0%	0%	
	APP/DEPART	15	/	12	2	/	3	3	/	0	0	/	5
	BEGIN PEAK HR	7:00 AM											
PM	VOLUMES	3	6	0	0	0	0	0	0	0	0	0	9
	APPROACH %	33%	67%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.750			0.000			0.000			0.000		
	APP/DEPART	9	/	6	0	/	0	0	/	0	0	/	3
	4:00 PM	0	0	0	0	1	0	0	0	1	0	0	0
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	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	6	0	0	0	1	0	0	7
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	0	/	0	6	/	7	1	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	5	0	0	0	1	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.000			0.625			0.250			0.000		
	APP/DEPART	0	/	0	5	/	6	1	/	0	0	/	0



INTERSECTION TURNING MOVEMENT COUNTS

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

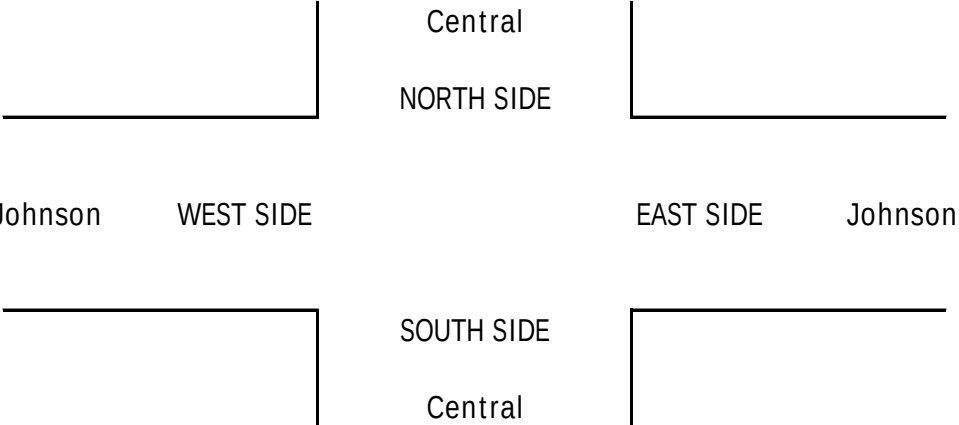
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 10 STOP E
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Johnson			Johnson			
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

AM	7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	1	0	0	0	0	0	0	0	0	0	0	1
	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	1	0	0	0	1
	8:30 AM	0	0	0	0	1	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	1	0	0	2	1	0	0	6
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	100%	100%	0%	0%	
	APP/DEPART	2	/	0	1	/	4	2	/	0	1	/	2
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	2	0	0	0	0	0	0	0	1	0	0	3
PM	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.500			0.000			0.000			0.250		
	APP/DEPART	2	/	0	0	/	1	0	/	0	1	/	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	0	0	0	0	0	1
	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	1	0	0	0	0	0	0	1
	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	1	0	0	0	1	0	0	0	0	0	0	2
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	0	1	/	1	0	/	0	0	/	1
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	1	/	0	0	/	0	0	/	0	0	/	1

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Central
Johnson

PROJECT #:
LOCATION #:
CONTROL:

SC3699
10
STOP E

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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N
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◀ W
E ▶

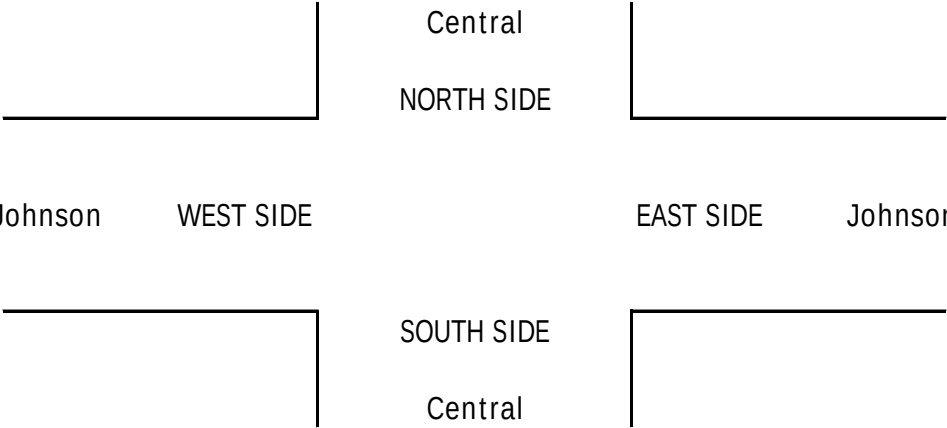
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Central			Central			Johnson			Johnson				NB	SB	EB	WB	TTL
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL					

AM	7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
	7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	2
	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	1	0	0	0	1
	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	1	0	0	0	1	0	0	0	0	0	0	0	2
	VOLUMES	2	1	0	0	1	1	0	0	2	0	0	0	7
	APPROACH %	67%	33%	0%	0%	50%	50%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	3	/	1	2	/	3	2	/	0	0	/	3	0
	BEGIN PEAK HR	7:00 AM												
VOLUMES	0	1	0	0	0	1	0	0	1	0	0	0	3	
APPROACH %	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%		
PEAK HR FACTOR	0.250			0.250			0.250			0.000			0.375	
APP/DEPART	1	/	1	1	/	1	1	/	0	0	/	1	0	

PM	4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	4:15 PM	0	2	0	0	0	0	0	0	1	0	0	0	3
	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	1	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	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	1	0	0	0	1	0	0	0	0	0	0	0	2
	VOLUMES	1	2	0	0	1	0	0	0	4	0	0	0	8
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	3	/	2	1	/	5	4	/	0	0	/	1	0
	BEGIN PEAK HR	4:00 PM												
VOLUMES	0	2	0	0	0	0	0	0	3	0	0	0	5	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%		
PEAK HR FACTOR	0.250			0.000			0.750			0.000			0.417	
APP/DEPART	2	/	2	0	/	3	3	/	0	0	/	0	0	

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



INTERSECTION TURNING MOVEMENT COUNTS

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

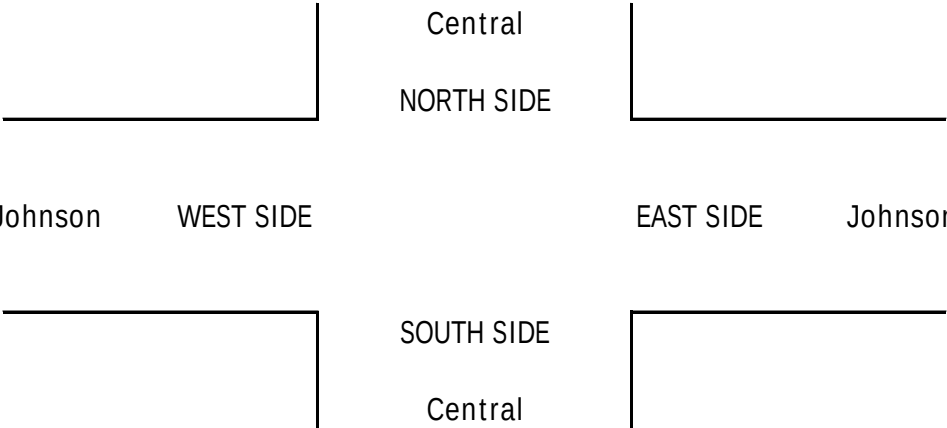
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Johnson	PROJECT #: LOCATION #: CONTROL:	SC3699 10 STOP E	
CLASS 5:	NOTES:	AM PM MD OTHER OTHER		▲ N	
RV			◀ W	S	E ▶
				▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Central			Central			Johnson			Johnson				NB	SB	EB	WB	TTL
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 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%		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
	BEGIN PEAK HR	7:00 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%		
PM	PEAK HR FACTOR	0.000			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%		
	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%		
	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	

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

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Central
Johnson

PROJECT #:
LOCATION #:
CONTROL:

SC3699
10
STOP E

CLASS 6:

NOTES:

AM
PM
MD
OTHER
OTHER

◀ W

▲
N

S
▼

E ▶

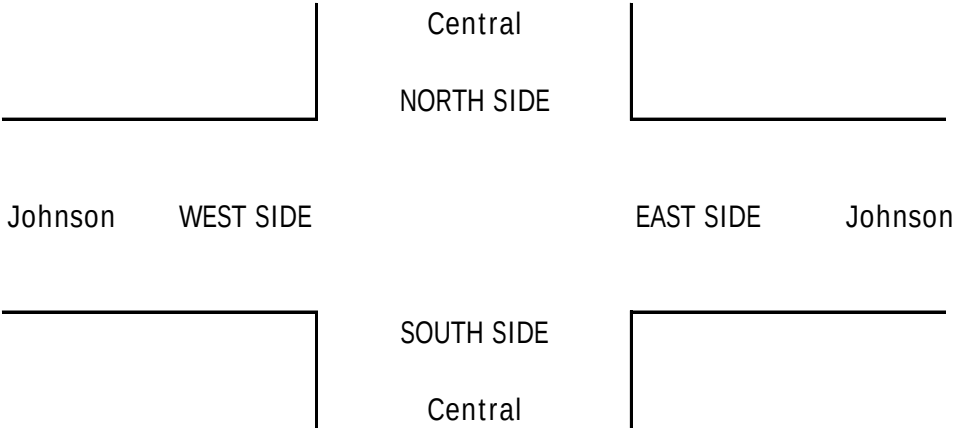
BUSES

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Johnson			Johnson			
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

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	1	0	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
	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	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	0	0	/	0	/	0	0	/	1	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	1	0	0	0	0	0	0	0	0	0	0	1
PM	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	1	/	0	0	/	0	0	/	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	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%	
	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%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Oct 19, 22

LOCATION: Apple Valley
NORTH & SOUTH: Central
EAST & WEST: Lafayette

PROJECT #: SC3699
LOCATION #: 11
CONTROL: NO CONTROL

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

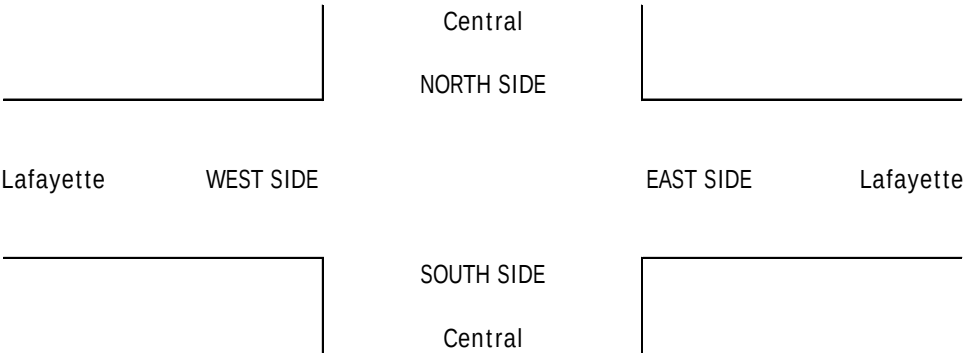
☒ Add U-Turns to Left Turns

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

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

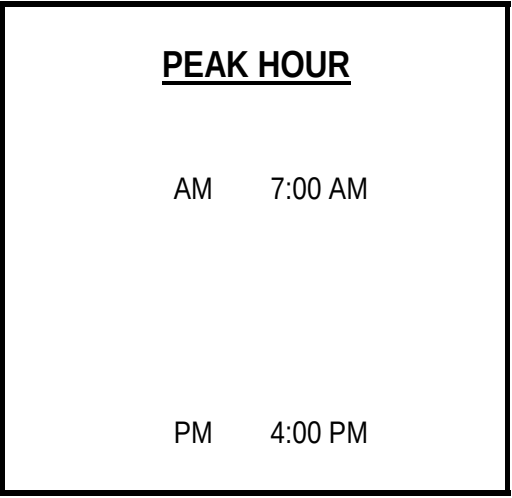
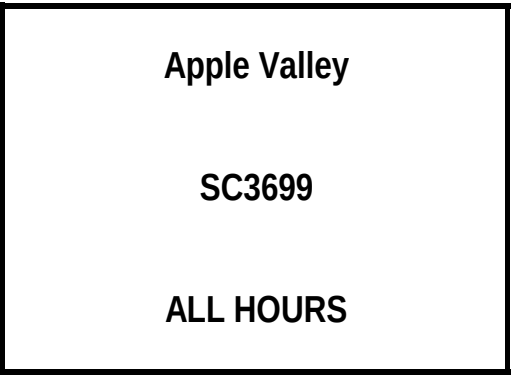
AM	7:00 AM	0	13	0	0	6	0	0	0	0	0	0	19
	7:15 AM	0	22	0	0	4	0	0	0	0	0	0	26
	7:30 AM	0	24	0	0	3	0	0	0	0	0	0	27
	7:45 AM	0	25	0	0	3	0	0	0	0	0	0	28
	8:00 AM	0	13	0	0	5	0	0	0	0	0	0	18
	8:15 AM	0	7	0	0	5	0	0	0	0	0	0	12
	8:30 AM	0	11	0	0	9	0	0	0	0	0	0	20
	8:45 AM	0	8	0	0	10	0	0	0	0	0	0	18
	VOLUMES	0	123	0	0	45	0	0	0	0	0	0	168
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
PM	APP/DEPART	123	/	123	45	/	45	0	/	0	0	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	84	0	0	16	0	0	0	0	0	0	100
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.840			0.667			0.000			0.000		
	APP/DEPART	84	/	84	16	/	16	0	/	0	0	/	0
	4:00 PM	0	28	0	0	54	0	0	0	0	0	0	82
	4:15 PM	0	28	0	0	36	0	0	0	0	0	0	64
	4:30 PM	0	14	0	0	36	0	0	0	0	0	0	50
	4:45 PM	0	8	0	0	28	0	0	0	0	0	0	36
	5:00 PM	0	6	0	0	33	0	0	0	0	0	0	39
	5:15 PM	0	6	0	0	26	0	0	0	0	0	0	32
	5:30 PM	0	7	0	0	26	0	0	0	0	0	0	33
	5:45 PM	0	3	0	0	19	0	0	0	0	0	0	22
	VOLUMES	0	100	0	0	258	0	0	0	0	0	0	358
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	100	/	100	258	/	258	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	78	0	0	154	0	0	0	0	0	0	232
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.696			0.713			0.000			0.000		
	APP/DEPART	78	/	78	154	/	154	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
0	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



AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

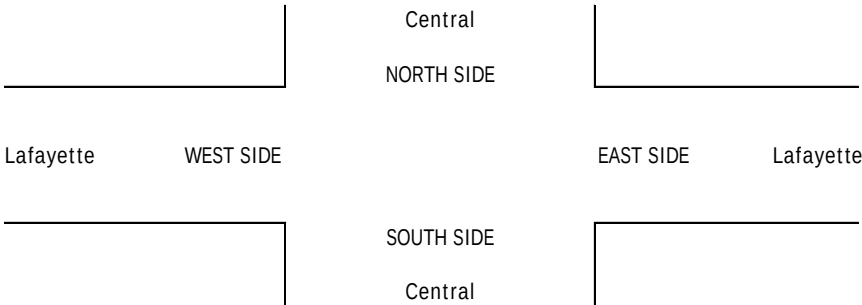
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Lafayette	PROJECT #: LOCATION #: CONTROL:	SC3699 11 NO CONTROL

	NOTES:								AM		▲	
PCE	Class	1	2	3	4	5	6		PM		N	
Adjusted	Factor	1	1.5	2	3	2	2		MD	◀ W		E ▶
									OTHER		S	
									OTHER		▼	

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

AM	7:00 AM	0	15	0	0	8	0	0	0	0	0	0	23					0
	7:15 AM	0	27	0	0	5	0	0	0	0	0	0	32					0
	7:30 AM	0	25	0	0	3	0	0	0	0	0	0	28					0
	7:45 AM	0	27	0	0	3	0	0	0	0	0	0	30					0
	8:00 AM	0	14	0	0	8	0	0	0	0	0	0	22					0
	8:15 AM	0	8	0	0	5	0	0	0	0	0	0	13					0
	8:30 AM	0	15	0	0	12	0	0	0	0	0	0	27					0
	8:45 AM	0	10	0	0	13	0	0	0	0	0	0	23					0
	VOLUMES	0	140	0	0	57	0	0	0	0	0	0	196	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	140	/	140	57	/	57	0	/	0	0	/	0					
	BEGIN PEAK HR	7:00 AM																
PM	VOLUMES	0	94	0	0	19	0	0	0	0	0	0	113					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR	0.866											0.893					
	APP/DEPART	94	/	94	19	/	19	0	/	0	0	/	0					
	4:00 PM	0	30	0	0	58	0	0	0	0	0	0	88					0
	4:15 PM	0	29	0	0	39	0	0	0	0	0	0	68					0
	4:30 PM	0	16	0	0	36	0	0	0	0	0	0	52					0
	4:45 PM	0	8	0	0	31	0	0	0	0	0	0	39					0
	5:00 PM	0	6	0	0	35	0	0	0	0	0	0	41					0
	5:15 PM	0	6	0	0	28	0	0	0	0	0	0	34					0
	5:30 PM	0	7	0	0	26	0	0	0	0	0	0	33					0
	5:45 PM	0	5	0	0	21	0	0	0	0	0	0	26					0
	VOLUMES	0	107	0	0	273	0	0	0	0	0	0	380	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	107	/	107	273	/	273	0	/	0	0	/	0					
	BEGIN PEAK HR	4:00 PM																
	VOLUMES	0	83	0	0	163	0	0	0	0	0	0	246					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR	0.692											0.703					
	APP/DEPART	83	/	83	163	/	163	0	/	0	0	/	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Lafayette	PROJECT #: LOCATION #: CONTROL:	SC3699 11 NO CONTROL

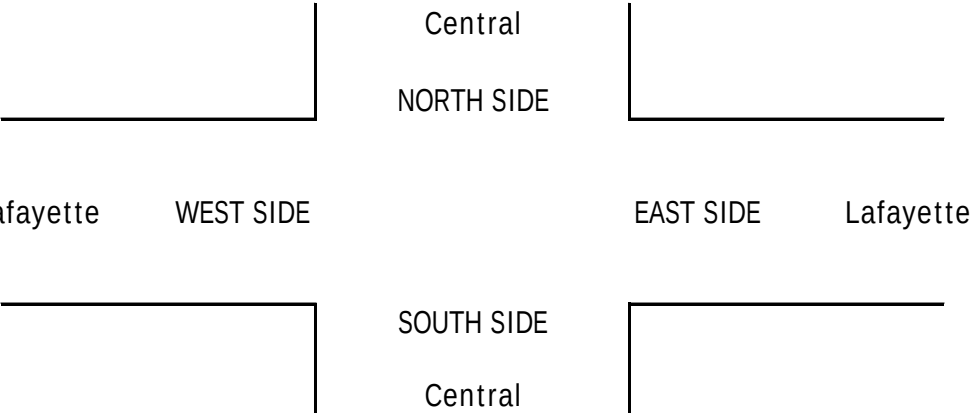
CLASS 1:	NOTES:	AM		▲	
PASSENGER VEHICLES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

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

AM	7:00 AM	0	10	0	0	5	0	0	0	0	0	0	15	
	7:15 AM	0	17	0	0	3	0	0	0	0	0	0	20	
	7:30 AM	0	22	0	0	3	0	0	0	0	0	0	25	
	7:45 AM	0	22	0	0	3	0	0	0	0	0	0	25	
	8:00 AM	0	11	0	0	3	0	0	0	0	0	0	14	
	8:15 AM	0	6	0	0	5	0	0	0	0	0	0	11	
	8:30 AM	0	9	0	0	6	0	0	0	0	0	0	15	
	8:45 AM	0	5	0	0	7	0	0	0	0	0	0	12	
	VOLUMES	0	102	0	0	35	0	0	0	0	0	0	137	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
APP/DEPART	102	/	102	35	/	35	0	/	0	0	/	0	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	0	71	0	0	14	0	0	0	0	0	0	85		
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%			
PEAK HR FACTOR	0.807			0.700			0.000			0.000			0.850	
APP/DEPART	71	/	71	14	/	14	0	/	0	0	/	0	0	
PM	4:00 PM	0	27	0	0	50	0	0	0	0	0	0	77	
	4:15 PM	0	27	0	0	34	0	0	0	0	0	0	61	
	4:30 PM	0	13	0	0	36	0	0	0	0	0	0	49	
	4:45 PM	0	8	0	0	25	0	0	0	0	0	0	33	
	5:00 PM	0	6	0	0	32	0	0	0	0	0	0	38	
	5:15 PM	0	6	0	0	24	0	0	0	0	0	0	30	
	5:30 PM	0	7	0	0	26	0	0	0	0	0	0	33	
	5:45 PM	0	2	0	0	18	0	0	0	0	0	0	20	
	VOLUMES	0	96	0	0	245	0	0	0	0	0	0	341	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
	APP/DEPART	96	/	96	245	/	245	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:00 PM												
VOLUMES	0	75	0	0	145	0	0	0	0	0	0	220		
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%			
PEAK HR FACTOR	0.694			0.725			0.000			0.000			0.714	
APP/DEPART	75	/	75	145	/	145	0	/	0	0	/	0	0	

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Lafayette	PROJECT #: LOCATION #: CONTROL:	SC3699 11 NO CONTROL		
CLASS 2:	NOTES:		AM		▲	
2-AXLE			PM		N	
WORK			MD	◀ W		E ▶
VEHICLES/			OTHER		S	
TRUCKS			OTHER		▼	

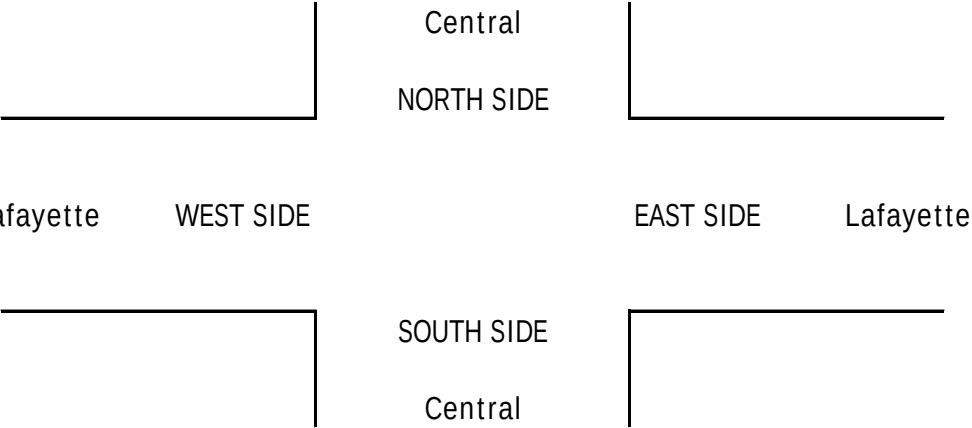
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Central			Central			Lafayette			Lafayette				NB	SB	EB	WB	TTL
LANES:	NL X	NT 1	NR X	SL X	ST 1	SR X	EL X	ET X	ER X	WL X	WT X	WR X	TOTAL					

AM	7:00 AM	0	2	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	3	0	0	0	0	0	0	0	0	0	3
	7:30 AM	0	2	0	0	0	0	0	0	0	0	0	2
	7:45 AM	0	2	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	2	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:45 AM	0	3	0	0	2	0	0	0	0	0	0	5
	VOLUMES	0	15	0	0	3	0	0	0	0	0	0	18
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	15	/	15	3	/	3	0	/	0	0	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	9	0	0	0	0	0	0	0	0	0	9
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.750			0.000			0.000			0.000		
	APP/DEPART	9	/	9	0	/	0	0	/	0	0	/	0

PM	4:00 PM	0	0	0	0	3	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	2	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	0	0	1
	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	7	0	0	0	0	0	0	7
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	7	/	7	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	6	0	0	0	0	0	0	6
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.500			0.000			0.000		
	APP/DEPART	0	/	0	6	/	6	0	/	0	0	/	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

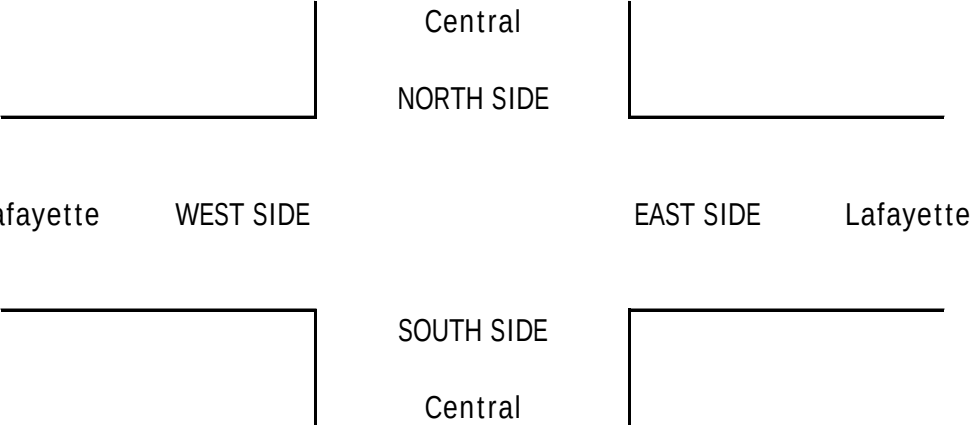
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Lafayette	PROJECT #: LOCATION #: CONTROL:	SC3699 11 NO CONTROL
CLASS 3: 3-AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E

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

AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	2	0	0	0	0	0	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	4	0	0	0	0	0	0	6
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	2	/	2	4	/	4	0	/	0	0	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	2	0	0	1	0	0	0	0	0	0	3
PM	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.500			0.250			0.000			0.000		
	APP/DEPART	2	/	2	1	/	1	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	1
	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	1	0	0	0	0	0	0	1
	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	1	0	0	1	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0

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



INTERSECTION TURNING MOVEMENT COUNTS

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

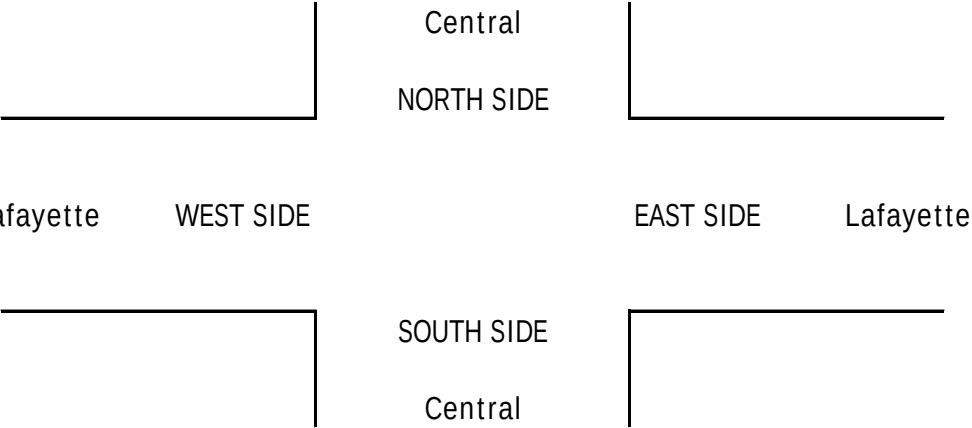
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Lafayette	PROJECT #: LOCATION #: CONTROL:	SC3699 11 NO CONTROL
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

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

AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:15 AM	0	1	0	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	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	1	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	2	0	0	0	0	0	0	0	0	0	0	2
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	3	0	0	3	0	0	0	0	0	0	0	6
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	3	3	/	3	0	/	0	0	/	0	0
	BEGIN PEAK HR	7:00 AM												
PM	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.250			0.000			0.000			0.500
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	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	1	0	0	1	0	0	0	0	0	0	0	2
	VOLUMES	0	3	0	0	5	0	0	0	0	0	0	0	8
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	3	5	/	5	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	2	0	0	3	0	0	0	0	0	0	0	5
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.500			0.750			0.000			0.000			0.625
	APP/DEPART	2	/	2	3	/	3	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
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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
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Central
Lafayette

PROJECT #:
LOCATION #:
CONTROL:

SC3699
11
NO CONTROL

CLASS 5:
RV

NOTES:

AM
PM
MD
OTHER
OTHER

▲
N
S
▼

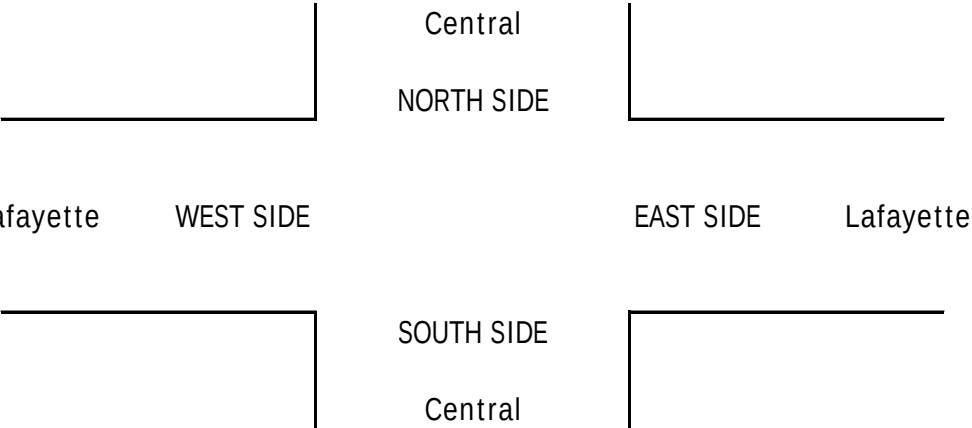
◀ W
E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Central			Central			Lafayette			Lafayette				NB	SB	EB	WB	TTL
LANES:	NL X	NT 1	NR X	SL X	ST 1	SR X	EL X	ET X	ER X	WL X	WT X	WR X	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%		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	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%		
	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%		
	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
	APP/DEPART	0	/	0	0	/	0	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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Lafayette	PROJECT #: LOCATION #: CONTROL:	SC3699 11 NO CONTROL

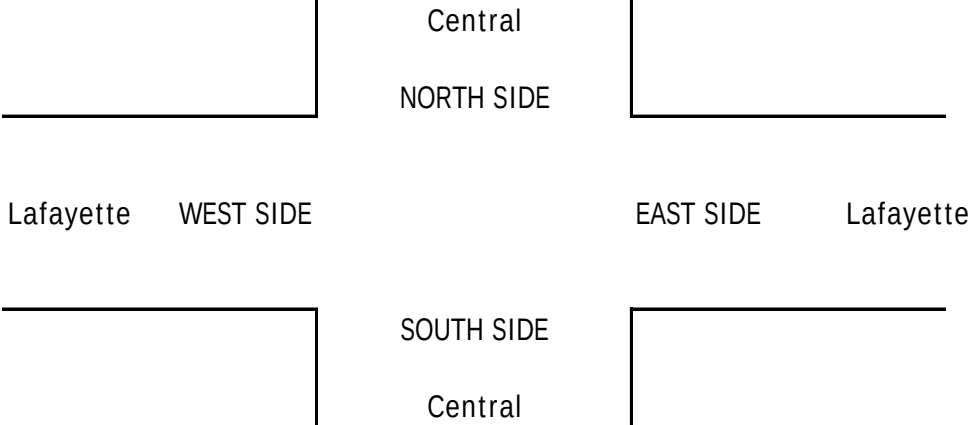
CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

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

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	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
	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	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	7:00 AM											
PM	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	1	/	1	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%	
	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%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

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0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Oct 19, 22

LOCATION: Apple Valley
NORTH & SOUTH: Central
EAST & WEST: Waalew

PROJECT #: SC3699
LOCATION #: 12
CONTROL: STOP ALL

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

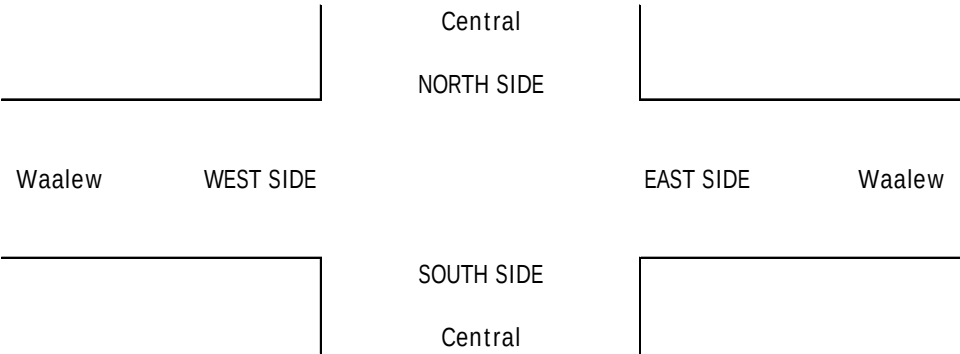
☒ Add U-Turns to Left Turns

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

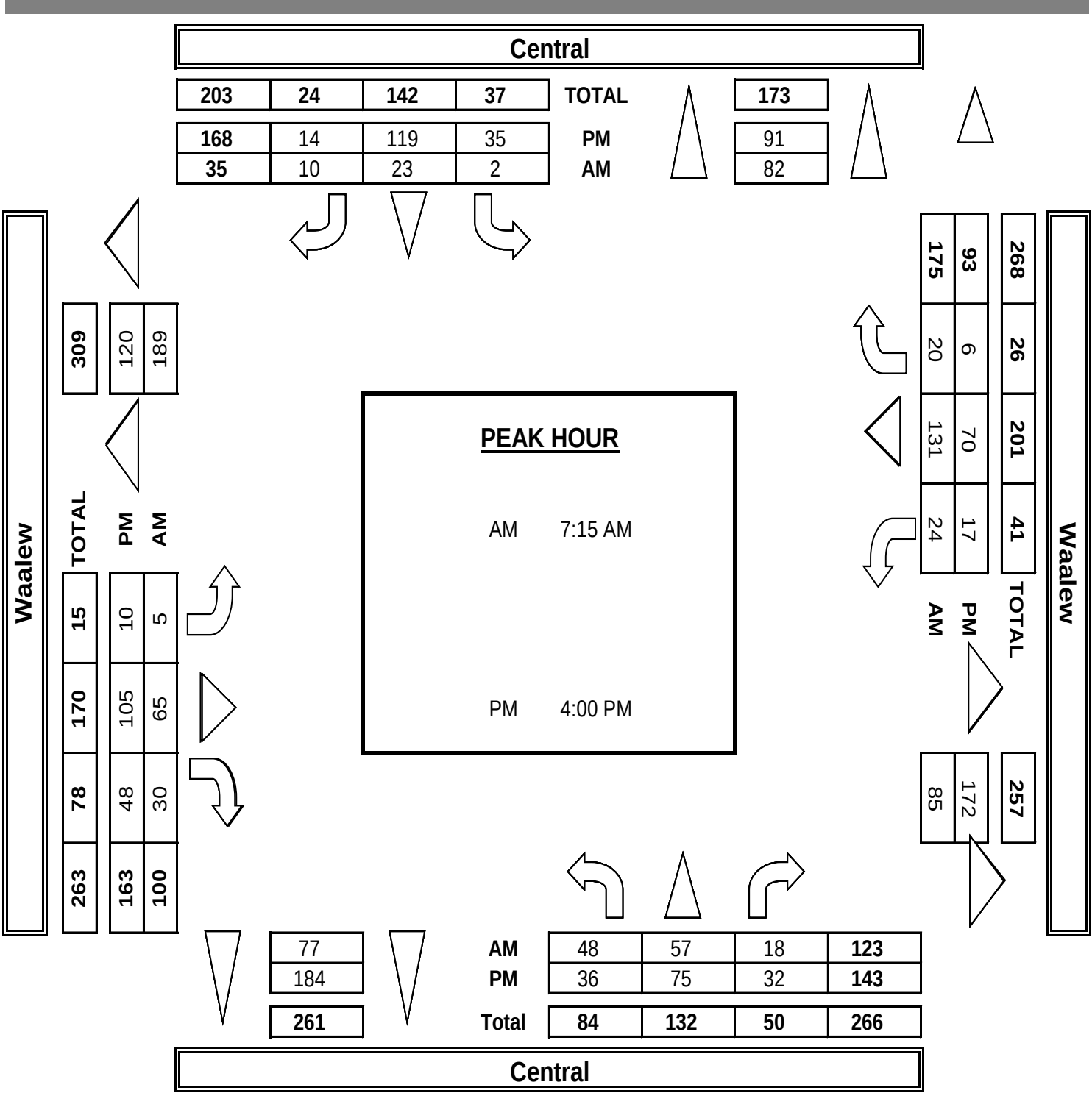
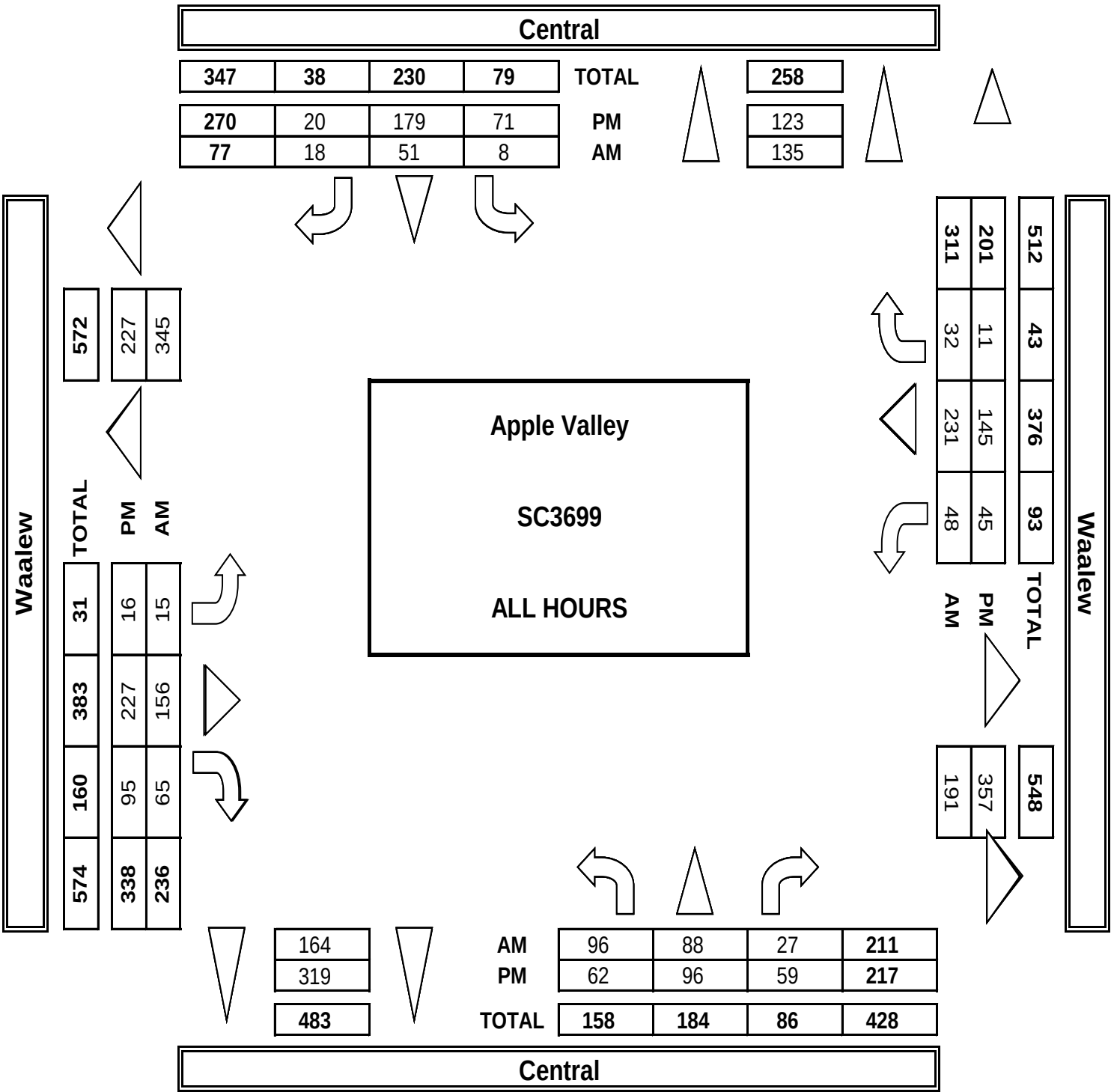
AM	7:00 AM	21	10	2	0	7	1	0	5	6	3	20	5	80
	7:15 AM	14	16	5	1	7	2	1	8	4	6	32	7	103
	7:30 AM	11	13	3	0	8	2	1	15	9	9	30	6	107
	7:45 AM	12	16	6	0	3	1	2	28	10	7	50	6	141
	8:00 AM	11	12	4	1	5	5	1	14	7	2	19	1	82
	8:15 AM	11	11	3	1	6	3	4	19	2	8	12	1	81
	8:30 AM	5	6	3	1	8	2	4	31	14	9	28	3	114
	8:45 AM	11	4	1	4	7	2	2	36	13	4	40	3	127
	VOLUMES	96	88	27	8	51	18	15	156	65	48	231	32	835
	APPROACH %	45%	42%	13%	10%	66%	23%	6%	66%	28%	15%	74%	10%	
	APP/DEPART	211	/	135	77	/	164	236	/	191	311	/	345	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	48	57	18	2	23	10	5	65	30	24	131	20	433
	APPROACH %	39%	46%	15%	6%	66%	29%	5%	65%	30%	14%	75%	11%	
	PEAK HR FACTOR	0.879			0.795			0.625			0.694			0.768
	APP/DEPART	123	/	82	35	/	77	100	/	85	175	/	189	0
	4:00 PM	8	29	9	7	47	5	2	24	14	2	15	2	164
	4:15 PM	10	26	3	10	27	4	5	26	10	3	14	3	141
	4:30 PM	12	14	14	9	19	3	2	29	12	8	20	0	142
	4:45 PM	6	6	6	9	26	2	1	26	12	4	21	1	120
	5:00 PM	5	5	7	8	18	4	0	32	7	14	18	1	119
	5:15 PM	5	8	5	11	18	1	1	26	14	7	20	0	116
	5:30 PM	6	4	10	13	14	0	5	35	15	1	20	2	125
	5:45 PM	10	4	5	4	10	1	0	29	11	6	17	2	99
	VOLUMES	62	96	59	71	179	20	16	227	95	45	145	11	1,026
	APPROACH %	29%	44%	27%	26%	66%	7%	5%	67%	28%	22%	72%	5%	
	APP/DEPART	217	/	123	270	/	319	338	/	357	201	/	227	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	36	75	32	35	119	14	10	105	48	17	70	6	567
	APPROACH %	25%	52%	22%	21%	71%	8%	6%	64%	29%	18%	75%	6%	
	PEAK HR FACTOR	0.777			0.712			0.948			0.830			0.864
	APP/DEPART	143	/	91	168	/	184	163	/	172	93	/	120	0

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AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

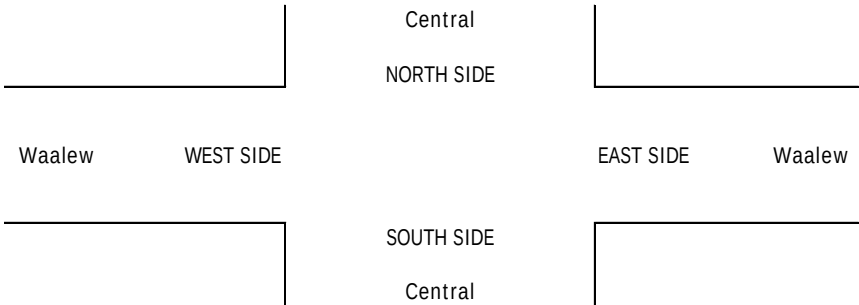
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Waalew	PROJECT #: LOCATION #: CONTROL:	SC3699 12 STOP ALL

	NOTES:								AM		▲	
PCE Adjusted	Class	1	2	3	4	5	6		PM		N	
	Factor	1	1.5	2	3	2	2		MD	◀ W		E ▶
									OTHER		S	
									OTHER		▼	

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

A M	7:00 AM	22	12	2	0	9	1	0	5	7	3	21	6	87					0
	7:15 AM	15	19	5	1	8	2	2	9	4	6	33	8	110					0
	7:30 AM	14	15	5	0	8	2	1	19	9	10	31	6	118					0
	7:45 AM	13	18	7	0	3	1	3	29	11	9	51	6	149					0
	8:00 AM	12	13	4	1	8	6	1	18	7	2	20	1	91					0
	8:15 AM	13	15	4	1	6	5	5	22	2	9	13	1	95					0
	8:30 AM	5	11	3	1	12	3	6	32	16	9	30	4	130					0
	8:45 AM	11	4	3	4	10	3	2	38	15	4	40	3	136					0
	VOLUMES	103	105	33	8	64	22	19	170	70	51	237	35	915	0	0	0	0	0
	APPROACH %	43%	44%	14%	9%	68%	23%	7%	66%	27%	16%	73%	11%						
	APP/DEPART	240	/	158	94	/	185	259	/	211	323	/	361	0					
	BEGIN PEAK HR	7:15 AM																	
	VOLUMES	53	64	21	2	27	11	7	74	31	27	134	21	468					
	APPROACH %	38%	47%	15%	5%	68%	27%	6%	66%	28%	15%	74%	11%						
	PEAK HR FACTOR	0.898			0.681			0.661			0.689			0.784					
	APP/DEPART	137	/	91	40	/	85	111	/	96	181	/	197	0					
P M	4:00 PM	11	31	9	7	51	6	2	25	20	2	15	2	180					0
	4:15 PM	12	29	3	10	29	4	5	27	10	3	14	3	148					0
	4:30 PM	12	14	15	9	19	3	2	29	13	8	20	0	143					0
	4:45 PM	7	6	6	9	29	2	1	26	13	5	22	1	126					0
	5:00 PM	5	5	7	9	20	4	0	35	7	15	18	1	125					0
	5:15 PM	5	8	5	11	20	1	1	26	14	7	20	0	118					0
	5:30 PM	7	4	10	13	14	0	6	37	16	1	20	2	129					0
	5:45 PM	10	6	5	4	13	1	0	29	11	6	17	2	104					0
	VOLUMES	68	103	60	72	194	21	17	233	103	46	146	11	1,071	0	0	0	0	0
	APPROACH %	30%	45%	26%	25%	68%	7%	5%	66%	29%	23%	72%	5%						
	APP/DEPART	231	/	131	286	/	343	353	/	364	203	/	234	0					
	BEGIN PEAK HR	4:00 PM																	
	VOLUMES	42	80	33	35	128	15	10	107	55	18	71	6	597					
	APPROACH %	27%	52%	21%	20%	72%	8%	6%	62%	32%	19%	75%	6%						
	PEAK HR FACTOR	0.755			0.702			0.912			0.839			0.828					
	APP/DEPART	154	/	96	177	/	200	172	/	174	94	/	127	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

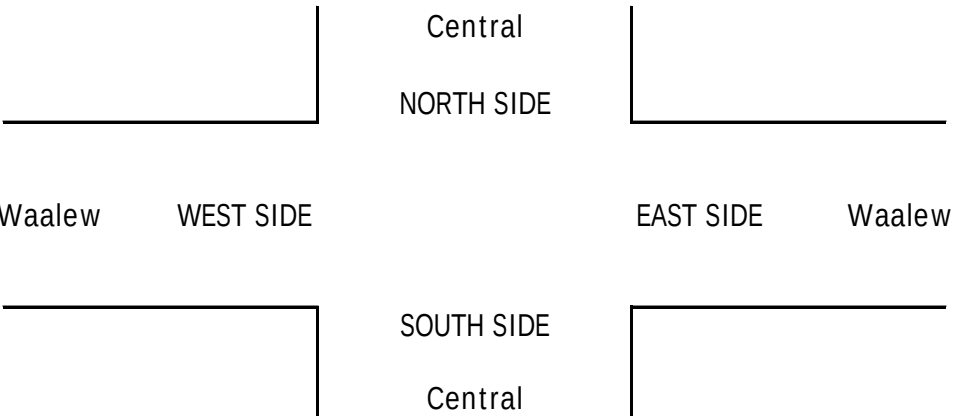
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Waalew	PROJECT #: LOCATION #: CONTROL:	SC3699 12 STOP ALL	
CLASS 1:	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼	◀ W E ▶
PASSENGER VEHICLES					

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

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

AM	7:00 AM	20	9	2	0	6	1	0	5	5	3	19	4	74
	7:15 AM	13	12	5	1	6	2	0	7	4	6	30	6	92
	7:30 AM	9	10	2	0	8	2	1	13	9	8	29	6	97
	7:45 AM	11	13	5	0	3	1	1	27	8	6	49	6	130
	8:00 AM	10	11	4	1	3	4	1	10	7	2	18	1	72
	8:15 AM	8	9	1	1	6	2	3	16	2	7	10	1	66
	8:30 AM	5	3	3	1	5	1	2	30	12	9	26	1	98
	8:45 AM	11	4	0	4	4	1	2	34	11	4	40	3	118
	VOLUMES	87	71	22	8	41	14	10	142	58	45	221	28	747
	APPROACH %	48%	39%	12%	13%	65%	22%	5%	68%	28%	15%	75%	10%	
	APP/DEPART	180	/	109	63	/	144	210	/	172	294	/	322	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	43	46	16	2	20	9	3	57	28	22	126	19	391
	APPROACH %	41%	44%	15%	6%	65%	29%	3%	65%	32%	13%	75%	11%	
	PEAK HR FACTOR	0.875			0.775			0.611			0.684			0.752
	APP/DEPART	105	/	68	31	/	70	88	/	75	167	/	178	0
	4:00 PM	6	28	9	7	43	4	2	23	11	2	15	2	152
	4:15 PM	8	24	3	10	26	4	5	25	10	3	14	3	135
	4:30 PM	12	14	13	9	19	3	2	29	11	8	20	0	140
	4:45 PM	4	6	6	9	23	2	1	26	11	3	20	1	112
	5:00 PM	5	5	7	7	17	4	0	30	7	13	18	1	114
	5:15 PM	5	8	5	11	16	1	1	26	14	7	20	0	114
	5:30 PM	5	4	10	13	14	0	4	32	14	1	20	2	119
	5:45 PM	10	3	5	4	8	1	0	29	11	6	17	2	96
	VOLUMES	55	92	58	70	166	19	15	220	89	43	144	11	982
	APPROACH %	27%	45%	28%	27%	65%	7%	5%	68%	27%	22%	73%	6%	
	APP/DEPART	205	/	118	255	/	298	324	/	348	198	/	218	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	30	72	31	35	111	13	10	103	43	16	69	6	539
	APPROACH %	23%	54%	23%	22%	70%	8%	6%	66%	28%	18%	76%	7%	
	PEAK HR FACTOR	0.773			0.736			0.929			0.813			0.887
	APP/DEPART	133	/	88	159	/	170	156	/	169	91	/	112	0

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Waalew	PROJECT #: LOCATION #: CONTROL:	SC3699 12 STOP ALL		
CLASS 2:	NOTES:		AM		▲	
2-AXLE			PM		N	
WORK			MD	◀ W		E ▶
VEHICLES/ TRUCKS			OTHER		S	
			OTHER		▼	

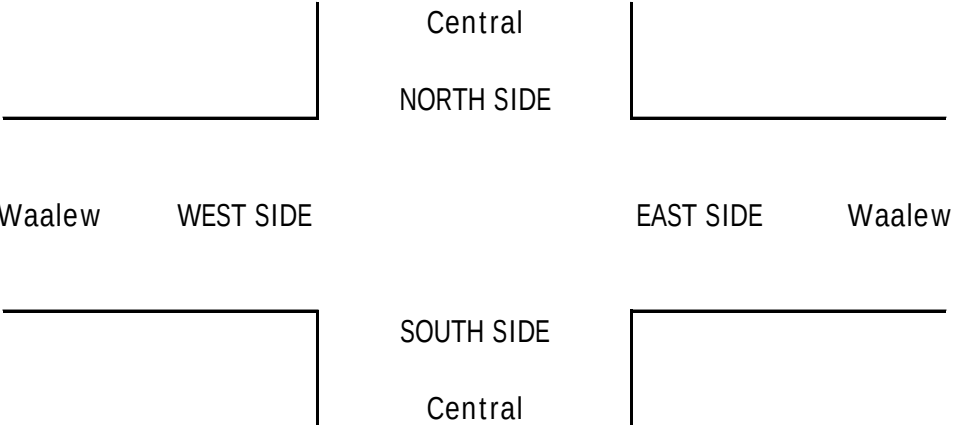
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Waalew			Waalew			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0
	7:15 AM	1	3	0	0	0	0	1	0	0	2	1	8	0	0	0	0
	7:30 AM	1	3	0	0	0	0	0	0	1	1	0	6	0	0	0	0
	7:45 AM	0	2	1	0	0	1	1	2	0	1	0	8	0	0	0	0
	8:00 AM	1	1	0	0	0	0	3	0	0	1	0	7	0	0	0	0
	8:15 AM	3	0	2	0	0	1	2	0	1	2	0	11	0	0	0	0
	8:30 AM	0	1	0	0	0	1	0	1	0	1	2	7	0	0	0	0
	8:45 AM	0	0	0	0	2	0	1	0	0	0	0	4	0	0	0	0
	VOLUMES	7	10	3	0	2	3	3	8	4	2	8	3	53			
	APPROACH %	35%	50%	15%	0%	40%	60%	20%	53%	27%	15%	62%	23%				
	APP/DEPART	20	/	16	5	/	8	15	/	11	13	/	18	0			
	BEGIN PEAK HR	7:15 AM															
PM	VOLUMES	3	9	1	0	0	1	1	5	2	1	5	1	29			
	APPROACH %	23%	69%	8%	0%	0%	100%	13%	63%	25%	14%	71%	14%				
	PEAK HR FACTOR	0.813			0.250			0.500			0.583			0.906			
	APP/DEPART	13	/	11	1	/	3	8	/	6	7	/	9	0			
	4:00 PM	0	0	0	0	3	1	0	0	0	0	0	0	4	0	0	0
	4:15 PM	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0
	4:45 PM	2	0	0	0	2	0	0	0	1	1	1	0	7	0	0	0
	5:00 PM	0	0	0	1	0	0	0	1	0	1	0	0	3	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
	5:30 PM	1	0	0	0	0	0	1	2	0	0	0	0	4	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
	VOLUMES	4	0	1	1	7	1	1	4	2	2	1	0	24			
	APPROACH %	80%	0%	20%	11%	78%	11%	14%	57%	29%	67%	33%	0%				
	APP/DEPART	5	/	1	9	/	11	7	/	6	3	/	6	0			
	BEGIN PEAK HR	4:00 PM															
	VOLUMES	3	0	1	0	5	1	0	1	2	1	1	0	15			
	APPROACH %	75%	0%	25%	0%	83%	17%	0%	33%	67%	50%	50%	0%				
	PEAK HR FACTOR	0.500			0.375			0.750			0.250			0.536			
	APP/DEPART	4	/	0	6	/	8	3	/	2	2	/	5	0			

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INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
10/19/22
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Apple Valley
Central
Waalew

PROJECT #:
LOCATION #:
CONTROL:

SC3699
12
STOP ALL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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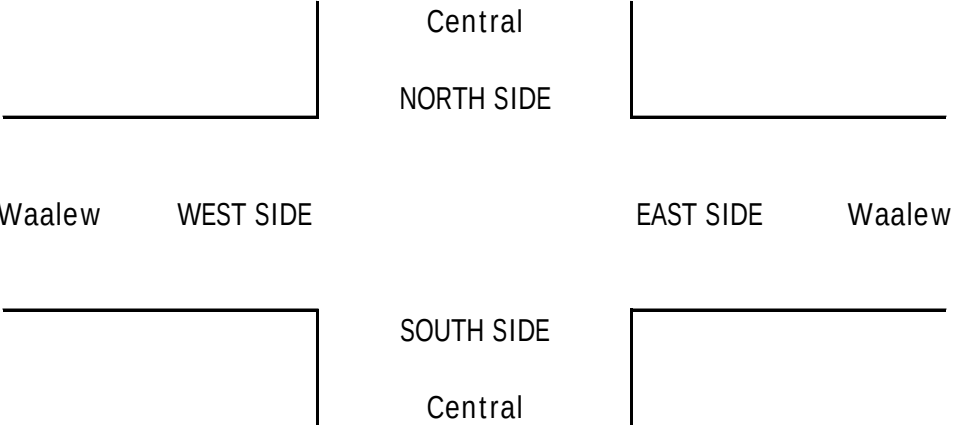
E ▶

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

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	1	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	1	0	2	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	3	0	0	0	0	1	1	7	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	50%	50%		
	APP/DEPART	2	/	3	3	/	3	0	/	0	2	/	1	0
	BEGIN PEAK HR	7:15 AM												
PM	VOLUMES	0	2	0	0	2	0	0	0	0	0	0	4	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
	PEAK HR FACTOR	0.500			0.500			0.000			0.000			0.500
	APP/DEPART	2	/	2	2	/	2	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	1	1	0	0	0	0	0	0	0	0	0	2	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	1	0	0	0	0	0	0	1	0
	5:30 PM	0	0	0	0	0	0	0	1	1	0	0	2	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	1	0	0	1	0	0	1	1	0	0	5	
	APPROACH %	50%	50%	0%	0%	100%	0%	0%	50%	50%	0%	0%		
	APP/DEPART	2	/	1	1	/	2	2	/	1	0	/	1	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	1	0	0	0	0	0	0	0	0	0	2	
	APPROACH %	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
	PEAK HR FACTOR	0.250			0.000			0.000			0.000			0.250
	APP/DEPART	2	/	1	0	/	0	0	/	0	0	/	1	0

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

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	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: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Waalew	PROJECT #: LOCATION #: CONTROL:	SC3699 12 STOP ALL
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

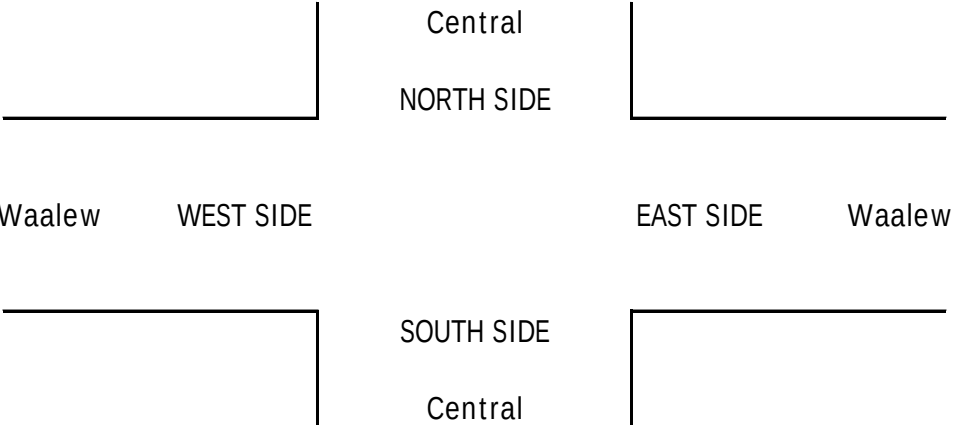
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Waalew			Waalew			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	1	0	1	0	0	0	2	0	0	0	0	4	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	2	0	0	0	1	1	0	0	0	0	4	0	0	0	0	0
	8:30 AM	0	2	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	1	5	2	0	4	1	0	4	0	1	0	0	18				
	APPROACH %	13%	63%	25%	0%	80%	20%	0%	100%	0%	100%	0%	0%					
	APP/DEPART	8	/	5	5	/	5	4	/	6	1	/	2	0				
	BEGIN PEAK HR	7:15 AM																
	VOLUMES	1	0	1	0	1	0	0	3	0	1	0	0	7				
PM	APPROACH %	50%	0%	50%	0%	100%	0%	0%	100%	0%	100%	0%	0%					
	PEAK HR FACTOR	0.250			0.250			0.375			0.250			0.438				
	APP/DEPART	2	/	0	1	/	2	3	/	4	1	/	1	0				
	4:00 PM	1	1	0	0	1	0	0	0	3	0	0	0	6	0	0	0	0
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	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	0	0
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	1	3	0	0	5	0	0	1	3	0	0	0	13				
	APPROACH %	25%	75%	0%	0%	100%	0%	0%	25%	75%	0%	0%	0%					
	APP/DEPART	4	/	3	5	/	8	4	/	1	0	/	1	0				
	BEGIN PEAK HR	4:00 PM																
	VOLUMES	1	2	0	0	3	0	0	0	3	0	0	0	9				
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%					
	PEAK HR FACTOR	0.375			0.750			0.250			0.000			0.375				
	APP/DEPART	3	/	2	3	/	6	3	/	0	0	/	1	0				

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

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

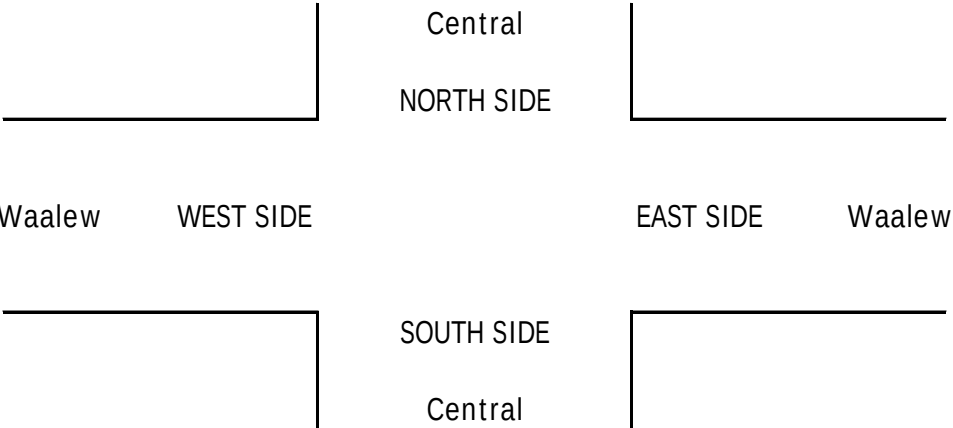
DATE: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Waalew	PROJECT #: LOCATION #: CONTROL:	SC3699 12 STOP ALL	
CLASS 5:	NOTES:	AM PM MD OTHER OTHER		▲ N	
RV			◀ W	S	E ▶
				▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Waalew			Waalew			
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
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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	1	0	0	0	0	0	0	0	0	0	0	1
	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	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	7:15 AM											
	VOLUMES	1	0	0	0	0	0	0	0	0	0	0	1
PM	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	1	/	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%	
	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%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	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: 10/19/22 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Apple Valley Central Waalew	PROJECT #: LOCATION #: CONTROL:	SC3699 12 STOP ALL

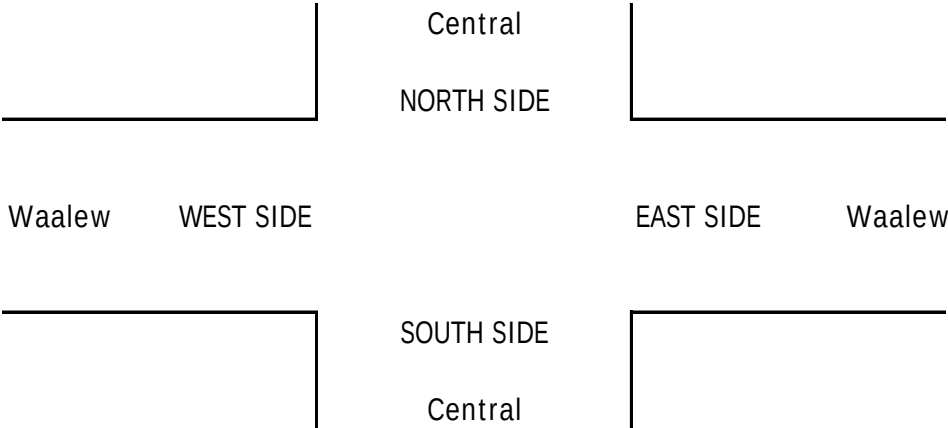
CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

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

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

AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1
	7:15 AM	0	0	0	0	0	0	1	0	0	0	0	1
	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	1	0	1	1	1	0	0	4
	8:45 AM	0	0	0	0	0	0	0	1	2	0	0	3
	VOLUMES	0	0	0	0	1	0	2	2	3	0	1	0
	APPROACH %	0%	0%	0%	0%	100%	0%	29%	29%	43%	0%	100%	0%
	APP/DEPART	0	/	2	1	/	4	7	/	2	1	/	1
	BEGIN PEAK HR	7:15 AM											
PM	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
	PEAK HR FACTOR	0.000			0.000			0.250			0.000		
	APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0
	4:00 PM	1	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	1	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%
	APP/DEPART	1	/	0	0	/	0	1	/	1	0	/	1
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	1	0	0	0	0	0	0	1	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%
	PEAK HR FACTOR	0.250			0.000			0.250			0.000		
	APP/DEPART	1	/	0	0	/	0	1	/	1	0	/	1

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



Appendix B

LOS Worksheets

HCM 6th TWSC
1: I-15 SB Ramps & Dale Evans Parkway

Existing
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	14	6	43	16	0	0	0	0	81	27	3
Future Vol, veh/h	0	14	6	43	16	0	0	0	0	81	27	3
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	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	19	8	60	22	0	0	0	0	113	38	4
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	27	0	0				165	169	22
Stage 1	-	-	-	-	-	-				142	142	-
Stage 2	-	-	-	-	-	-				23	27	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1600	-	0				830	728	1061
Stage 1	0	-	-	-	-	0				890	783	-
Stage 2	0	-	-	-	-	0				1005	877	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1600	-	-				798	0	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-				798	0	-
Stage 1	-	-	-	-	-	-				890	0	-
Stage 2	-	-	-	-	-	-				967	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			5.3			10.5					
HCM LOS							B					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1600	-	805							
HCM Lane V/C Ratio	-	-	0.037	-	0.192							
HCM Control Delay (s)	-	-	7.3	0	10.5							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0.1	-	0.7							

HCM 6th TWSC

2: I-15 SB Ramps & Dale Evans Parkway

Existing
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	13	80	0	0	26	157	29	58	51	0	0	0
Future Vol, veh/h	13	80	0	0	26	157	29	58	51	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	103	0	0	33	201	37	74	65	0	0	0

Major/Minor	Minor2		Major2		Major1		
Conflicting Flow All	315	347	-	-	-	0	234
Stage 1	134	134	-	-	-	-	-
Stage 2	181	213	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.1	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.2	-
Pot Cap-1 Maneuver	682	580	0	0	-	1345	-
Stage 1	897	789	0	0	-	-	-
Stage 2	855	730	0	0	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	662	0	-	-	-	1345	-
Mov Cap-2 Maneuver	662	0	-	-	-	-	-
Stage 1	870	0	-	-	-	-	-
Stage 2	855	0	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.6	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBT	WBR
Capacity (veh/h)	1345	-	-	662	-	-
HCM Lane V/C Ratio	0.028	-	-	0.18	-	-
HCM Control Delay (s)	7.8	0	-	11.6	-	-
HCM Lane LOS	A	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	-	-

HCM 6th TWSC 3: Quarry Road & I-15 SB Ramps

Existing
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	1	0	138	1	2
Future Vol, veh/h	19	1	0	138	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	25	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	62	62	72	72	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	2	0	192	2	4
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	104	96	0	0	192	0
Stage 1	96	-	-	-	-	-
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	899	966	-	-	1394	-
Stage 1	933	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	898	966	-	-	1394	-
Mov Cap-2 Maneuver	898	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.2	0	2.5			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 898 966 1394		-		
HCM Lane V/C Ratio	-	- 0.034 0.002 0.001		-		
HCM Control Delay (s)	-	- 9.2 8.7 7.6		0		
HCM Lane LOS	-	- A A A		A		
HCM 95th %tile Q(veh)	-	- 0.1 0 0		-		

HCM 6th TWSC
4: Stoddard Wells Road & Quarry Road

Existing
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	8	44	132	18	1
Future Vol, veh/h	5	8	44	132	18	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	50	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	11	59	178	24	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	59	0	-	0	84	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	25	-
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	1558	-	-	-	923	1012
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	918	1012
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	1003	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.8	0		9		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1558	-	-	-	918	1012
HCM Lane V/C Ratio	0.004	-	-	-	0.026	0.001
HCM Control Delay (s)	7.3	0	-	-	9	8.6
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

HCM 6th TWSC
5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Existing
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔		↔	↔
Traffic Vol, veh/h	7	5	16	11	135	4	4	40	10	148	8	40
Future Vol, veh/h	7	5	16	11	135	4	4	40	10	148	8	40
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	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	6	20	14	167	5	5	49	12	183	10	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	172	0	0	26	0	0	261	234	16	263	242	170
Stage 1	-	-	-	-	-	-	34	34	-	198	198	-
Stage 2	-	-	-	-	-	-	227	200	-	65	44	-
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	1417	-	-	1601	-	-	696	670	1069	694	663	879
Stage 1	-	-	-	-	-	-	987	871	-	808	741	-
Stage 2	-	-	-	-	-	-	780	739	-	951	862	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1417	-	-	1601	-	-	642	659	1069	639	652	879
Mov Cap-2 Maneuver	-	-	-	-	-	-	642	659	-	639	652	-
Stage 1	-	-	-	-	-	-	981	866	-	803	734	-
Stage 2	-	-	-	-	-	-	719	732	-	881	857	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.5			10.5			12.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	657	1069	1417	-	-	1601	-	-	640	879
HCM Lane V/C Ratio	0.083	0.012	0.006	-	-	0.008	-	-	0.301	0.056
HCM Control Delay (s)	11	8.4	7.6	0	-	7.3	0	-	13	9.3
HCM Lane LOS	B	A	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.3	0	0	-	-	0	-	-	1.3	0.2

HCM 6th TWSC
6: Stoddard Wells Road & Johnson Road

Existing
Timing Plan: AM Peak Hour

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	101	0	4	0	31	131	2	47	0
Future Vol, veh/h	0	0	0	101	0	4	0	31	131	2	47	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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	112	0	4	0	34	146	2	52	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	165	236	52	163	163	107	52	0	0	180	0	0
Stage 1	56	56	-	107	107	-	-	-	-	-	-	-
Stage 2	109	180	-	56	56	-	-	-	-	-	-	-
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	804	668	1021	806	733	953	1567	-	-	1408	-	-
Stage 1	961	852	-	903	811	-	-	-	-	-	-	-
Stage 2	901	754	-	961	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	800	667	1021	805	732	953	1567	-	-	1408	-	-
Mov Cap-2 Maneuver	800	667	-	805	732	-	-	-	-	-	-	-
Stage 1	961	851	-	903	811	-	-	-	-	-	-	-
Stage 2	897	754	-	960	851	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		10.2		0		0.3	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1567	-	-	-	810	1408	-
HCM Lane V/C Ratio	-	-	-	-	0.144	0.002	-
HCM Control Delay (s)	0	-	-	0	10.2	7.6	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0	-

HCM 6th TWSC
7: Dale Evans Parkway & Quarry Road

Existing
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	22	1	1	32	40	5	162	1	4	95	1
Future Vol, veh/h	1	22	1	1	32	40	5	162	1	4	95	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	24	1	1	35	43	5	176	1	4	103	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	338	299	104	311	299	177	104	0	0	177	0	0
Stage 1	112	112	-	187	187	-	-	-	-	-	-	-
Stage 2	226	187	-	124	112	-	-	-	-	-	-	-
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	620	616	956	645	616	871	1500	-	-	1411	-	-
Stage 1	898	807	-	819	749	-	-	-	-	-	-	-
Stage 2	781	749	-	885	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	560	612	956	622	612	871	1500	-	-	1411	-	-
Mov Cap-2 Maneuver	560	612	-	622	612	-	-	-	-	-	-	-
Stage 1	894	805	-	816	746	-	-	-	-	-	-	-
Stage 2	705	746	-	855	805	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.1		10.5		0.2		0.3					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1500	-	-	619	731	1411	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.042	0.109	0.003	-	-				
HCM Control Delay (s)	7.4	0	-	11.1	10.5	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-				

HCM 6th TWSC
8: Central Road & Quarry Road

Existing
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	8	4	27	42	9
Future Vol, veh/h	22	8	4	27	42	9
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	10	5	33	52	11
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	37	0	75	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	43	-
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	-	-	1587	-	933	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1587	-	930	1048
Mov Cap-2 Maneuver	-	-	-	-	930	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	982	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.9		9.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	949	-	-	1587	-	
HCM Lane V/C Ratio	0.066	-	-	0.003	-	
HCM Control Delay (s)	9.1	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th AWSC
9: Dale Evans Parkway & Johnson Road

Existing
Timing Plan: AM Peak Hour

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	121	11	9	82	37	15	103	20	42	59	6
Future Vol, veh/h	0	121	11	9	82	37	15	103	20	42	59	6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	133	12	10	90	41	16	113	22	46	65	7
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay	9.9	9.1	9.3	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	10%	0%	100%	0%
Vol Thru, %	0%	100%	0%	92%	90%	0%	0%	91%
Vol Right, %	0%	0%	100%	8%	0%	100%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	103	20	132	91	37	42	65
LT Vol	15	0	0	0	9	0	42	0
Through Vol	0	103	0	121	82	0	0	59
RT Vol	0	0	20	11	0	37	0	6
Lane Flow Rate	16	113	22	145	100	41	46	71
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.028	0.176	0.03	0.222	0.157	0.055	0.079	0.111
Departure Headway (Hd)	6.11	5.606	4.9	5.513	5.645	4.892	6.177	5.607
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	581	635	723	645	630	724	575	633
Service Time	3.894	3.389	2.683	3.295	3.428	2.676	3.97	3.399
HCM Lane V/C Ratio	0.028	0.178	0.03	0.225	0.159	0.057	0.08	0.112
HCM Control Delay	9.1	9.6	7.8	9.9	9.5	8	9.5	9.1
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.1	0.8	0.6	0.2	0.3	0.4

HCM 6th TWSC
10: Central Road & Johnson Road

Existing
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	9	2	0	0	43	50	0	0	9	3
Future Vol, veh/h	0	0	9	2	0	0	43	50	0	0	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	11	2	0	0	53	62	0	0	11	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	181	181	13	187	183	62	15	0	0	62	0	0
Stage 1	13	13	-	168	168	-	-	-	-	-	-	-
Stage 2	168	168	-	19	15	-	-	-	-	-	-	-
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	785	717	1073	778	715	1009	1616	-	-	1554	-	-
Stage 1	1013	889	-	839	763	-	-	-	-	-	-	-
Stage 2	839	763	-	1005	887	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	765	693	1073	750	691	1009	1616	-	-	1554	-	-
Mov Cap-2 Maneuver	765	693	-	750	691	-	-	-	-	-	-	-
Stage 1	979	889	-	810	737	-	-	-	-	-	-	-
Stage 2	810	737	-	995	887	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.4		9.8		3.4		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	1073	750	1554	-
HCM Lane V/C Ratio	0.033	-	-	0.01	0.003	-	-
HCM Control Delay (s)	7.3	0	-	8.4	9.8	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0	-

HCM 6th TWSC
11: Central Road & Lafayette Street

Existing
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	94	0	0	19	0
Future Vol, veh/h	0	0	0	0	0	0	0	94	0	0	19	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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	106	0	0	21	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	127	127	21	127	127	106	21	0	0	106	0	0
Stage 1	21	21	-	106	106	-	-	-	-	-	-	-
Stage 2	106	106	-	21	21	-	-	-	-	-	-	-
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	851	767	1062	851	767	954	1608	-	-	1498	-	-
Stage 1	1003	882	-	905	811	-	-	-	-	-	-	-
Stage 2	905	811	-	1003	882	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	851	767	1062	851	767	954	1608	-	-	1498	-	-
Mov Cap-2 Maneuver	851	767	-	851	767	-	-	-	-	-	-	-
Stage 1	1003	882	-	905	811	-	-	-	-	-	-	-
Stage 2	905	811	-	1003	882	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1608	-	-	-	1498	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	-	-
HCM Lane LOS	A	-	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-

HCM 6th AWSC
12: Central Road & Waalew Road

Existing
Timing Plan: AM Peak Hour

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	74	31	27	134	21	53	64	21	2	27	11
Future Vol, veh/h	7	74	31	27	134	21	53	64	21	2	27	11
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	96	40	35	174	27	69	83	27	3	35	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	9.6	9.4	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	6%	15%	5%
Vol Thru, %	46%	66%	74%	68%
Vol Right, %	15%	28%	12%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	138	112	182	40
LT Vol	53	7	27	2
Through Vol	64	74	134	27
RT Vol	21	31	21	11
Lane Flow Rate	179	145	236	52
Geometry Grp	1	1	1	1
Degree of Util (X)	0.24	0.185	0.302	0.07
Departure Headway (Hd)	4.828	4.591	4.597	4.861
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	740	778	780	732
Service Time	2.878	2.638	2.638	2.923
HCM Lane V/C Ratio	0.242	0.186	0.303	0.071
HCM Control Delay	9.4	8.7	9.6	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.7	1.3	0.2

HCM 6th TWSC
13: Driveway A & Johnson Road

Existing
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	2	0	0
Future Vol, veh/h	0	0	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	2	0	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1	0	3	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	2	-
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	-	-	1635	-	1025	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	1026	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1635	-	1025	1090
Mov Cap-2 Maneuver	-	-	-	-	1025	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	1026	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1635	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th TWSC
14: Central Road & Driveway B

Existing
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	93	0	0	20
Future Vol, veh/h	0	0	93	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	106	0	0	23

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	129	106	0	0	106
Stage 1	106	-	-	-	-
Stage 2	23	-	-	-	-
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	870	954	-	-	1498
Stage 1	923	-	-	-	-
Stage 2	1005	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	870	954	-	-	1498
Mov Cap-2 Maneuver	870	-	-	-	-
Stage 1	923	-	-	-	-
Stage 2	1005	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1498
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC
15: Lafayette Street & Driveway C

Existing
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
16: Lafayette Street & Driveway D

Existing
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

HCM 6th TWSC
1: I-15 SB Ramps & Dale Evans Parkway

Existing
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↱						↱↲	
Traffic Vol, veh/h	0	14	12	26	5	0	0	0	0	241	10	8
Future Vol, veh/h	0	14	12	26	5	0	0	0	0	241	10	8
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	16	14	30	6	0	0	0	0	274	11	9
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	30	0	0				89	96	6
Stage 1	-	-	-	-	-	-				66	66	-
Stage 2	-	-	-	-	-	-				23	30	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1596	-	0				917	798	1083
Stage 1	0	-	-	-	-	0				962	844	-
Stage 2	0	-	-	-	-	0				1005	874	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1596	-	-				900	0	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-				900	0	-
Stage 1	-	-	-	-	-	-				962	0	-
Stage 2	-	-	-	-	-	-				986	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			6.1			10.9					
HCM LOS							B					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1596	-	905							
HCM Lane V/C Ratio	-	-	0.019	-	0.325							
HCM Control Delay (s)	-	-	7.3	0	10.9							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0.1	-	1.4							

HCM 6th TWSC
2: I-15 SB Ramps & Dale Evans Parkway

Existing
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↰↱				
Traffic Vol, veh/h	7	243	0	0	34	85	10	14	18	0	0	0
Future Vol, veh/h	7	243	0	0	34	85	10	14	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	259	0	0	36	90	11	15	19	0	0	0

Major/Minor	Minor2		Major2		Major1		
Conflicting Flow All	128	137	-	-	-	0	126
Stage 1	81	81	-	-	-	-	-
Stage 2	47	56	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.1	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.2	-
Pot Cap-1 Maneuver	871	758	0	0	-	1473	-
Stage 1	947	832	0	0	-	-	-
Stage 2	981	852	0	0	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	864	0	-	-	-	1473	-
Mov Cap-2 Maneuver	864	0	-	-	-	-	-
Stage 1	939	0	-	-	-	-	-
Stage 2	981	0	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBT	WBR
Capacity (veh/h)	1473	-	-	864	-	-
HCM Lane V/C Ratio	0.007	-	-	0.308	-	-
HCM Control Delay (s)	7.5	0	-	11	-	-
HCM Lane LOS	A	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.3	-	-

HCM 6th TWSC 3: Quarry Road & I-15 SB Ramps

Existing
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	5	1	214	3	1
Future Vol, veh/h	55	5	1	214	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	52	52	38	38
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	67	6	2	412	8	3

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	227	208	0	0	414	0
Stage 1	208	-	-	-	-	-
Stage 2	19	-	-	-	-	-
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	766	837	-	-	1156	-
Stage 1	832	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	761	837	-	-	1156	-
Mov Cap-2 Maneuver	761	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	1002	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	6.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	761 837	1156	-
HCM Lane V/C Ratio	-	-	0.088 0.007	0.007	-
HCM Control Delay (s)	-	-	10.2 9.3	8.1	0
HCM Lane LOS	-	-	B A	A	A
HCM 95th %tile Q(veh)	-	-	0.3 0	0	-

HCM 6th TWSC
4: Stoddard Wells Road & Quarry Road

Existing
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	19	45	211	50	4
Future Vol, veh/h	4	19	45	211	50	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	50	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	32	76	358	85	7
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	76	0	-	0	122	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	46	-
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	1536	-	-	-	878	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	874	991
Mov Cap-2 Maneuver	-	-	-	-	874	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	982	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.3	0		9.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1536	-	-	-	874	991
HCM Lane V/C Ratio	0.004	-	-	-	0.097	0.007
HCM Control Delay (s)	7.4	0	-	-	9.6	8.7
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0

HCM 6th TWSC
5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Existing
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	13											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔		↔	↔
Traffic Vol, veh/h	3	13	50	10	237	0	2	22	23	221	0	14
Future Vol, veh/h	3	13	50	10	237	0	2	22	23	221	0	14
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	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	19	75	15	354	0	3	33	34	330	0	21
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	94	0	0	460	449	57	482	486	354
Stage 1	-	-	-	-	-	-	65	65	-	384	384	-
Stage 2	-	-	-	-	-	-	395	384	-	98	102	-
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	1216	-	-	1513	-	-	515	508	1015	498	484	694
Stage 1	-	-	-	-	-	-	951	845	-	643	615	-
Stage 2	-	-	-	-	-	-	634	615	-	913	815	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1216	-	-	1513	-	-	493	500	1015	452	476	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	493	500	-	452	476	-
Stage 1	-	-	-	-	-	-	947	842	-	640	608	-
Stage 2	-	-	-	-	-	-	608	608	-	844	812	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.3			10.8			30.3		
HCM LOS							B			D		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	499	1015	1216	-	-	1513	-	-	452	694		
HCM Lane V/C Ratio	0.072	0.034	0.004	-	-	0.01	-	-	0.73	0.03		
HCM Control Delay (s)	12.8	8.7	8	0	-	7.4	0	-	31.6	10.3		
HCM Lane LOS	B	A	A	A	-	A	A	-	D	B		
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	5.9	0.1		

HCM 6th TWSC
6: Stoddard Wells Road & Johnson Road

Existing
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	0	219	0	0	0	11	246	2	23	0
Future Vol, veh/h	0	0	0	219	0	0	0	11	246	2	23	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	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	337	0	0	0	17	378	3	35	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	247	436	35	247	247	206	35	0	0	395	0	0
Stage 1	41	41	-	206	206	-	-	-	-	-	-	-
Stage 2	206	395	-	41	41	-	-	-	-	-	-	-
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	711	517	1044	711	659	840	1589	-	-	1175	-	-
Stage 1	979	865	-	801	735	-	-	-	-	-	-	-
Stage 2	801	608	-	979	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	710	515	1044	710	657	840	1589	-	-	1175	-	-
Mov Cap-2 Maneuver	710	515	-	710	657	-	-	-	-	-	-	-
Stage 1	979	862	-	801	735	-	-	-	-	-	-	-
Stage 2	801	608	-	976	862	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			14.6			0			0.6		
HCM LOS	A			B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1589	-	-	-	710	1175	-
HCM Lane V/C Ratio	-	-	-	-	0.475	0.003	-
HCM Control Delay (s)	0	-	-	0	14.6	8.1	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	2.6	0	-

HCM 6th TWSC
7: Dale Evans Parkway & Quarry Road

Existing
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	4	1	2	18	17	1	87	1	35	237	1
Future Vol, veh/h	0	4	1	2	18	17	1	87	1	35	237	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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	5	1	2	20	19	1	99	1	40	269	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	471	452	270	455	452	100	270	0	0	100	0	0
Stage 1	350	350	-	102	102	-	-	-	-	-	-	-
Stage 2	121	102	-	353	350	-	-	-	-	-	-	-
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	506	506	774	519	506	961	1305	-	-	1505	-	-
Stage 1	671	636	-	909	815	-	-	-	-	-	-	-
Stage 2	888	815	-	668	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	469	490	774	502	490	961	1305	-	-	1505	-	-
Mov Cap-2 Maneuver	469	490	-	502	490	-	-	-	-	-	-	-
Stage 1	670	616	-	908	814	-	-	-	-	-	-	-
Stage 2	847	814	-	642	616	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.9		11.1		0.1		1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1305	-	-	529 633	1505	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011 0.066	0.026	-	-
HCM Control Delay (s)	7.8	0	-	11.9 11.1	7.5	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 0.2	0.1	-	-

HCM 6th TWSC
8: Central Road & Quarry Road

Existing
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	3.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	40	14	18	18	9
Future Vol, veh/h	3	40	14	18	18	9
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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	49	17	22	22	11
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	53	0	85	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	56	-
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	-	-	1566	-	921	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1566	-	911	1052
Mov Cap-2 Maneuver	-	-	-	-	911	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	961	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.2		8.9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	954	-	-	1566	-	
HCM Lane V/C Ratio	0.035	-	-	0.011	-	
HCM Control Delay (s)	8.9	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th AWSC
9: Dale Evans Parkway & Johnson Road

Existing
Timing Plan: PM Peak Hour

Intersection												
Intersection Delay, s/veh	22.5											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	200	49	49	174	33	35	57	44	54	188	1
Future Vol, veh/h	1	200	49	49	174	33	35	57	44	54	188	1
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	274	67	67	238	45	48	78	60	74	258	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	28.9	24	12.8	19.7
HCM LOS	D	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	22%	0%	100%	0%
Vol Thru, %	0%	100%	0%	80%	78%	0%	0%	99%
Vol Right, %	0%	0%	100%	20%	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	57	44	250	223	33	54	189
LT Vol	35	0	0	1	49	0	54	0
Through Vol	0	57	0	200	174	0	0	188
RT Vol	0	0	44	49	0	33	0	1
Lane Flow Rate	48	78	60	342	305	45	74	259
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.121	0.186	0.132	0.734	0.678	0.09	0.177	0.582
Departure Headway (Hd)	9.113	8.595	7.869	7.711	7.991	7.162	8.619	8.096
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	394	418	456	469	452	501	417	445
Service Time	6.866	6.347	5.621	5.442	5.723	4.894	6.356	5.833
HCM Lane V/C Ratio	0.122	0.187	0.132	0.729	0.675	0.09	0.177	0.582
HCM Control Delay	13.1	13.3	11.8	28.9	26	10.6	13.2	21.5
HCM Lane LOS	B	B	B	D	D	B	B	C
HCM 95th-tile Q	0.4	0.7	0.5	6	5	0.3	0.6	3.6

HCM 6th TWSC
10: Central Road & Johnson Road

Existing
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	109	2	0	0	56	26	0	0	53	1
Future Vol, veh/h	0	1	109	2	0	0	56	26	0	0	53	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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1	149	3	0	0	77	36	0	0	73	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	264	264	74	339	264	36	74	0	0	36	0	0
Stage 1	74	74	-	190	190	-	-	-	-	-	-	-
Stage 2	190	190	-	149	74	-	-	-	-	-	-	-
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	693	645	993	619	645	1042	1538	-	-	1588	-	-
Stage 1	940	837	-	816	747	-	-	-	-	-	-	-
Stage 2	816	747	-	858	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	666	612	993	504	612	1042	1538	-	-	1588	-	-
Mov Cap-2 Maneuver	666	612	-	504	612	-	-	-	-	-	-	-
Stage 1	892	837	-	774	709	-	-	-	-	-	-	-
Stage 2	774	709	-	728	837	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.3		12.2		5.1		0					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1538	-	-	987	504	1588	-	-				
HCM Lane V/C Ratio	0.05	-	-	0.153	0.005	-	-	-				
HCM Control Delay (s)	7.5	0	-	9.3	12.2	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0	0	-	-				

HCM 6th TWSC
11: Central Road & Lafayette Street

Existing
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	83	0	0	163	0
Future Vol, veh/h	0	0	0	0	0	0	0	83	0	0	163	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	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	117	0	0	230	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	347	347	230	347	347	117	230	0	0	117	0	0
Stage 1	230	230	-	117	117	-	-	-	-	-	-	-
Stage 2	117	117	-	230	230	-	-	-	-	-	-	-
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	611	580	814	611	580	941	1350	-	-	1484	-	-
Stage 1	777	718	-	892	803	-	-	-	-	-	-	-
Stage 2	892	803	-	777	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	611	580	814	611	580	941	1350	-	-	1484	-	-
Mov Cap-2 Maneuver	611	580	-	611	580	-	-	-	-	-	-	-
Stage 1	777	718	-	892	803	-	-	-	-	-	-	-
Stage 2	892	803	-	777	718	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1350	-	-	-	1484	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	-	-
HCM Lane LOS	A	-	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-

HCM 6th AWSC
12: Central Road & Waalew Road

Existing
Timing Plan: PM Peak Hour

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	107	55	18	71	6	42	80	33	35	128	15
Future Vol, veh/h	10	107	55	18	71	6	42	80	33	35	128	15
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	124	64	21	83	7	49	93	38	41	149	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	9.1	9.5	9.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	6%	19%	20%
Vol Thru, %	52%	62%	75%	72%
Vol Right, %	21%	32%	6%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	172	95	178
LT Vol	42	10	18	35
Through Vol	80	107	71	128
RT Vol	33	55	6	15
Lane Flow Rate	180	200	110	207
Geometry Grp	1	1	1	1
Degree of Util (X)	0.243	0.267	0.156	0.28
Departure Headway (Hd)	4.844	4.797	5.093	4.87
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	742	697	731
Service Time	2.922	2.872	3.179	2.946
HCM Lane V/C Ratio	0.245	0.27	0.158	0.283
HCM Control Delay	9.5	9.6	9.1	9.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	1.1	0.6	1.1

HCM 6th TWSC
13: Driveway A & Johnson Road

Existing
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	2	0	0
Future Vol, veh/h	1	0	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	0	0	2	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	3	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	2	-
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	-	-	1635	-	1025	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	1026	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1635	-	1025	1090
Mov Cap-2 Maneuver	-	-	-	-	1025	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	1026	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1635	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th TWSC
14: Central Road & Driveway B

Existing
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	82	0	0	163
Future Vol, veh/h	0	0	82	0	0	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	93	0	0	185

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	278	93	0	0	93
Stage 1	93	-	-	-	-
Stage 2	185	-	-	-	-
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	716	970	-	-	1514
Stage 1	936	-	-	-	-
Stage 2	852	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	716	970	-	-	1514
Mov Cap-2 Maneuver	716	-	-	-	-
Stage 1	936	-	-	-	-
Stage 2	852	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1514
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC
15: Lafayette Street & Driveway C

Existing
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

HCM 6th TWSC
16: Lafayette Street & Driveway D

Existing
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
1: I-15 SB Ramps & Dale Evans Parkway

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	7	44	17	0	0	0	0	83	28	4
Future Vol, veh/h	0	15	7	44	17	0	0	0	0	83	28	4
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	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	21	10	61	24	0	0	0	0	115	39	6
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	31	0	0				172	177	24
Stage 1	-	-	-	-	-	-				146	146	-
Stage 2	-	-	-	-	-	-				26	31	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1595	-	0				823	720	1058
Stage 1	0	-	-	-	-	0				886	780	-
Stage 2	0	-	-	-	-	0				1002	873	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1595	-	-				791	0	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-				791	0	-
Stage 1	-	-	-	-	-	-				886	0	-
Stage 2	-	-	-	-	-	-				963	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			5.3			10.6					
HCM LOS							B					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1595	-	800							
HCM Lane V/C Ratio	-	-	0.038	-	0.2							
HCM Control Delay (s)	-	-	7.3	0	10.6							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0.1	-	0.7							

HCM 6th TWSC
2: I-15 SB Ramps & Dale Evans Parkway

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	82	0	0	27	160	30	59	52	0	0	0
Future Vol, veh/h	14	82	0	0	27	160	30	59	52	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	105	0	0	35	205	38	76	67	0	0	0

Major/Minor	Minor2		Major2		Major1		
Conflicting Flow All	324	357	-	-	-	0	240
Stage 1	138	138	-	-	-	-	-
Stage 2	186	219	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.1	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.2	-
Pot Cap-1 Maneuver	674	572	0	0	-	1339	-
Stage 1	894	786	0	0	-	-	-
Stage 2	851	726	0	0	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	653	0	-	-	-	1339	-
Mov Cap-2 Maneuver	653	0	-	-	-	-	-
Stage 1	866	0	-	-	-	-	-
Stage 2	851	0	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.8	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBT	WBR
Capacity (veh/h)	1339	-	-	653	-	-
HCM Lane V/C Ratio	0.029	-	-	0.188	-	-
HCM Control Delay (s)	7.8	0	-	11.8	-	-
HCM Lane LOS	A	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	-	-

HCM 6th TWSC
3: Quarry Road & I-15 SB Ramps

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	185	2	0	399	2	3
Future Vol, veh/h	185	2	0	399	2	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	25	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	62	62	72	72	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	298	3	0	554	4	6
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	291	277	0	0	554	0
Stage 1	277	-	-	-	-	-
Stage 2	14	-	-	-	-	-
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	704	767	-	-	1026	-
Stage 1	774	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	701	767	-	-	1026	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.9	0	3.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 701 767 1026	-	-		
HCM Lane V/C Ratio	-	- 0.426 0.004 0.004	-	-		
HCM Control Delay (s)	-	- 13.9 9.7 8.5	0			
HCM Lane LOS	-	- B A A	A			
HCM 95th %tile Q(veh)	-	- 2.1 0 0	-			

HCM 6th TWSC
4: Stoddard Wells Road & Quarry Road

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	18	52	392	184	2
Future Vol, veh/h	6	18	52	392	184	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	-	-	-	50	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	24	70	530	249	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	70	0	-	0	110	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	40	-
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	-	-	-	892	998
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1544	-	-	-	888	998
Mov Cap-2 Maneuver	-	-	-	-	888	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	988	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		10.6		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1544	-	-	-	888	998
HCM Lane V/C Ratio	0.005	-	-	-	0.28	0.003
HCM Control Delay (s)	7.3	0	-	-	10.6	8.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1.1	0

HCM 6th TWSC
5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	442.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	180	17	17	403	127	5	41	17	557	9	41
Future Vol, veh/h	8	180	17	17	403	127	5	41	17	557	9	41
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	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	222	21	21	498	157	6	51	21	688	11	51
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	655	0	0	243	0	0	903	950	233	908	882	577
Stage 1	-	-	-	-	-	-	253	253	-	619	619	-
Stage 2	-	-	-	-	-	-	650	697	-	289	263	-
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	942	-	-	1335	-	-	260	262	811	~ 258	287	520
Stage 1	-	-	-	-	-	-	756	701	-	~ 480	483	-
Stage 2	-	-	-	-	-	-	461	446	-	723	694	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	942	-	-	1335	-	-	221	252	811	~ 207	276	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	221	252	-	~ 207	276	-
Stage 1	-	-	-	-	-	-	747	693	-	~ 474	471	-
Stage 2	-	-	-	-	-	-	396	435	-	~ 645	686	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			20			\$ 1034.2		
HCM LOS							C			F		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	248		811	942	-	-	1335	-	-	208	520	
HCM Lane V/C Ratio	0.229		0.026	0.01	-	-	0.016	-	-	3.359	0.097	
HCM Control Delay (s)	23.8		9.6	8.9	0	-	7.7	0		\$ 1108.2	12.7	
HCM Lane LOS	C		A	A	A	-	A	A	-	F	B	
HCM 95th %tile Q(veh)	0.9		0.1	0	-	-	0	-	-	65.4	0.3	
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th TWSC
6: Stoddard Wells Road & Johnson Road

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	115	0	5	0	32	140	3	48	0
Future Vol, veh/h	0	0	0	115	0	5	0	32	140	3	48	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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	128	0	6	0	36	156	3	53	0
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	176	251	53	173	173	114	53	0	0	192	0	0
Stage 1	59	59	-	114	114	-	-	-	-	-	-	-
Stage 2	117	192	-	59	59	-	-	-	-	-	-	-
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	791	656	1020	794	724	944	1566	-	-	1394	-	-
Stage 1	958	850	-	896	805	-	-	-	-	-	-	-
Stage 2	892	745	-	958	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	785	655	1020	792	723	944	1566	-	-	1394	-	-
Mov Cap-2 Maneuver	785	655	-	792	723	-	-	-	-	-	-	-
Stage 1	958	848	-	896	805	-	-	-	-	-	-	-
Stage 2	887	745	-	956	848	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	0		10.4		0			0.4				
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1566	-	-	-	797	1394	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.167	0.002	-	-				
HCM Control Delay (s)	0	-	-	0	10.4	7.6	0	-				
HCM Lane LOS	A	-	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0	-	-				

HCM 6th TWSC
7: Dale Evans Parkway & Quarry Road

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	23	2	2	33	41	6	165	2	5	97	2
Future Vol, veh/h	2	23	2	2	33	41	6	165	2	5	97	2
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	25	2	2	36	45	7	179	2	5	105	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	351	311	106	324	311	180	107	0	0	181	0	0
Stage 1	116	116	-	194	194	-	-	-	-	-	-	-
Stage 2	235	195	-	130	117	-	-	-	-	-	-	-
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	608	607	954	633	607	868	1497	-	-	1407	-	-
Stage 1	894	803	-	812	744	-	-	-	-	-	-	-
Stage 2	773	743	-	878	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	547	602	954	608	602	868	1497	-	-	1407	-	-
Mov Cap-2 Maneuver	547	602	-	608	602	-	-	-	-	-	-	-
Stage 1	890	800	-	808	740	-	-	-	-	-	-	-
Stage 2	694	739	-	845	800	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.2		10.6		0.3		0.4					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1497	-	-	614	721	1407	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.048	0.115	0.004	-	-				
HCM Control Delay (s)	7.4	0	-	11.2	10.6	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-				

HCM 6th TWSC
8: Central Road & Quarry Road

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	9	5	28	43	10
Future Vol, veh/h	23	9	5	28	43	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	11	6	35	53	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	39	0	81	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	47	-
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	-	-	1584	-	926	1045
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	981	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1584	-	922	1045
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	977	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		9.1	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	943	-	-	1584	-	
HCM Lane V/C Ratio	0.069	-	-	0.004	-	
HCM Control Delay (s)	9.1	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th AWSC
9: Dale Evans Parkway & Johnson Road

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Intersection Delay, s/veh	9.7											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	130	12	10	96	38	16	105	21	43	60	7
Future Vol, veh/h	0	130	12	10	96	38	16	105	21	43	60	7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	143	13	11	105	42	18	115	23	47	66	8
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	10.3	9.4	9.5	9.5
HCM LOS	B	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	9%	0%	100%	0%
Vol Thru, %	0%	100%	0%	92%	91%	0%	0%	90%
Vol Right, %	0%	0%	100%	8%	0%	100%	0%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	105	21	142	106	38	43	67
LT Vol	16	0	0	0	10	0	43	0
Through Vol	0	105	0	130	96	0	0	60
RT Vol	0	0	21	12	0	38	0	7
Lane Flow Rate	18	115	23	156	116	42	47	74
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.031	0.186	0.033	0.247	0.188	0.059	0.084	0.119
Departure Headway (Hd)	6.312	5.801	5.1	5.689	5.809	5.058	6.387	5.807
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	620	703	634	621	711	562	618
Service Time	4.034	3.529	2.822	3.401	3.52	2.769	4.116	3.536
HCM Lane V/C Ratio	0.032	0.185	0.033	0.246	0.187	0.059	0.084	0.12
HCM Control Delay	9.2	9.9	8	10.3	9.9	8.1	9.7	9.3
HCM Lane LOS	A	A	A	B	A	A	A	A
HCM 95th-tile Q	0.1	0.7	0.1	1	0.7	0.2	0.3	0.4

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	7	10	3	12	0	44	51	0	0	10	4
Future Vol, veh/h	0	7	10	3	12	0	44	51	0	0	10	4
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	9	12	4	15	0	54	63	0	0	12	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	194	186	15	196	188	63	17	0	0	63	0	0
Stage 1	15	15	-	171	171	-	-	-	-	-	-	-
Stage 2	179	171	-	25	17	-	-	-	-	-	-	-
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	770	712	1070	767	710	1007	1613	-	-	1553	-	-
Stage 1	1010	887	-	836	761	-	-	-	-	-	-	-
Stage 2	827	761	-	998	885	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	737	687	1070	731	685	1007	1613	-	-	1553	-	-
Mov Cap-2 Maneuver	737	687	-	731	685	-	-	-	-	-	-	-
Stage 1	975	887	-	807	734	-	-	-	-	-	-	-
Stage 2	782	734	-	977	885	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.2		10.3		3.4		0					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1613	-	-	870	694	1553	-	-				
HCM Lane V/C Ratio	0.034	-	-	0.024	0.027	-	-	-				
HCM Control Delay (s)	7.3	0	-	9.2	10.3	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-	-				

HCM 6th TWSC
11: Central Road & Lafayette Street

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	96	0	0	20	0
Future Vol, veh/h	0	0	0	0	0	0	0	96	0	0	20	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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	108	0	0	22	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	130	130	22	130	130	108	22	0	0	108	0	0
Stage 1	22	22	-	108	108	-	-	-	-	-	-	-
Stage 2	108	108	-	22	22	-	-	-	-	-	-	-
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	847	764	1061	847	764	951	1607	-	-	1495	-	-
Stage 1	1002	881	-	902	810	-	-	-	-	-	-	-
Stage 2	902	810	-	1002	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	847	764	1061	847	764	951	1607	-	-	1495	-	-
Mov Cap-2 Maneuver	847	764	-	847	764	-	-	-	-	-	-	-
Stage 1	1002	881	-	902	810	-	-	-	-	-	-	-
Stage 2	902	810	-	1002	881	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		0		0		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1607	-	-	-	-	1495	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-				
HCM Control Delay (s)	0	-	-	0	0	0	-	-				
HCM Lane LOS	A	-	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-				

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	76	32	28	137	22	54	65	22	3	28	12
Future Vol, veh/h	8	76	32	28	137	22	54	65	22	3	28	12
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	99	42	36	178	29	70	84	29	4	36	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	9.8	9.5	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	7%	15%	7%
Vol Thru, %	46%	66%	73%	65%
Vol Right, %	16%	28%	12%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	116	187	43
LT Vol	54	8	28	3
Through Vol	65	76	137	28
RT Vol	22	32	22	12
Lane Flow Rate	183	151	243	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.247	0.194	0.312	0.076
Departure Headway (Hd)	4.862	4.625	4.624	4.902
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	773	775	725
Service Time	2.917	2.676	2.672	2.969
HCM Lane V/C Ratio	0.249	0.195	0.314	0.077
HCM Control Delay	9.5	8.8	9.8	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.7	1.3	0.2

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	15	0	0
Future Vol, veh/h	7	0	0	15	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	0	17	0	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	8	0	25	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	17	-
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	-	-	1625	-	996	1080
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1625	-	996	1080
Mov Cap-2 Maneuver	-	-	-	-	996	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1011	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1625	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th TWSC
14: Central Road & Driveway B

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	95	0	0	21
Future Vol, veh/h	0	0	95	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	108	0	0	24

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	132	108	0	0	108	0
Stage 1	108	-	-	-	-	-
Stage 2	24	-	-	-	-	-
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	867	951	-	-	1495	-
Stage 1	921	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	867	951	-	-	1495	-
Mov Cap-2 Maneuver	867	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1495
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC
15: Lafayette Street & Driveway C

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

HCM 6th TWSC
16: Lafayette Street & Driveway D

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
1: I-15 SB Ramps & Dale Evans Parkway

Opening Year (2025)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↱						↱↲	
Traffic Vol, veh/h	0	15	13	27	6	0	0	0	0	245	11	9
Future Vol, veh/h	0	15	13	27	6	0	0	0	0	245	11	9
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	17	15	31	7	0	0	0	0	278	13	10

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	32	0	0	94	101	7
Stage 1	-	-	-	-	-	-	69	69	-
Stage 2	-	-	-	-	-	-	25	32	-
Critical Hdwy	-	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1593	-	0	911	793	1081
Stage 1	0	-	-	-	-	0	959	841	-
Stage 2	0	-	-	-	-	0	1003	872	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1593	-	-	893	0	1081
Mov Cap-2 Maneuver	-	-	-	-	-	-	893	0	-
Stage 1	-	-	-	-	-	-	959	0	-
Stage 2	-	-	-	-	-	-	983	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	6	11
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1593	-	899
HCM Lane V/C Ratio	-	-	0.019	-	0.335
HCM Control Delay (s)	-	-	7.3	0	11
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	1.5

HCM 6th TWSC
2: I-15 SB Ramps & Dale Evans Parkway

Opening Year (2025)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	247	0	0	35	87	11	15	19	0	0	0
Future Vol, veh/h	8	247	0	0	35	87	11	15	19	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	263	0	0	37	93	12	16	20	0	0	0

Major/Minor	Minor2		Major2		Major1		
Conflicting Flow All	134	144	-	-	-	0	130
Stage 1	84	84	-	-	-	-	-
Stage 2	50	60	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.1	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.2	-
Pot Cap-1 Maneuver	864	751	0	0	-	1468	-
Stage 1	944	829	0	0	-	-	-
Stage 2	978	849	0	0	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	857	0	-	-	-	1468	-
Mov Cap-2 Maneuver	857	0	-	-	-	-	-
Stage 1	936	0	-	-	-	-	-
Stage 2	978	0	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.1	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBT	WBR
Capacity (veh/h)	1468	-	-	857	-	-
HCM Lane V/C Ratio	0.008	-	-	0.317	-	-
HCM Control Delay (s)	7.5	0	-	11.1	-	-
HCM Lane LOS	A	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.4	-	-

HCM 6th TWSC
3: Quarry Road & I-15 SB Ramps

Opening Year (2025)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	213	6	2	605	4	2
Future Vol, veh/h	213	6	2	605	4	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	25	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	52	52	38	38
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	260	7	4	1163	11	5
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	613	586	0	0	1167	0
Stage 1	586	-	-	-	-	-
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	459	514	-	-	606	-
Stage 1	560	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	451	514	-	-	606	-
Mov Cap-2 Maneuver	451	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	23	0	7.4			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 451 514	606	-		
HCM Lane V/C Ratio	-	- 0.576 0.014	0.017	-		
HCM Control Delay (s)	-	- 23.3 12.1	11	0		
HCM Lane LOS	-	- C B	B	A		
HCM 95th %tile Q(veh)	-	- 3.5 0	0.1	-		

HCM 6th TWSC
4: Stoddard Wells Road & Quarry Road

Opening Year (2025)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	29	55	602	208	5
Future Vol, veh/h	5	29	55	602	208	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	50	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	49	93	1020	353	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	93	0	-	0	158	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	65	-
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	-	-	-	838	970
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1514	-	-	-	834	970
Mov Cap-2 Maneuver	-	-	-	-	834	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	963	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.1	0		12.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1514	-	-	-	834	970
HCM Lane V/C Ratio	0.006	-	-	-	0.423	0.009
HCM Control Delay (s)	7.4	0	-	-	12.4	8.7
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	2.1	0

HCM 6th TWSC
5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Opening Year (2025)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	1664											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	180	51	18	637	154	3	23	30	551	0	15
Future Vol, veh/h	4	180	51	18	637	154	3	23	30	551	0	15
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	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	269	76	27	951	230	4	34	45	822	0	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1181	0	0	345	0	0	1450	1554	307	1479	1477	1066
Stage 1	-	-	-	-	-	-	319	319	-	1120	1120	-
Stage 2	-	-	-	-	-	-	1131	1235	-	359	357	-
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	599	-	-	1225	-	-	110	114	738	~ 105	127	273
Stage 1	-	-	-	-	-	-	697	657	-	~ 253	284	-
Stage 2	-	-	-	-	-	-	249	251	-	~ 663	632	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	599	-	-	1225	-	-	95	105	738	~ 69	117	273
Mov Cap-2 Maneuver	-	-	-	-	-	-	95	105	-	~ 69	117	-
Stage 1	-	-	-	-	-	-	688	648	-	~ 250	264	-
Stage 2	-	-	-	-	-	-	213	234	-	~ 582	624	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			32.8			\$ 4894.2		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	104	738	599	-	-	1225	-	-	69	273		
HCM Lane V/C Ratio	0.373	0.061	0.01	-	-	0.022	-	-	11.919	0.082		
HCM Control Delay (s)	58.9	10.2	11.1	0	-	8	0		\$ 5026.9	19.4		
HCM Lane LOS	F	B	B	A	-	A	A	-	F	C		
HCM 95th %tile Q(veh)	1.5	0.2	0	-	-	0.1	-	-	97.3	0.3		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th TWSC
6: Stoddard Wells Road & Johnson Road

Opening Year (2025)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	233	0	0	0	12	262	3	24	0
Future Vol, veh/h	0	0	0	233	0	0	0	12	262	3	24	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	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	358	0	0	0	18	403	5	37	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	267	468	37	267	267	220	37	0	0	421	0	0
Stage 1	47	47	-	220	220	-	-	-	-	-	-	-
Stage 2	220	421	-	47	47	-	-	-	-	-	-	-
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	690	496	1041	690	642	825	1587	-	-	1149	-	-
Stage 1	972	860	-	787	725	-	-	-	-	-	-	-
Stage 2	787	592	-	972	860	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	688	494	1041	688	639	825	1587	-	-	1149	-	-
Mov Cap-2 Maneuver	688	494	-	688	639	-	-	-	-	-	-	-
Stage 1	972	857	-	787	725	-	-	-	-	-	-	-
Stage 2	787	592	-	968	857	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		15.8		0		0.9					
HCM LOS	A		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1587	-	-	-	688	1149	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.521	0.004	-	-				
HCM Control Delay (s)	0	-	-	0	15.8	8.1	0	-				
HCM Lane LOS	A	-	-	A	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	3	0	-	-				

HCM 6th TWSC
7: Dale Evans Parkway & Quarry Road

Opening Year (2025)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	2	3	19	18	2	89	2	36	241	2
Future Vol, veh/h	0	5	2	3	19	18	2	89	2	36	241	2
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	6	2	3	22	20	2	101	2	41	274	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	484	464	275	467	464	102	276	0	0	103	0	0
Stage 1	357	357	-	106	106	-	-	-	-	-	-	-
Stage 2	127	107	-	361	358	-	-	-	-	-	-	-
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	496	498	769	509	498	959	1299	-	-	1502	-	-
Stage 1	665	632	-	905	811	-	-	-	-	-	-	-
Stage 2	882	811	-	662	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	457	481	769	490	481	959	1299	-	-	1502	-	-
Mov Cap-2 Maneuver	457	481	-	490	481	-	-	-	-	-	-	-
Stage 1	664	612	-	903	809	-	-	-	-	-	-	-
Stage 2	838	809	-	633	611	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.8		11.3		0.2		1					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1299	-	-	539	621	1502	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.015	0.073	0.027	-	-				
HCM Control Delay (s)	7.8	0	-	11.8	11.3	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-				

HCM 6th TWSC
8: Central Road & Quarry Road

Opening Year (2025)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	3.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	41	15	19	19	10
Future Vol, veh/h	4	41	15	19	19	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	51	19	23	23	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	56	0	92	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	61	-
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	-	913	1049
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1562	-	902	1049
Mov Cap-2 Maneuver	-	-	-	-	902	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	955	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.2		8.9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	948	-	-	1562	-	
HCM Lane V/C Ratio	0.038	-	-	0.012	-	
HCM Control Delay (s)	8.9	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th AWSC
9: Dale Evans Parkway & Johnson Road

Opening Year (2025)
Timing Plan: PM Peak Hour

Intersection	
Intersection Delay, s/veh	26.7
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	216	50	50	187	34	36	58	45	55	191	2
Future Vol, veh/h	2	216	50	50	187	34	36	58	45	55	191	2
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	296	68	68	256	47	49	79	62	75	262	3
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	36.6	28.6	13.3	21.5
HCM LOS	E	D	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	21%	0%	100%	0%
Vol Thru, %	0%	100%	0%	81%	79%	0%	0%	99%
Vol Right, %	0%	0%	100%	19%	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	58	45	268	237	34	55	193
LT Vol	36	0	0	2	50	0	55	0
Through Vol	0	58	0	216	187	0	0	191
RT Vol	0	0	45	50	0	34	0	2
Lane Flow Rate	49	79	62	367	325	47	75	264
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.129	0.197	0.14	0.809	0.741	0.096	0.186	0.616
Departure Headway (Hd)	9.45	8.93	8.201	7.93	8.221	7.394	8.911	8.383
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	379	401	436	455	442	484	403	431
Service Time	7.213	6.693	5.964	5.678	5.972	5.145	6.664	6.136
HCM Lane V/C Ratio	0.129	0.197	0.142	0.807	0.735	0.097	0.186	0.613
HCM Control Delay	13.6	13.9	12.3	36.6	31.1	10.9	13.7	23.7
HCM Lane LOS	B	B	B	E	D	B	B	C
HCM 95th-tile Q	0.4	0.7	0.5	7.5	6	0.3	0.7	4

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	14	111	3	10	0	57	27	0	0	54	2
Future Vol, veh/h	0	14	111	3	10	0	57	27	0	0	54	2
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	19	152	4	14	0	78	37	0	0	74	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	276	269	76	354	270	37	77	0	0	37	0	0
Stage 1	76	76	-	193	193	-	-	-	-	-	-	-
Stage 2	200	193	-	161	77	-	-	-	-	-	-	-
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	680	641	991	605	640	1041	1535	-	-	1587	-	-
Stage 1	938	836	-	813	745	-	-	-	-	-	-	-
Stage 2	806	745	-	846	835	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	642	608	991	480	607	1041	1535	-	-	1587	-	-
Mov Cap-2 Maneuver	642	608	-	480	607	-	-	-	-	-	-	-
Stage 1	889	836	-	771	706	-	-	-	-	-	-	-
Stage 2	749	706	-	700	835	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.8		11.5		5.1		0					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1535	-	-	926	572	1587	-	-				
HCM Lane V/C Ratio	0.051	-	-	0.185	0.031	-	-	-				
HCM Control Delay (s)	7.5	0	-	9.8	11.5	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0	-	-				

HCM 6th TWSC
11: Central Road & Lafayette Street

Opening Year (2025)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	85	0	0	166	0
Future Vol, veh/h	0	0	0	0	0	0	0	85	0	0	166	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	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	120	0	0	234	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	354	354	234	354	354	120	234	0	0	120	0	0
Stage 1	234	234	-	120	120	-	-	-	-	-	-	-
Stage 2	120	120	-	234	234	-	-	-	-	-	-	-
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	605	574	810	605	574	937	1345	-	-	1480	-	-
Stage 1	774	715	-	889	800	-	-	-	-	-	-	-
Stage 2	889	800	-	774	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	605	574	810	605	574	937	1345	-	-	1480	-	-
Mov Cap-2 Maneuver	605	574	-	605	574	-	-	-	-	-	-	-
Stage 1	774	715	-	889	800	-	-	-	-	-	-	-
Stage 2	889	800	-	774	715	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			0			0			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1345	-	-	-	-	1480	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-				
HCM Control Delay (s)	0	-	-	0	0	0	-	-				
HCM Lane LOS	A	-	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-				

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	109	56	19	73	7	43	82	34	36	130	16
Future Vol, veh/h	11	109	56	19	73	7	43	82	34	36	130	16
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	127	65	22	85	8	50	95	40	42	151	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	9.2	9.6	10
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	6%	19%	20%
Vol Thru, %	52%	62%	74%	71%
Vol Right, %	21%	32%	7%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	176	99	182
LT Vol	43	11	19	36
Through Vol	82	109	73	130
RT Vol	34	56	7	16
Lane Flow Rate	185	205	115	212
Geometry Grp	1	1	1	1
Degree of Util (X)	0.251	0.275	0.164	0.288
Departure Headway (Hd)	4.879	4.833	5.124	4.903
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	728	737	692	726
Service Time	2.962	2.913	3.215	2.984
HCM Lane V/C Ratio	0.254	0.278	0.166	0.292
HCM Control Delay	9.6	9.8	9.2	10
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	1.1	0.6	1.2

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	0	0	13	0	0
Future Vol, veh/h	14	0	0	13	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	0	0	15	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	16
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	-	1615	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1615	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1615	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th TWSC
14: Central Road & Driveway B

Opening Year (2025)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	84	0	0	166
Future Vol, veh/h	0	0	84	0	0	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	95	0	0	189
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	284	95	0	0	95	0
Stage 1	95	-	-	-	-	-
Stage 2	189	-	-	-	-	-
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	710	967	-	-	1512	-
Stage 1	934	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	710	967	-	-	1512	-
Mov Cap-2 Maneuver	710	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1512	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
1: I-15 SB Ramps & Dale Evans Parkway

Opening Year (2025) plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	7	44	17	0	0	0	0	116	28	4
Future Vol, veh/h	0	15	7	44	17	0	0	0	0	116	28	4
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	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	21	10	61	24	0	0	0	0	161	39	6
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	31	0	0				172	177	24
Stage 1	-	-	-	-	-	-				146	146	-
Stage 2	-	-	-	-	-	-				26	31	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1595	-	0				823	720	1058
Stage 1	0	-	-	-	-	0				886	780	-
Stage 2	0	-	-	-	-	0				1002	873	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1595	-	-				791	0	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-				791	0	-
Stage 1	-	-	-	-	-	-				886	0	-
Stage 2	-	-	-	-	-	-				963	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			5.3			11.1					
HCM LOS							B					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1595	-	798							
HCM Lane V/C Ratio	-	-	0.038	-	0.258							
HCM Control Delay (s)	-	-	7.3	0	11.1							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0.1	-	1							

HCM 6th TWSC
2: I-15 SB Ramps & Dale Evans Parkway

Opening Year (2025) plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↰				
Traffic Vol, veh/h	14	115	0	0	27	167	30	59	52	0	0	0
Future Vol, veh/h	14	115	0	0	27	167	30	59	52	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	147	0	0	35	214	38	76	67	0	0	0

Major/Minor	Minor2		Major2		Major1		
Conflicting Flow All	328	361	-	-	-	0	249
Stage 1	142	142	-	-	-	-	-
Stage 2	186	219	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.1	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.2	-
Pot Cap-1 Maneuver	671	569	0	0	-	1328	-
Stage 1	890	783	0	0	-	-	-
Stage 2	851	726	0	0	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	650	0	-	-	-	1328	-
Mov Cap-2 Maneuver	650	0	-	-	-	-	-
Stage 1	862	0	-	-	-	-	-
Stage 2	851	0	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	12.4	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBT	WBR
Capacity (veh/h)	1328	-	-	650	-	-
HCM Lane V/C Ratio	0.029	-	-	0.254	-	-
HCM Control Delay (s)	7.8	0	-	12.4	-	-
HCM Lane LOS	A	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1	-	-

HCM 6th TWSC
3: Quarry Road & I-15 SB Ramps

Opening Year (2025) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	185	2	0	427	2	3
Future Vol, veh/h	185	2	0	427	2	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	25	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	62	62	72	72	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	298	3	0	593	4	6
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	311	297	0	0	593	0
Stage 1	297	-	-	-	-	-
Stage 2	14	-	-	-	-	-
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	686	747	-	-	993	-
Stage 1	758	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	683	747	-	-	993	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.3	0	3.5			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 683 747	993	-		
HCM Lane V/C Ratio	-	- 0.437 0.004	0.004	-		
HCM Control Delay (s)	-	- 14.3 9.8	8.6	0		
HCM Lane LOS	-	- B A	A	A		
HCM 95th %tile Q(veh)	-	- 2.2 0	0	-		

HCM 6th TWSC
4: Stoddard Wells Road & Quarry Road

Opening Year (2025) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	19	52	420	184	2
Future Vol, veh/h	6	19	52	420	184	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	-	-	-	50	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	26	70	568	249	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	70	0	-	0	112	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	42	-
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	-	-	-	890	998
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1544	-	-	-	886	998
Mov Cap-2 Maneuver	-	-	-	-	886	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	986	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		10.6		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1544	-	-	-	886	998
HCM Lane V/C Ratio	0.005	-	-	-	0.281	0.003
HCM Control Delay (s)	7.3	0	-	-	10.6	8.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1.2	0

HCM 6th TWSC
5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Opening Year (2025) plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	660.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	181	17	17	431	127	5	41	19	665	9	41
Future Vol, veh/h	8	181	17	17	431	127	5	41	19	665	9	41
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	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	223	21	21	532	157	6	51	23	821	11	51
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	689	0	0	244	0	0	938	985	234	944	917	611
Stage 1	-	-	-	-	-	-	254	254	-	653	653	-
Stage 2	-	-	-	-	-	-	684	731	-	291	264	-
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	915	-	-	1334	-	-	247	250	810	~ 244	274	497
Stage 1	-	-	-	-	-	-	755	701	-	~ 460	467	-
Stage 2	-	-	-	-	-	-	442	430	-	~ 721	694	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	915	-	-	1334	-	-	208	240	810	~ 193	263	497
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	240	-	~ 193	263	-
Stage 1	-	-	-	-	-	-	745	692	-	~ 454	455	-
Stage 2	-	-	-	-	-	-	377	419	-	~ 640	685	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			20.5			\$ 1440.7		
HCM LOS							C			F		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	236		810	915	-	-	1334	-	-	194	497	
HCM Lane V/C Ratio	0.241		0.029	0.011	-	-	0.016	-	-	4.289	0.102	
HCM Control Delay (s)	25		9.6	9	0	-	7.7	0		\$ 1527.5	13.1	
HCM Lane LOS	D		A	A	A	-	A	A	-	F	B	
HCM 95th %tile Q(veh)	0.9		0.1	0	-	-	0	-	-	83.5	0.3	
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th TWSC
6: Stoddard Wells Road & Johnson Road

Opening Year (2025) plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	143	0	5	0	32	251	3	48	0
Future Vol, veh/h	0	0	0	143	0	5	0	32	251	3	48	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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	159	0	6	0	36	279	3	53	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	238	374	53	235	235	176	53	0	0	315	0	0
Stage 1	59	59	-	176	176	-	-	-	-	-	-	-
Stage 2	179	315	-	59	59	-	-	-	-	-	-	-
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	721	560	1020	724	669	872	1566	-	-	1257	-	-
Stage 1	958	850	-	831	757	-	-	-	-	-	-	-
Stage 2	827	659	-	958	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	715	559	1020	723	668	872	1566	-	-	1257	-	-
Mov Cap-2 Maneuver	715	559	-	723	668	-	-	-	-	-	-	-
Stage 1	958	848	-	831	757	-	-	-	-	-	-	-
Stage 2	822	659	-	956	848	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		11.4		0		0.5	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1566	-	-	-	727	1257	-	-
HCM Lane V/C Ratio	-	-	-	-	0.226	0.003	-	-
HCM Control Delay (s)	0	-	-	0	11.4	7.9	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.9	0	-	-

HCM 6th TWSC
7: Dale Evans Parkway & Quarry Road

Opening Year (2025) plus Project
Timing Plan: AM Peak Hour

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	2	23	2	2	33	45	6	169	2	22	114	2
Future Vol, veh/h	2	23	2	2	33	45	6	169	2	22	114	2
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	25	2	2	36	49	7	184	2	24	124	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	415	373	125	386	373	185	126	0	0	186	0	0
Stage 1	173	173	-	199	199	-	-	-	-	-	-	-
Stage 2	242	200	-	187	174	-	-	-	-	-	-	-
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	551	561	931	576	561	862	1473	-	-	1401	-	-
Stage 1	834	760	-	807	740	-	-	-	-	-	-	-
Stage 2	766	739	-	819	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	485	548	931	545	548	862	1473	-	-	1401	-	-
Mov Cap-2 Maneuver	485	548	-	545	548	-	-	-	-	-	-	-
Stage 1	830	746	-	803	736	-	-	-	-	-	-	-
Stage 2	684	735	-	775	745	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.8		11		0.3		1.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1473	-	-	560	689	1401	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.052	0.126	0.017	-	-				
HCM Control Delay (s)	7.5	0	-	11.8	11	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.1	-	-				

HCM 6th TWSC
8: Central Road & Quarry Road

Opening Year (2025) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	26	5	28	47	10
Future Vol, veh/h	23	26	5	28	47	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	32	6	35	58	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	91	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	47	-
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	-	-	1556	-	914	1032
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	981	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1556	-	910	1032
Mov Cap-2 Maneuver	-	-	-	-	910	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	977	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		9.2	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	929	-	-	1556	-	
HCM Lane V/C Ratio	0.076	-	-	0.004	-	
HCM Control Delay (s)	9.2	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th AWSC
9: Dale Evans Parkway & Johnson Road

Opening Year (2025) plus Project
Timing Plan: AM Peak Hour

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	0	241	12	10	124	42	16	105	21	60	60	7
Future Vol, veh/h	0	241	12	10	124	42	16	105	21	60	60	7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	265	13	11	136	46	18	115	23	66	66	8
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	13.7	10.6	10.5	10.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	7%	0%	100%	0%
Vol Thru, %	0%	100%	0%	95%	93%	0%	0%	90%
Vol Right, %	0%	0%	100%	5%	0%	100%	0%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	105	21	253	134	42	60	67
LT Vol	16	0	0	0	10	0	60	0
Through Vol	0	105	0	241	124	0	0	60
RT Vol	0	0	21	12	0	42	0	7
Lane Flow Rate	18	115	23	278	147	46	66	74
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.034	0.207	0.037	0.46	0.256	0.071	0.128	0.131
Departure Headway (Hd)	6.954	6.447	5.736	5.959	6.261	5.517	7.003	6.419
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	514	556	622	603	573	648	511	557
Service Time	4.708	4.2	3.488	3.702	4.009	3.264	4.759	4.174
HCM Lane V/C Ratio	0.035	0.207	0.037	0.461	0.257	0.071	0.129	0.133
HCM Control Delay	10	10.9	8.7	13.7	11.2	8.7	10.8	10.1
HCM Lane LOS	A	B	A	B	B	A	B	B
HCM 95th-tile Q	0.1	0.8	0.1	2.4	1	0.2	0.4	0.4

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	50	94	7	23	1	65	53	17	6	21	4
Future Vol, veh/h	0	50	94	7	23	1	65	53	17	6	21	4
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	62	116	9	28	1	80	65	21	7	26	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	293	289	29	368	281	76	31	0	0	86	0	0
Stage 1	43	43	-	236	236	-	-	-	-	-	-	-
Stage 2	250	246	-	132	45	-	-	-	-	-	-	-
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	663	624	1052	592	631	991	1595	-	-	1523	-	-
Stage 1	976	863	-	772	713	-	-	-	-	-	-	-
Stage 2	759	706	-	876	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	610	588	1052	464	594	991	1595	-	-	1523	-	-
Mov Cap-2 Maneuver	610	588	-	464	594	-	-	-	-	-	-	-
Stage 1	924	859	-	731	675	-	-	-	-	-	-	-
Stage 2	688	669	-	720	857	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.6		11.8		3.6		1.4					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1595	-	-	826	566	1523	-	-				
HCM Lane V/C Ratio	0.05	-	-	0.215	0.068	0.005	-	-				
HCM Control Delay (s)	7.4	0	-	10.6	11.8	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.2	0	-	-				

HCM 6th TWSC
11: Central Road & Lafayette Street

Opening Year (2025) plus Project
Timing Plan: 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	5	0	16	0	120	20	66	25	0
Future Vol, veh/h	0	0	0	5	0	16	0	120	20	66	25	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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	6	0	18	0	135	22	74	28	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	331	333	28	322	322	146	28	0	0	157	0	0
Stage 1	176	176	-	146	146	-	-	-	-	-	-	-
Stage 2	155	157	-	176	176	-	-	-	-	-	-	-
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	626	590	1053	635	599	906	1599	-	-	1435	-	-
Stage 1	831	757	-	861	780	-	-	-	-	-	-	-
Stage 2	852	772	-	831	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	589	559	1053	610	568	906	1599	-	-	1435	-	-
Mov Cap-2 Maneuver	589	559	-	610	568	-	-	-	-	-	-	-
Stage 1	831	718	-	861	780	-	-	-	-	-	-	-
Stage 2	835	772	-	788	718	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		9.6		0		5.5					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1599	-	-	-	812	1435	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.029	0.052	-	-				
HCM Control Delay (s)	0	-	-	0	9.6	7.6	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.2	-	-				

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	76	32	28	137	23	54	102	22	3	36	13
Future Vol, veh/h	13	76	32	28	137	23	54	102	22	3	36	13
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	99	42	36	178	30	70	132	29	4	47	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	10.2	10.3	8.6
HCM LOS	A	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	11%	15%	6%
Vol Thru, %	57%	63%	73%	69%
Vol Right, %	12%	26%	12%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	121	188	52
LT Vol	54	13	28	3
Through Vol	102	76	137	36
RT Vol	22	32	23	13
Lane Flow Rate	231	157	244	68
Geometry Grp	1	1	1	1
Degree of Util (X)	0.316	0.21	0.325	0.094
Departure Headway (Hd)	4.924	4.809	4.792	5.03
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	740	745	704
Service Time	2.994	2.882	2.857	3.119
HCM Lane V/C Ratio	0.319	0.212	0.328	0.097
HCM Control Delay	10.3	9.2	10.2	8.6
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	1.4	0.8	1.4	0.3

HCM 6th TWSC
13: Driveway A & Johnson Road

Opening Year (2025) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	66	1	16	15	0
Future Vol, veh/h	7	66	1	16	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	75	1	18	17	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	83	0	66	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	20	-
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	-	-	1527	-	944	1029
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1527	-	943	1029
Mov Cap-2 Maneuver	-	-	-	-	943	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	1007	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		8.9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	943	-	-	1527	-	
HCM Lane V/C Ratio	0.018	-	-	0.001	-	
HCM Control Delay (s)	8.9	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
14: Central Road & Driveway B

Opening Year (2025) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	7	127	7	30	89
Future Vol, veh/h	2	7	127	7	30	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	8	144	8	34	101
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	317	148	0	0	152	0
Stage 1	148	-	-	-	-	-
Stage 2	169	-	-	-	-	-
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	680	904	-	-	1441	-
Stage 1	884	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	663	904	-	-	1441	-
Mov Cap-2 Maneuver	663	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.4	0		1.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	836	1441	-	
HCM Lane V/C Ratio	-	-	0.012	0.024	-	
HCM Control Delay (s)	-	-	9.4	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0.1	-	

HCM 6th TWSC
15: Lafayette Street & Driveway C

Opening Year (2025) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	41	9	0	0	10
Future Vol, veh/h	43	41	9	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	47	10	0	0	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	10	0	-	0	155	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	145	-
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	1623	-	-	-	841	1077
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1623	-	-	-	815	1077
Mov Cap-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	887	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.7	0		8.4		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1623	-	-	-	1077	
HCM Lane V/C Ratio	0.03	-	-	-	0.011	
HCM Control Delay (s)	7.3	0	-	-	8.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0	

HCM 6th TWSC
16: Lafayette Street & Driveway D

Opening Year (2025) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	7.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	0	0	0	0	9
Future Vol, veh/h	41	0	0	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	0	0	0	0	10
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	95	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	94	-
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	1635	-	-	-	909	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	935	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	883	1090
Mov Cap-2 Maneuver	-	-	-	-	883	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	935	-
Approach	EB	WB		SB		
HCM Control Delay, s	7.3	0		8.3		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	1090	
HCM Lane V/C Ratio	0.028	-	-	-	0.009	
HCM Control Delay (s)	7.3	0	-	-	8.3	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0	

HCM 6th TWSC
1: I-15 SB Ramps & Dale Evans Parkway

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	9.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	13	27	6	0	0	0	0	262	11	9
Future Vol, veh/h	0	15	13	27	6	0	0	0	0	262	11	9
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	17	15	31	7	0	0	0	0	298	13	10
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	32	0	0				94	101	7
Stage 1	-	-	-	-	-	-				69	69	-
Stage 2	-	-	-	-	-	-				25	32	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1593	-	0				911	793	1081
Stage 1	0	-	-	-	-	0				959	841	-
Stage 2	0	-	-	-	-	0				1003	872	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1593	-	-				893	0	1081
Mov Cap-2 Maneuver	-	-	-	-	-	-				893	0	-
Stage 1	-	-	-	-	-	-				959	0	-
Stage 2	-	-	-	-	-	-				983	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			6			11.2					
HCM LOS							B					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1593	-	898							
HCM Lane V/C Ratio	-	-	0.019	-	0.357							
HCM Control Delay (s)	-	-	7.3	0	11.2							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0.1	-	1.6							

HCM 6th TWSC
2: I-15 SB Ramps & Dale Evans Parkway

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↰				
Traffic Vol, veh/h	8	264	0	0	35	113	11	15	19	0	0	0
Future Vol, veh/h	8	264	0	0	35	113	11	15	19	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	281	0	0	37	120	12	16	20	0	0	0

Major/Minor	Minor2		Major2		Major1		
Conflicting Flow All	147	157	-	-	-	0	157
Stage 1	97	97	-	-	-	-	-
Stage 2	50	60	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.1	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.2	-
Pot Cap-1 Maneuver	850	739	0	0	-	1435	-
Stage 1	932	819	0	0	-	-	-
Stage 2	978	849	0	0	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	842	0	-	-	-	1435	-
Mov Cap-2 Maneuver	842	0	-	-	-	-	-
Stage 1	924	0	-	-	-	-	-
Stage 2	978	0	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.5	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBT	WBR
Capacity (veh/h)	1435	-	-	842	-	-
HCM Lane V/C Ratio	0.008	-	-	0.344	-	-
HCM Control Delay (s)	7.5	0	-	11.5	-	-
HCM Lane LOS	A	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	-	-

HCM 6th TWSC
3: Quarry Road & I-15 SB Ramps

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	213	6	2	690	4	2
Future Vol, veh/h	213	6	2	690	4	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	25	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	52	52	38	38
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	260	7	4	1327	11	5
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	695	668	0	0	1331	0
Stage 1	668	-	-	-	-	-
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	411	462	-	-	525	-
Stage 1	513	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	402	462	-	-	525	-
Mov Cap-2 Maneuver	402	-	-	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	28.5	0	8			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 402 462	525	-		
HCM Lane V/C Ratio	-	- 0.646 0.016	0.02	-		
HCM Control Delay (s)	-	- 28.9 12.9	12	0		
HCM Lane LOS	-	- D B	B	A		
HCM 95th %tile Q(veh)	-	- 4.4 0	0.1	-		

HCM 6th TWSC
4: Stoddard Wells Road & Quarry Road

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	29	56	687	208	5
Future Vol, veh/h	5	29	56	687	208	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	50	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	49	95	1164	353	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	95	0	-	0	160	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	65	-
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	1512	-	-	-	836	967
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1512	-	-	-	832	967
Mov Cap-2 Maneuver	-	-	-	-	832	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	963	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.1	0		12.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1512	-	-	-	832	967
HCM Lane V/C Ratio	0.006	-	-	-	0.424	0.009
HCM Control Delay (s)	7.4	0	-	-	12.5	8.8
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	2.1	0

HCM 6th TWSC
5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	2634.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	180	51	20	723	154	3	23	31	607	0	15
Future Vol, veh/h	4	180	51	20	723	154	3	23	31	607	0	15
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	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	269	76	30	1079	230	4	34	46	906	0	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1309	0	0	345	0	0	1584	1688	307	1613	1611	1194
Stage 1	-	-	-	-	-	-	319	319	-	1254	1254	-
Stage 2	-	-	-	-	-	-	1265	1369	-	359	357	-
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	535	-	-	1225	-	-	89	95	738	~ 85	105	230
Stage 1	-	-	-	-	-	-	697	657	-	~ 213	246	-
Stage 2	-	-	-	-	-	-	210	216	-	~ 663	632	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	535	-	-	1225	-	-	73	84	738	~ 50	93	230
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	84	-	~ 50	93	-
Stage 1	-	-	-	-	-	-	687	648	-	~ 210	222	-
Stage 2	-	-	-	-	-	-	171	195	-	~ 580	623	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			42.9			\$ 7667.3		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	83	738	535	-	-	1225	-	-	50	230		
HCM Lane V/C Ratio	0.468	0.063	0.011	-	-	0.024	-	-	18.119	0.097		
HCM Control Delay (s)	81.8	10.2	11.8	0	-	8	0		\$ 7856.2	22.3		
HCM Lane LOS	F	B	B	A	-	A	A	-	F	C		
HCM 95th %tile Q(veh)	1.9	0.2	0	-	-	0.1	-	-	110.1	0.3		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th TWSC
6: Stoddard Wells Road & Johnson Road

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	12.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	321	0	0	0	12	319	3	24	0
Future Vol, veh/h	0	0	0	321	0	0	0	12	319	3	24	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	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	494	0	0	0	18	491	5	37	0
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	311	556	37	311	311	264	37	0	0	509	0	0
Stage 1	47	47	-	264	264	-	-	-	-	-	-	-
Stage 2	264	509	-	47	47	-	-	-	-	-	-	-
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	645	442	1041	645	607	780	1587	-	-	1066	-	-
Stage 1	972	860	-	746	694	-	-	-	-	-	-	-
Stage 2	746	541	-	972	860	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	642	440	1041	642	604	780	1587	-	-	1066	-	-
Mov Cap-2 Maneuver	642	440	-	642	604	-	-	-	-	-	-	-
Stage 1	972	856	-	746	694	-	-	-	-	-	-	-
Stage 2	746	541	-	967	856	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	0		26.8		0			0.9				
HCM LOS	A		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1587	-	-	-	642	1066	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.769	0.004	-	-				
HCM Control Delay (s)	0	-	-	0	26.8	8.4	0	-				
HCM Lane LOS	A	-	-	A	D	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	7.2	0	-	-				

HCM 6th TWSC
7: Dale Evans Parkway & Quarry Road

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	2	3	19	32	2	103	2	45	250	2
Future Vol, veh/h	0	5	2	3	19	32	2	103	2	45	250	2
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	6	2	3	22	36	2	117	2	51	284	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	538	510	285	513	510	118	286	0	0	119	0	0
Stage 1	387	387	-	122	122	-	-	-	-	-	-	-
Stage 2	151	123	-	391	388	-	-	-	-	-	-	-
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	457	469	759	475	469	939	1288	-	-	1482	-	-
Stage 1	641	613	-	887	799	-	-	-	-	-	-	-
Stage 2	856	798	-	637	612	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	409	449	759	454	449	939	1288	-	-	1482	-	-
Mov Cap-2 Maneuver	409	449	-	454	449	-	-	-	-	-	-	-
Stage 1	640	588	-	885	797	-	-	-	-	-	-	-
Stage 2	799	796	-	603	587	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.2		11.1		0.1		1.1					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1288	-	-	508	651	1482	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.016	0.094	0.035	-	-				
HCM Control Delay (s)	7.8	0	-	12.2	11.1	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	-	-				

HCM 6th TWSC
8: Central Road & Quarry Road

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	50	15	19	33	10
Future Vol, veh/h	4	50	15	19	33	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	62	19	23	41	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	67	0	97	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	61	-
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	-	-	1547	-	907	1042
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1547	-	896	1042
Mov Cap-2 Maneuver	-	-	-	-	896	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	955	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.2		9.1	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	926	-	-	1547	-	
HCM Lane V/C Ratio	0.057	-	-	0.012	-	
HCM Control Delay (s)	9.1	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th AWSC
9: Dale Evans Parkway & Johnson Road

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection	
Intersection Delay, s/veh	63.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	273	50	50	275	48	36	58	45	64	191	2
Future Vol, veh/h	2	273	50	50	275	48	36	58	45	64	191	2
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	374	68	68	377	66	49	79	62	88	262	3
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	90	83.6	15.1	25.9
HCM LOS	F	F	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	15%	0%	100%	0%
Vol Thru, %	0%	100%	0%	84%	85%	0%	0%	99%
Vol Right, %	0%	0%	100%	15%	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	58	45	325	325	48	64	193
LT Vol	36	0	0	2	50	0	64	0
Through Vol	0	58	0	273	275	0	0	191
RT Vol	0	0	45	50	0	48	0	2
Lane Flow Rate	49	79	62	445	445	66	88	264
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.141	0.216	0.156	1.056	1.068	0.144	0.233	0.663
Departure Headway (Hd)	10.812	10.285	9.548	8.795	8.91	8.106	10.117	9.581
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	334	351	378	414	410	445	357	381
Service Time	8.512	7.985	7.248	6.495	6.61	5.806	7.817	7.281
HCM Lane V/C Ratio	0.147	0.225	0.164	1.075	1.085	0.148	0.246	0.693
HCM Control Delay	15.3	15.8	14	90	94.1	12.2	15.9	29.2
HCM Lane LOS	C	C	B	F	F	B	C	D
HCM 95th-tile Q	0.5	0.8	0.5	14.2	14.6	0.5	0.9	4.6

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	37	155	16	45	5	124	35	9	4	60	2
Future Vol, veh/h	0	37	155	16	45	5	124	35	9	4	60	2
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	51	212	22	62	7	170	48	12	5	82	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	523	494	84	619	489	54	85	0	0	60	0	0
Stage 1	94	94	-	394	394	-	-	-	-	-	-	-
Stage 2	429	400	-	225	95	-	-	-	-	-	-	-
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	468	479	981	404	482	1019	1524	-	-	1556	-	-
Stage 1	918	821	-	635	609	-	-	-	-	-	-	-
Stage 2	608	605	-	782	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	376	422	981	262	425	1019	1524	-	-	1556	-	-
Mov Cap-2 Maneuver	376	422	-	262	425	-	-	-	-	-	-	-
Stage 1	812	819	-	561	538	-	-	-	-	-	-	-
Stage 2	473	535	-	573	818	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.9		17.2		5.7		0.4					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1524	-	-	782	384	1556	-	-				
HCM Lane V/C Ratio	0.111	-	-	0.336	0.235	0.004	-	-				
HCM Control Delay (s)	7.7	0	-	11.9	17.2	7.3	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0.4	-	-	1.5	0.9	0	-	-				

HCM 6th TWSC
11: Central Road & Lafayette Street

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	16	0	52	0	96	10	33	185	0
Future Vol, veh/h	0	0	0	16	0	52	0	96	10	33	185	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	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	23	0	73	0	135	14	46	261	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	532	502	261	495	495	142	261	0	0	149	0	0
Stage 1	353	353	-	142	142	-	-	-	-	-	-	-
Stage 2	179	149	-	353	353	-	-	-	-	-	-	-
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	461	474	783	488	479	911	1315	-	-	1445	-	-
Stage 1	668	634	-	866	783	-	-	-	-	-	-	-
Stage 2	827	778	-	668	634	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	412	456	783	474	461	911	1315	-	-	1445	-	-
Mov Cap-2 Maneuver	412	456	-	474	461	-	-	-	-	-	-	-
Stage 1	668	611	-	866	783	-	-	-	-	-	-	-
Stage 2	761	778	-	643	611	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		10.5			0			1.1			
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1315	-	-	-	749	1445	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.128	0.032	-	-				
HCM Control Delay (s)	0	-	-	0	10.5	7.6	0	-				
HCM Lane LOS	A	-	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.1	-	-				

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	109	56	19	73	7	43	101	34	37	160	20
Future Vol, veh/h	13	109	56	19	73	7	43	101	34	37	160	20
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	127	65	22	85	8	50	117	40	43	186	23
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	10.2	9.6	10.2	10.8
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	7%	19%	17%
Vol Thru, %	57%	61%	74%	74%
Vol Right, %	19%	31%	7%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	178	99	217
LT Vol	43	13	19	37
Through Vol	101	109	73	160
RT Vol	34	56	7	20
Lane Flow Rate	207	207	115	252
Geometry Grp	1	1	1	1
Degree of Util (X)	0.293	0.293	0.173	0.355
Departure Headway (Hd)	5.088	5.099	5.414	5.067
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	710	704	662	714
Service Time	3.096	3.132	3.45	3.075
HCM Lane V/C Ratio	0.292	0.294	0.174	0.353
HCM Control Delay	10.2	10.2	9.6	10.8
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.2	1.2	0.6	1.6

HCM 6th TWSC
13: Driveway A & Johnson Road

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	33	0	13	53	1
Future Vol, veh/h	15	33	0	13	53	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	38	0	15	60	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	51	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	15	-
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	-	-	1563	-	963	1042
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	963	1042
Mov Cap-2 Maneuver	-	-	-	-	963	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	1013	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	964	-	-	1563	-	
HCM Lane V/C Ratio	0.064	-	-	-	-	
HCM Control Delay (s)	9	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th TWSC
14: Central Road & Driveway B

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	24	143	4	15	212
Future Vol, veh/h	6	24	143	4	15	212
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	27	163	5	17	241
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	441	166	0	0	168	0
Stage 1	166	-	-	-	-	-
Stage 2	275	-	-	-	-	-
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	577	884	-	-	1422	-
Stage 1	868	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	569	884	-	-	1422	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.7	0	0.5			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	796	1422	-	
HCM Lane V/C Ratio	-	-	0.043	0.012	-	
HCM Control Delay (s)	-	-	9.7	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

HCM 6th TWSC
15: Lafayette Street & Driveway C

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	21	33	0	0	35
Future Vol, veh/h	22	21	33	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	24	38	0	0	40
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	38	0	-	0	112	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	74	-
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	1585	-	-	-	890	1040
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	954	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	876	1040
Mov Cap-2 Maneuver	-	-	-	-	876	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	954	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.7	0		8.6		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1585	-	-	-	1040	
HCM Lane V/C Ratio	0.016	-	-	-	0.038	
HCM Control Delay (s)	7.3	0	-	-	8.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 6th TWSC
16: Lafayette Street & Driveway D

Opening Year (2025) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	7.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	0	0	33
Future Vol, veh/h	21	0	0	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	0	0	0	0	38
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	49	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	48	-
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	1635	-	-	-	965	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	951	1090
Mov Cap-2 Maneuver	-	-	-	-	951	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	980	-
Approach	EB	WB		SB		
HCM Control Delay, s	7.2	0		8.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	1090	
HCM Lane V/C Ratio	0.015	-	-	-	0.034	
HCM Control Delay (s)	7.2	0	-	-	8.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 6th TWSC
1: I-15 SB Ramps & Dale Evans Parkway

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	19	9	59	23	0	0	0	0	184	29	5
Future Vol, veh/h	0	19	9	59	23	0	0	0	0	184	29	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	20	9	62	24	0	0	0	0	194	31	5
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	29	0	0				173	177	24
Stage 1	-	-	-	-	-	-				148	148	-
Stage 2	-	-	-	-	-	-				25	29	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1597	-	0				822	720	1058
Stage 1	0	-	-	-	-	0				884	779	-
Stage 2	0	-	-	-	-	0				1003	875	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1597	-	-				790	0	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-				790	0	-
Stage 1	-	-	-	-	-	-				884	0	-
Stage 2	-	-	-	-	-	-				964	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			5.3			11.4					
HCM LOS							B					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1597	-	795							
HCM Lane V/C Ratio	-	-	0.039	-	0.289							
HCM Control Delay (s)	-	-	7.3	0	11.4							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0.1	-	1.2							

HCM 6th TWSC
2: I-15 SB Ramps & Dale Evans Parkway

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↰↱				
Traffic Vol, veh/h	20	183	0	0	44	270	37	62	66	0	0	0
Future Vol, veh/h	20	183	0	0	44	270	37	62	66	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	193	0	0	46	284	39	65	69	0	0	0

Major/Minor	Minor2		Major2		Major1		
Conflicting Flow All	366	400	-	-	-	0	330
Stage 1	188	188	-	-	-	-	-
Stage 2	178	212	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.1	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.2	-
Pot Cap-1 Maneuver	638	541	0	0	-	1241	-
Stage 1	849	748	0	0	-	-	-
Stage 2	858	731	0	0	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	616	0	-	-	-	1241	-
Mov Cap-2 Maneuver	616	0	-	-	-	-	-
Stage 1	820	0	-	-	-	-	-
Stage 2	858	0	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	13.9	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBT	WBR
Capacity (veh/h)	1241	-	-	616	-	-
HCM Lane V/C Ratio	0.031	-	-	0.347	-	-
HCM Control Delay (s)	8	0	-	13.9	-	-
HCM Lane LOS	A	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	-	-

HCM 6th TWSC
3: Quarry Road & I-15 SB Ramps

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	229	6	5	494	18	21
Future Vol, veh/h	229	6	5	494	18	21
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	25	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	241	6	5	520	19	22
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	325	265	0	0	525	0
Stage 1	265	-	-	-	-	-
Stage 2	60	-	-	-	-	-
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	673	779	-	-	1052	-
Stage 1	784	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	661	779	-	-	1052	-
Mov Cap-2 Maneuver	661	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.4	0	3.9			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 661 779 1052	-	-		
HCM Lane V/C Ratio	-	- 0.365 0.008 0.018	-	-		
HCM Control Delay (s)	-	- 13.5 9.7 8.5	0			
HCM Lane LOS	-	- B A A	A			
HCM 95th %tile Q(veh)	-	- 1.7 0 0.1	-			

HCM 6th TWSC
4: Stoddard Wells Road & Quarry Road

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	33	86	489	245	5
Future Vol, veh/h	11	33	86	489	245	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	50	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	35	91	515	258	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	91	0	-	0	150	91
Stage 1	-	-	-	-	91	-
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	1517	-	-	-	847	972
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1517	-	-	-	840	972
Mov Cap-2 Maneuver	-	-	-	-	840	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	969	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		11.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1517	-	-	-	840	972
HCM Lane V/C Ratio	0.008	-	-	-	0.307	0.005
HCM Control Delay (s)	7.4	0	-	-	11.2	8.7
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1.3	0

HCM 6th TWSC
5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	638.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	223	22	21	499	157	6	54	21	690	11	70
Future Vol, veh/h	33	223	22	21	499	157	6	54	21	690	11	70
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	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	35	235	23	22	525	165	6	57	22	726	12	74
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	690	0	0	258	0	0	1012	1051	247	1008	980	608
Stage 1	-	-	-	-	-	-	317	317	-	652	652	-
Stage 2	-	-	-	-	-	-	695	734	-	356	328	-
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	914	-	-	1318	-	-	220	229	797	~ 221	252	499
Stage 1	-	-	-	-	-	-	698	658	-	~ 460	467	-
Stage 2	-	-	-	-	-	-	436	429	-	~ 666	651	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	914	-	-	1318	-	-	171	213	797	~ 162	234	499
Mov Cap-2 Maneuver	-	-	-	-	-	-	171	213	-	~ 162	234	-
Stage 1	-	-	-	-	-	-	667	628	-	~ 439	454	-
Stage 2	-	-	-	-	-	-	352	417	-	~ 562	622	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.2			24.5			\$ 1494.2		
HCM LOS							C			F		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	208 797		914	-	-	1318	-	-	163	499		
HCM Lane V/C Ratio	0.304 0.028		0.038	-	-	0.017	-	-	4.527	0.148		
HCM Control Delay (s)	29.7 9.6		9.1	0	-	7.8	0		\$ 1642.1	13.5		
HCM Lane LOS	D A		A	A	-	A	A	-	F	B		
HCM 95th %tile Q(veh)	1.2 0.1		0.1	-	-	0.1	-	-	75.5	0.5		
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

HCM 6th TWSC
6: Stoddard Wells Road & Johnson Road

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	9	128	5	110	15	270	188	22	123	5
Future Vol, veh/h	5	5	9	128	5	110	15	270	188	22	123	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	5	9	135	5	116	16	284	198	23	129	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	654	692	132	600	595	383	134	0	0	482	0	0
Stage 1	178	178	-	415	415	-	-	-	-	-	-	-
Stage 2	476	514	-	185	180	-	-	-	-	-	-	-
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	383	370	923	416	420	669	1463	-	-	1091	-	-
Stage 1	828	756	-	619	596	-	-	-	-	-	-	-
Stage 2	574	539	-	821	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	356	923	396	404	669	1463	-	-	1091	-	-
Mov Cap-2 Maneuver	304	356	-	396	404	-	-	-	-	-	-	-
Stage 1	816	739	-	610	587	-	-	-	-	-	-	-
Stage 2	463	531	-	788	737	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13		20.3		0.2		1.2					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1463	-	-	472	486	1091	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.042	0.526	0.021	-	-				
HCM Control Delay (s)	7.5	0	-	13	20.3	8.4	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	3	0.1	-	-				

HCM 6th TWSC
7: Dale Evans Parkway & Quarry Road

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	29	5	5	41	51	9	282	5	8	178	5
Future Vol, veh/h	5	29	5	5	41	51	9	282	5	8	178	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	31	5	5	43	54	9	297	5	8	187	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	572	526	190	542	526	300	192	0	0	302	0	0
Stage 1	206	206	-	318	318	-	-	-	-	-	-	-
Stage 2	366	320	-	224	208	-	-	-	-	-	-	-
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	434	460	857	454	460	744	1394	-	-	1270	-	-
Stage 1	801	735	-	698	657	-	-	-	-	-	-	-
Stage 2	657	656	-	783	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	369	453	857	423	453	744	1394	-	-	1270	-	-
Mov Cap-2 Maneuver	369	453	-	423	453	-	-	-	-	-	-	-
Stage 1	795	730	-	692	652	-	-	-	-	-	-	-
Stage 2	565	651	-	740	729	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.4		12.7		0.2		0.3					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1394	-	-	468	568	1270	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.088	0.18	0.007	-	-				
HCM Control Delay (s)	7.6	0	-	13.4	12.7	7.9	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.7	0	-	-				

HCM 6th TWSC
8: Central Road & Quarry Road

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	4.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	11	6	35	53	16
Future Vol, veh/h	29	11	6	35	53	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	12	6	37	56	17
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	43	0	86	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	49	-
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	-	-	1579	-	920	1041
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	979	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	916	1041
Mov Cap-2 Maneuver	-	-	-	-	916	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	975	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		9.1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	942	-	-	1579	-	
HCM Lane V/C Ratio	0.077	-	-	0.004	-	
HCM Control Delay (s)	9.1	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th AWSC
9: Dale Evans Parkway & Johnson Road

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection	
Intersection Delay, s/veh	16.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	161	44	12	119	47	79	324	26	53	144	29
Future Vol, veh/h	5	161	44	12	119	47	79	324	26	53	144	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	169	46	13	125	49	83	341	27	56	152	31
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay	16.1	12.8	19.3	13.8
HCM LOS	C	B	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	2%	9%	0%	100%	0%
Vol Thru, %	0%	100%	0%	77%	91%	0%	0%	83%
Vol Right, %	0%	0%	100%	21%	0%	100%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	324	26	210	131	47	53	173
LT Vol	79	0	0	5	12	0	53	0
Through Vol	0	324	0	161	119	0	0	144
RT Vol	0	0	26	44	0	47	0	29
Lane Flow Rate	83	341	27	221	138	49	56	182
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.171	0.655	0.047	0.452	0.295	0.095	0.123	0.371
Departure Headway (Hd)	7.419	6.909	6.195	7.365	7.705	6.944	7.96	7.326
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	483	522	577	489	466	515	450	490
Service Time	5.165	4.655	3.941	5.119	5.461	4.701	5.715	5.081
HCM Lane V/C Ratio	0.172	0.653	0.047	0.452	0.296	0.095	0.124	0.371
HCM Control Delay	11.7	21.9	9.2	16.1	13.7	10.4	11.8	14.4
HCM Lane LOS	B	C	A	C	B	B	B	B
HCM 95th-tile Q	0.6	4.7	0.1	2.3	1.2	0.3	0.4	1.7

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	9	12	4	17	5	55	63	5	5	12	8
Future Vol, veh/h	5	9	12	4	17	5	55	63	5	5	12	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	9	13	4	18	5	58	66	5	5	13	8
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	223	214	17	223	216	69	21	0	0	71	0	0
Stage 1	27	27	-	185	185	-	-	-	-	-	-	-
Stage 2	196	187	-	38	31	-	-	-	-	-	-	-
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	737	687	1068	737	685	1000	1608	-	-	1542	-	-
Stage 1	996	877	-	821	751	-	-	-	-	-	-	-
Stage 2	810	749	-	982	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	696	659	1068	698	657	1000	1608	-	-	1542	-	-
Mov Cap-2 Maneuver	696	659	-	698	657	-	-	-	-	-	-	-
Stage 1	958	874	-	790	722	-	-	-	-	-	-	-
Stage 2	756	721	-	957	870	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.6		10.3			3.3			1.5			
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1608	-	-	811	710	1542	-	-				
HCM Lane V/C Ratio	0.036	-	-	0.034	0.039	0.003	-	-				
HCM Control Delay (s)	7.3	0	-	9.6	10.3	7.3	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-	-				

HCM 6th TWSC
11: Central Road & Lafayette Street

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	119	0	0	25	0
Future Vol, veh/h	0	0	0	0	0	0	0	119	0	0	25	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	125	0	0	26	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	151	151	26	151	151	125	26	0	0	125	0	0
Stage 1	26	26	-	125	125	-	-	-	-	-	-	-
Stage 2	125	125	-	26	26	-	-	-	-	-	-	-
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	821	744	1056	821	744	931	1601	-	-	1474	-	-
Stage 1	997	878	-	884	796	-	-	-	-	-	-	-
Stage 2	884	796	-	997	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	821	744	1056	821	744	931	1601	-	-	1474	-	-
Mov Cap-2 Maneuver	821	744	-	821	744	-	-	-	-	-	-	-
Stage 1	997	878	-	884	796	-	-	-	-	-	-	-
Stage 2	884	796	-	997	878	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		0		0		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1601	-	-	-	-	1474	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-				
HCM Control Delay (s)	0	-	-	0	0	0	-	-				
HCM Lane LOS	A	-	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-				

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	108	40	35	197	36	67	81	57	25	65	40
Future Vol, veh/h	10	108	40	35	197	36	67	81	57	25	65	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	114	42	37	207	38	71	85	60	26	68	42
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	11.4	10.6	9.6
HCM LOS	A	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	6%	13%	19%
Vol Thru, %	40%	68%	74%	50%
Vol Right, %	28%	25%	13%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	158	268	130
LT Vol	67	10	35	25
Through Vol	81	108	197	65
RT Vol	57	40	36	40
Lane Flow Rate	216	166	282	137
Geometry Grp	1	1	1	1
Degree of Util (X)	0.311	0.237	0.397	0.2
Departure Headway (Hd)	5.182	5.127	5.068	5.264
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	693	700	714	681
Service Time	3.215	3.16	3.068	3.302
HCM Lane V/C Ratio	0.312	0.237	0.395	0.201
HCM Control Delay	10.6	9.8	11.4	9.6
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	1.3	0.9	1.9	0.7

HCM 6th TWSC
13: Driveway A & Johnson Road

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	0	0	26	0	0
Future Vol, veh/h	19	0	0	26	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	0	0	27	0	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	20	0	47	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	27	-
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	-	-	1609	-	968	1064
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1609	-	968	1064
Mov Cap-2 Maneuver	-	-	-	-	968	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1001	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1609	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th TWSC
14: Central Road & Driveway B

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	123	0	0	28
Future Vol, veh/h	0	0	123	0	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	129	0	0	29

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	158	129	0	0	129
Stage 1	129	-	-	-	-
Stage 2	29	-	-	-	-
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	838	926	-	-	1469
Stage 1	902	-	-	-	-
Stage 2	999	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	838	926	-	-	1469
Mov Cap-2 Maneuver	838	-	-	-	-
Stage 1	902	-	-	-	-
Stage 2	999	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1469
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC
15: Lafayette Street & Driveway C

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
16: Lafayette Street & Driveway D

Horizon Year (2040)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
1: I-15 SB Ramps & Dale Evans Parkway

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	12.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	19	16	54	8	0	0	0	0	394	12	11
Future Vol, veh/h	0	19	16	54	8	0	0	0	0	394	12	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	20	17	57	8	0	0	0	0	415	13	12

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	37	0	0	151	159	8
Stage 1	-	-	-	-	-	-	122	122	-
Stage 2	-	-	-	-	-	-	29	37	-
Critical Hdwy	-	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1587	-	0	846	737	1080
Stage 1	0	-	-	-	-	0	908	799	-
Stage 2	0	-	-	-	-	0	999	868	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1587	-	-	816	0	1080
Mov Cap-2 Maneuver	-	-	-	-	-	-	816	0	-
Stage 1	-	-	-	-	-	-	908	0	-
Stage 2	-	-	-	-	-	-	963	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	6.4	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1587	-	821
HCM Lane V/C Ratio	-	-	0.036	-	0.535
HCM Control Delay (s)	-	-	7.4	0	14.3
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	3.2

HCM 6th TWSC
2: I-15 SB Ramps & Dale Evans Parkway

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	9.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↰				
Traffic Vol, veh/h	12	401	0	0	49	188	14	16	30	0	0	0
Future Vol, veh/h	12	401	0	0	49	188	14	16	30	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	422	0	0	52	198	15	17	32	0	0	0

Major/Minor	Minor2		Major2		Major1		
Conflicting Flow All	214	230	-	-	-	0	250
Stage 1	151	151	-	-	-	-	-
Stage 2	63	79	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.1	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.2	-
Pot Cap-1 Maneuver	779	673	0	0	-	1327	-
Stage 1	882	776	0	0	-	-	-
Stage 2	965	833	0	0	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	770	0	-	-	-	1327	-
Mov Cap-2 Maneuver	770	0	-	-	-	-	-
Stage 1	871	0	-	-	-	-	-
Stage 2	965	0	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15.6	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBT	WBR
Capacity (veh/h)	1327	-	-	770	-	-
HCM Lane V/C Ratio	0.011	-	-	0.565	-	-
HCM Control Delay (s)	7.7	0	-	15.6	-	-
HCM Lane LOS	A	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	-	3.6	-	-

HCM 6th TWSC
3: Quarry Road & I-15 SB Ramps

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	264	7	5	750	5	5
Future Vol, veh/h	264	7	5	750	5	5
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	25	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	278	7	5	789	5	5
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	415	400	0	0	794	0
Stage 1	400	-	-	-	-	-
Stage 2	15	-	-	-	-	-
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	598	654	-	-	836	-
Stage 1	681	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	594	654	-	-	836	-
Mov Cap-2 Maneuver	594	-	-	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	16.2	0	4.7			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 594 654	836	-		
HCM Lane V/C Ratio	-	- 0.468 0.011	0.006	-		
HCM Control Delay (s)	-	- 16.3 10.6	9.3	0		
HCM Lane LOS	-	- C B	A	A		
HCM 95th %tile Q(veh)	-	- 2.5 0	0	-		

HCM 6th TWSC
4: Stoddard Wells Road & Quarry Road

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	45	77	749	263	6
Future Vol, veh/h	6	45	77	749	263	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	50	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	47	81	788	277	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	81	0	-	0	140	81
Stage 1	-	-	-	-	81	-
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	1529	-	-	-	858	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1529	-	-	-	855	985
Mov Cap-2 Maneuver	-	-	-	-	855	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	969	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.9	0		11.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1529	-	-	-	855	985
HCM Lane V/C Ratio	0.004	-	-	-	0.324	0.006
HCM Control Delay (s)	7.4	0	-	-	11.2	8.7
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1.4	0

HCM 6th TWSC
5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	1242.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	223	63	22	789	191	5	54	37	683	5	32
Future Vol, veh/h	21	223	63	22	789	191	5	54	37	683	5	32
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	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	235	66	23	831	201	5	57	39	719	5	34
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1032	0	0	301	0	0	1309	1390	268	1338	1323	932
Stage 1	-	-	-	-	-	-	312	312	-	978	978	-
Stage 2	-	-	-	-	-	-	997	1078	-	360	345	-
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	681	-	-	1272	-	-	138	144	776	~ 131	158	326
Stage 1	-	-	-	-	-	-	703	661	-	~ 304	331	-
Stage 2	-	-	-	-	-	-	297	297	-	~ 662	640	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	681	-	-	1272	-	-	113	132	776	~ 78	145	326
Mov Cap-2 Maneuver	-	-	-	-	-	-	113	132	-	~ 78	145	-
Stage 1	-	-	-	-	-	-	676	635	-	~ 292	316	-
Stage 2	-	-	-	-	-	-	250	284	-	~ 550	615	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			38.1			\$ 3660.8		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	130		776	681	-	-	1272	-	-	78	326	
HCM Lane V/C Ratio	0.478		0.05	0.032	-	-	0.018	-	-	9.285	0.103	
HCM Control Delay (s)	55.8		9.9	10.5	0	-	7.9	0		\$ 3830.3	17.3	
HCM Lane LOS	F		A	B	A	-	A	A	-	F	C	
HCM 95th %tile Q(veh)	2.2		0.2	0.1	-	-	0.1	-	-	84	0.3	
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 6th TWSC
6: Stoddard Wells Road & Johnson Road

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	70.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	15	276	5	60	12	176	310	103	301	5
Future Vol, veh/h	5	5	15	276	5	60	12	176	310	103	301	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	5	16	291	5	63	13	185	326	108	317	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	944	1073	320	920	912	348	322	0	0	511	0	0
Stage 1	536	536	-	374	374	-	-	-	-	-	-	-
Stage 2	408	537	-	546	538	-	-	-	-	-	-	-
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	244	222	725	~ 254	276	700	1249	-	-	1065	-	-
Stage 1	532	527	-	651	621	-	-	-	-	-	-	-
Stage 2	624	526	-	526	526	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	195	192	725	~ 218	238	700	1249	-	-	1065	-	-
Mov Cap-2 Maneuver	195	192	-	~ 218	238	-	-	-	-	-	-	-
Stage 1	524	462	-	641	612	-	-	-	-	-	-	-
Stage 2	554	518	-	446	461	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	16.3		260.1		0.2		2.2					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1249	-	-	345	248	1065	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.076	1.447	0.102	-	-				
HCM Control Delay (s)	7.9	0	-	16.3	260.1	8.8	0	-				
HCM Lane LOS	A	A	-	C	F	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	20.4	0.3	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th TWSC
7: Dale Evans Parkway & Quarry Road

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	6	5	5	24	22	5	168	5	45	402	5
Future Vol, veh/h	5	6	5	5	24	22	5	168	5	45	402	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	6	5	5	25	23	5	177	5	47	423	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	734	712	426	715	712	180	428	0	0	182	0	0
Stage 1	520	520	-	190	190	-	-	-	-	-	-	-
Stage 2	214	192	-	525	522	-	-	-	-	-	-	-
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	338	360	633	348	360	868	1142	-	-	1405	-	-
Stage 1	543	535	-	816	747	-	-	-	-	-	-	-
Stage 2	793	745	-	540	534	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	299	342	633	327	342	868	1142	-	-	1405	-	-
Mov Cap-2 Maneuver	299	342	-	327	342	-	-	-	-	-	-	-
Stage 1	540	511	-	812	743	-	-	-	-	-	-	-
Stage 2	742	741	-	506	511	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.9		13.9		0.2		0.8					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1142	-	-	379	460	1405	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.044	0.117	0.034	-	-				
HCM Control Delay (s)	8.2	0	-	14.9	13.9	7.7	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-	-				

HCM 6th TWSC
8: Central Road & Quarry Road

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	51	23	24	24	17
Future Vol, veh/h	5	51	23	24	24	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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	54	24	25	25	18
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	59	0	105	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	73	-
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	-	-	1558	-	898	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1558	-	884	1048
Mov Cap-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	940	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.6		9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	945	-	-	1558	-	
HCM Lane V/C Ratio	0.046	-	-	0.016	-	
HCM Control Delay (s)	9	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th AWSC
9: Dale Evans Parkway & Johnson Road

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection												
Intersection Delay, s/veh	87.4											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	268	150	62	232	42	104	177	56	68	424	5
Future Vol, veh/h	5	268	150	62	232	42	104	177	56	68	424	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	282	158	65	244	44	109	186	59	72	446	5
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	128.2	48.7	21.6	123.6
HCM LOS	F	E	C	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	21%	0%	100%	0%
Vol Thru, %	0%	100%	0%	63%	79%	0%	0%	99%
Vol Right, %	0%	0%	100%	35%	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	177	56	423	294	42	68	429
LT Vol	104	0	0	5	62	0	68	0
Through Vol	0	177	0	268	232	0	0	424
RT Vol	0	0	56	150	0	42	0	5
Lane Flow Rate	109	186	59	445	309	44	72	452
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.319	0.518	0.152	1.157	0.855	0.112	0.199	1.189
Departure Headway (Hd)	11.539	11.008	10.266	9.967	10.926	10.077	10.73	10.189
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	313	330	351	370	334	358	336	361
Service Time	9.239	8.708	7.966	7.667	8.626	7.777	8.43	7.889
HCM Lane V/C Ratio	0.348	0.564	0.168	1.203	0.925	0.123	0.214	1.252
HCM Control Delay	19.6	25	14.8	128.2	53.6	14	16.1	140.6
HCM Lane LOS	C	C	B	F	F	B	C	F
HCM 95th-tile Q	1.3	2.8	0.5	16.6	7.7	0.4	0.7	17.4

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	18	138	5	12	5	71	39	5	5	67	5
Future Vol, veh/h	5	18	138	5	12	5	71	39	5	5	67	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	19	145	5	13	5	75	41	5	5	71	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	287	280	74	360	280	44	76	0	0	46	0	0
Stage 1	84	84	-	194	194	-	-	-	-	-	-	-
Stage 2	203	196	-	166	86	-	-	-	-	-	-	-
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	669	632	993	599	632	1032	1536	-	-	1575	-	-
Stage 1	929	829	-	812	744	-	-	-	-	-	-	-
Stage 2	804	742	-	841	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	628	599	993	479	599	1032	1536	-	-	1575	-	-
Mov Cap-2 Maneuver	628	599	-	479	599	-	-	-	-	-	-	-
Stage 1	883	827	-	771	707	-	-	-	-	-	-	-
Stage 2	746	705	-	699	825	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.9		11		4.6		0.5					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1536	-	-	910	623	1575	-	-				
HCM Lane V/C Ratio	0.049	-	-	0.186	0.037	0.003	-	-				
HCM Control Delay (s)	7.5	0	-	9.9	11	7.3	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0	-	-				

HCM 6th TWSC
11: Central Road & Lafayette Street

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	105	0	0	206	0
Future Vol, veh/h	0	0	0	0	0	0	0	105	0	0	206	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	111	0	0	217	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	328	328	217	328	328	111	217	0	0	111	0	0
Stage 1	217	217	-	111	111	-	-	-	-	-	-	-
Stage 2	111	111	-	217	217	-	-	-	-	-	-	-
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	629	594	828	629	594	948	1365	-	-	1492	-	-
Stage 1	790	727	-	899	807	-	-	-	-	-	-	-
Stage 2	899	807	-	790	727	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	629	594	828	629	594	948	1365	-	-	1492	-	-
Mov Cap-2 Maneuver	629	594	-	629	594	-	-	-	-	-	-	-
Stage 1	790	727	-	899	807	-	-	-	-	-	-	-
Stage 2	899	807	-	790	727	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1365	-	-	-	1492	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	-	-
HCM Lane LOS	A	-	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	135	69	24	150	12	53	102	42	109	179	42
Future Vol, veh/h	14	135	69	24	150	12	53	102	42	109	179	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	142	73	25	158	13	56	107	44	115	188	44
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	11.9	11.7	11.5	14.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	6%	13%	33%
Vol Thru, %	52%	62%	81%	54%
Vol Right, %	21%	32%	6%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	197	218	186	330
LT Vol	53	14	24	109
Through Vol	102	135	150	179
RT Vol	42	69	12	42
Lane Flow Rate	207	229	196	347
Geometry Grp	1	1	1	1
Degree of Util (X)	0.326	0.36	0.319	0.529
Departure Headway (Hd)	5.658	5.641	5.862	5.481
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	630	633	609	653
Service Time	3.732	3.714	3.937	3.545
HCM Lane V/C Ratio	0.329	0.362	0.322	0.531
HCM Control Delay	11.5	11.9	11.7	14.6
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.4	1.6	1.4	3.1

HCM 6th TWSC
13: Driveway A & Johnson Road

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	0	0	22	0	0
Future Vol, veh/h	28	0	0	22	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	0	0	23	0	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	29	0	52	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	23	-
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	-	962	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1597	-	962	1052
Mov Cap-2 Maneuver	-	-	-	-	962	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	1005	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1597	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th TWSC
14: Central Road & Driveway B

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	115	0	0	210
Future Vol, veh/h	0	0	115	0	0	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	121	0	0	221
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	342	121	0	0	121	0
Stage 1	121	-	-	-	-	-
Stage 2	221	-	-	-	-	-
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	658	936	-	-	1479	-
Stage 1	909	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	658	936	-	-	1479	-
Mov Cap-2 Maneuver	658	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		1479	-	
HCM Lane V/C Ratio	-	-		-	-	
HCM Control Delay (s)	-	0		0	-	
HCM Lane LOS	-	A		A	-	
HCM 95th %tile Q(veh)	-	-		0	-	

HCM 6th TWSC
15: Lafayette Street & Driveway C

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
16: Lafayette Street & Driveway D

Horizon Year (2040)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
1: I-15 SB Ramps & Dale Evans Parkway

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	9.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	19	9	59	23	0	0	0	0	217	29	5
Future Vol, veh/h	0	19	9	59	23	0	0	0	0	217	29	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	20	9	62	24	0	0	0	0	228	31	5
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	29	0	0				173	177	24
Stage 1	-	-	-	-	-	-				148	148	-
Stage 2	-	-	-	-	-	-				25	29	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1597	-	0				822	720	1058
Stage 1	0	-	-	-	-	0				884	779	-
Stage 2	0	-	-	-	-	0				1003	875	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1597	-	-				790	0	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-				790	0	-
Stage 1	-	-	-	-	-	-				884	0	-
Stage 2	-	-	-	-	-	-				964	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			5.3			11.8					
HCM LOS	B											
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1597	-	795							
HCM Lane V/C Ratio	-	-	0.039	-	0.332							
HCM Control Delay (s)	-	-	7.3	0	11.8							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0.1	-	1.5							

HCM 6th TWSC
2: I-15 SB Ramps & Dale Evans Parkway

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↰				
Traffic Vol, veh/h	20	216	0	0	44	277	37	62	66	0	0	0
Future Vol, veh/h	20	216	0	0	44	277	37	62	66	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	227	0	0	46	292	39	65	69	0	0	0

Major/Minor	Minor2		Major2		Major1		
Conflicting Flow All	370	404	-	-	-	0	338
Stage 1	192	192	-	-	-	-	-
Stage 2	178	212	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.1	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.2	-
Pot Cap-1 Maneuver	634	539	0	0	-	1232	-
Stage 1	845	745	0	0	-	-	-
Stage 2	858	731	0	0	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	612	0	-	-	-	1232	-
Mov Cap-2 Maneuver	612	0	-	-	-	-	-
Stage 1	815	0	-	-	-	-	-
Stage 2	858	0	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	14.8	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBT	WBR
Capacity (veh/h)	1232	-	-	612	-	-
HCM Lane V/C Ratio	0.032	-	-	0.406	-	-
HCM Control Delay (s)	8	0	-	14.8	-	-
HCM Lane LOS	A	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	-	-

HCM 6th TWSC
3: Quarry Road & I-15 SB Ramps

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	229	6	5	522	18	21
Future Vol, veh/h	229	6	5	522	18	21
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	25	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	241	6	5	549	19	22
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	340	280	0	0	554	0
Stage 1	280	-	-	-	-	-
Stage 2	60	-	-	-	-	-
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	660	764	-	-	1026	-
Stage 1	772	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	647	764	-	-	1026	-
Mov Cap-2 Maneuver	647	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.7	0	4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 647 764 1026		-		
HCM Lane V/C Ratio	-	- 0.373 0.008 0.018		-		
HCM Control Delay (s)	-	- 13.8 9.8 8.6		0		
HCM Lane LOS	-	- B A A		A		
HCM 95th %tile Q(veh)	-	- 1.7 0 0.1		-		

HCM 6th TWSC
4: Stoddard Wells Road & Quarry Road

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	34	86	517	245	5
Future Vol, veh/h	11	34	86	517	245	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	50	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	36	91	544	258	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	91	0	-	0	151	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	60	-
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	1517	-	-	-	846	972
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1517	-	-	-	839	972
Mov Cap-2 Maneuver	-	-	-	-	839	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	968	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		11.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1517	-	-	-	839	972
HCM Lane V/C Ratio	0.008	-	-	-	0.307	0.005
HCM Control Delay (s)	7.4	0	-	-	11.2	8.7
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1.3	0

HCM 6th TWSC
5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	886.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔		↔	↔
Traffic Vol, veh/h	33	224	22	21	527	157	6	54	23	798	11	70
Future Vol, veh/h	33	224	22	21	527	157	6	54	23	798	11	70
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	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	35	236	23	22	555	165	6	57	24	840	12	74
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	720	0	0	259	0	0	1043	1082	248	1040	1011	638
Stage 1	-	-	-	-	-	-	318	318	-	682	682	-
Stage 2	-	-	-	-	-	-	725	764	-	358	329	-
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	891	-	-	1317	-	-	209	219	796	~ 210	241	480
Stage 1	-	-	-	-	-	-	698	657	-	~ 443	453	-
Stage 2	-	-	-	-	-	-	420	416	-	~ 664	650	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	891	-	-	1317	-	-	161	203	796	~ 151	223	480
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	203	-	~ 151	223	-
Stage 1	-	-	-	-	-	-	666	627	-	~ 423	440	-
Stage 2	-	-	-	-	-	-	336	404	-	~ 559	620	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.2			25.5			\$ 1959.8		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	198	796	891	-	-	1317	-	-	152	480		
HCM Lane V/C Ratio	0.319	0.03	0.039	-	-	0.017	-	-	5.602	0.154		
HCM Control Delay (s)	31.5	9.7	9.2	0	-	7.8	0		\$ 2128.2	13.9		
HCM Lane LOS	D	A	A	A	-	A	A	-	F	B		
HCM 95th %tile Q(veh)	1.3	0.1	0.1	-	-	0.1	-	-	91	0.5		
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

HCM 6th TWSC
6: Stoddard Wells Road & Johnson Road

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	9	156	5	110	15	270	299	22	123	5
Future Vol, veh/h	5	5	9	156	5	110	15	270	299	22	123	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	5	9	164	5	116	16	284	315	23	129	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	712	809	132	659	654	442	134	0	0	599	0	0
Stage 1	178	178	-	474	474	-	-	-	-	-	-	-
Stage 2	534	631	-	185	180	-	-	-	-	-	-	-
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	350	317	923	380	389	620	1463	-	-	988	-	-
Stage 1	828	756	-	575	561	-	-	-	-	-	-	-
Stage 2	534	477	-	821	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	273	304	923	359	373	620	1463	-	-	988	-	-
Mov Cap-2 Maneuver	273	304	-	359	373	-	-	-	-	-	-	-
Stage 1	814	737	-	565	551	-	-	-	-	-	-	-
Stage 2	423	469	-	787	735	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.8		28		0.2		1.3					
HCM LOS	B		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1463	-	-	427	433	988	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.047	0.659	0.023	-	-				
HCM Control Delay (s)	7.5	0	-	13.8	28	8.7	0	-				
HCM Lane LOS	A	A	-	B	D	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	4.6	0.1	-	-				

HCM 6th TWSC
7: Dale Evans Parkway & Quarry Road

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	29	5	5	41	55	9	286	5	25	195	5
Future Vol, veh/h	5	29	5	5	41	55	9	286	5	25	195	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	31	5	5	43	58	9	301	5	26	205	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	632	584	208	600	584	304	210	0	0	306	0	0
Stage 1	260	260	-	322	322	-	-	-	-	-	-	-
Stage 2	372	324	-	278	262	-	-	-	-	-	-	-
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	396	426	837	416	426	740	1373	-	-	1266	-	-
Stage 1	749	697	-	694	655	-	-	-	-	-	-	-
Stage 2	653	653	-	733	695	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	328	413	837	381	413	740	1373	-	-	1266	-	-
Mov Cap-2 Maneuver	328	413	-	381	413	-	-	-	-	-	-	-
Stage 1	743	681	-	688	650	-	-	-	-	-	-	-
Stage 2	557	648	-	680	679	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.3		13.3		0.2		0.9					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1373	-	-	427	541	1266	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.096	0.197	0.021	-	-				
HCM Control Delay (s)	7.6	0	-	14.3	13.3	7.9	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.7	0.1	-	-				

HCM 6th TWSC
8: Central Road & Quarry Road

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	28	6	35	57	16
Future Vol, veh/h	29	28	6	35	57	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	29	6	37	60	17
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	95	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	49	-
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	-	-	1556	-	909	1029
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	979	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1556	-	905	1029
Mov Cap-2 Maneuver	-	-	-	-	905	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	975	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		9.2	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	930	-	-	1556	-	
HCM Lane V/C Ratio	0.083	-	-	0.004	-	
HCM Control Delay (s)	9.2	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

HCM 6th AWSC
9: Dale Evans Parkway & Johnson Road

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection	
Intersection Delay, s/veh	23.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	272	44	12	147	51	79	324	26	70	144	29
Future Vol, veh/h	5	272	44	12	147	51	79	324	26	70	144	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	286	46	13	155	54	83	341	27	74	152	31
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	31.4	15.8	26.4	16.3
HCM LOS	D	C	D	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	2%	8%	0%	100%	0%
Vol Thru, %	0%	100%	0%	85%	92%	0%	0%	83%
Vol Right, %	0%	0%	100%	14%	0%	100%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	324	26	321	159	51	70	173
LT Vol	79	0	0	5	12	0	70	0
Through Vol	0	324	0	272	147	0	0	144
RT Vol	0	0	26	44	0	51	0	29
Lane Flow Rate	83	341	27	338	167	54	74	182
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.195	0.75	0.055	0.752	0.402	0.118	0.185	0.425
Departure Headway (Hd)	8.436	7.921	7.2	8.008	8.642	7.882	9.042	8.399
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	426	457	497	453	417	455	397	428
Service Time	6.183	5.668	4.946	5.753	6.395	5.634	6.797	6.154
HCM Lane V/C Ratio	0.195	0.746	0.054	0.746	0.4	0.119	0.186	0.425
HCM Control Delay	13.2	30.9	10.4	31.4	17.1	11.7	13.9	17.3
HCM Lane LOS	B	D	B	D	C	B	B	C
HCM 95th-tile Q	0.7	6.2	0.2	6.3	1.9	0.4	0.7	2.1

HCM 6th TWSC
10: Central Road & Johnson Road

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	52	96	8	28	6	76	65	22	11	23	8
Future Vol, veh/h	5	52	96	8	28	6	76	65	22	11	23	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	55	101	8	29	6	80	68	23	12	24	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	309	303	28	370	296	80	32	0	0	91	0	0
Stage 1	52	52	-	240	240	-	-	-	-	-	-	-
Stage 2	257	251	-	130	56	-	-	-	-	-	-	-
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	647	613	1053	590	619	986	1593	-	-	1517	-	-
Stage 1	966	856	-	768	711	-	-	-	-	-	-	-
Stage 2	752	703	-	878	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	589	576	1053	472	581	986	1593	-	-	1517	-	-
Mov Cap-2 Maneuver	589	576	-	472	581	-	-	-	-	-	-	-
Stage 1	915	849	-	727	673	-	-	-	-	-	-	-
Stage 2	677	666	-	737	845	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.6		11.6		3.4		1.9					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1593	-	-	806	590	1517	-	-				
HCM Lane V/C Ratio	0.05	-	-	0.2	0.075	0.008	-	-				
HCM Control Delay (s)	7.4	0	-	10.6	11.6	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.2	0	-	-				

HCM 6th TWSC
11: Central Road & Lafayette Street

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	5	0	16	0	143	20	66	30	0
Future Vol, veh/h	0	0	0	5	0	16	0	143	20	66	30	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	5	0	17	0	151	21	69	32	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	340	342	32	332	332	162	32	0	0	172	0	0
Stage 1	170	170	-	162	162	-	-	-	-	-	-	-
Stage 2	170	172	-	170	170	-	-	-	-	-	-	-
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	618	583	1048	625	591	888	1593	-	-	1417	-	-
Stage 1	837	762	-	845	768	-	-	-	-	-	-	-
Stage 2	837	760	-	837	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	583	554	1048	601	561	888	1593	-	-	1417	-	-
Mov Cap-2 Maneuver	583	554	-	601	561	-	-	-	-	-	-	-
Stage 1	837	724	-	845	768	-	-	-	-	-	-	-
Stage 2	821	760	-	795	724	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		9.6		0		5.3					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1593	-	-	-	797	1417	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.028	0.049	-	-				
HCM Control Delay (s)	0	-	-	0	9.6	7.7	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.2	-	-				

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	108	40	35	197	37	67	118	57	25	73	41
Future Vol, veh/h	15	108	40	35	197	37	67	118	57	25	73	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	114	42	37	207	39	71	124	60	26	77	43
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	10.2	11.8	11.4	10
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	9%	13%	18%
Vol Thru, %	49%	66%	73%	53%
Vol Right, %	24%	25%	14%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	242	163	269	139
LT Vol	67	15	35	25
Through Vol	118	108	197	73
RT Vol	57	40	37	41
Lane Flow Rate	255	172	283	146
Geometry Grp	1	1	1	1
Degree of Util (X)	0.373	0.253	0.409	0.219
Departure Headway (Hd)	5.27	5.31	5.206	5.397
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	683	676	691	664
Service Time	3.306	3.351	3.243	3.438
HCM Lane V/C Ratio	0.373	0.254	0.41	0.22
HCM Control Delay	11.4	10.2	11.8	10
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.7	1	2	0.8

HCM 6th TWSC
13: Driveway A & Johnson Road

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	66	1	27	15	0
Future Vol, veh/h	19	66	1	27	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	69	1	28	16	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	89	0	85	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	30	-
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	-	-	1519	-	921	1018
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	920	1018
Mov Cap-2 Maneuver	-	-	-	-	920	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	997	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	920	-	-	1519	-	
HCM Lane V/C Ratio	0.017	-	-	0.001	-	
HCM Control Delay (s)	9	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
14: Central Road & Driveway B

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	7	155	7	30	96
Future Vol, veh/h	2	7	155	7	30	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	7	163	7	32	101
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	332	167	0	0	170	0
Stage 1	167	-	-	-	-	-
Stage 2	165	-	-	-	-	-
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	667	882	-	-	1420	-
Stage 1	867	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	651	882	-	-	1420	-
Mov Cap-2 Maneuver	651	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.5	0		1.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	818	1420	-	
HCM Lane V/C Ratio	-	-	0.012	0.022	-	
HCM Control Delay (s)	-	-	9.5	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0.1	-	

HCM 6th TWSC
15: Lafayette Street & Driveway C

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	41	9	0	0	10
Future Vol, veh/h	43	41	9	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	45	43	9	0	0	11
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	9	0	-	0	142	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	133	-
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	1624	-	-	-	856	1079
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	898	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1624	-	-	-	832	1079
Mov Cap-2 Maneuver	-	-	-	-	832	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	898	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.7	0		8.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1624	-	-	-	-	1079
HCM Lane V/C Ratio	0.028	-	-	-	-	0.01
HCM Control Delay (s)	7.3	0	-	-	-	8.4
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0

HCM 6th TWSC
16: Lafayette Street & Driveway D

Horizon Year (2040) plus Project
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	7.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	0	0	0	0	9
Future Vol, veh/h	41	0	0	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	0	0	0	0	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	87	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	86	-
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	1635	-	-	-	919	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	942	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	895	1090
Mov Cap-2 Maneuver	-	-	-	-	895	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	942	-
Approach	EB	WB		SB		
HCM Control Delay, s	7.3	0		8.3		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	1090	
HCM Lane V/C Ratio	0.026	-	-	-	0.009	
HCM Control Delay (s)	7.3	0	-	-	8.3	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0	

HCM 6th TWSC
1: I-15 SB Ramps & Dale Evans Parkway

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	12.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	19	16	54	8	0	0	0	0	411	12	11
Future Vol, veh/h	0	19	16	54	8	0	0	0	0	411	12	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	20	17	57	8	0	0	0	0	433	13	12
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	37	0	0				151	159	8
Stage 1	-	-	-	-	-	-				122	122	-
Stage 2	-	-	-	-	-	-				29	37	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1587	-	0				846	737	1080
Stage 1	0	-	-	-	-	0				908	799	-
Stage 2	0	-	-	-	-	0				999	868	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1587	-	-				816	0	1080
Mov Cap-2 Maneuver	-	-	-	-	-	-				816	0	-
Stage 1	-	-	-	-	-	-				908	0	-
Stage 2	-	-	-	-	-	-				963	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			6.4			14.7					
HCM LOS	B											
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1587	-	821							
HCM Lane V/C Ratio	-	-	0.036	-	0.556							
HCM Control Delay (s)	-	-	7.4	0	14.7							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0.1	-	3.5							

HCM 6th TWSC
2: I-15 SB Ramps & Dale Evans Parkway

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	9.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↰↱				
Traffic Vol, veh/h	12	418	0	0	49	214	14	16	30	0	0	0
Future Vol, veh/h	12	418	0	0	49	214	14	16	30	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	440	0	0	52	225	15	17	32	0	0	0

Major/Minor	Minor2		Major2		Major1		
Conflicting Flow All	228	244	-	-	-	0	277
Stage 1	165	165	-	-	-	-	-
Stage 2	63	79	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.1	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.2	-
Pot Cap-1 Maneuver	765	661	0	0	-	1298	-
Stage 1	869	766	0	0	-	-	-
Stage 2	965	833	0	0	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	756	0	-	-	-	1298	-
Mov Cap-2 Maneuver	756	0	-	-	-	-	-
Stage 1	859	0	-	-	-	-	-
Stage 2	965	0	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	16.6	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBT	WBR
Capacity (veh/h)	1298	-	-	756	-	-
HCM Lane V/C Ratio	0.011	-	-	0.599	-	-
HCM Control Delay (s)	7.8	0	-	16.6	-	-
HCM Lane LOS	A	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	-	4	-	-

HCM 6th TWSC
3: Quarry Road & I-15 SB Ramps

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	264	7	5	835	5	5
Future Vol, veh/h	264	7	5	835	5	5
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	25	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	278	7	5	879	5	5
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	460	445	0	0	884	0
Stage 1	445	-	-	-	-	-
Stage 2	15	-	-	-	-	-
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	563	617	-	-	774	-
Stage 1	650	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	560	617	-	-	774	-
Mov Cap-2 Maneuver	560	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	17.4	0	4.8			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 560 617	774	-		
HCM Lane V/C Ratio	-	- 0.496 0.012	0.007	-		
HCM Control Delay (s)	-	- 17.6 10.9	9.7	0		
HCM Lane LOS	-	- C B	A	A		
HCM 95th %tile Q(veh)	-	- 2.7 0	0	-		

HCM 6th TWSC
4: Stoddard Wells Road & Quarry Road

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	45	78	834	263	6
Future Vol, veh/h	6	45	78	834	263	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	50	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	47	82	878	277	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	82	0	-	0	141	82
Stage 1	-	-	-	-	82	-
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	1528	-	-	-	857	983
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	854	983
Mov Cap-2 Maneuver	-	-	-	-	854	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	969	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.9	0		11.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1528	-	-	-	854	983
HCM Lane V/C Ratio	0.004	-	-	-	0.324	0.006
HCM Control Delay (s)	7.4	0	-	-	11.2	8.7
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1.4	0

HCM 6th TWSC
5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	1790.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	223	63	24	875	191	5	54	38	739	5	32
Future Vol, veh/h	21	223	63	24	875	191	5	54	38	739	5	32
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	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	235	66	25	921	201	5	57	40	778	5	34
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1122	0	0	301	0	0	1403	1484	268	1433	1417	1022
Stage 1	-	-	-	-	-	-	312	312	-	1072	1072	-
Stage 2	-	-	-	-	-	-	1091	1172	-	361	345	-
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	630	-	-	1272	-	-	118	126	776	~ 113	138	289
Stage 1	-	-	-	-	-	-	703	661	-	~ 269	299	-
Stage 2	-	-	-	-	-	-	263	269	-	~ 662	640	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	630	-	-	1272	-	-	94	114	776	~ 61	125	289
Mov Cap-2 Maneuver	-	-	-	-	-	-	94	114	-	~ 61	125	-
Stage 1	-	-	-	-	-	-	673	633	-	~ 258	283	-
Stage 2	-	-	-	-	-	-	215	254	-	~ 547	613	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			47.2			\$ 5230.6		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	112 776		630	-	-	1272	-	-	61	289		
HCM Lane V/C Ratio	0.555 0.052		0.035	-	-	0.02	-	-	12.839	0.117		
HCM Control Delay (s)	71.3 9.9		10.9	0	-	7.9	0		\$ 5454.7	19.1		
HCM Lane LOS	F A		B	A	-	A	A	-	F	C		
HCM 95th %tile Q(veh)	2.6 0.2		0.1	-	-	0.1	-	-	93.4	0.4		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 6th TWSC
6: Stoddard Wells Road & Johnson Road

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	149.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	5	15	364	5	60	12	176	367	103	301	5
Future Vol, veh/h	5	5	15	364	5	60	12	176	367	103	301	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	5	16	383	5	63	13	185	386	108	317	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	974	1133	320	950	942	378	322	0	0	571	0	0
Stage 1	536	536	-	404	404	-	-	-	-	-	-	-
Stage 2	438	597	-	546	538	-	-	-	-	-	-	-
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	233	205	725	~ 242	265	673	1249	-	-	1012	-	-
Stage 1	532	527	-	627	603	-	-	-	-	-	-	-
Stage 2	601	495	-	526	526	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	185	175	725	~ 206	227	673	1249	-	-	1012	-	-
Mov Cap-2 Maneuver	185	175	-	~ 206	227	-	-	-	-	-	-	-
Stage 1	523	458	-	617	593	-	-	-	-	-	-	-
Stage 2	531	487	-	443	458	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	16.9		\$ 491.9			0.2			2.3			
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1249	-	-	328	228	1012	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.08	1.981	0.107	-	-				
HCM Control Delay (s)	7.9	0	-	16.9	\$ 491.9	9	0	-				
HCM Lane LOS	A	A	-	C	F	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	33.1	0.4	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon				

HCM 6th TWSC
7: Dale Evans Parkway & Quarry Road

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

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	5	6	5	5	24	36	5	182	5	54	411	5
Future Vol, veh/h	5	6	5	5	24	36	5	182	5	54	411	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	6	5	5	25	38	5	192	5	57	433	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	786	757	436	760	757	195	438	0	0	197	0	0
Stage 1	550	550	-	205	205	-	-	-	-	-	-	-
Stage 2	236	207	-	555	552	-	-	-	-	-	-	-
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	312	339	625	325	339	851	1133	-	-	1388	-	-
Stage 1	523	519	-	802	736	-	-	-	-	-	-	-
Stage 2	772	734	-	520	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	268	319	625	303	319	851	1133	-	-	1388	-	-
Mov Cap-2 Maneuver	268	319	-	303	319	-	-	-	-	-	-	-
Stage 1	520	491	-	798	732	-	-	-	-	-	-	-
Stage 2	709	730	-	482	490	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.7		13.6		0.2		0.9					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1133	-	-	352	485	1388	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.048	0.141	0.041	-	-				
HCM Control Delay (s)	8.2	0	-	15.7	13.6	7.7	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.1	-	-				

HCM 6th TWSC
8: Central Road & Quarry Road

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	60	23	24	38	17
Future Vol, veh/h	5	60	23	24	38	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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	63	24	25	40	18
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	68	0	110	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	73	-
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	-	-	1546	-	892	1041
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1546	-	878	1041
Mov Cap-2 Maneuver	-	-	-	-	878	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	940	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.6		9.2	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	923	-	-	1546	-	
HCM Lane V/C Ratio	0.063	-	-	0.016	-	
HCM Control Delay (s)	9.2	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th AWSC
9: Dale Evans Parkway & Johnson Road

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

Intersection	
Intersection Delay, s/veh	131
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	325	150	62	320	56	104	177	56	77	424	5
Future Vol, veh/h	5	325	150	62	320	56	104	177	56	77	424	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	342	158	65	337	59	109	186	59	81	446	5
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	216.2	108.5	24.2	140.9
HCM LOS	F	F	C	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	16%	0%	100%	0%
Vol Thru, %	0%	100%	0%	68%	84%	0%	0%	99%
Vol Right, %	0%	0%	100%	31%	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	177	56	480	382	56	77	429
LT Vol	104	0	0	5	62	0	77	0
Through Vol	0	177	0	325	320	0	0	424
RT Vol	0	0	56	150	0	56	0	5
Lane Flow Rate	109	186	59	505	402	59	81	452
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.33	0.536	0.158	1.378	1.12	0.151	0.234	1.238
Departure Headway (Hd)	12.764	12.228	11.478	10.705	11.549	10.719	11.776	11.229
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	284	298	315	344	318	337	307	325
Service Time	10.464	9.928	9.178	8.405	9.249	8.419	9.476	8.929
HCM Lane V/C Ratio	0.384	0.624	0.187	1.468	1.264	0.175	0.264	1.391
HCM Control Delay	21.6	28.2	16.3	216.2	122.2	15.3	18	163
HCM Lane LOS	C	D	C	F	F	C	C	F
HCM 95th-tile Q	1.4	3	0.6	23.3	14	0.5	0.9	17.9

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	41	182	18	47	10	138	47	14	9	73	5
Future Vol, veh/h	5	41	182	18	47	10	138	47	14	9	73	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	43	192	19	49	11	145	49	15	9	77	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	475	452	80	562	447	57	82	0	0	64	0	0
Stage 1	98	98	-	347	347	-	-	-	-	-	-	-
Stage 2	377	354	-	215	100	-	-	-	-	-	-	-
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	503	506	986	441	509	1015	1528	-	-	1551	-	-
Stage 1	913	818	-	673	638	-	-	-	-	-	-	-
Stage 2	649	634	-	792	816	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	421	453	986	303	456	1015	1528	-	-	1551	-	-
Mov Cap-2 Maneuver	421	453	-	303	456	-	-	-	-	-	-	-
Stage 1	823	813	-	606	575	-	-	-	-	-	-	-
Stage 2	529	571	-	601	811	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.5		15.1		5.3		0.8					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1528	-	-	795	435	1551	-	-				
HCM Lane V/C Ratio	0.095	-	-	0.302	0.181	0.006	-	-				
HCM Control Delay (s)	7.6	0	-	11.5	15.1	7.3	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0.3	-	-	1.3	0.7	0	-	-				

HCM 6th TWSC
11: Central Road & Lafayette Street

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

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	16	0	52	0	116	10	33	225	0
Future Vol, veh/h	0	0	0	16	0	52	0	116	10	33	225	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	17	0	55	0	122	11	35	237	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	462	440	237	435	435	128	237	0	0	133	0	0
Stage 1	307	307	-	128	128	-	-	-	-	-	-	-
Stage 2	155	133	-	307	307	-	-	-	-	-	-	-
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	513	514	807	535	517	927	1342	-	-	1464	-	-
Stage 1	707	665	-	881	794	-	-	-	-	-	-	-
Stage 2	852	790	-	707	665	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	472	500	807	524	503	927	1342	-	-	1464	-	-
Mov Cap-2 Maneuver	472	500	-	524	503	-	-	-	-	-	-	-
Stage 1	707	646	-	881	794	-	-	-	-	-	-	-
Stage 2	802	790	-	687	646	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		10			0			1			
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1342	-	-	-	785	1464	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.091	0.024	-	-				
HCM Control Delay (s)	0	-	-	0	10	7.5	0	-				
HCM Lane LOS	A	-	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.1	-	-				

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	135	69	24	150	12	53	121	42	110	209	46
Future Vol, veh/h	16	135	69	24	150	12	53	121	42	110	209	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	142	73	25	158	13	56	127	44	116	220	48
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.5	12.2	12.2	16.6
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	7%	13%	30%
Vol Thru, %	56%	61%	81%	57%
Vol Right, %	19%	31%	6%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	216	220	186	365
LT Vol	53	16	24	110
Through Vol	121	135	150	209
RT Vol	42	69	12	46
Lane Flow Rate	227	232	196	384
Geometry Grp	1	1	1	1
Degree of Util (X)	0.366	0.376	0.33	0.594
Departure Headway (Hd)	5.789	5.844	6.071	5.568
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	616	609	587	645
Service Time	3.877	3.936	4.167	3.644
HCM Lane V/C Ratio	0.369	0.381	0.334	0.595
HCM Control Delay	12.2	12.5	12.2	16.6
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.7	1.7	1.4	3.9

HCM 6th TWSC
13: Driveway A & Johnson Road

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	33	0	22	53	1
Future Vol, veh/h	29	33	0	22	53	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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	35	0	23	56	1
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	66	0	72	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	23	-
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	-	-	1549	-	937	1025
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1549	-	937	1025
Mov Cap-2 Maneuver	-	-	-	-	937	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	1005	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		9.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	938	-	-	1549	-	
HCM Lane V/C Ratio	0.061	-	-	-	-	
HCM Control Delay (s)	9.1	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th TWSC
14: Central Road & Driveway B

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	24	174	4	15	256
Future Vol, veh/h	6	24	174	4	15	256
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	25	183	4	16	269
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	486	185	0	0	187	0
Stage 1	185	-	-	-	-	-
Stage 2	301	-	-	-	-	-
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	544	862	-	-	1399	-
Stage 1	852	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	537	862	-	-	1399	-
Mov Cap-2 Maneuver	537	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.9	0	0.4			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	769	1399	-	
HCM Lane V/C Ratio	-	-	0.041	0.011	-	
HCM Control Delay (s)	-	-	9.9	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

HCM 6th TWSC
15: Lafayette Street & Driveway C

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	21	33	0	0	35
Future Vol, veh/h	22	21	33	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	22	35	0	0	37
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	35	0	-	0	103	35
Stage 1	-	-	-	-	35	-
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	1589	-	-	-	900	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1589	-	-	-	887	1044
Mov Cap-2 Maneuver	-	-	-	-	887	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	960	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.7	0		8.6		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1589	-	-	-	-	1044
HCM Lane V/C Ratio	0.015	-	-	-	-	0.035
HCM Control Delay (s)	7.3	0	-	-	-	8.6
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

HCM 6th TWSC
16: Lafayette Street & Driveway D

Horizon Year (2040) plus Project
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	7.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	0	0	33
Future Vol, veh/h	21	0	0	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	0	0	0	0	35
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	45	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	44	-
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	1635	-	-	-	970	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	957	1090
Mov Cap-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	984	-
Approach	EB	WB		SB		
HCM Control Delay, s	7.2	0		8.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	1090	
HCM Lane V/C Ratio	0.014	-	-	-	0.032	
HCM Control Delay (s)	7.2	0	-	-	8.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Appendix C

SimTraffic Queuing Worksheets

Queuing and Blocking Report Existing

AM Peak Hour

Intersection: 1: I-15 SB Ramps & Dale Evans Parkway

Movement	WB	SB
Directions Served	LT	LTR
Maximum Queue (ft)	22	55
Average Queue (ft)	1	36
95th Queue (ft)	10	54
Link Distance (ft)	791	1650
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: I-15 SB Ramps & Dale Evans Parkway

Movement	EB	WB	NB
Directions Served	LT	TR	LTR
Maximum Queue (ft)	58	56	27
Average Queue (ft)	28	5	1
95th Queue (ft)	42	26	12
Link Distance (ft)	791	3956	2106
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Quarry Road & I-15 SB Ramps

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	23	32	6
Average Queue (ft)	9	2	0
95th Queue (ft)	24	14	4
Link Distance (ft)	1380		1280
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		25	
Storage Blk Time (%)	1	0	
Queuing Penalty (veh)	0	0	

Queuing and Blocking Report

Existing

AM Peak Hour

Intersection: 4: Stoddard Wells Road & Quarry Road

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	5	35	28
Average Queue (ft)	0	13	2
95th Queue (ft)	0	36	14
Link Distance (ft)	764	1420	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			25
Storage Blk Time (%)		1	0
Queuing Penalty (veh)		0	0

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	R	LT	R
Maximum Queue (ft)	11	10	29	38	69	47
Average Queue (ft)	0	1	18	8	34	23
95th Queue (ft)	6	10	34	28	56	52
Link Distance (ft)	807	5237	1819		1165	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		25
Storage Blk Time (%)			4	1	14	2
Queuing Penalty (veh)			0	0	6	4

Zone Summary

Zone wide Queuing Penalty: 11

Queuing and Blocking Report

Existing

PM Peak Hour

Intersection: 1: I-15 SB Ramps & Dale Evans Parkway

Movement	WB	SB
Directions Served	LT	LTR
Maximum Queue (ft)	17	90
Average Queue (ft)	1	50
95th Queue (ft)	9	74
Link Distance (ft)	791	1650
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: I-15 SB Ramps & Dale Evans Parkway

Movement	EB	NB
Directions Served	LT	LTR
Maximum Queue (ft)	71	4
Average Queue (ft)	36	0
95th Queue (ft)	59	4
Link Distance (ft)	791	2106
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Quarry Road & I-15 SB Ramps

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	32	36	31
Average Queue (ft)	16	5	1
95th Queue (ft)	28	25	10
Link Distance (ft)	1380		1280
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		25	
Storage Blk Time (%)	3	0	
Queuing Penalty (veh)	0	0	

Queuing and Blocking Report

Existing

PM Peak Hour

Intersection: 4: Stoddard Wells Road & Quarry Road

Movement	SB	SB
Directions Served	L	R
Maximum Queue (ft)	49	36
Average Queue (ft)	22	5
95th Queue (ft)	42	26
Link Distance (ft)	1420	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		25
Storage Blk Time (%)	3	0
Queuing Penalty (veh)	0	0

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	WB	NB	NB	SB	SB
Directions Served	LTR	LT	R	LT	R
Maximum Queue (ft)	26	29	36	108	49
Average Queue (ft)	1	11	12	44	17
95th Queue (ft)	12	31	32	78	47
Link Distance (ft)	5237	1819		1165	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			25		25
Storage Blk Time (%)		3	2	22	1
Queuing Penalty (veh)		1	1	3	3

Zone Summary

Zone wide Queuing Penalty: 8

Queuing and Blocking Report
Existing plus Project

AM Peak Hour

Intersection: 1: I-15 SB Ramps & Dale Evans Parkway

Movement	WB	SB
Directions Served	LT	LTR
Maximum Queue (ft)	18	66
Average Queue (ft)	1	39
95th Queue (ft)	9	61
Link Distance (ft)	791	1650
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: I-15 SB Ramps & Dale Evans Parkway

Movement	EB	WB	NB
Directions Served	LT	TR	LTR
Maximum Queue (ft)	51	37	34
Average Queue (ft)	31	3	2
95th Queue (ft)	47	20	13
Link Distance (ft)	791	3956	2106
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Quarry Road & I-15 SB Ramps

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	23	24	6
Average Queue (ft)	8	1	0
95th Queue (ft)	23	10	4
Link Distance (ft)	1380		1280
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		25	
Storage Blk Time (%)	1	0	
Queuing Penalty (veh)	0	0	

Queuing and Blocking Report

Existing plus Project

AM Peak Hour

Intersection: 4: Stoddard Wells Road & Quarry Road

Movement	WB	SB	SB
Directions Served	R	L	R
Maximum Queue (ft)	20	35	31
Average Queue (ft)	1	10	2
95th Queue (ft)	14	32	15
Link Distance (ft)	1420		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50		25
Storage Blk Time (%)	0	1	0
Queuing Penalty (veh)	0	0	0

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	R	LT	R
Maximum Queue (ft)	6	5	42	36	122	48
Average Queue (ft)	0	0	18	8	49	31
95th Queue (ft)	6	4	36	25	90	56
Link Distance (ft)	807	5237	1819		1165	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		25
Storage Blk Time (%)			4	1	25	3
Queuing Penalty (veh)			0	0	10	7

Zone Summary

Zone wide Queuing Penalty: 19

Queuing and Blocking Report
Existing plus Project

PM Peak Hour

Intersection: 1: I-15 SB Ramps & Dale Evans Parkway

Movement	WB	SB
Directions Served	LT	LTR
Maximum Queue (ft)	18	76
Average Queue (ft)	1	50
95th Queue (ft)	9	73
Link Distance (ft)	791	1650
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: I-15 SB Ramps & Dale Evans Parkway

Movement	EB	WB	NB
Directions Served	LT	TR	LTR
Maximum Queue (ft)	63	14	16
Average Queue (ft)	37	0	1
95th Queue (ft)	57	8	8
Link Distance (ft)	791	3956	2106
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Quarry Road & I-15 SB Ramps

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	32	36	12
Average Queue (ft)	16	6	0
95th Queue (ft)	31	26	6
Link Distance (ft)	1380		1280
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		25	
Storage Blk Time (%)	3	0	
Queuing Penalty (veh)	0	0	

Queuing and Blocking Report
Existing plus Project

PM Peak Hour

Intersection: 4: Stoddard Wells Road & Quarry Road

Movement	WB	SB	SB
Directions Served	R	L	R
Maximum Queue (ft)	55	46	41
Average Queue (ft)	4	22	5
95th Queue (ft)	26	43	26
Link Distance (ft)	1420		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50		25
Storage Blk Time (%)	0	3	0
Queuing Penalty (veh)	0	0	0

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	R	LT	R
Maximum Queue (ft)	16	16	30	42	179	50
Average Queue (ft)	1	1	14	13	65	13
95th Queue (ft)	10	10	32	34	131	45
Link Distance (ft)	807	5237	1819		1165	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				25		25
Storage Blk Time (%)			3	2	34	1
Queuing Penalty (veh)			1	1	5	3

Zone Summary

Zone wide Queuing Penalty: 11

HCM 6th TWSC
1: I-15 SB Ramps & Dale Evans Parkway

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	7	44	17	0	0	0	0	83	28	4
Future Vol, veh/h	0	15	7	44	17	0	0	0	0	83	28	4
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	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	21	10	61	24	0	0	0	0	115	39	6
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	31	0	0				172	177	24
Stage 1	-	-	-	-	-	-				146	146	-
Stage 2	-	-	-	-	-	-				26	31	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1595	-	0				823	720	1058
Stage 1	0	-	-	-	-	0				886	780	-
Stage 2	0	-	-	-	-	0				1002	873	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1595	-	-				791	0	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-				791	0	-
Stage 1	-	-	-	-	-	-				886	0	-
Stage 2	-	-	-	-	-	-				963	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			5.3			10.6					
HCM LOS							B					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1595	-	800							
HCM Lane V/C Ratio	-	-	0.038	-	0.2							
HCM Control Delay (s)	-	-	7.3	0	10.6							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0.1	-	0.7							

HCM 6th TWSC
2: I-15 SB Ramps & Dale Evans Parkway

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	82	0	0	27	160	30	59	52	0	0	0
Future Vol, veh/h	14	82	0	0	27	160	30	59	52	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	105	0	0	35	205	38	76	67	0	0	0

Major/Minor	Minor2		Major2		Major1		
Conflicting Flow All	324	357	-	-	-	0	240
Stage 1	138	138	-	-	-	-	-
Stage 2	186	219	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.1	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.2	-
Pot Cap-1 Maneuver	674	572	0	0	-	1339	-
Stage 1	894	786	0	0	-	-	-
Stage 2	851	726	0	0	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	653	0	-	-	-	1339	-
Mov Cap-2 Maneuver	653	0	-	-	-	-	-
Stage 1	866	0	-	-	-	-	-
Stage 2	851	0	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.8	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBT	WBR
Capacity (veh/h)	1339	-	-	653	-	-
HCM Lane V/C Ratio	0.029	-	-	0.188	-	-
HCM Control Delay (s)	7.8	0	-	11.8	-	-
HCM Lane LOS	A	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	-	-

HCM 6th TWSC
3: Quarry Road & I-15 SB Ramps

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	185	2	0	399	2	3
Future Vol, veh/h	185	2	0	399	2	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	25	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	62	62	72	72	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	298	3	0	554	4	6
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	291	277	0	0	554	0
Stage 1	277	-	-	-	-	-
Stage 2	14	-	-	-	-	-
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	704	767	-	-	1026	-
Stage 1	774	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	701	767	-	-	1026	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.9	0	3.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 701 767 1026	-	-		
HCM Lane V/C Ratio	-	- 0.426 0.004 0.004	-	-		
HCM Control Delay (s)	-	- 13.9 9.7 8.5	0			
HCM Lane LOS	-	- B A A	A			
HCM 95th %tile Q(veh)	-	- 2.1 0 0	-			

HCM 6th TWSC
4: Stoddard Wells Road & Quarry Road

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	18	52	392	184	2
Future Vol, veh/h	6	18	52	392	184	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	-	-	-	50	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	24	70	530	249	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	70	0	-	0	110	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	40	-
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	-	-	-	892	998
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1544	-	-	-	888	998
Mov Cap-2 Maneuver	-	-	-	-	888	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	988	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		10.6		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1544	-	-	-	888	998
HCM Lane V/C Ratio	0.005	-	-	-	0.28	0.003
HCM Control Delay (s)	7.3	0	-	-	10.6	8.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1.1	0

HCM 6th TWSC
5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	442.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	180	17	17	403	127	5	41	17	557	9	41
Future Vol, veh/h	8	180	17	17	403	127	5	41	17	557	9	41
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	-	-	-	-	-	-	-	-	25	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	222	21	21	498	157	6	51	21	688	11	51
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	655	0	0	243	0	0	903	950	233	908	882	577
Stage 1	-	-	-	-	-	-	253	253	-	619	619	-
Stage 2	-	-	-	-	-	-	650	697	-	289	263	-
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	942	-	-	1335	-	-	260	262	811	~ 258	287	520
Stage 1	-	-	-	-	-	-	756	701	-	~ 480	483	-
Stage 2	-	-	-	-	-	-	461	446	-	723	694	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	942	-	-	1335	-	-	221	252	811	~ 207	276	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	221	252	-	~ 207	276	-
Stage 1	-	-	-	-	-	-	747	693	-	~ 474	471	-
Stage 2	-	-	-	-	-	-	396	435	-	~ 645	686	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			20			\$ 1034.2		
HCM LOS							C			F		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	248		811	942	-	-	1335	-	-	208	520	
HCM Lane V/C Ratio	0.229		0.026	0.01	-	-	0.016	-	-	3.359	0.097	
HCM Control Delay (s)	23.8		9.6	8.9	0	-	7.7	0		\$ 1108.2	12.7	
HCM Lane LOS	C		A	A	A	-	A	A	-	F	B	
HCM 95th %tile Q(veh)	0.9		0.1	0	-	-	0	-	-	65.4	0.3	
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	103	5	32	133	3	48
Future Vol, veh/h	103	5	32	133	3	48
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	114	6	36	148	3	53
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.4	7.7	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	95%	6%
Vol Thru, %	19%	0%	94%
Vol Right, %	81%	5%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	165	108	51
LT Vol	0	103	3
Through Vol	32	0	48
RT Vol	133	5	0
Lane Flow Rate	183	120	57
Geometry Grp	1	1	1
Degree of Util (X)	0.192	0.149	0.069
Departure Headway (Hd)	3.77	4.474	4.373
Convergence, Y/N	Yes	Yes	Yes
Cap	957	791	823
Service Time	1.77	2.564	2.378
HCM Lane V/C Ratio	0.191	0.152	0.069
HCM Control Delay	7.7	8.4	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.5	0.2

HCM 6th TWSC
7: Dale Evans Parkway & Quarry Road

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	23	2	2	33	41	6	165	2	5	97	2
Future Vol, veh/h	2	23	2	2	33	41	6	165	2	5	97	2
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	25	2	2	36	45	7	179	2	5	105	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	351	311	106	324	311	180	107	0	0	181	0	0
Stage 1	116	116	-	194	194	-	-	-	-	-	-	-
Stage 2	235	195	-	130	117	-	-	-	-	-	-	-
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	608	607	954	633	607	868	1497	-	-	1407	-	-
Stage 1	894	803	-	812	744	-	-	-	-	-	-	-
Stage 2	773	743	-	878	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	547	602	954	608	602	868	1497	-	-	1407	-	-
Mov Cap-2 Maneuver	547	602	-	608	602	-	-	-	-	-	-	-
Stage 1	890	800	-	808	740	-	-	-	-	-	-	-
Stage 2	694	739	-	845	800	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.2		10.6		0.3		0.4					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1497	-	-	614	721	1407	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.048	0.115	0.004	-	-				
HCM Control Delay (s)	7.4	0	-	11.2	10.6	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-				

HCM 6th TWSC
8: Central Road & Quarry Road

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	9	5	28	43	10
Future Vol, veh/h	23	9	5	28	43	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	11	6	35	53	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	39	0	81	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	47	-
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	-	-	1584	-	926	1045
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	981	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1584	-	922	1045
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	977	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		9.1	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	943	-	-	1584	-	
HCM Lane V/C Ratio	0.069	-	-	0.004	-	
HCM Control Delay (s)	9.1	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

HCM 6th AWSC
9: Dale Evans Parkway & Johnson Road

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Intersection Delay, s/veh	9.7											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	130	12	10	96	38	16	105	21	43	60	7
Future Vol, veh/h	0	130	12	10	96	38	16	105	21	43	60	7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	143	13	11	105	42	18	115	23	47	66	8
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	10.3	9.4	9.5	9.5
HCM LOS	B	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	9%	0%	100%	0%
Vol Thru, %	0%	100%	0%	92%	91%	0%	0%	90%
Vol Right, %	0%	0%	100%	8%	0%	100%	0%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	105	21	142	106	38	43	67
LT Vol	16	0	0	0	10	0	43	0
Through Vol	0	105	0	130	96	0	0	60
RT Vol	0	0	21	12	0	38	0	7
Lane Flow Rate	18	115	23	156	116	42	47	74
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.031	0.186	0.033	0.247	0.188	0.059	0.084	0.119
Departure Headway (Hd)	6.312	5.801	5.1	5.689	5.809	5.058	6.387	5.807
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	620	703	634	621	711	562	618
Service Time	4.034	3.529	2.822	3.401	3.52	2.769	4.116	3.536
HCM Lane V/C Ratio	0.032	0.185	0.033	0.246	0.187	0.059	0.084	0.12
HCM Control Delay	9.2	9.9	8	10.3	9.9	8.1	9.7	9.3
HCM Lane LOS	A	A	A	B	A	A	A	A
HCM 95th-tile Q	0.1	0.7	0.1	1	0.7	0.2	0.3	0.4

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	7	10	3	12	0	44	51	0	0	10	4
Future Vol, veh/h	0	7	10	3	12	0	44	51	0	0	10	4
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	9	12	4	15	0	54	63	0	0	12	5
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	194	186	15	196	188	63	17	0	0	63	0	0
Stage 1	15	15	-	171	171	-	-	-	-	-	-	-
Stage 2	179	171	-	25	17	-	-	-	-	-	-	-
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	770	712	1070	767	710	1007	1613	-	-	1553	-	-
Stage 1	1010	887	-	836	761	-	-	-	-	-	-	-
Stage 2	827	761	-	998	885	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	737	687	1070	731	685	1007	1613	-	-	1553	-	-
Mov Cap-2 Maneuver	737	687	-	731	685	-	-	-	-	-	-	-
Stage 1	975	887	-	807	734	-	-	-	-	-	-	-
Stage 2	782	734	-	977	885	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.2			10.3			3.4			0		
HCM LOS	A			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1613	-	-	870	694	1553	-	-				
HCM Lane V/C Ratio	0.034	-	-	0.024	0.027	-	-	-				
HCM Control Delay (s)	7.3	0	-	9.2	10.3	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-	-				

HCM 6th TWSC
11: Central Road & Lafayette Street

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	96	0	0	20	0
Future Vol, veh/h	0	0	0	0	0	0	0	96	0	0	20	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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0	0	108	0	0	22	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	130	130	22	130	130	108	22	0	0	108	0	0
Stage 1	22	22	-	108	108	-	-	-	-	-	-	-
Stage 2	108	108	-	22	22	-	-	-	-	-	-	-
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	847	764	1061	847	764	951	1607	-	-	1495	-	-
Stage 1	1002	881	-	902	810	-	-	-	-	-	-	-
Stage 2	902	810	-	1002	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	847	764	1061	847	764	951	1607	-	-	1495	-	-
Mov Cap-2 Maneuver	847	764	-	847	764	-	-	-	-	-	-	-
Stage 1	1002	881	-	902	810	-	-	-	-	-	-	-
Stage 2	902	810	-	1002	881	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		0		0		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1607	-	-	-	-	1495	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-				
HCM Control Delay (s)	0	-	-	0	0	0	-	-				
HCM Lane LOS	A	-	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-				

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	76	32	28	137	22	54	65	22	3	28	12
Future Vol, veh/h	8	76	32	28	137	22	54	65	22	3	28	12
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	99	42	36	178	29	70	84	29	4	36	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	9.8	9.5	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	7%	15%	7%
Vol Thru, %	46%	66%	73%	65%
Vol Right, %	16%	28%	12%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	116	187	43
LT Vol	54	8	28	3
Through Vol	65	76	137	28
RT Vol	22	32	22	12
Lane Flow Rate	183	151	243	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.247	0.194	0.312	0.076
Departure Headway (Hd)	4.862	4.625	4.624	4.902
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	773	775	725
Service Time	2.917	2.676	2.672	2.969
HCM Lane V/C Ratio	0.249	0.195	0.314	0.077
HCM Control Delay	9.5	8.8	9.8	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.7	1.3	0.2

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	15	0	0
Future Vol, veh/h	7	0	0	15	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	0	17	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	25	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	17	-
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	-	-	1625	-	996	1080
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1625	-	996	1080
Mov Cap-2 Maneuver	-	-	-	-	996	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1011	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1625	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th TWSC
14: Central Road & Driveway B

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	95	0	0	21
Future Vol, veh/h	0	0	95	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	108	0	0	24

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	132	108	0
Stage 1	108	-	-
Stage 2	24	-	-
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	867	951	-
Stage 1	921	-	-
Stage 2	1004	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	867	951	-
Mov Cap-2 Maneuver	867	-	-
Stage 1	921	-	-
Stage 2	1004	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1495	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

HCM 6th TWSC
15: Lafayette Street & Driveway C

Opening Year (2025)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
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	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Queuing and Blocking Report
Opening Year (2025)

PM Peak Hour

Intersection: 1: I-15 SB Ramps & Dale Evans Parkway

Movement	WB	SB
Directions Served	LT	LTR
Maximum Queue (ft)	17	83
Average Queue (ft)	1	49
95th Queue (ft)	10	73
Link Distance (ft)	791	1650
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: I-15 SB Ramps & Dale Evans Parkway

Movement	EB	NB
Directions Served	LT	LTR
Maximum Queue (ft)	68	10
Average Queue (ft)	35	0
95th Queue (ft)	54	8
Link Distance (ft)	791	2106
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Quarry Road & I-15 SB Ramps

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	662	42	14	62
Average Queue (ft)	115	5	0	7
95th Queue (ft)	533	25	8	43
Link Distance (ft)	1380		1420	1280
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	24	0		
Queuing Penalty (veh)	2	1		

Queuing and Blocking Report
Opening Year (2025)

PM Peak Hour

Intersection: 4: Stoddard Wells Road & Quarry Road

Movement	WB	WB	SB	SB
Directions Served	T	R	L	R
Maximum Queue (ft)	51	66	200	47
Average Queue (ft)	3	8	49	4
95th Queue (ft)	31	41	128	26
Link Distance (ft)	807		1420	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50		25
Storage Blk Time (%)		0	18	0
Queuing Penalty (veh)		0	1	1

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	R	LT	R
Maximum Queue (ft)	90	236	115	48	1180	50
Average Queue (ft)	7	19	21	16	1179	12
95th Queue (ft)	49	129	74	42	1191	48
Link Distance (ft)	807	5237	1819		1165	
Upstream Blk Time (%)					99	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)				25		25
Storage Blk Time (%)			19	4	100	1
Queuing Penalty (veh)			7	1	15	4

Zone Summary

Zone wide Queuing Penalty: 31

Queuing and Blocking Report
Opening Year (2025) plus Project

AM Peak Hour

Intersection: 1: I-15 SB Ramps & Dale Evans Parkway

Movement	WB	SB
Directions Served	LT	LTR
Maximum Queue (ft)	24	76
Average Queue (ft)	2	38
95th Queue (ft)	13	60
Link Distance (ft)	791	1650
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: I-15 SB Ramps & Dale Evans Parkway

Movement	EB	WB	NB
Directions Served	LT	TR	LTR
Maximum Queue (ft)	54	70	25
Average Queue (ft)	31	6	2
95th Queue (ft)	48	33	13
Link Distance (ft)	791	3956	2106
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Quarry Road & I-15 SB Ramps

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	72	35	4	35
Average Queue (ft)	29	5	0	1
95th Queue (ft)	53	24	3	12
Link Distance (ft)	1380		1420	1280
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	11	0		
Queuing Penalty (veh)	0	1		

Queuing and Blocking Report
Opening Year (2025) plus Project

AM Peak Hour

Intersection: 4: Stoddard Wells Road & Quarry Road

Movement	EB	WB	SB	SB
Directions Served	LT	R	L	R
Maximum Queue (ft)	5	52	67	34
Average Queue (ft)	0	3	36	3
95th Queue (ft)	4	24	60	21
Link Distance (ft)	764		1420	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50		25
Storage Blk Time (%)		0	13	0
Queuing Penalty (veh)		0	0	0

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	R	LT	R
Maximum Queue (ft)	34	72	59	47	1180	50
Average Queue (ft)	3	6	22	11	1176	28
95th Queue (ft)	17	36	49	35	1238	69
Link Distance (ft)	807	5237	1819		1165	
Upstream Blk Time (%)					97	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)				25		25
Storage Blk Time (%)			14	3	99	1
Queuing Penalty (veh)			3	1	41	10

Zone Summary

Zone wide Queuing Penalty: 56

Queuing and Blocking Report
Opening Year (2025) plus Project

AM Peak Hour

Intersection: 13: Driveway A & Johnson Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	5	35
Average Queue (ft)	0	11
95th Queue (ft)	0	35
Link Distance (ft)	2160	899
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Central Road & Driveway B

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	36	39
Average Queue (ft)	10	3
95th Queue (ft)	33	18
Link Distance (ft)	315	1461
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Lafayette Street & Driveway C

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	31
Average Queue (ft)	0	7
95th Queue (ft)	4	29
Link Distance (ft)	239	775
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Lafayette Street & Driveway D

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	7
95th Queue (ft)	28
Link Distance (ft)	700
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

Queuing and Blocking Report
Opening Year (2025) plus Project

PM Peak Hour

Intersection: 1: I-15 SB Ramps & Dale Evans Parkway

Movement	WB	SB
Directions Served	LT	LTR
Maximum Queue (ft)	16	81
Average Queue (ft)	1	53
95th Queue (ft)	7	76
Link Distance (ft)	791	1650
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: I-15 SB Ramps & Dale Evans Parkway

Movement	EB	WB	NB
Directions Served	LT	TR	LTR
Maximum Queue (ft)	66	11	11
Average Queue (ft)	39	0	0
95th Queue (ft)	61	8	5
Link Distance (ft)	791	3956	2106
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Quarry Road & I-15 SB Ramps

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	204	41	20	36
Average Queue (ft)	43	6	1	4
95th Queue (ft)	134	29	11	20
Link Distance (ft)	1380		1420	1280
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	16	0		
Queuing Penalty (veh)	1	1		

Queuing and Blocking Report
Opening Year (2025) plus Project

PM Peak Hour

Intersection: 4: Stoddard Wells Road & Quarry Road

Movement	WB	WB	SB	SB
Directions Served	T	R	L	R
Maximum Queue (ft)	74	70	165	39
Average Queue (ft)	4	13	42	6
95th Queue (ft)	48	52	92	27
Link Distance (ft)	807		1420	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50		25
Storage Blk Time (%)		0	16	0
Queuing Penalty (veh)		0	1	1

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	R	LT	R
Maximum Queue (ft)	91	132	128	50	1180	50
Average Queue (ft)	6	14	24	17	1180	10
95th Queue (ft)	44	73	96	45	1182	43
Link Distance (ft)	807	5237	1819		1165	
Upstream Blk Time (%)					100	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)				25		25
Storage Blk Time (%)			22	4	100	0
Queuing Penalty (veh)			8	1	15	2

Zone Summary

Zone wide Queuing Penalty: 31

Queuing and Blocking Report
Opening Year (2025) plus Project

PM Peak Hour

Intersection: 13: Driveway A & Johnson Road

Movement	NB
Directions Served	LR
Maximum Queue (ft)	50
Average Queue (ft)	26
95th Queue (ft)	48
Link Distance (ft)	899
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Central Road & Driveway B

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	18
Average Queue (ft)	20	1
95th Queue (ft)	43	10
Link Distance (ft)	315	1461
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Lafayette Street & Driveway C

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	45
Average Queue (ft)	0	21
95th Queue (ft)	4	44
Link Distance (ft)	239	775
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Lafayette Street & Driveway D

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	22
95th Queue (ft)	44
Link Distance (ft)	700
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

Queuing and Blocking Report

Horizon Year (2040)

AM Peak Hour

Intersection: 1: I-15 SB Ramps & Dale Evans Parkway

Movement	WB	SB
Directions Served	LT	LTR
Maximum Queue (ft)	29	81
Average Queue (ft)	3	45
95th Queue (ft)	17	69
Link Distance (ft)	791	1650
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: I-15 SB Ramps & Dale Evans Parkway

Movement	EB	WB	NB
Directions Served	LT	TR	LTR
Maximum Queue (ft)	96	96	49
Average Queue (ft)	43	12	7
95th Queue (ft)	74	53	31
Link Distance (ft)	791	3956	2106
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Quarry Road & I-15 SB Ramps

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	75	39	28	53
Average Queue (ft)	35	7	1	9
95th Queue (ft)	60	29	13	35
Link Distance (ft)	1380		1420	1280
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	14	0		
Queuing Penalty (veh)	1	1		

Queuing and Blocking Report
Horizon Year (2040)

AM Peak Hour

Intersection: 4: Stoddard Wells Road & Quarry Road

Movement	EB	WB	SB	SB
Directions Served	LT	R	L	R
Maximum Queue (ft)	5	42	94	46
Average Queue (ft)	1	3	46	7
95th Queue (ft)	7	25	74	32
Link Distance (ft)	764		1420	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50		25
Storage Blk Time (%)		0	19	1
Queuing Penalty (veh)		0	1	1

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	R	LT	R
Maximum Queue (ft)	111	70	83	48	1180	50
Average Queue (ft)	23	11	32	16	1180	30
95th Queue (ft)	72	44	66	44	1180	70
Link Distance (ft)	807	5237	1819		1165	
Upstream Blk Time (%)					100	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)				25		25
Storage Blk Time (%)			27	4	99	2
Queuing Penalty (veh)			6	2	70	12

Zone Summary

Zone wide Queuing Penalty: 94

Queuing and Blocking Report

Horizon Year (2040)

PM Peak Hour

Intersection: 1: I-15 SB Ramps & Dale Evans Parkway

Movement	WB	SB
Directions Served	LT	LTR
Maximum Queue (ft)	29	130
Average Queue (ft)	2	69
95th Queue (ft)	15	104
Link Distance (ft)	791	1650
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: I-15 SB Ramps & Dale Evans Parkway

Movement	EB	WB	NB
Directions Served	LT	TR	LTR
Maximum Queue (ft)	120	25	19
Average Queue (ft)	53	1	2
95th Queue (ft)	92	12	11
Link Distance (ft)	791	3956	2106
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Quarry Road & I-15 SB Ramps

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	104	42	18	31
Average Queue (ft)	41	8	1	2
95th Queue (ft)	81	32	7	15
Link Distance (ft)	1380		1420	1280
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	18	1		
Queuing Penalty (veh)	1	1		

Queuing and Blocking Report
Horizon Year (2040)

PM Peak Hour

Intersection: 4: Stoddard Wells Road & Quarry Road

Movement	EB	WB	WB	SB	SB
Directions Served	LT	T	R	L	R
Maximum Queue (ft)	5	11	57	85	44
Average Queue (ft)	0	0	11	47	7
95th Queue (ft)	4	8	46	74	31
Link Distance (ft)	764	807		1420	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			50		25
Storage Blk Time (%)			0	22	0
Queuing Penalty (veh)			0	1	1

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	R	LT	R
Maximum Queue (ft)	235	172	170	50	1180	50
Average Queue (ft)	33	18	56	27	1180	11
95th Queue (ft)	132	98	137	59	1180	45
Link Distance (ft)	807	5237	1819		1165	
Upstream Blk Time (%)					99	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)				25		25
Storage Blk Time (%)			53	6	100	1
Queuing Penalty (veh)			19	3	32	4

Zone Summary

Zone wide Queuing Penalty: 63

Queuing and Blocking Report
Horizon Year (2040) plus Project

AM Peak Hour

Intersection: 1: I-15 SB Ramps & Dale Evans Parkway

Movement	WB	SB
Directions Served	LT	LTR
Maximum Queue (ft)	34	97
Average Queue (ft)	2	50
95th Queue (ft)	16	79
Link Distance (ft)	791	1650
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: I-15 SB Ramps & Dale Evans Parkway

Movement	EB	WB	NB
Directions Served	LT	TR	LTR
Maximum Queue (ft)	116	99	66
Average Queue (ft)	47	12	9
95th Queue (ft)	85	55	39
Link Distance (ft)	791	3956	2106
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Quarry Road & I-15 SB Ramps

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	77	44	27	35
Average Queue (ft)	38	9	2	9
95th Queue (ft)	63	34	12	33
Link Distance (ft)	1380		1420	1280
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	15	1		
Queuing Penalty (veh)	1	1		

Queuing and Blocking Report
Horizon Year (2040) plus Project

AM Peak Hour

Intersection: 4: Stoddard Wells Road & Quarry Road

Movement	EB	WB	SB	SB
Directions Served	LT	R	L	R
Maximum Queue (ft)	12	44	90	49
Average Queue (ft)	1	4	45	7
95th Queue (ft)	9	25	73	31
Link Distance (ft)	764		1420	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50		25
Storage Blk Time (%)		0	20	0
Queuing Penalty (veh)		0	1	1

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	R	LT	R
Maximum Queue (ft)	95	78	98	49	1180	50
Average Queue (ft)	21	10	31	16	1180	27
95th Queue (ft)	62	44	72	46	1180	68
Link Distance (ft)	807	5237	1819		1165	
Upstream Blk Time (%)					100	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)				25		25
Storage Blk Time (%)			27	4	100	2
Queuing Penalty (veh)			6	2	70	13

Zone Summary

Zone wide Queuing Penalty: 97

Queuing and Blocking Report
Horizon Year (2040) plus Project

AM Peak Hour

Intersection: 13: Driveway A & Johnson Road

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	899
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Central Road & Driveway B

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	48
Average Queue (ft)	7	5
95th Queue (ft)	27	25
Link Distance (ft)	315	1461
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Lafayette Street & Driveway C

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	30
Average Queue (ft)	0	8
95th Queue (ft)	4	29
Link Distance (ft)	239	775
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Lafayette Street & Driveway D

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	9
95th Queue (ft)	31
Link Distance (ft)	700
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

Queuing and Blocking Report
Horizon Year (2040) plus Project

PM Peak Hour

Intersection: 1: I-15 SB Ramps & Dale Evans Parkway

Movement	WB	SB
Directions Served	LT	LTR
Maximum Queue (ft)	30	131
Average Queue (ft)	3	72
95th Queue (ft)	16	108
Link Distance (ft)	791	1650
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: I-15 SB Ramps & Dale Evans Parkway

Movement	EB	WB	NB
Directions Served	LT	TR	LTR
Maximum Queue (ft)	119	38	19
Average Queue (ft)	53	2	1
95th Queue (ft)	90	15	10
Link Distance (ft)	791	3956	2106
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Quarry Road & I-15 SB Ramps

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	168	43	23	40
Average Queue (ft)	45	10	1	4
95th Queue (ft)	124	36	9	20
Link Distance (ft)	1380		1420	1280
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	19	1		
Queuing Penalty (veh)	1	2		

Queuing and Blocking Report
Horizon Year (2040) plus Project

PM Peak Hour

Intersection: 4: Stoddard Wells Road & Quarry Road

Movement	EB	WB	WB	SB	SB
Directions Served	LT	T	R	L	R
Maximum Queue (ft)	10	48	68	105	45
Average Queue (ft)	0	2	13	49	7
95th Queue (ft)	5	25	53	78	33
Link Distance (ft)	764	807		1420	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			50		25
Storage Blk Time (%)			0	22	1
Queuing Penalty (veh)			0	1	2

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	R	LT	R
Maximum Queue (ft)	263	320	309	50	1180	50
Average Queue (ft)	41	35	98	24	1180	9
95th Queue (ft)	145	154	297	59	1184	40
Link Distance (ft)	807	5237	1819		1165	
Upstream Blk Time (%)					100	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)				25		25
Storage Blk Time (%)			61	5	100	0
Queuing Penalty (veh)			23	3	32	2

Zone Summary

Zone wide Queuing Penalty: 67

Queuing and Blocking Report
Horizon Year (2040) plus Project

PM Peak Hour

Intersection: 13: Driveway A & Johnson Road

Movement	NB
Directions Served	LR
Maximum Queue (ft)	41
Average Queue (ft)	26
95th Queue (ft)	47
Link Distance (ft)	899
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Central Road & Driveway B

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	24
Average Queue (ft)	19	2
95th Queue (ft)	44	15
Link Distance (ft)	315	1461
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Lafayette Street & Driveway C

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	12	36
Average Queue (ft)	1	21
95th Queue (ft)	8	44
Link Distance (ft)	239	775
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Lafayette Street & Driveway D

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	21
95th Queue (ft)	44
Link Distance (ft)	700
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

Appendix D

VMT Screening and Report

SBCTA VMT Screening Tool

Find address or place

Rd

Complete #1 - 4, Then Click 'Run'

Input

Output

#1. Zoom in on the map to your project location so parcels appear on map. Next, select 'Parcels' from the drop-down. Then click the black square next to the drop-down so you can select the parcel(s) for your project by drawing a simple rectangle over the parcel(s) you need.*

Parcels



#2. Select the VMT Metric. Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

OD VMT Per Service Population

#3. Select the Baseline Year. The years available for analysis are from 2016 to 2040.*

2022

#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

Below County Baseline (0%)

Project Area VMT (2 of 2)

Assessor Parcel Number (APN)046324102

Traffic Analysis Zone (TAZ)53965303

TAZ VMT67.6

Jurisdiction VMT33.3

% Difference102.87%

VMT MetricOD VMT Per Service Population

Threshold33.3

Zoom to

Map Layers

Project Area VMT

Screening Results

Low VMT Generating TAZs

Parcels

Jurisdiction Boundaries

TAZ

Transit Priority Area

00.10.2mi

+

-

Vehicle Miles Traveled Analysis - Urban Crossroads 2023

DATE: January 31, 2023
TO: Lisa Valdez, Dudek
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 15340-01 VMT

1M WAREHOUSE VEHICLE MILES TRAVELED (VMT) ANALYSIS

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Analysis for the 1M Warehouse (**Project**), which is located south of Johnson Road, west of Sycamore Lane, north of Lafayette Street and east of Central Road in the Town of Apple Valley.

PROJECT OVERVIEW

The Project consists of the construction and operation of a 1,080,125 square foot warehouse for light manufacturing and distribution uses. A preliminary site plan for the Project is provided in Attachment A.

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the Town of Apple Valley adopted Resolution No. 2021-08 A Resolution of the City Council of the Town of Apple Valley, California, Adopting Thresholds of Significance for Vehicle Miles Traveled (VMT) Under the California Environmental Quality Act (CEQA) (May 11, 2021) (1) (**VMT Guidelines**), which documents the Town's VMT analysis methodology and adopted impact thresholds. The VMT analysis presented in this report has been developed based on the adopted VMT Guidelines.

VMT ANALYSIS

TRAFFIC MODELING METHODOLOGY

Although the adopted VMT Guidelines do not specify the preferred modeling tool to be used to conduct VMT analyses within the Town of Apple Valley, the San Bernardino County Transit Authority (SBCTA) recommends the San Bernardino Transportation Analysis Model (SBTAM) for conducting VMT analysis for land use projects within the region as it considers interaction between different land uses based on socio-economic data, such as population, households, and employment. SBTAM is a travel forecasting model that represents a sub-area (San Bernardino County) of the Southern California Associate of Governments (SCAG) regional traffic

model and was designed to provide a greater level of detail and sensitivity in the San Bernardino County area as compared to the regional SCAG model. The SBTAM model was therefore chosen as the appropriate modeling tool to prepare VMT estimates for the Project.

VMT ANALYSIS METHODOLOGY

For the purposes of this analysis, Project generated VMT has been estimated using the Origin/Destination method and Boundary method. Consistent with Town VMT Guidelines, VMT has been presented as total VMT and total VMT per Service Population. Total VMT represents all VMT generated in the Town of Apple Valley on a typical weekday. Total VMT per service population is an efficiency metric representing VMT generated on a typical weekday per person who lives and/or works in the Town or travels to the Town for another purpose.

ORIGIN/DESTINATION VMT METHOD

The Origin/Destination (OD) method for calculating VMT sums all weekday VMT generated by trips with at least one trip-end in the study area and tracks those trips to their origin or destination. Origins are all vehicle trips that start in a specific traffic analysis zone, while destinations are all vehicle trips that end in a specific traffic analysis zone. The OD method accounts for all trips (i.e., both passenger cars and trucks) and trip purposes (i.e., total VMT) and therefore provides a more complete estimate of VMT.

BOUNDARY VMT METHOD

The boundary method is the sum of all weekday VMT on the roadway network within a designated boundary (i.e., Town boundary or other designated geographic area). The boundary method estimates VMT by multiplying vehicle trips on each roadway segment within the boundary by that segment's length. This approach consists of all trips, including those trips that do not begin or end in the designated boundary. Consistent with Town VMT Guidelines, the Town of Apple Valley was used as the boundary for this assessment.

TOWN OF APPLE VALLEY VMT IMPACT CRITERIA

VMT Guidelines adopted by the City state that for purposes of determining a potentially significant impact to transportation pursuant to CEQA, a project would result in a significant project-generated impact if either of the following conditions are satisfied:

- The baseline project generated VMT per service population exceeds the Town of Apple Valley General Plan Buildout VMT per service population, or
- The cumulative project generated VMT per service population exceeds the Town of Apple Valley General Plan Buildout VMT per service population.

Additionally, the project's effect on VMT would be considered significant if it results in either of the following conditions to be satisfied:

- The baseline link-level boundary Town-wide VMT per service population increases under the plus project condition compared to the no project condition, or

- The cumulative link-level boundary Town-wide VMT per service population increases under the plus project condition compared to the no project condition.

To make an impact determination the Town of Apple Valley's average VMT per service population under General Plan Buildout Conditions was calculated using the SBTAM model. Table 1 presents the resulting Town of Apple Valley's average VMT per service population for General Plan Buildout Conditions.

TABLE 1: TOWN OF APPLE VALLEY VMT PER SERVICE POPULATION

	GP Buildout
Service Population	126,806
VMT	4,212,258
VMT per Service Population	33.2

As shown in Table 1, the Town of Apple Valley's VMT per service population for General Plan Buildout conditions has been calculated as 33.2 VMT per service population.

PROJECT VMT ESTIMATES

To estimate OD Project generated VMT, standard land use information such as building square footage must first be converted into a SBTAM compatible dataset. The SBTAM model utilizes socio-economic data (SED) (e.g., population, households and employment) for the purposes of vehicle trip estimation. Table 2 summarizes the SED inputs used to represent the Project. Project SED data was then coded into a separate TAZ to isolate Project generated VMT. The Project effect on VMT was performed using boundary VMT within the Town of Apple Valley.

TABLE 2: EMPLOYMENT ESTIMATES

Land Use	Quantity (SF)	Employment Density Factor ¹	Employees
Industrial	1,080,125	1 employee per 1,195 sf	904

The VMT estimates calculated for the Project are presented in Table 3 and Table 4. As shown in Table 3, the proposed Project is forecast to generate OD VMT per service population above the City's adopted impact threshold for both baseline and cumulative traffic conditions and is considered to have a potentially significant impact on project generated VMT.

TABLE 3: PROJECT GENERATED VMT

	Baseline	Cumulative
Service Population	904	904
Total OD VMT	36,250	54,180
OD VMT per Service Population	40.1	59.9
Town Threshold	33.2	33.2
Percent Above Threshold	20.8%	80.4%
Potentially Significant?	Yes	Yes

¹ SCAG Employment Density Study; Table II-B

Table 4 presents boundary VMT and boundary VMT per service population estimates for baseline and cumulative conditions. The boundary VMT per service population remains unchanged under the With Project scenario for both baseline and cumulative conditions. The Project's cumulative effect on VMT is considered less than significant.

TABLE 4: BOUNDARY VMT

Scenario	Baseline		Cumulative	
	No Project	With Project	No Project	With Project
Service Population	101,523	102,427	126,806	127,710
Boundary VMT	893,993	903,123	1,206,225	1,216,812
VMT per SP	8.8	8.8	9.5	9.5
Change in VMT	0.0		0.0	
Potentially Significant?	No		No	

POTENTIAL REDUCTIONS TO VMT

Trip reduction measures that have the potential to reduce project generated VMT are described in the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA, 2021) (**2021 Handbook**). Locational context is a major factor relevant to the potential application and effectiveness of VMT reduction measures. The three locational contexts identified by the 2021 Handbook are suburban, urban, and rural.² The locational context of the Project is characteristically suburban, which further limits the effectiveness of a particular trip reduction measure as compared to an urban/city center with high accessibility to transit and other modes of transportation beyond the single occupancy automobile. In addition to limitations related to locational context, as future building tenants are not known for the Project, the ultimate effectiveness of certain trip reduction measures cannot be guaranteed.

Potential trip reduction measures that may be relevant to the proposed Project as described within the 2021 Handbook are listed below.

- Provide pedestrian and bicycle network improvements within the development connecting to existing off-site facilities.
- Commute trip reduction (CTR) programs offered to encourage the use of vanpools, carpooling, public transit, and biking.
- CTR programs may also provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work.
- Provision of on-site facilities to provide end of trip services for bicycling such as secure bike parking and storage lockers.
- Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.

² 2021 Handbook; Page 43

As noted previously, the effectiveness of some of the aforementioned measures is dependent on as yet unknown tenant(s) and employee participation. Conservatively, this analysis assumes no reduction in VMT that may result from implementation of such measures.

CONCLUSION

Based on the results of this analysis the following findings are made:

- The Project's VMT analysis found the Project to exceed the Town's VMT per service population impact threshold by 20.8% in the baseline condition and 80.4% in the buildout condition. The Project is determined to have a potentially significant project generated transportation impact.
- The Project's effect on VMT was found to remain unchanged in the With Project scenario as compared to the No Project scenario for both the Baseline and Cumulative conditions. In other words, the Project's effect on VMT was found to be less than significant.
- Since future building tenants are unknown at this time, implementation of trip reduction measures cannot be guaranteed to reduce Project generated VMT to a level of less than significant; the Project's VMT impact is therefore considered significant and unavoidable.

If you have any questions, please contact me directly at aso@urbanxroads.com.

REFERENCES

1. **Town of Apple Valley.** *Resolution of the City Council of the Town of Apple Valley, California, Adopting Thresholds of Significance for Vehicle Miles Traveled (VMT) Under the California Environmental Quality Act.* May 2021.

ATTACHEMENT A
PRELIMINARY SITE PLAN

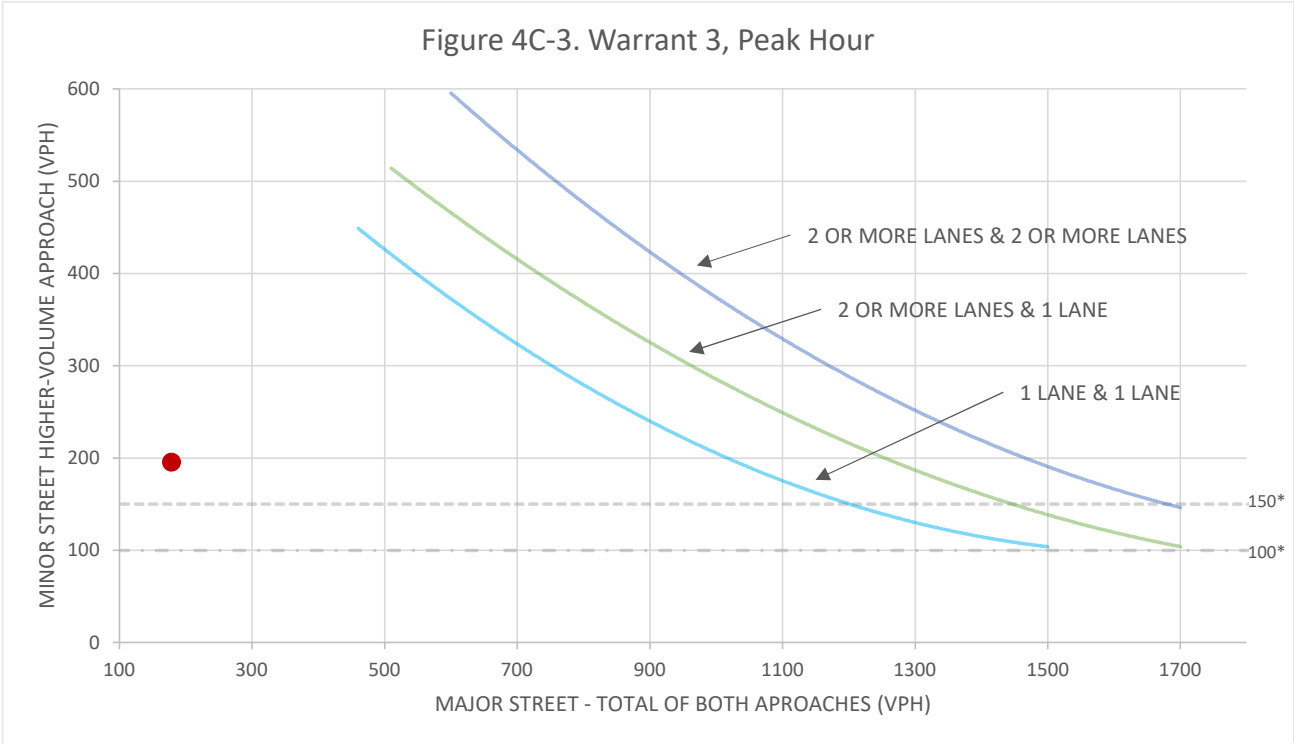
Appendix E

Signal Warrants

Project	1M Warehouse
Scenario	Existing Conditions
Peak Hour	AM

Intersection #	5
Major Street	Stoddard Wells Road
Minor Street	I-15 NB Ramps - Outer I-15

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

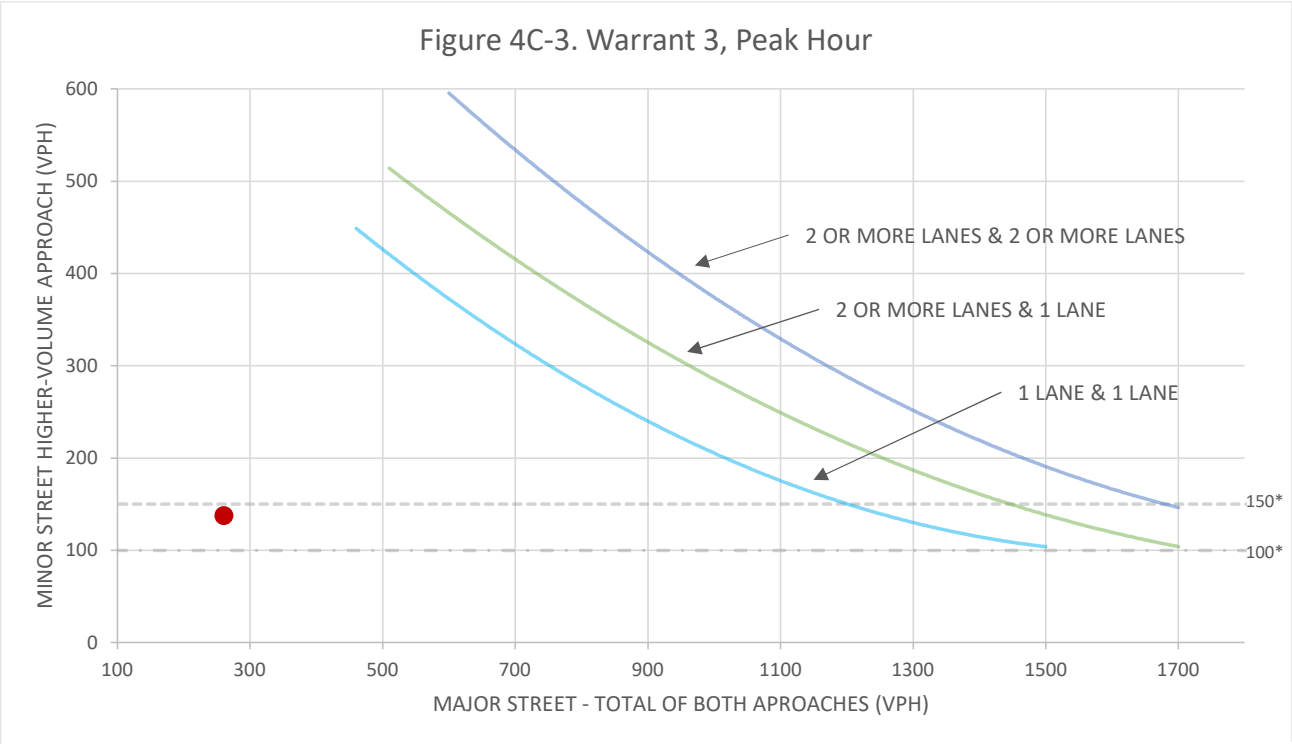
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	I-15 NB Ramps - Outer I-15	
Number of Approach Lanes	1	1	No
Traffic Volume (VPH)*	178	196	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Existing Conditions
Peak Hour	AM

Intersection #	9
Major Street	Johnson Road
Minor Street	Dale Evans Parkway

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

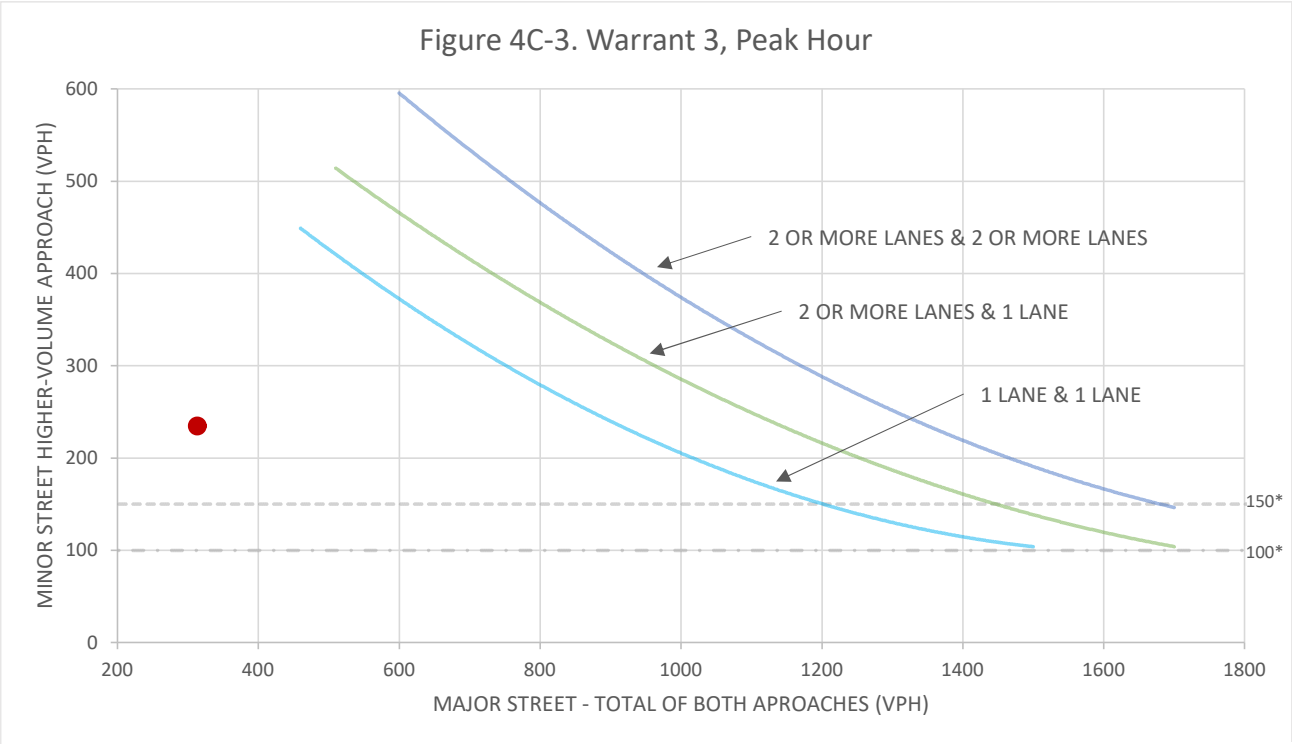
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Johnson Road	Dale Evans Parkway	
Number of Approach Lanes	1	2	<u>No</u>
Traffic Volume (VPH)*	260	138	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Existing Conditions
Peak Hour	PM

Intersection #	5
Major Street	Stoddard Wells Road
Minor Street	I-15 NB Ramps - Outer I-15

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

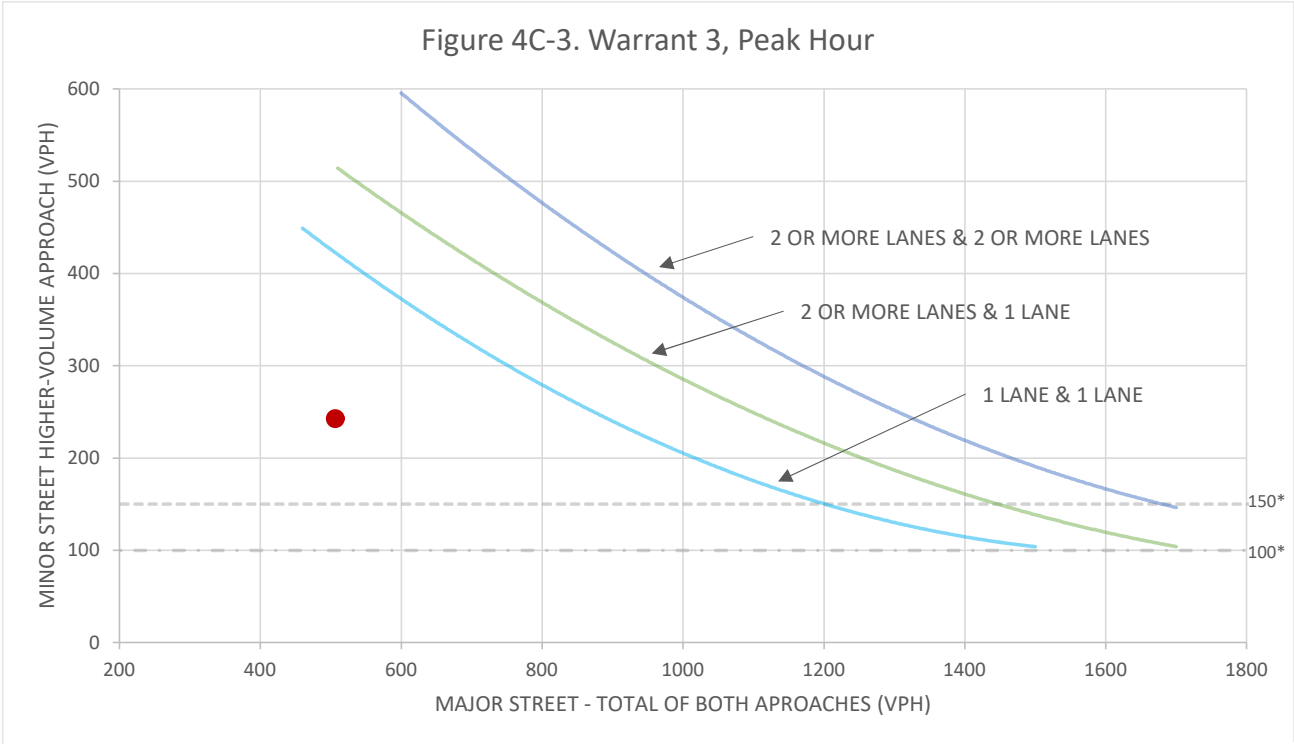
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	I-15 NB Ramps - Outer I-15	
Number of Approach Lanes	1	1	<u>No</u>
Traffic Volume (VPH)*	313	235	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Existing Conditions
Peak Hour	PM

Intersection #	9
Major Street	Johnson Road
Minor Street	Dale Evans Parkway

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

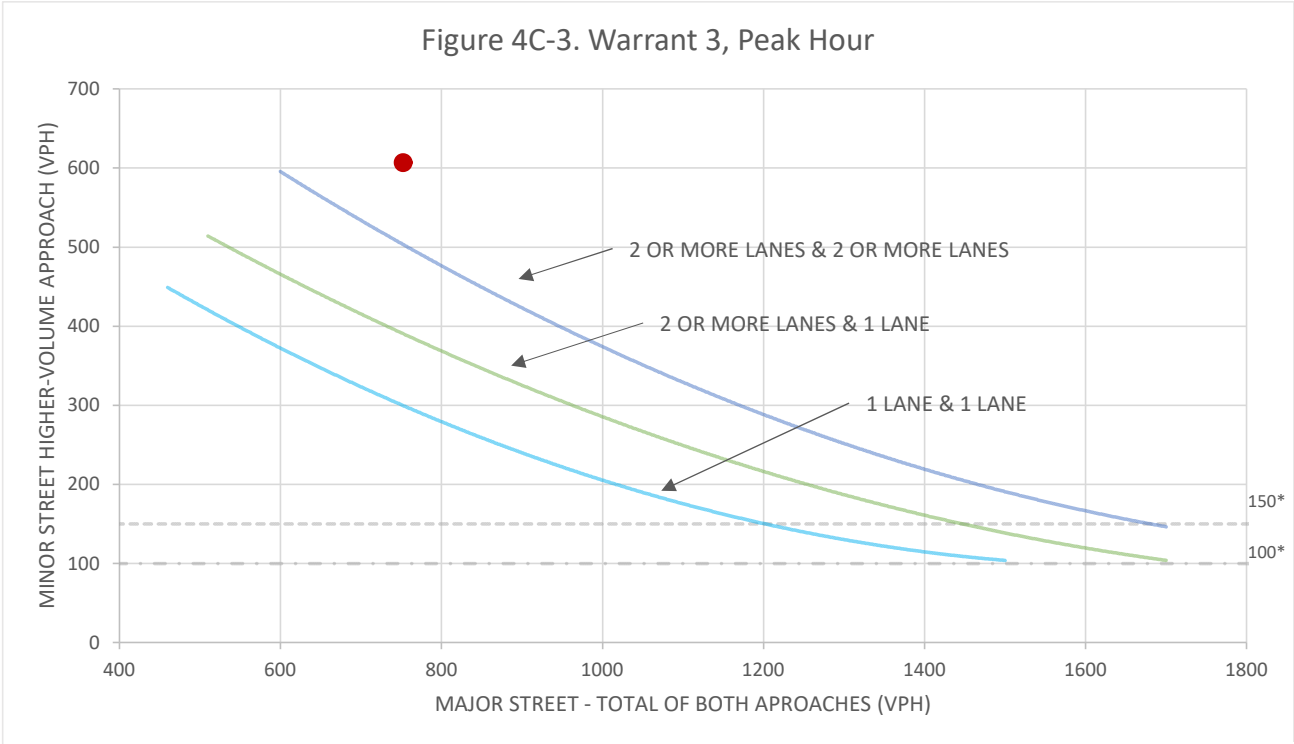
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Johnson Road	Dale Evans Parkway	
Number of Approach Lanes	1	2	No
Traffic Volume (VPH)*	506	243	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Opening Year (2025)
Peak Hour	AM

Intersection #	5
Major Street	Stoddard Wells Road
Minor Street	I-15 NB Ramps - Outer I-15

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

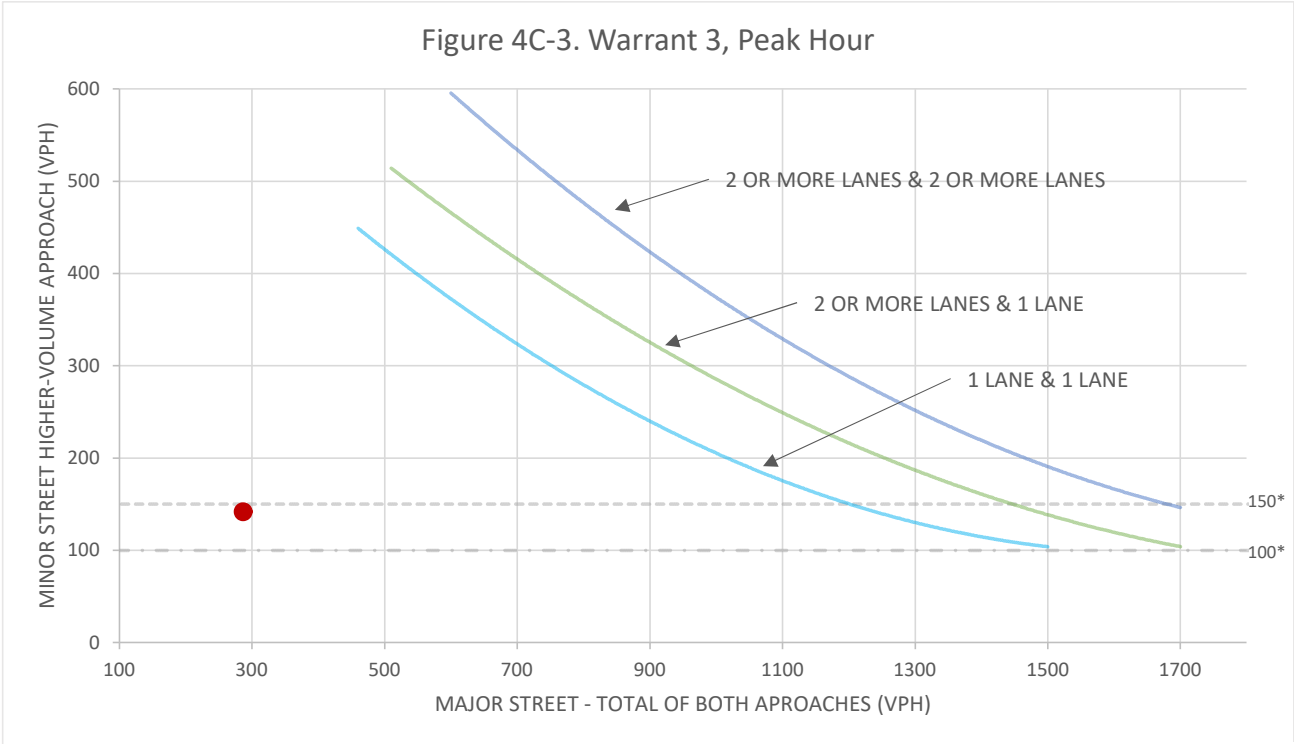
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	I-15 NB Ramps - Outer I-15	
Number of Approach Lanes	1	1	Yes
Traffic Volume (VPH)*	752	607	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Opening Year (2025)
Peak Hour	AM

Intersection #	9
Major Street	Johnson Road
Minor Street	Dale Evans Parkway

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

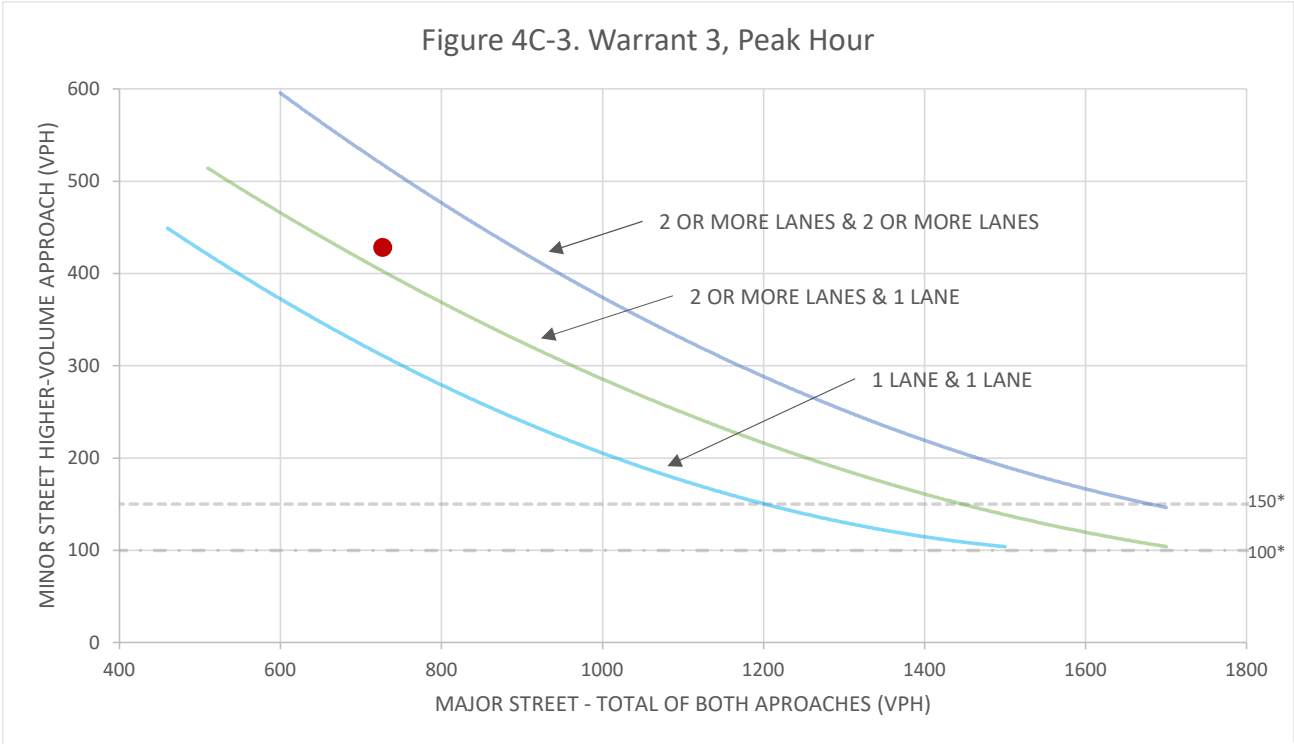
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Johnson Road	Dale Evans Parkway	
Number of Approach Lanes	1	1	<u>No</u>
Traffic Volume (VPH)*	286	142	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Opening Year (2025)
Peak Hour	PM

Intersection #	5
Major Street	Stoddard Wells Road
Minor Street	I-15 NB Ramps - Outer I-15

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

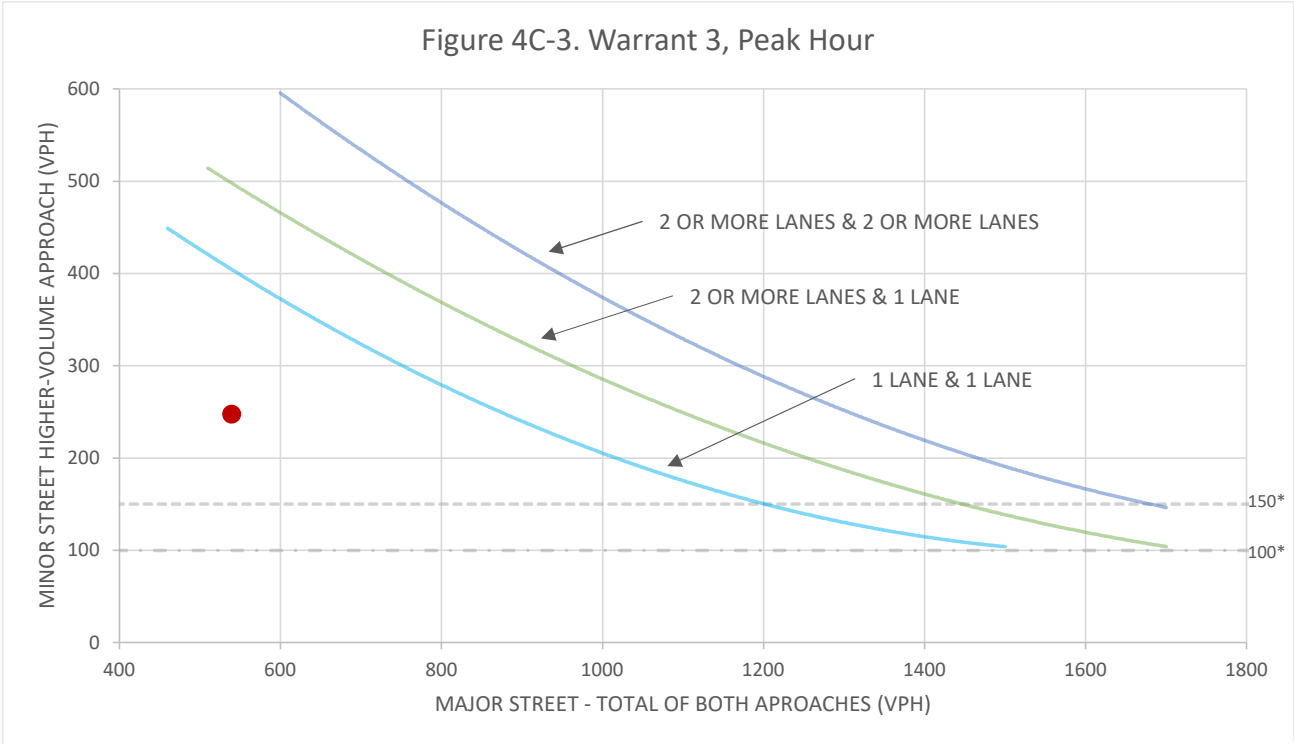
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	I-15 NB Ramps - Outer I-15	
Number of Approach Lanes	1	1	Yes
Traffic Volume (VPH)*	727	429	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Opening Year (2025)
Peak Hour	PM

Intersection #	9
Major Street	Johnson Road
Minor Street	Dale Evans Parkway

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

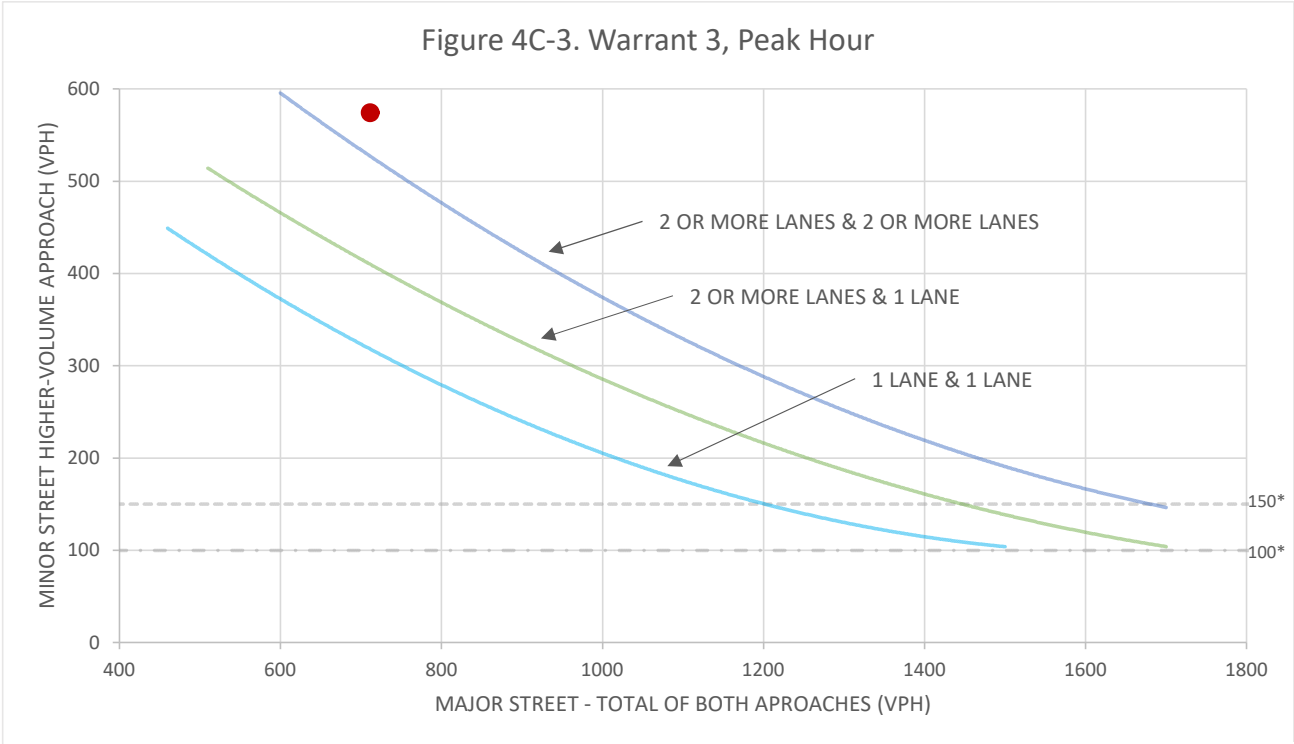
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Johnson Road	Dale Evans Parkway	
Number of Approach Lanes	1	2	<u>No</u>
Traffic Volume (VPH)*	539	248	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Opening Year (2025) plus Project
Peak Hour	AM

Intersection #	5
Major Street	Stoddard Wells Road
Minor Street	I-15 NB Ramps - Outer I-15

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

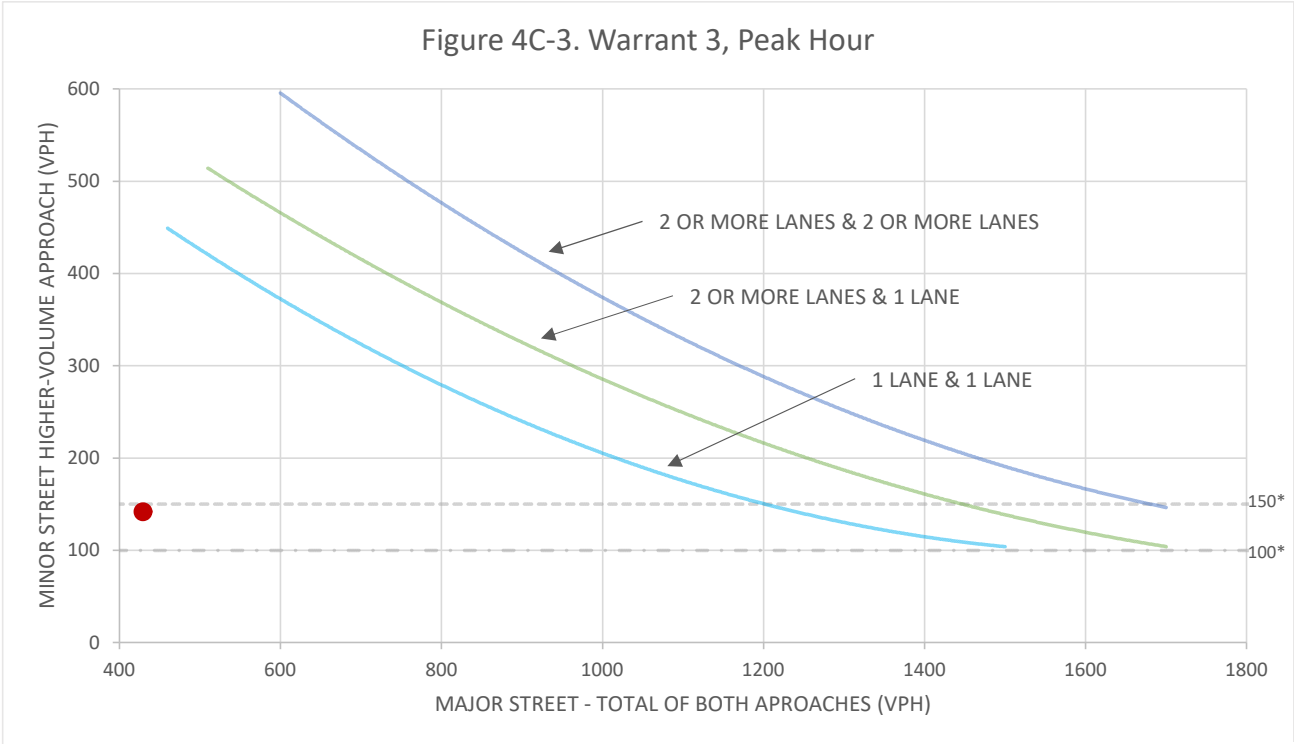
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	I-15 NB Ramps - Outer I-15	
Number of Approach Lanes	1	1	Yes
Traffic Volume (VPH)*	711	575	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Opening Year (2025) plus Project
Peak Hour	AM

Intersection #	9
Major Street	Johnson Road
Minor Street	Dale Evans Parkway

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

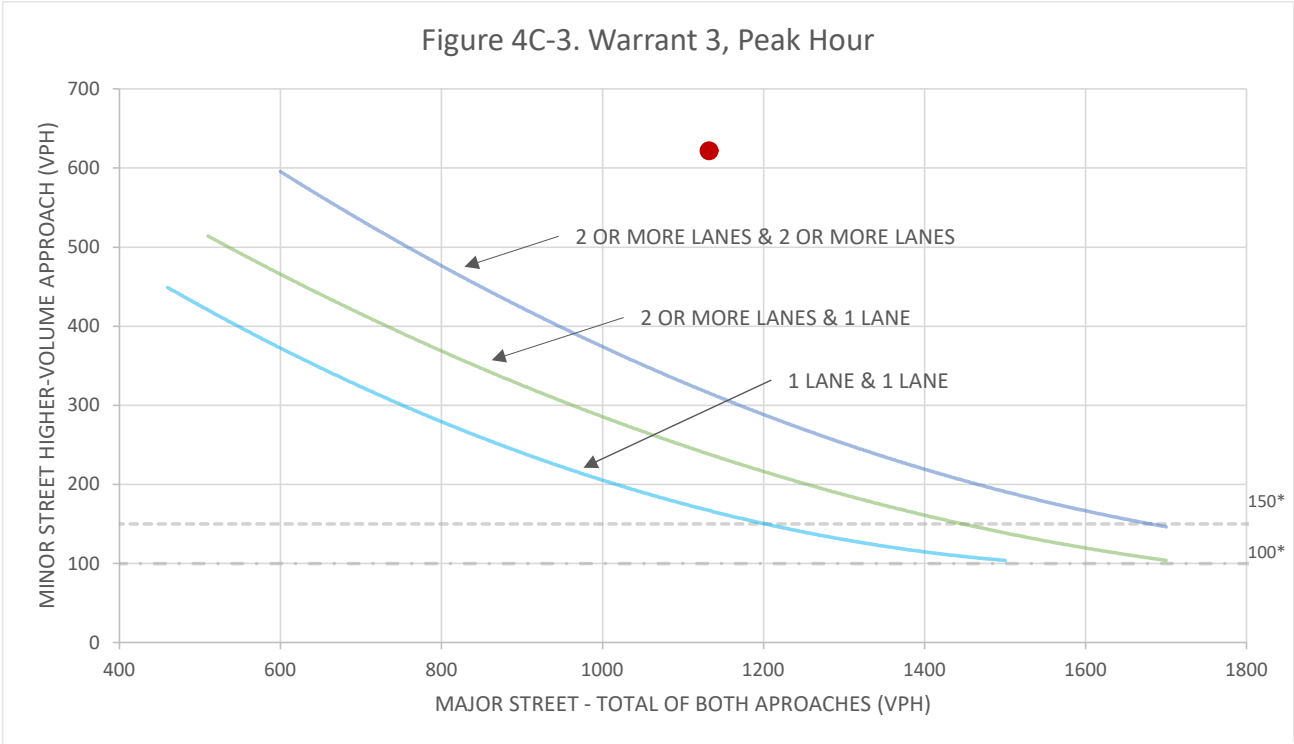
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Johnson Road	Dale Evans Parkway	
Number of Approach Lanes	1	1	No
Traffic Volume (VPH)*	429	142	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Opening Year (2025) plus Project
Peak Hour	PM

Intersection #	5
Major Street	Stoddard Wells Road
Minor Street	I-15 NB Ramps - Outer I-15

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

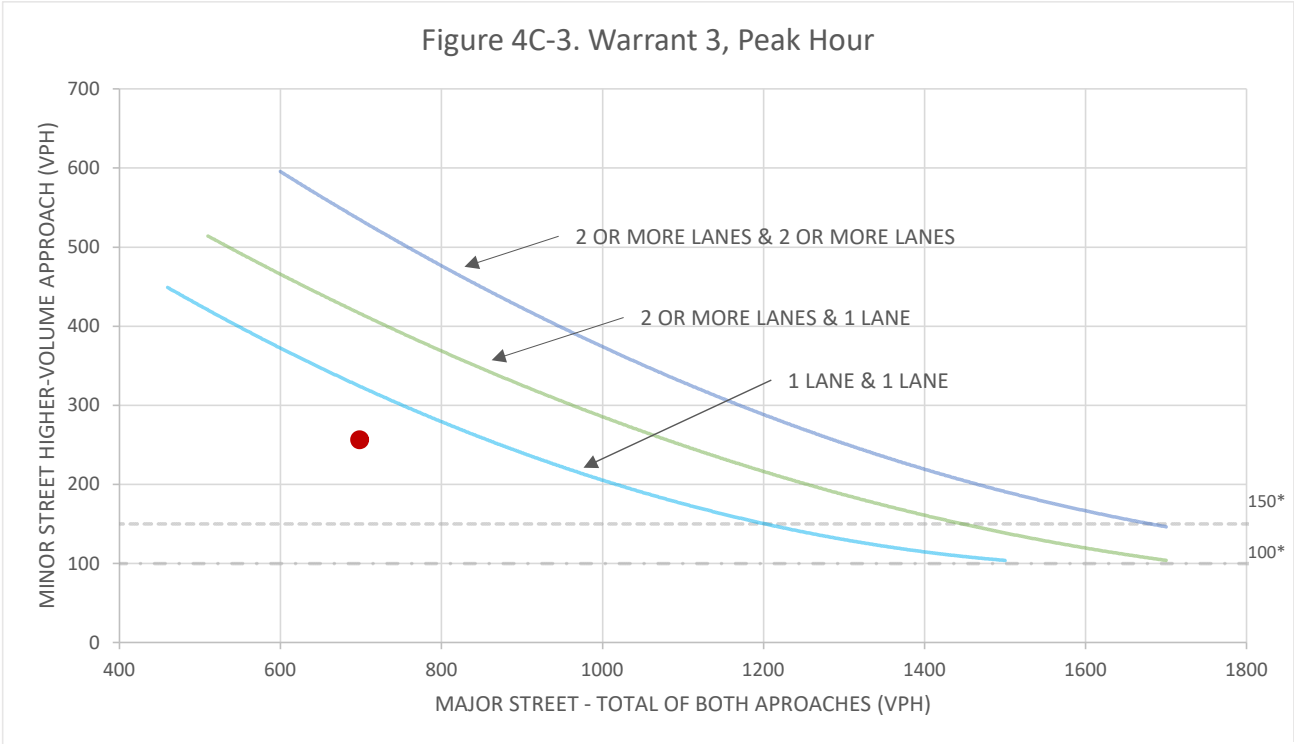
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	I-15 NB Ramps - Outer I-15	
Number of Approach Lanes	1	1	Yes
Traffic Volume (VPH)*	1,132	622	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Opening Year (2025) plus Project
Peak Hour	PM

Intersection #	9
Major Street	Stoddard Wells Road
Minor Street	I-15 NB Ramps - Outer I-15

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

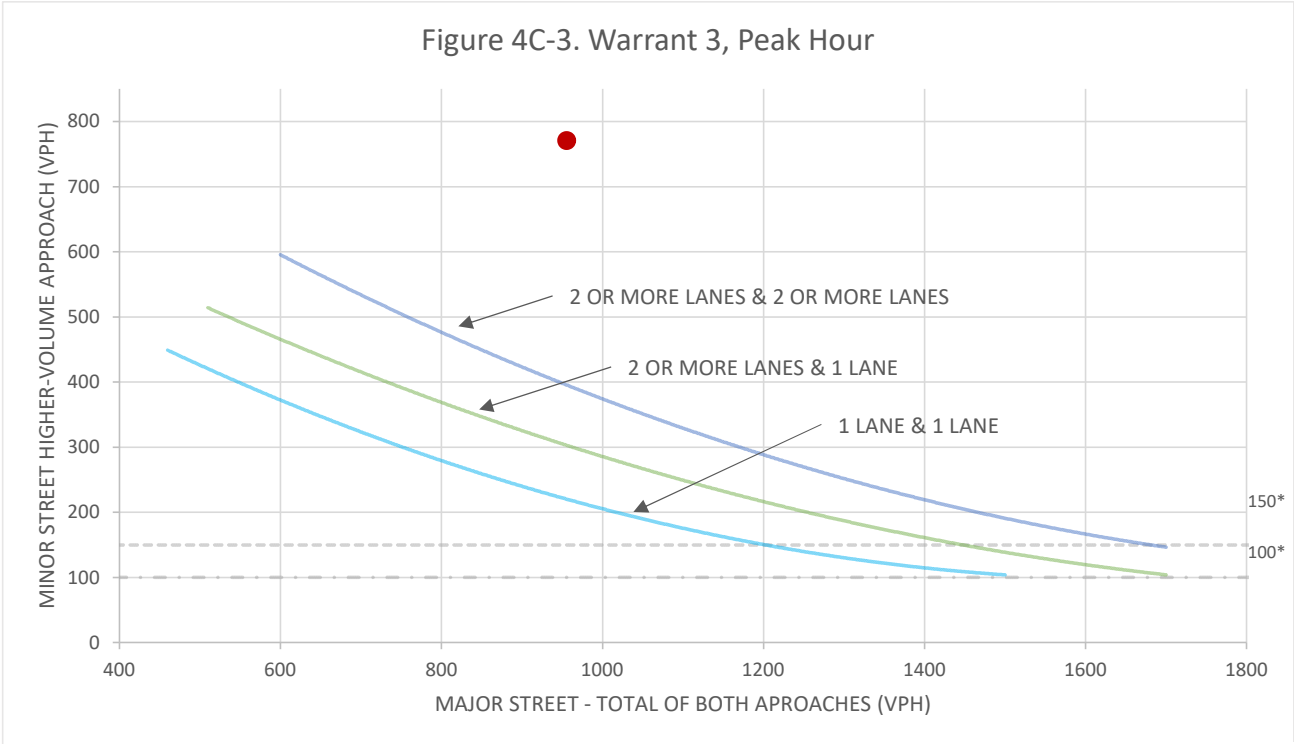
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	I-15 NB Ramps - Outer I-15	
Number of Approach Lanes	1	2	<u>No</u>
Traffic Volume (VPH)*	698	257	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Horizon Year (2040)
Peak Hour	AM

Intersection #	5
Major Street	Stoddard Wells Road
Minor Street	I-15 NB Ramps - Outer I-15

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

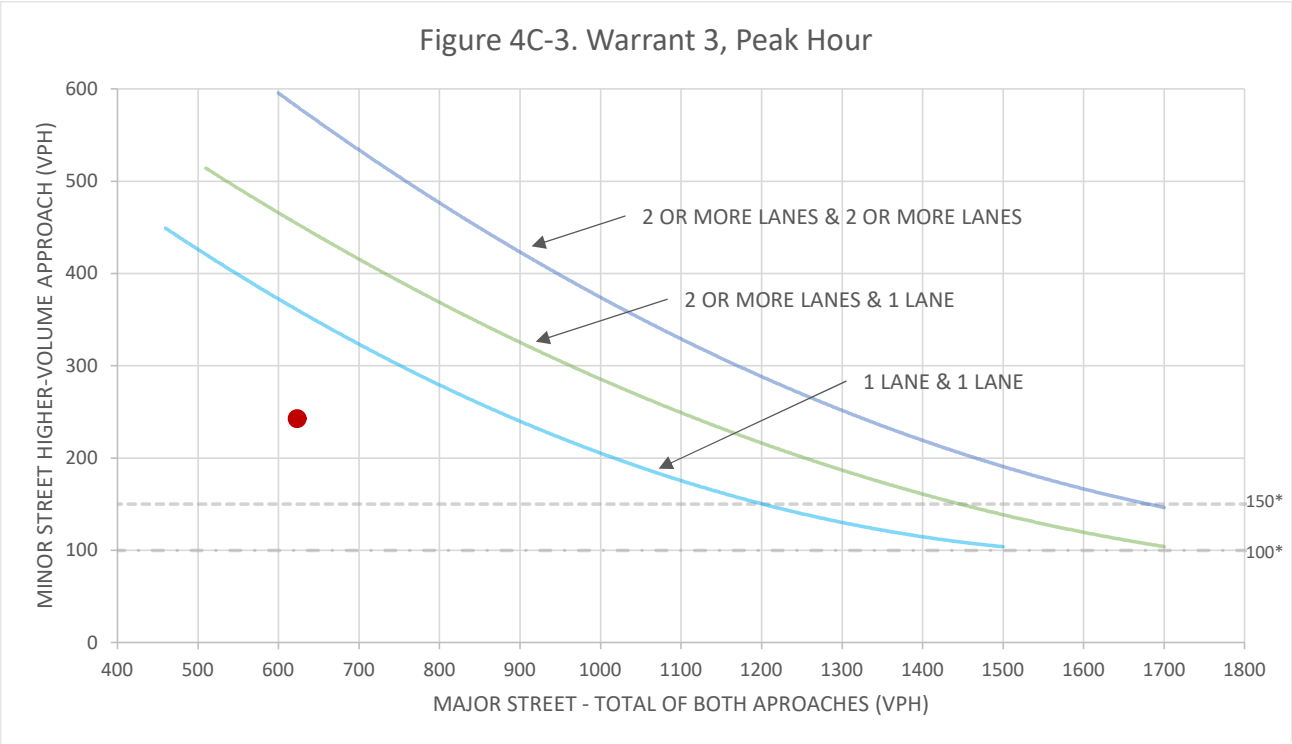
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	I-15 NB Ramps - Outer I-15	
Number of Approach Lanes	1	1	Yes
Traffic Volume (VPH)*	955	771	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Horizon Year (2040)
Peak Hour	AM

Intersection #	6
Major Street	Stoddard Wells Road
Minor Street	Johnson Road

N-S	E-W
☒	☐
☐	☒



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

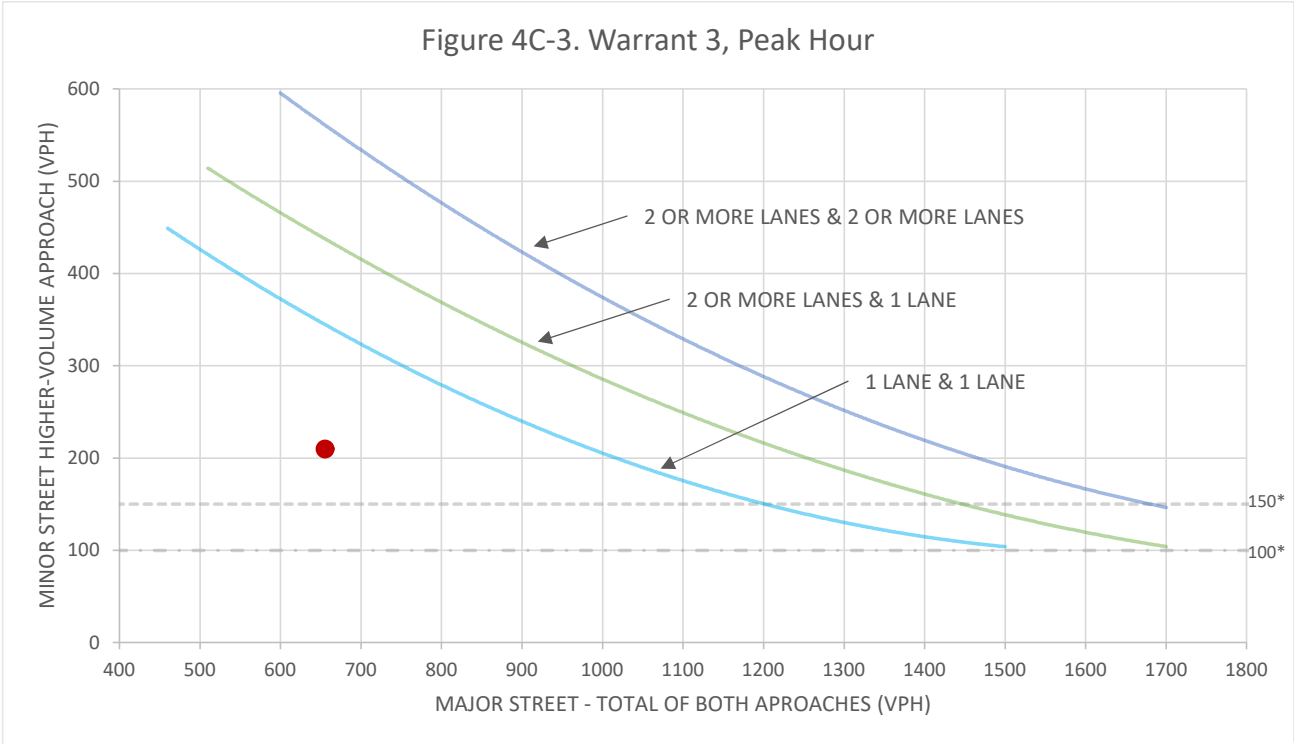
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	Johnson Road	
Number of Approach Lanes	1	1	<u>No</u>
Traffic Volume (VPH)*	623	243	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Horizon Year (2040)
Peak Hour	AM

Intersection #	9
Major Street	Dale Evans Parkway
Minor Street	Johnson Road

N-S	E-W
☒	☐
☐	☒



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

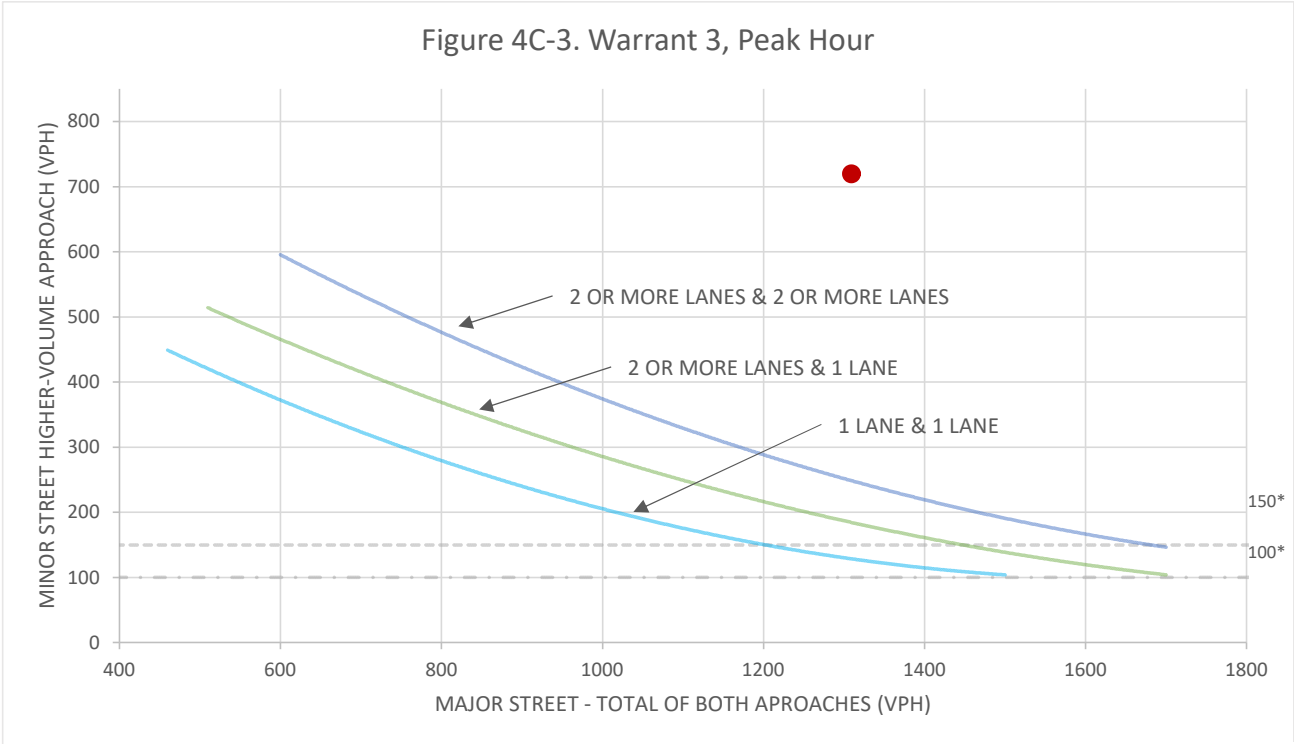
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Dale Evans Parkway	Johnson Road	
Number of Approach Lanes	2	1	<u>No</u>
Traffic Volume (VPH)*	655	210	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Horizon Year (2040)
Peak Hour	PM

Intersection #	5
Major Street	Stoddard Wells Road
Minor Street	I-15 NB Ramps - Outer I-15

N-S	☐	E-W	☒
	☒		☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

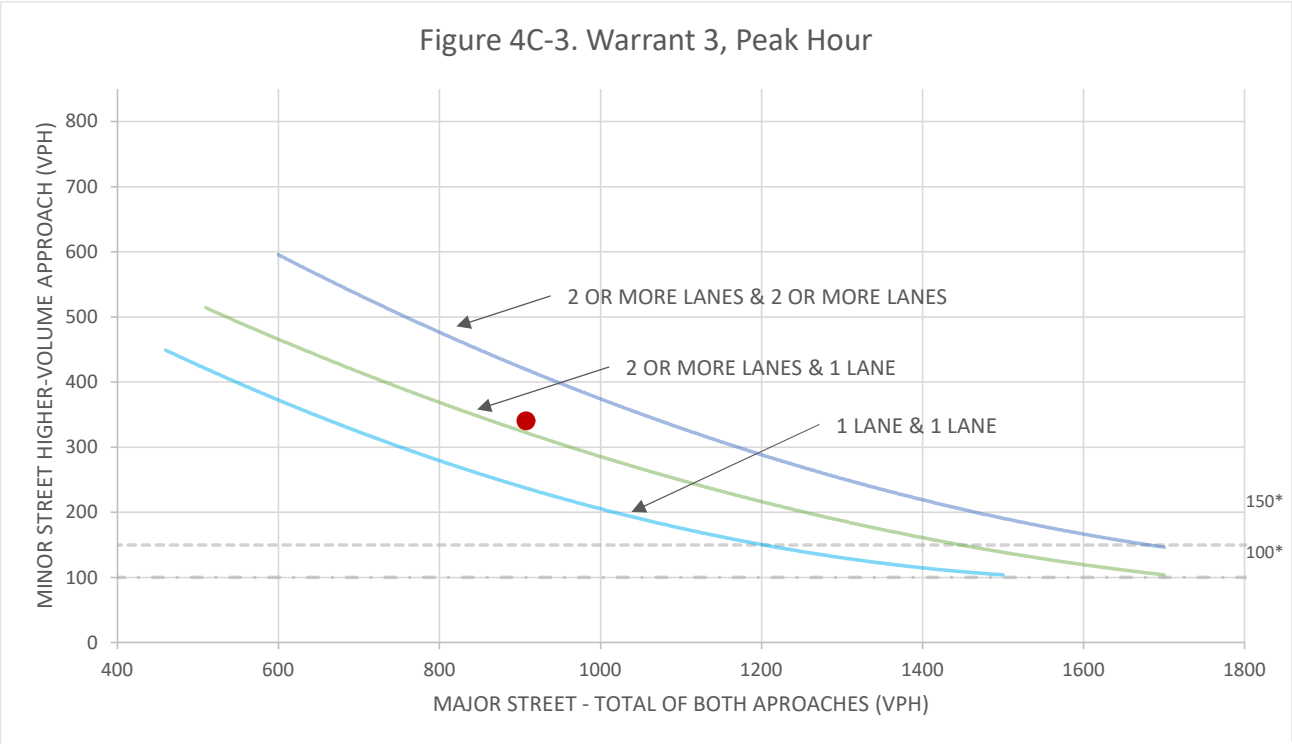
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	I-15 NB Ramps - Outer I-15	
Number of Approach Lanes	1	1	Yes
Traffic Volume (VPH)*	1,309	720	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Horizon Year (2040)
Peak Hour	PM

Intersection #	6
Major Street	Stoddard Wells Road
Minor Street	Johnson Road

N-S	E-W
☒	☐
☐	☒



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

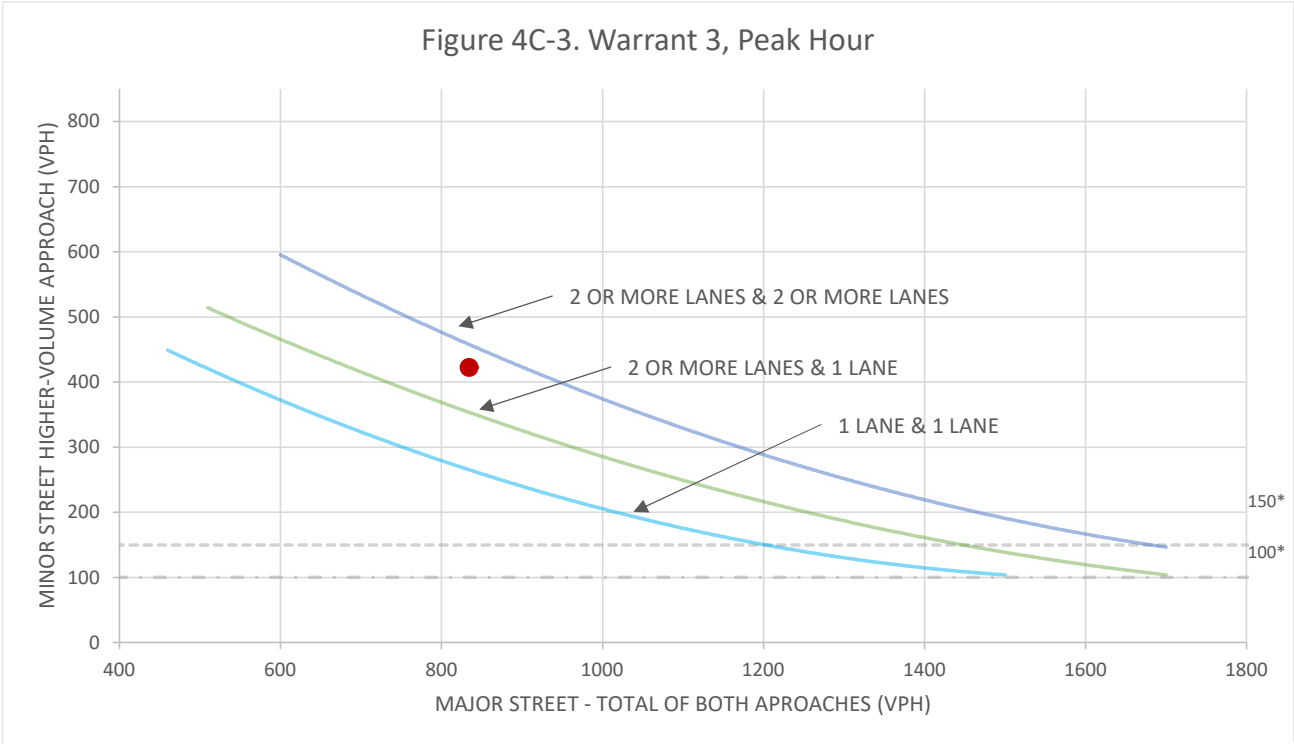
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	Johnson Road	
Number of Approach Lanes	1	1	Yes
Traffic Volume (VPH)*	907	341	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Horizon Year (2040)
Peak Hour	PM

Intersection #	9
Major Street	Dale Evans Parkway
Minor Street	Johnson Road

N-S	E-W
☒	☐
☐	☒



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

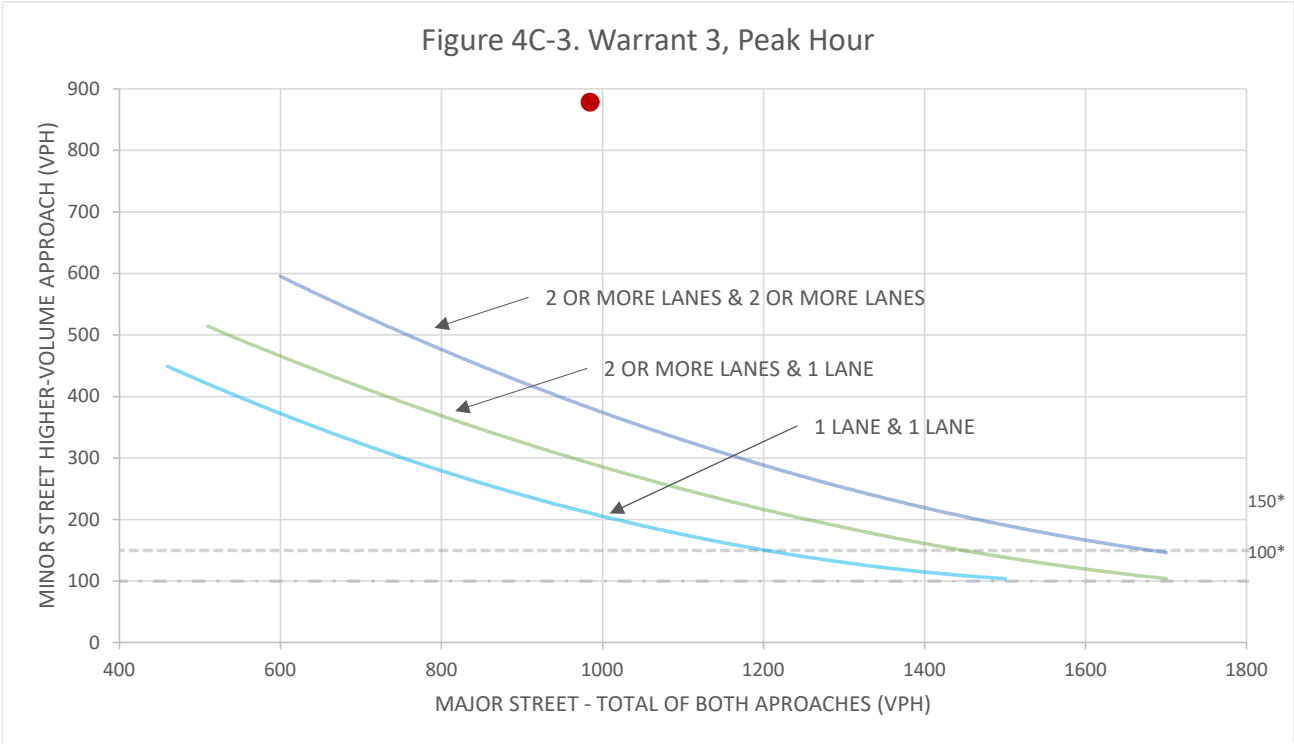
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Dale Evans Parkway	Johnson Road	
Number of Approach Lanes	2	1	Yes
Traffic Volume (VPH)*	834	423	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Horizon Year (2040) plus Project
Peak Hour	AM

Intersection #	5
Major Street	Stoddard Wells Road
Minor Street	I-15 NB Ramps - Outer I-15

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

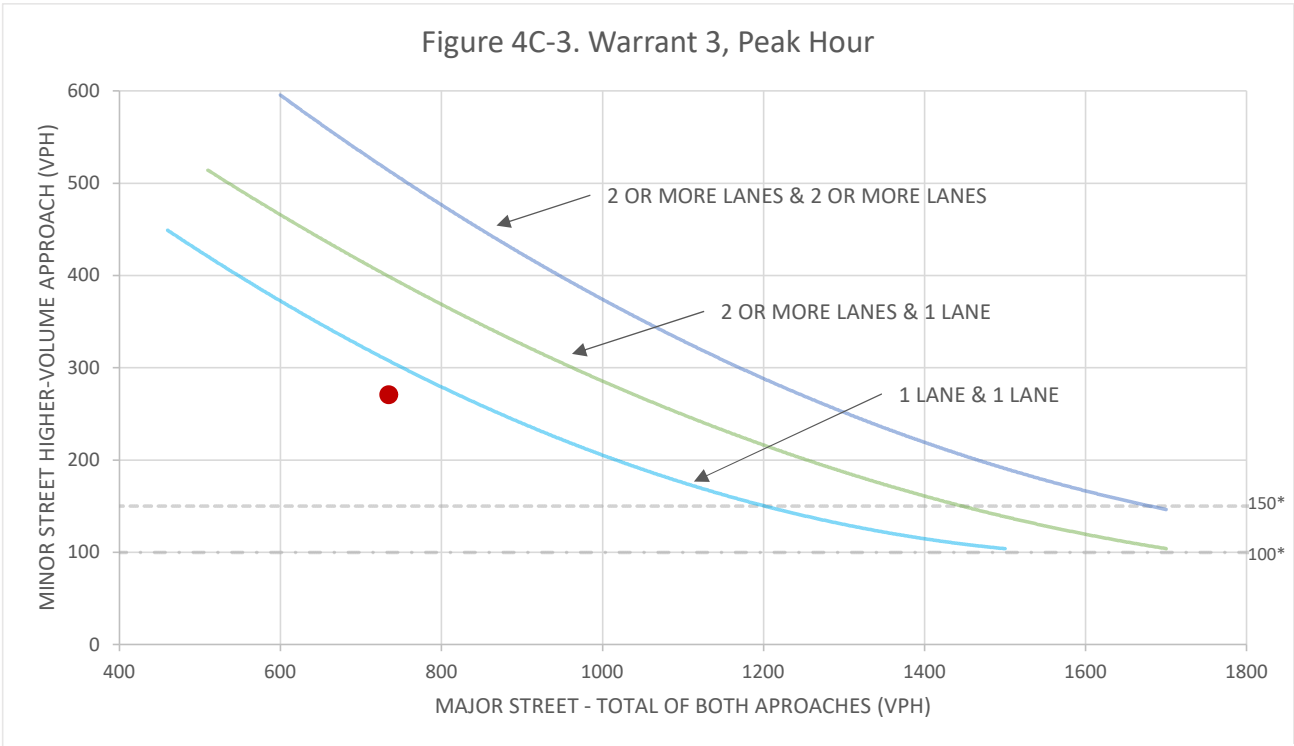
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	I-15 NB Ramps - Outer I-15	
Number of Approach Lanes	1	1	Yes
Traffic Volume (VPH)*	984	879	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Horizon Year (2040) plus Project
Peak Hour	AM

Intersection #	6
Major Street	Stoddard Wells Road
Minor Street	Johnson Road

N-S	E-W
☒	☐
☐	☒



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

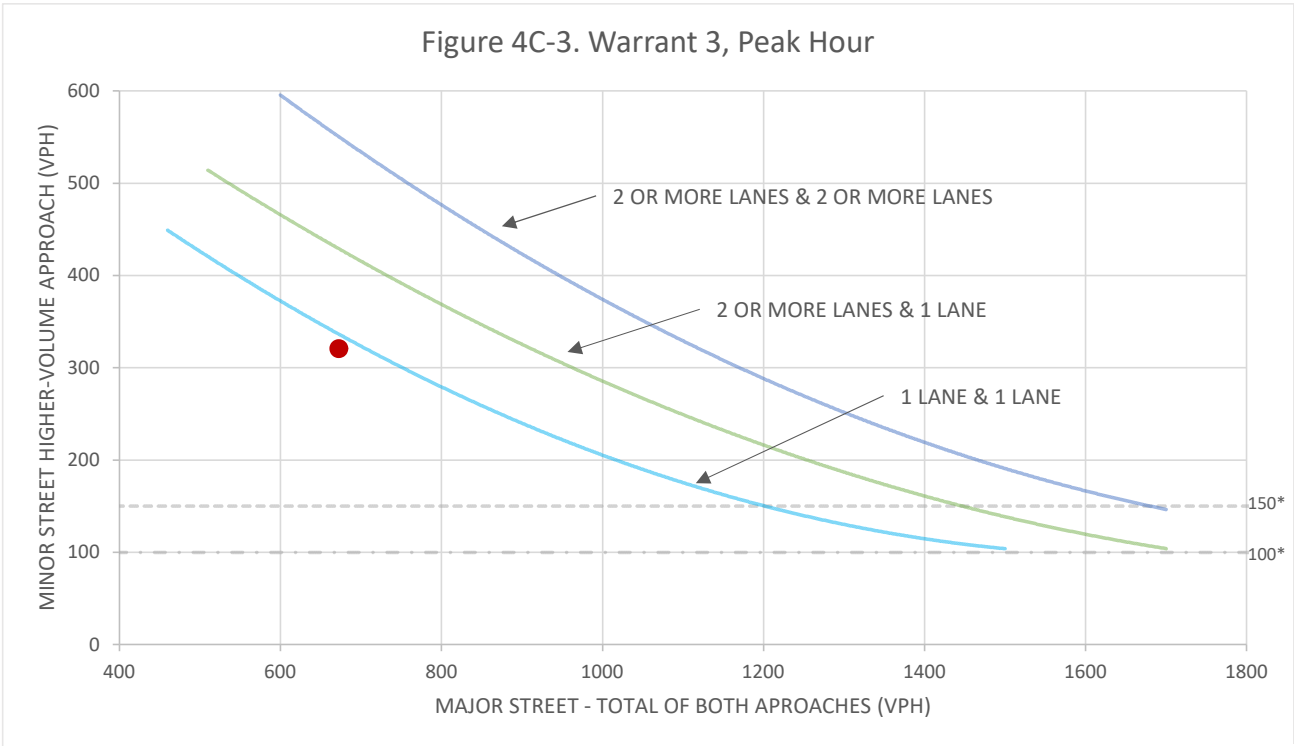
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	Johnson Road	
Number of Approach Lanes	1	1	No
Traffic Volume (VPH)*	734	271	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Horizon Year (2040) plus Project
Peak Hour	AM

Intersection #	9
Major Street	Dale Evans Parkway
Minor Street	Johnson Road

N-S	E-W
☒	☐
☐	☒



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

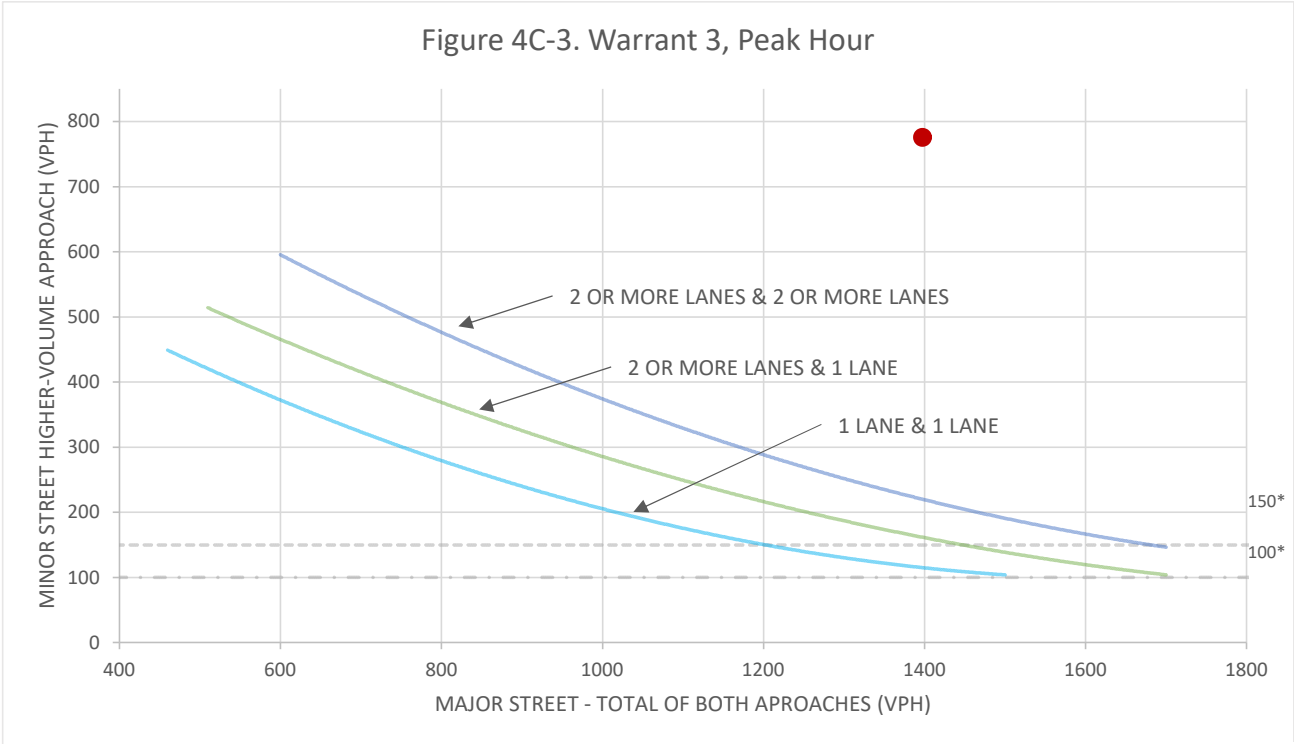
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Dale Evans Parkway	Johnson Road	
Number of Approach Lanes	2	1	<u>No</u>
Traffic Volume (VPH)*	672	321	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Horizon Year (2040) plus Project
Peak Hour	PM

Intersection #	5
Major Street	Stoddard Wells Road
Minor Street	I-15 NB Ramps - Outer I-15

N-S	E-W
☐	☒
☒	☐



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

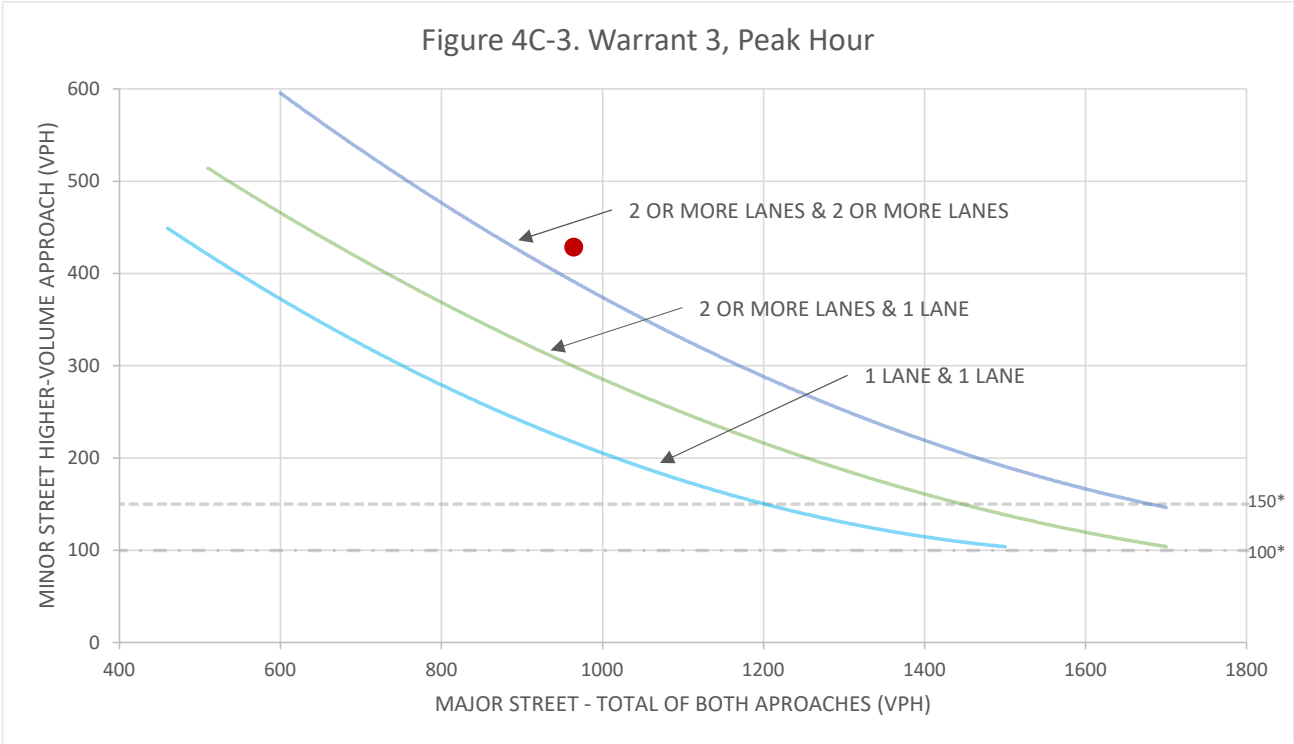
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	I-15 NB Ramps - Outer I-15	
Number of Approach Lanes	1	1	Yes
Traffic Volume (VPH)*	1,397	776	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Horizon Year (2040) plus Project
Peak Hour	PM

Intersection #	6
Major Street	Stoddard Wells Road
Minor Street	Johnson Road

N-S	E-W
☒	☐
☐	☒



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

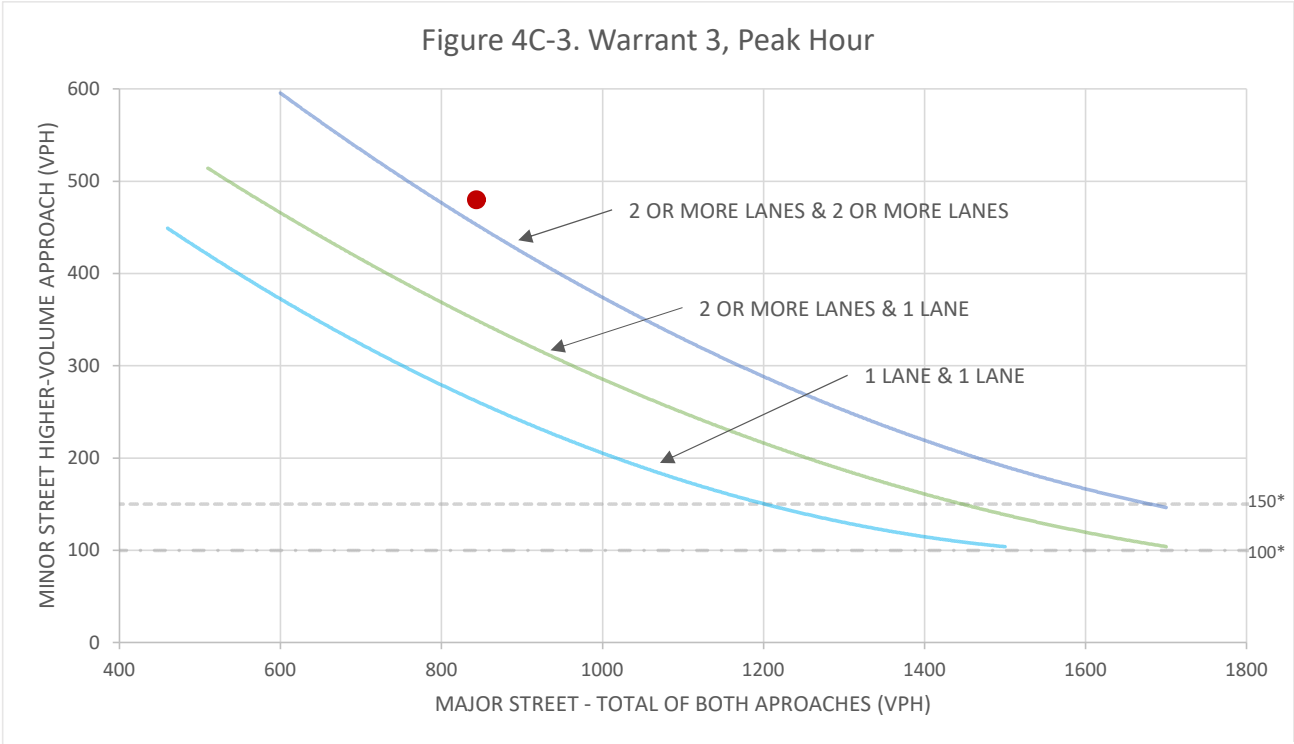
*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Stoddard Wells Road	Johnson Road	
Number of Approach Lanes	1	1	Yes
Traffic Volume (VPH)*	964	429	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Project	1M Warehouse
Scenario	Horizon Year (2040) plus Project
Peak Hour	PM

Intersection #	9
Major Street	Dale Evans Parkway
Minor Street	Johnson Road

N-S	E-W
☒	☐
☐	☒



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

*Note: 150 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and a 100 vph applies as the lower threshold volumes for a minor-street approach with one lane.

	Major Street	Minor Street	Warrant Met?
	Dale Evans Parkway	Johnson Road	
Number of Approach Lanes	2	1	Yes
Traffic Volume (VPH)*	843	480	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

Appendix F

LOS and SimTraffic Queuing Worksheets
w/Improvements

LOS Worksheets

Improvements

HCM 6th Signalized Intersection Summary Opening Year (2025) plus Project w/Improvements

5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	181	17	17	431	127	5	41	19	665	9	41
Future Volume (veh/h)	8	181	17	17	431	127	5	41	19	665	9	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	223	21	21	532	157	6	51	23	876	0	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	23	423	40	45	714	210	164	112	51	1127	592	0
Arrive On Green	0.01	0.25	0.25	0.02	0.26	0.26	0.09	0.09	0.09	0.31	0.00	0.00
Sat Flow, veh/h	1810	1710	161	1810	2751	808	1810	1240	559	3619	1900	0
Grp Volume(v), veh/h	10	0	244	21	348	341	6	0	74	876	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1871	1810	1805	1754	1810	0	1799	1810	1900	0
Q Serve(g_s), s	0.3	0.0	6.2	0.6	9.8	9.9	0.2	0.0	2.2	12.2	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	6.2	0.6	9.8	9.9	0.2	0.0	2.2	12.2	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.46	1.00		0.31	1.00		0.00
Lane Grp Cap(c), veh/h	23	0	463	45	468	455	164	0	163	1127	592	0
V/C Ratio(X)	0.43	0.00	0.53	0.47	0.74	0.75	0.04	0.00	0.45	0.78	0.00	0.00
Avail Cap(c_a), veh/h	164	0	677	167	657	638	622	0	619	1827	959	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.1	0.0	18.0	26.6	18.8	18.8	22.9	0.0	23.8	17.3	0.0	0.0
Incr Delay (d2), s/veh	12.0	0.0	0.9	7.3	2.9	3.1	0.1	0.0	2.0	1.2	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	2.4	0.3	3.7	3.7	0.1	0.0	0.9	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	0.0	18.9	33.9	21.6	21.9	23.0	0.0	25.8	18.5	0.0	0.0
LnGrp LOS	D	A	B	C	C	C	C	A	C	B	A	A
Approach Vol, veh/h	254		710				80		876			
Approach Delay, s/veh	19.7		22.1				25.6		18.5			
Approach LOS	B		C				C		B			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	9.5		5.9		18.2		21.7		5.2		18.8	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5			
Max Green Setting (Gmax), s	19.0		5.1		20.0		27.9		5.0		20.1	
Max Q Clear Time (g_c+l1), s	4.2		2.6		8.2		14.2		2.3		11.9	
Green Ext Time (p_c), s	0.2		0.0		0.9		3.1		0.0		2.5	
Intersection Summary												
HCM 6th Ctrl Delay	20.3											
HCM 6th LOS	C											
Notes												

HCM 6th AWSC
9: Dale Evans Parkway & Johnson Road

Opening Year (2025) plus Project w/Improvements

Timing Plan: AM Peak Hour

Intersection												
Intersection Delay, s/veh	11.1											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	241	12	10	124	42	16	105	21	60	60	7
Future Vol, veh/h	0	241	12	10	124	42	16	105	21	60	60	7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	265	13	11	136	46	18	115	23	66	66	8
Number of Lanes	0	1	1	0	2	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	2
HCM Control Delay	13.1	9.6	10.3	10.3
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	0%	19%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	100%	0%	81%	100%	0%	0%	90%
Vol Right, %	0%	0%	100%	0%	100%	0%	0%	100%	0%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	105	21	241	12	51	83	42	60	67
LT Vol	16	0	0	0	0	10	0	0	60	0
Through Vol	0	105	0	241	0	41	83	0	0	60
RT Vol	0	0	21	0	12	0	0	42	0	7
Lane Flow Rate	18	115	23	265	13	56	91	46	66	74
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.033	0.203	0.036	0.438	0.019	0.099	0.156	0.07	0.126	0.129
Departure Headway (Hd)	6.853	6.349	5.643	5.955	5.251	6.287	6.189	5.483	6.872	6.294
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	522	564	633	604	681	570	580	653	522	569
Service Time	4.6	4.096	3.39	3.691	2.987	4.028	3.93	3.224	4.617	4.039
HCM Lane V/C Ratio	0.034	0.204	0.036	0.439	0.019	0.098	0.157	0.07	0.126	0.13
HCM Control Delay	9.8	10.7	8.6	13.3	8.1	9.7	10.1	8.6	10.6	10
HCM Lane LOS	A	B	A	B	A	A	B	A	B	A
HCM 95th-tile Q	0.1	0.8	0.1	2.2	0.1	0.3	0.5	0.2	0.4	0.4

HCM 6th Signalized Intersection Summary Opening Year (2025) plus Project w/Improvements

5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Timing Plan: PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	180	51	20	723	154	3	23	31	607	0	15
Future Volume (veh/h)	4	180	51	20	723	154	3	23	31	607	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	269	76	30	1079	230	4	34	46	927	0	0
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	14	561	158	54	1232	261	129	52	71	1064	559	0
Arrive On Green	0.01	0.39	0.39	0.03	0.42	0.42	0.07	0.07	0.07	0.29	0.00	0.00
Sat Flow, veh/h	1810	1425	403	1810	2963	629	1810	732	990	3619	1900	0
Grp Volume(v), veh/h	6	0	345	30	655	654	4	0	80	927	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1828	1810	1805	1787	1810	0	1722	1810	1900	0
Q Serve(g_s), s	0.3	0.0	12.0	1.4	28.4	28.7	0.2	0.0	3.9	20.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	12.0	1.4	28.4	28.7	0.2	0.0	3.9	20.7	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.35	1.00		0.57	1.00		0.00
Lane Grp Cap(c), veh/h	14	0	719	54	750	743	129	0	123	1064	559	0
V/C Ratio(X)	0.43	0.00	0.48	0.56	0.87	0.88	0.03	0.00	0.65	0.87	0.00	0.00
Avail Cap(c_a), veh/h	106	0	808	127	819	811	391	0	372	1269	666	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.1	0.0	19.3	40.8	22.8	22.9	36.8	0.0	38.5	28.6	0.0	0.0
Incr Delay (d2), s/veh	19.2	0.0	0.5	8.6	9.7	10.4	0.1	0.0	5.7	6.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.7	0.7	12.6	12.7	0.1	0.0	1.7	9.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	0.0	19.8	49.4	32.6	33.3	36.9	0.0	44.3	34.5	0.0	0.0
LnGrp LOS	E	A	B	D	C	C	D	A	D	C	A	A
Approach Vol, veh/h	351		1339				84			927		
Approach Delay, s/veh	20.5		33.3				43.9			34.5		
Approach LOS	C		C				D			C		
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	10.6		7.0		38.1		29.6		5.2		39.9	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5			
Max Green Setting (Gmax), s	18.4		6.0		37.7		29.9		5.0		38.7	
Max Q Clear Time (g_c+l1), s	5.9		3.4		14.0		22.7		2.3		30.7	
Green Ext Time (p_c), s	0.2		0.0		1.9		2.3		0.0		4.7	
Intersection Summary												
HCM 6th Ctrl Delay	32.4											
HCM 6th LOS	C											
Notes												

HCM 6th AWSC
9: Dale Evans Parkway & Johnson Road

Opening Year (2025) plus Project w/Improvements

Timing Plan: PM Peak Hour

Intersection												
Intersection Delay, s/veh	27.1											
Intersection LOS	D											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	273	50	50	275	48	36	58	45	64	191	2
Future Vol, veh/h	2	273	50	50	275	48	36	58	45	64	191	2
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	374	68	68	377	66	49	79	62	88	262	3
Number of Lanes	0	1	1	0	2	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	2
HCM Control Delay	43.7	20	14.2	23.6
HCM LOS	E	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	0%	35%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	99%	0%	65%	100%	0%	0%	99%
Vol Right, %	0%	0%	100%	0%	100%	0%	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	58	45	275	50	142	183	48	64	193
LT Vol	36	0	0	2	0	50	0	0	64	0
Through Vol	0	58	0	273	0	92	183	0	0	191
RT Vol	0	0	45	0	50	0	0	48	0	2
Lane Flow Rate	49	79	62	377	68	194	251	66	88	264
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.138	0.212	0.152	0.887	0.148	0.468	0.593	0.142	0.228	0.648
Departure Headway (Hd)	10.106	9.587	8.861	8.481	7.762	8.685	8.503	7.784	9.351	8.83
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	355	374	404	426	462	415	424	460	384	410
Service Time	7.877	7.359	6.632	6.237	5.517	6.445	6.263	5.543	7.111	6.59
HCM Lane V/C Ratio	0.138	0.211	0.153	0.885	0.147	0.467	0.592	0.143	0.229	0.644
HCM Control Delay	14.5	14.9	13.2	49.5	11.9	18.9	23	11.8	14.9	26.5
HCM Lane LOS	B	B	B	E	B	C	C	B	B	D
HCM 95th-tile Q	0.5	0.8	0.5	9.2	0.5	2.4	3.7	0.5	0.9	4.4

HCM 6th Signalized Intersection Summary Horizon Year (2040) plus Project w/Improvements

5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	224	22	21	527	157	6	54	23	798	11	70
Future Volume (veh/h)	33	224	22	21	527	157	6	54	23	798	11	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	236	23	22	555	165	6	57	24	918	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	428	42	150	690	204	150	105	44	1034	543	0
Arrive On Green	0.08	0.25	0.25	0.08	0.25	0.25	0.08	0.08	0.08	0.29	0.00	0.00
Sat Flow, veh/h	1810	1704	166	1810	2745	813	1810	1269	534	3619	1900	0
Grp Volume(v), veh/h	35	0	259	22	364	356	6	0	81	918	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1870	1810	1805	1754	1810	0	1804	1810	1900	0
Q Serve(g_s), s	1.1	0.0	7.3	0.7	11.4	11.5	0.2	0.0	2.6	14.7	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	7.3	0.7	11.4	11.5	0.2	0.0	2.6	14.7	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.46	1.00		0.30	1.00		0.00
Lane Grp Cap(c), veh/h	149	0	469	150	454	441	150	0	149	1034	543	0
V/C Ratio(X)	0.23	0.00	0.55	0.15	0.80	0.81	0.04	0.00	0.54	0.89	0.00	0.00
Avail Cap(c_a), veh/h	539	0	557	539	538	522	539	0	537	1078	566	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.9	0.0	19.7	25.7	21.2	21.2	25.5	0.0	26.6	20.7	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	1.0	0.4	7.4	7.8	0.1	0.0	3.0	9.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.8	0.3	5.0	5.0	0.1	0.0	1.1	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	0.0	20.7	26.2	28.6	29.1	25.6	0.0	29.7	29.6	0.0	0.0
LnGrp LOS	C	A	C	C	C	C	C	A	C	C	A	A
Approach Vol, veh/h	294		742				87		918			
Approach Delay, s/veh	21.4		28.7				29.4		29.6			
Approach LOS	C		C				C		C			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	9.5		9.5		19.7		21.8		9.5		19.7	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5			
Max Green Setting (Gmax), s	18.0		18.0		18.0		18.0		18.0			
Max Q Clear Time (g_c+l1), s	4.6		2.7		9.3		16.7		3.1		13.5	
Green Ext Time (p_c), s	0.2		0.0		0.8		0.6		0.0		1.7	
Intersection Summary												
HCM 6th Ctrl Delay	28.1											
HCM 6th LOS	C											
Notes												

HCM 6th Signalized Intersection Summary Horizon Year (2040) plus Project w/Improvements

6: Stoddard Wells Road & Johnson Road

Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	9	156	5	110	15	270	299	22	123	5
Future Volume (veh/h)	5	5	9	156	5	110	15	270	299	22	123	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	5	9	164	5	116	16	284	315	23	129	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	121	138	446	12	272	37	357	396	51	803	31
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.02	0.43	0.43	0.03	0.44	0.44
Sat Flow, veh/h	189	689	790	1422	67	1553	1810	823	913	1810	1817	70
Grp Volume(v), veh/h	19	0	0	164	0	121	16	0	599	23	0	134
Grp Sat Flow(s),veh/h/ln	1668	0	0	1422	0	1620	1810	0	1736	1810	0	1887
Q Serve(g_s), s	0.0	0.0	0.0	3.6	0.0	2.5	0.3	0.0	11.1	0.5	0.0	1.6
Cycle Q Clear(g_c), s	0.3	0.0	0.0	3.9	0.0	2.5	0.3	0.0	11.1	0.5	0.0	1.6
Prop In Lane	0.26		0.47	1.00		0.96	1.00		0.53	1.00		0.04
Lane Grp Cap(c), veh/h	414	0	0	446	0	284	37	0	753	51	0	834
V/C Ratio(X)	0.05	0.00	0.00	0.37	0.00	0.43	0.43	0.00	0.80	0.45	0.00	0.16
Avail Cap(c_a), veh/h	903	0	0	888	0	788	248	0	1087	248	0	1181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	0.0	14.2	0.0	13.7	18.0	0.0	9.1	17.8	0.0	6.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	1.0	7.7	0.0	2.7	6.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.1	0.0	0.8	0.2	0.0	3.3	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	0.0	0.0	14.7	0.0	14.7	25.8	0.0	11.8	23.8	0.0	6.3
LnGrp LOS	B	A	A	B	A	B	C	A	B	C	A	A
Approach Vol, veh/h		19			285			615			157	
Approach Delay, s/veh		12.8			14.7			12.2			8.9	
Approach LOS		B			B			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	20.6		11.0	5.3	20.9		11.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	23.3		18.1	5.1	23.3		18.1				
Max Q Clear Time (g_c+I1), s	2.5	13.1		2.3	2.3	3.6		5.9				
Green Ext Time (p_c), s	0.0	3.0		0.0	0.0	0.6		0.9				
Intersection Summary												
HCM 6th Ctrl Delay				12.4								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary Horizon Year (2040) plus Project w/Improvements

9: Dale Evans Parkway & Johnson Road

Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	272	44	12	147	51	79	324	26	70	144	29
Future Volume (veh/h)	5	272	44	12	147	51	79	324	26	70	144	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	286	46	13	155	0	83	341	0	74	152	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	372	60	169	425		126	450		118	356	73
Arrive On Green	0.10	0.23	0.23	0.09	0.22	0.00	0.07	0.24	0.00	0.07	0.23	0.23
Sat Flow, veh/h	1810	1597	257	1810	1900	1610	1810	1900	1610	1810	1531	312
Grp Volume(v), veh/h	5	0	332	13	155	0	83	341	0	74	0	183
Grp Sat Flow(s),veh/h/ln	1810	0	1854	1810	1900	1610	1810	1900	1610	1810	0	1844
Q Serve(g_s), s	0.1	0.0	8.1	0.3	3.3	0.0	2.2	8.1	0.0	1.9	0.0	4.1
Cycle Q Clear(g_c), s	0.1	0.0	8.1	0.3	3.3	0.0	2.2	8.1	0.0	1.9	0.0	4.1
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	185	0	432	169	425		126	450		118	0	429
V/C Ratio(X)	0.03	0.00	0.77	0.08	0.36		0.66	0.76		0.63	0.00	0.43
Avail Cap(c_a), veh/h	673	0	689	673	706		243	785		224	0	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	17.4	20.1	15.9	0.0	22.0	17.2	0.0	22.1	0.0	15.8
Incr Delay (d2), s/veh	0.1	0.0	2.9	0.2	0.5	0.0	5.8	2.6	0.0	5.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.4	0.1	1.3	0.0	1.0	3.4	0.0	0.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	20.3	20.2	16.4	0.0	27.8	19.8	0.0	27.5	0.0	16.5
LnGrp LOS	B	A	C	C	B		C	B		C	A	B
Approach Vol, veh/h	337			168			424			257		
Approach Delay, s/veh	20.3			16.7			21.4			19.7		
Approach LOS	C			B			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	16.0	9.0	15.8	7.9	15.8	9.5	15.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.0	20.0	18.0	18.0	6.5	19.5	18.0	18.0				
Max Q Clear Time (g_c+I1), s	3.9	10.1	2.3	10.1	4.2	6.1	2.1	5.3				
Green Ext Time (p_c), s	0.0	1.4	0.0	1.2	0.0	0.8	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay	20.0											
HCM 6th LOS	C											
Notes												

HCM 6th Signalized Intersection Summary Horizon Year (2040) plus Project w/Improvements

5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Timing Plan: PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	223	63	24	875	191	5	54	38	739	5	32
Future Volume (veh/h)	21	223	63	24	875	191	5	54	38	739	5	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	235	66	25	921	201	5	57	40	813	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	541	152	49	1125	245	151	87	61	987	518	0
Arrive On Green	0.02	0.38	0.38	0.03	0.38	0.38	0.08	0.08	0.08	0.27	0.00	0.00
Sat Flow, veh/h	1810	1427	401	1810	2947	643	1810	1039	729	3619	1900	0
Grp Volume(v), veh/h	22	0	301	25	564	558	5	0	97	813	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1828	1810	1805	1784	1810	0	1769	1810	1900	0
Q Serve(g_s), s	0.9	0.0	9.3	1.0	21.3	21.3	0.2	0.0	4.0	16.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	9.3	1.0	21.3	21.3	0.2	0.0	4.0	16.0	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.36	1.00		0.41	1.00		0.00
Lane Grp Cap(c), veh/h	44	0	693	49	689	681	151	0	148	987	518	0
V/C Ratio(X)	0.50	0.00	0.43	0.51	0.82	0.82	0.03	0.00	0.66	0.82	0.00	0.00
Avail Cap(c_a), veh/h	122	0	866	136	869	859	475	0	464	1456	764	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.5	0.0	17.5	36.4	21.1	21.1	31.9	0.0	33.7	25.9	0.0	0.0
Incr Delay (d2), s/veh	8.4	0.0	0.4	8.1	5.0	5.1	0.1	0.0	4.9	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.5	0.5	8.7	8.6	0.1	0.0	1.8	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	0.0	17.9	44.4	26.0	26.2	32.0	0.0	38.5	28.4	0.0	0.0
LnGrp LOS	D	A	B	D	C	C	C	A	D	C	A	A
Approach Vol, veh/h	323		1147				102				813	
Approach Delay, s/veh	19.8		26.5				38.2				28.4	
Approach LOS	B		C				D				C	
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	10.8		6.5		33.3		25.2		6.4		33.4	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5			
Max Green Setting (Gmax), s	19.9		5.7		35.9		30.5		5.1		36.5	
Max Q Clear Time (g_c+l1), s	6.0		3.0		11.3		18.0		2.9		23.3	
Green Ext Time (p_c), s	0.3		0.0		1.6		2.7		0.0		5.6	
Intersection Summary												
HCM 6th Ctrl Delay	26.7											
HCM 6th LOS	C											
Notes												

HCM 6th Signalized Intersection Summary Horizon Year (2040) plus Project w/Improvements

6: Stoddard Wells Road & Johnson Road

Timing Plan: PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	15	364	5	60	12	176	367	103	301	5
Future Volume (veh/h)	5	5	15	364	5	60	12	176	367	103	301	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	5	16	383	5	63	13	185	386	108	317	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	138	307	565	36	457	30	204	426	139	806	13
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.02	0.37	0.37	0.08	0.43	0.43
Sat Flow, veh/h	178	456	1013	1413	120	1509	1810	549	1145	1810	1865	29
Grp Volume(v), veh/h	26	0	0	383	0	68	13	0	571	108	0	322
Grp Sat Flow(s),veh/h/ln	1646	0	0	1413	0	1628	1810	0	1694	1810	0	1895
Q Serve(g_s), s	0.0	0.0	0.0	13.3	0.0	1.7	0.4	0.0	17.4	3.2	0.0	6.3
Cycle Q Clear(g_c), s	0.6	0.0	0.0	13.9	0.0	1.7	0.4	0.0	17.4	3.2	0.0	6.3
Prop In Lane	0.19		0.62	1.00		0.93	1.00		0.68	1.00		0.02
Lane Grp Cap(c), veh/h	578	0	0	565	0	493	30	0	630	139	0	819
V/C Ratio(X)	0.05	0.00	0.00	0.68	0.00	0.14	0.44	0.00	0.91	0.78	0.00	0.39
Avail Cap(c_a), veh/h	667	0	0	644	0	585	167	0	670	183	0	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	0.0	18.0	0.0	13.8	26.5	0.0	16.2	24.6	0.0	10.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.4	0.0	0.1	9.8	0.0	15.6	14.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	4.4	0.0	0.6	0.2	0.0	8.4	1.8	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.0	0.0	20.4	0.0	13.9	36.3	0.0	31.7	38.7	0.0	10.9
LnGrp LOS	B	A	A	C	A	B	D	A	C	D	A	B
Approach Vol, veh/h		26			451			584			430	
Approach Delay, s/veh		13.4			19.4			31.8			17.9	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	24.7		21.0	5.4	28.0		21.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	21.5		19.5	5.0	22.0		19.5				
Max Q Clear Time (g_c+I1), s	5.2	19.4		2.6	2.4	8.3		15.9				
Green Ext Time (p_c), s	0.0	0.8		0.1	0.0	1.6		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				23.7								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary Horizon Year (2040) plus Project w/Improvements

9: Dale Evans Parkway & Johnson Road

Timing Plan: PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	325	150	62	320	56	104	177	56	77	424	5
Future Volume (veh/h)	5	325	150	62	320	56	104	177	56	77	424	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	342	158	65	337	0	109	186	0	81	446	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	388	179	95	687		140	573		106	530	6
Arrive On Green	0.01	0.32	0.32	0.05	0.36	0.00	0.08	0.30	0.00	0.06	0.28	0.28
Sat Flow, veh/h	1810	1230	568	1810	1900	1610	1810	1900	1610	1810	1875	21
Grp Volume(v), veh/h	5	0	500	65	337	0	109	186	0	81	0	451
Grp Sat Flow(s),veh/h/ln	1810	0	1798	1810	1900	1610	1810	1900	1610	1810	0	1896
Q Serve(g_s), s	0.2	0.0	17.5	2.3	9.1	0.0	3.9	5.0	0.0	2.9	0.0	14.8
Cycle Q Clear(g_c), s	0.2	0.0	17.5	2.3	9.1	0.0	3.9	5.0	0.0	2.9	0.0	14.8
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	12	0	568	95	687		140	573		106	0	536
V/C Ratio(X)	0.42	0.00	0.88	0.68	0.49		0.78	0.32		0.77	0.00	0.84
Avail Cap(c_a), veh/h	139	0	665	139	703		178	668		249	0	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	21.5	30.8	16.4	0.0	30.0	17.9	0.0	30.7	0.0	22.4
Incr Delay (d2), s/veh	21.4	0.0	11.8	8.3	0.5	0.0	15.4	0.3	0.0	10.9	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	8.6	1.2	3.7	0.0	2.2	2.1	0.0	1.5	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	0.0	33.3	39.1	17.0	0.0	45.4	18.2	0.0	41.6	0.0	28.7
LnGrp LOS	D	A	C	D	B		D	B		D	A	C
Approach Vol, veh/h		505			402			295			532	
Approach Delay, s/veh		33.5			20.5			28.3			30.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	24.5	8.0	25.4	9.6	23.2	4.9	28.5				
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	9.1	23.3	5.1	24.5	6.5	25.9	5.1	24.5				
Max Q Clear Time (g_c+I1), s	4.9	7.0	4.3	19.5	5.9	16.8	2.2	11.1				
Green Ext Time (p_c), s	0.1	0.9	0.0	1.5	0.0	1.9	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay			28.7									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

LOS Worksheets
Improvements (ICE - AWSC)

Intersection

Intersection Delay, s/veh 64

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	181	17	17	431	127	5	41	19	665	9	41
Future Vol, veh/h	8	181	17	17	431	127	5	41	19	665	9	41
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	10	223	21	21	532	157	6	51	23	821	11	51
Number of Lanes	1	1	0	0	2	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	2
HCM Control Delay	30.5	32	16.4	103.8
HCM LOS	D	D	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	11%	0%	0%	100%	86%
Vol Thru, %	0%	68%	0%	91%	89%	100%	0%	0%	3%
Vol Right, %	0%	32%	0%	9%	0%	0%	100%	0%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	60	8	198	161	287	127	359	356
LT Vol	5	0	8	0	17	0	0	359	306
Through Vol	0	41	0	181	144	287	0	0	9
RT Vol	0	19	0	17	0	0	127	0	41
Lane Flow Rate	6	74	10	244	198	355	157	443	439
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.019	0.218	0.028	0.666	0.481	0.855	0.347	1.112	1.083
Departure Headway (Hd)	11.654	10.902	10.834	10.252	9.043	8.989	8.268	9.03	8.876
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	309	331	332	354	401	404	437	403	413
Service Time	9.354	8.602	8.534	7.952	6.743	6.689	5.968	6.738	6.584
HCM Lane V/C Ratio	0.019	0.224	0.03	0.689	0.494	0.879	0.359	1.099	1.063
HCM Control Delay	14.6	16.6	13.8	31.2	19.8	46.3	15.3	108.8	98.7
HCM Lane LOS	B	C	B	D	C	E	C	F	F
HCM 95th-tile Q	0.1	0.8	0.1	4.6	2.5	8.3	1.5	16	15.1

Intersection

Intersection Delay, s/veh 208.5

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	180	51	20	723	154	3	23	31	607	0	15
Future Vol, veh/h	4	180	51	20	723	154	3	23	31	607	0	15
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	269	76	30	1079	230	4	34	46	906	0	22
Number of Lanes	1	1	0	0	2	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	2
HCM Control Delay	120.1	252.5	21.9	195.5
HCM LOS	F	F	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	8%	0%	0%	100%	95%
Vol Thru, %	0%	43%	0%	78%	92%	100%	0%	0%	0%
Vol Right, %	0%	57%	0%	22%	0%	0%	100%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	54	4	231	261	482	154	310	312
LT Vol	3	0	4	0	20	0	0	310	297
Through Vol	0	23	0	180	241	482	0	0	0
RT Vol	0	31	0	51	0	0	154	0	15
Lane Flow Rate	4	81	6	345	390	719	230	462	466
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.016	0.27	0.02	1.082	1.009	1.855	0.548	1.32	1.324
Departure Headway (Hd)	15.158	14.209	15.246	14.566	10.066	10.026	9.3	11.233	11.173
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	238	255	236	252	362	367	391	328	331
Service Time	12.858	11.909	12.946	12.266	7.766	7.726	7	8.933	8.873
HCM Lane V/C Ratio	0.017	0.318	0.025	1.369	1.077	1.959	0.588	1.409	1.408
HCM Control Delay	18.1	22.1	18.3	121.9	82.4	418.1	22.7	194.8	196.2
HCM Lane LOS	C	C	C	F	F	F	C	F	F
HCM 95th-tile Q	0	1.1	0.1	11.4	11.8	44	3.2	20.5	20.8

Intersection

Intersection Delay, s/veh 81.5

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	224	22	21	527	157	6	54	23	798	11	70
Future Vol, veh/h	33	224	22	21	527	157	6	54	23	798	11	70
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	35	236	23	22	555	165	6	57	24	840	12	74
Number of Lanes	1	1	0	0	2	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	2
HCM Control Delay	34.3	38.7	17.6	136.8
HCM LOS	D	E	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	11%	0%	0%	100%	81%
Vol Thru, %	0%	70%	0%	91%	89%	100%	0%	0%	3%
Vol Right, %	0%	30%	0%	9%	0%	0%	100%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	77	33	246	197	351	157	447	432
LT Vol	6	0	33	0	21	0	0	447	351
Through Vol	0	54	0	224	176	351	0	0	11
RT Vol	0	23	0	22	0	0	157	0	70
Lane Flow Rate	6	81	35	259	207	370	165	470	455
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.02	0.245	0.103	0.724	0.516	0.917	0.378	1.221	1.154
Departure Headway (Hd)	12.177	11.437	11.246	10.661	9.378	9.323	8.601	9.348	9.135
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	296	316	321	342	387	392	421	390	400
Service Time	9.877	9.137	8.946	8.361	7.078	7.023	6.301	7.109	6.897
HCM Lane V/C Ratio	0.02	0.256	0.109	0.757	0.535	0.944	0.392	1.205	1.137
HCM Control Delay	15.1	17.8	15.2	36.9	21.7	58.1	16.4	149.3	123.9
HCM Lane LOS	C	C	C	E	C	F	C	F	F
HCM 95th-tile Q	0.1	0.9	0.3	5.4	2.8	9.7	1.7	19.5	17.3

Intersection

Intersection Delay, s/veh 138.5

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	223	63	24	875	191	5	54	38	739	5	32
Future Vol, veh/h	21	223	63	24	875	191	5	54	38	739	5	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	235	66	25	921	201	5	57	40	778	5	34
Number of Lanes	1	1	0	0	2	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	2
HCM Control Delay	66.4	180	21.4	123.3
HCM LOS	F	F	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	8%	0%	0%	100%	90%
Vol Thru, %	0%	59%	0%	78%	92%	100%	0%	0%	1%
Vol Right, %	0%	41%	0%	22%	0%	0%	100%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	92	21	286	316	583	191	392	384
LT Vol	5	0	21	0	24	0	0	392	347
Through Vol	0	54	0	223	292	583	0	0	5
RT Vol	0	38	0	63	0	0	191	0	32
Lane Flow Rate	5	97	22	301	332	614	201	412	405
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.018	0.315	0.071	0.913	0.865	1.591	0.482	1.15	1.116
Departure Headway (Hd)	13.824	12.995	13.216	12.533	9.765	9.726	8.999	10.79	10.68
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	260	279	273	292	372	381	402	338	344
Service Time	11.524	10.695	10.916	10.233	7.465	7.426	6.699	8.49	8.38
HCM Lane V/C Ratio	0.019	0.348	0.081	1.031	0.892	1.612	0.5	1.219	1.177
HCM Control Delay	16.8	21.6	16.9	70	50.8	302.4	19.8	129.2	117.2
HCM Lane LOS	C	C	C	F	F	F	C	F	F
HCM 95th-tile Q	0.1	1.3	0.2	8.5	8.3	33.9	2.5	15.5	14.6

LOS Worksheets
Improvements (ICE - Roundabout)

Intersection				
Intersection Delay, s/veh	49.5			
Intersection LOS	E			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	254	710	80	883
Demand Flow Rate, veh/h	254	710	80	883
Vehicles Circulating, veh/h	853	67	1054	559
Vehicles Exiting, veh/h	589	1067	53	218
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.2	8.9	10.1	96.1
Approach LOS	B	A	B	F
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	254	710	80	883
Cap Entry Lane, veh/h	578	1289	471	780
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	254	710	80	883
Cap Entry, veh/h	578	1289	471	780
V/C Ratio	0.439	0.551	0.170	1.132
Control Delay, s/veh	13.2	8.9	10.1	96.1
LOS	B	A	B	F
95th %tile Queue, veh	2	4	1	26

Intersection				
Intersection Delay, s/veh	204.9			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	351	1339	84	928
Demand Flow Rate, veh/h	351	1339	84	928
Vehicles Circulating, veh/h	936	44	1181	1113
Vehicles Exiting, veh/h	1105	1221	106	270
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	22.3	46.6	11.9	519.9
Approach LOS	C	E	B	F
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	351	1339	84	928
Cap Entry Lane, veh/h	531	1319	414	443
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	351	1339	84	928
Cap Entry, veh/h	531	1319	414	443
V/C Ratio	0.661	1.015	0.203	2.093
Control Delay, s/veh	22.3	46.6	11.9	519.9
LOS	C	F	B	F
95th %tile Queue, veh	5	24	1	66

HCM 6th Roundabout
5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Horizon Year (2040) plus Project w/Improvements

Timing Plan: AM Peak Hour

Intersection				
Intersection Delay, s/veh	64.5			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	294	742	87	926
Demand Flow Rate, veh/h	294	742	87	926
Vehicles Circulating, veh/h	874	98	1111	583
Vehicles Exiting, veh/h	635	1100	57	257
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	15.6	10.0	11.0	128.8
Approach LOS	C	A	B	F
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	294	742	87	926
Cap Entry Lane, veh/h	566	1249	444	761
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	294	742	87	926
Cap Entry, veh/h	566	1249	444	761
V/C Ratio	0.520	0.594	0.196	1.216
Control Delay, s/veh	15.6	10.0	11.0	128.8
LOS	C	A	B	F
95th %tile Queue, veh	3	4	1	32

Intersection				
Intersection Delay, s/veh	111.7			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	323	1147	102	817
Demand Flow Rate, veh/h	323	1147	102	817
Vehicles Circulating, veh/h	808	84	1035	951
Vehicles Exiting, veh/h	960	1053	96	280
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	15.2	26.2	10.6	282.5
Approach LOS	C	D	B	F
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	323	1147	102	817
Cap Entry Lane, veh/h	605	1267	480	523
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	323	1147	102	817
Cap Entry, veh/h	605	1267	480	523
V/C Ratio	0.534	0.906	0.212	1.562
Control Delay, s/veh	15.2	26.2	10.6	282.5
LOS	C	D	B	F
95th %tile Queue, veh	3	15	1	44

SimTraffic Queuing Worksheets

Improvements

Queuing and Blocking Report
Opening Year (2025) plus Project w/Improvements

AM Peak Hour

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	L	LTR
Maximum Queue (ft)	63	145	62	226	276	39	86	351	125
Average Queue (ft)	7	73	11	77	147	4	33	172	102
95th Queue (ft)	31	133	37	176	242	22	66	289	166
Link Distance (ft)		799		5226	5226		1812	1145	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		100			50			100
Storage Blk Time (%)	1	20		2		0	7	19	2
Queuing Penalty (veh)	2	2		0		0	0	77	8

Queuing and Blocking Report
Opening Year (2025) plus Project w/Improvements

PM Peak Hour

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	L	LTR
Maximum Queue (ft)	23	268	95	617	670	40	86	718	125
Average Queue (ft)	2	81	15	190	265	4	28	281	103
95th Queue (ft)	12	182	53	494	550	21	63	695	166
Link Distance (ft)		799		5226	5226		1812	1145	
Upstream Blk Time (%)								2	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	50		100			50			100
Storage Blk Time (%)		17	0	7		0	5	29	12
Queuing Penalty (veh)		1	0	2		0	0	103	46

Queuing and Blocking Report
 Horizon Year (2040) plus Project w/Improvements

AM Peak Hour

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	L	LTR
Maximum Queue (ft)	74	156	82	277	326	36	104	700	125
Average Queue (ft)	21	72	15	98	174	4	40	372	124
95th Queue (ft)	54	129	48	199	271	20	82	647	130
Link Distance (ft)		799		5226	5226		1812	1145	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		100			50			100
Storage Blk Time (%)	3	18		3		0	8	45	23
Queuing Penalty (veh)	7	6		1		0	0	218	93

Queuing and Blocking Report
 Horizon Year (2040) plus Project w/Improvements

PM Peak Hour

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	L	LTR
Maximum Queue (ft)	67	239	92	580	621	37	129	608	125
Average Queue (ft)	18	112	19	297	374	3	47	330	124
95th Queue (ft)	51	204	60	513	561	20	92	553	127
Link Distance (ft)		799		5226	5226		1812	1145	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		100			50			100
Storage Blk Time (%)	2	28		19			15	45	18
Queuing Penalty (veh)	7	6		5			1	183	68

SimTraffic Queuing Worksheets

Improvements (ICE - AWSC)

Queuing and Blocking Report
Opening Year (2025) plus Project w/Improvements

AM Peak Hour

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	LT	T	R	L	TR	L	LTR
Maximum Queue (ft)	33	101	127	202	45	29	70	842	125
Average Queue (ft)	5	49	45	90	2	6	28	268	91
95th Queue (ft)	22	82	91	150	32	24	53	738	159
Link Distance (ft)		799	434	434			1812	1149	
Upstream Blk Time (%)								1	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	50				200	50			100
Storage Blk Time (%)	0	9		0			1	34	4
Queuing Penalty (veh)	0	1		0			0	138	14

Queuing and Blocking Report
Opening Year (2025) plus Project w/Improvements

PM Peak Hour

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	LT	T	R	L	TR	L	LTR
Maximum Queue (ft)	33	256	250	282	225	27	52	817	125
Average Queue (ft)	3	58	93	149	46	2	22	274	75
95th Queue (ft)	18	160	209	266	196	14	43	857	148
Link Distance (ft)		799	434	434			1812	1149	
Upstream Blk Time (%)								7	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	50				200	50			100
Storage Blk Time (%)	0	11		12	0		0	28	3
Queuing Penalty (veh)	0	0		24	0		0	110	10

Queuing and Blocking Report
 Horizon Year (2040) plus Project w/Improvements

AM Peak Hour

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	LT	T	R	L	TR	L	LTR
Maximum Queue (ft)	68	120	154	223	90	28	56	1164	125
Average Queue (ft)	22	57	61	117	9	5	30	978	124
95th Queue (ft)	56	97	118	189	78	22	51	1462	134
Link Distance (ft)		799	434	434			1812	1149	
Upstream Blk Time (%)								54	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	50				200	50			100
Storage Blk Time (%)	0	14		1	0		1	88	13
Queuing Penalty (veh)	0	5		1	0		0	420	53

Queuing and Blocking Report
 Horizon Year (2040) plus Project w/Improvements

PM Peak Hour

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	LT	T	R	L	TR	L	LTR
Maximum Queue (ft)	74	162	307	361	225	29	65	1093	125
Average Queue (ft)	13	69	168	234	140	4	31	666	123
95th Queue (ft)	42	123	287	331	319	18	54	1242	143
Link Distance (ft)		799	434	434			1812	1149	
Upstream Blk Time (%)								14	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	50				200	50			100
Storage Blk Time (%)	0	21		34	0		1	84	11
Queuing Penalty (veh)	0	5		64	1		0	341	42

SimTraffic Queuing Worksheets

Improvements (ICE - Roundabout)

Queuing and Blocking Report
Opening Year (2025) plus Project w/Improvements

AM Peak Hour

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	45	192	44	1165
Average Queue (ft)	21	41	15	1094
95th Queue (ft)	47	160	40	1431
Link Distance (ft)	790	5221	1803	1150
Upstream Blk Time (%)				80
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Opening Year (2025) plus Project w/Improvements

PM Peak Hour

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	2745	35	1140
Average Queue (ft)	23	2417	14	758
95th Queue (ft)	47	3456	37	1476
Link Distance (ft)	790	5221	1803	1150
Upstream Blk Time (%)				38
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Horizon Year (2040) plus Project w/Improvements

AM Peak Hour

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	54	736	62	1165
Average Queue (ft)	28	382	21	1160
95th Queue (ft)	53	846	50	1204
Link Distance (ft)	790	5221	1803	1150
Upstream Blk Time (%)				96
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Horizon Year (2040) plus Project w/Improvements

PM Peak Hour

Intersection: 5: Outer I-15/I-15 NB Ramps & Stoddard Wells Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	71	2858	65	1165
Average Queue (ft)	32	2423	28	1126
95th Queue (ft)	56	3530	57	1388
Link Distance (ft)	790	5221	1803	1150
Upstream Blk Time (%)				91
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				