APPENDIX 1.1: TRAFFIC STUDY SCOPING AGREEMENT

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MEMORANDUM

DATE: January 9, 2024
TO: Richard Hirsch, Town of Apple Valley
FROM: Charlene So, Urban Crossroads
JOB NO: 15341-03 TA Scope

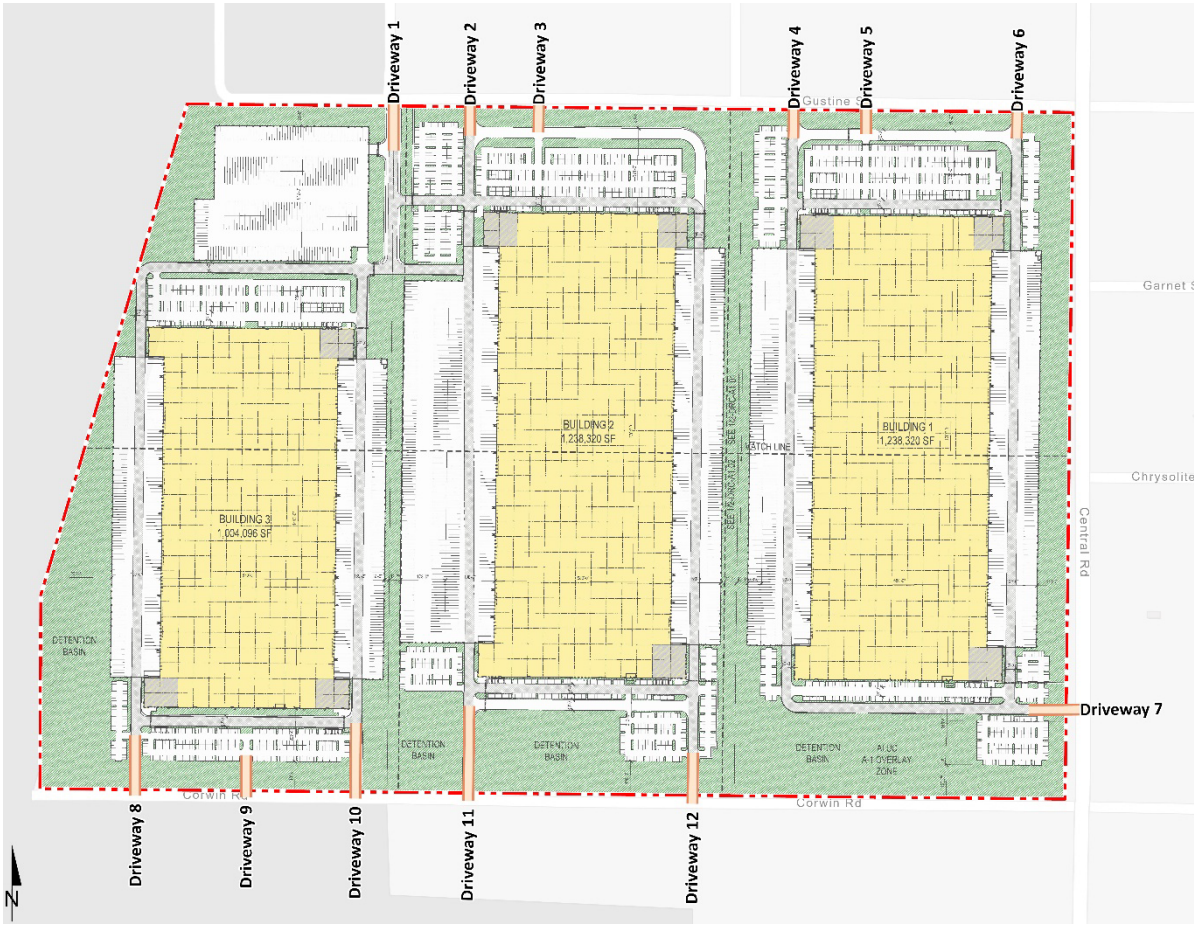
LAKE CREEK LOGISTICS CENTER SCOPING AGREEMENT (REVISED)

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the traffic analysis for Lake Creek Logistics Center development (**Project**), which is bounded by Gustine Road to the north, Central Road tot eh east, Corwin Road to the south, and Apple Valley Airport to the west in the Town of Apple Valley. This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations. The following scoping agreement has been prepared in accordance with the County's Transportation Impact Study Guidelines, dated July 9, 2019 (since the Town does not have their own adopted guidelines).

PROJECT DESCRIPTION

The Project consists of the development of three industrial warehouse and distribution buildings totaling 3,480,736 square feet. For the purposes of the traffic study, it is proposed that the Project mix will assume 10% general light industrial, 10% high-cube cold storage warehouse use, and 80% high-cube fulfillment center warehousing use. A preliminary site plan for the proposed Project is shown on Exhibit 1. Access to the Project site will be accommodated via six driveways along Gustine Road, a single driveway proposed on Central Road, and five driveways along Corwin Road. All driveways are assumed to allow for full access (no turn restrictions). The Project is anticipated to have an Opening Year of 2029.

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (**ITE**) Trip Generation Manual (11th Edition, 2021) was used. The following ITE land use codes and vehicle mixes will be utilized for the proposed Project (Table 1 presents the trip generation rates):

- ITE land use code 110 (General Light Industrial) has been used to derive site specific trip generation estimates for up to 348,074 square feet of the proposed Project (10% of the total square footage). A light industrial facility is a free-standing facility devoted to a single use that has an emphasis on activities other than manufacturing. Typically, there is minimum office space. The vehicle mix has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (**SCAQMD**) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

- ITE land use code 157 (High-Cube Cold Storage Warehouse) has been used to derive site specific trip generation estimates for up to 384,074 square feet (10% of the total square footage). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.
- High-Cube Fulfillment Center Warehouse has been used to derive site specific trip generation estimates for up to 2,784,588 square feet of the proposed Project (80% of the total square footage). The ITE Trip Generation Manual has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE Land Use Code 155). While there is sufficient data to support use of the trip generation rates for non-sort facilities, the sort facility rate is unreliable (by ITE's standards) because the rates are based on limited data (i.e., one to two surveyed sites whereas ITE recommends a minimum of 3 site but preferably 5). The proposed Project is speculative and whether a non-sort or sort facility end-user would occupy the buildings is not known at this time. Lastly, the ITE Trip Generation Manual recommends the use of local data sources where available. As such, the best available source for high-cube fulfilment center use would be the trip-generation and vehicle mix statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the Western Riverside Council of Governments (**WRCOG**) in support of the Transportation Uniform Mitigation Fee (**TUMF**) update in the County of Riverside. The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (specifically within Riverside County and San Bernardino County). However, the WSP study does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits per the ITE Trip Generation Manual for Land Use Code 154 have been utilized.

TABLE 1: TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
General Light Industrial[3]	TSF	110	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars (AM=98.6%, PM=98.5%, Daily=94.9%)			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks (AM=0.23%, PM=0.25%, Daily=0.85%)			0.001	0.001	0.002	0.001	0.001	0.002	0.042
3-Axle Trucks (AM=0.29%, PM=0.31%, Daily=1.05%)			0.001	0.001	0.002	0.001	0.001	0.002	0.052
4+-Axle Trucks (AM=0.88%, PM=0.94%, Daily=3.20%)			0.004	0.002	0.006	0.003	0.003	0.006	0.157
High-Cube Fulfillment Center Warehouse[4]	TSF	--	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars (AM-84.4%, PM-87.3%, Daily-82.2%)			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (AM-6.6%, PM-6.7%, Daily-7.6%)			0.004	0.004	0.008	0.005	0.006	0.011	0.162
5+-Axle Trucks (AM-9.0%, PM-6.0%, Daily-10.2%)			0.005	0.006	0.011	0.005	0.005	0.010	0.217
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars (AM-72.7%, PM-75.0%, Daily-64.6%)			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (AM-9.5%, PM-8.7%, Daily-12.3%)			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks (AM-3.0%, PM-2.8%, Daily-3.9%)			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks (AM-14.8%, PM-13.6%, Daily-19.2%)			0.005	0.011	0.016	0.008	0.008	0.016	0.407

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.
Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

[4] Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.
Inbound and outbound split source: ITE Trip Generation Manual, Eleventh Edition (2021) for ITE Land Use Code 154.

Table 2 shows the resulting Project trip generation summary, which shows the Project is anticipated to generate a net total of 8,370 two-way vehicle trip-ends per day with 635 AM peak hour trips and 727 PM peak hour trips (actual vehicles).

TABLE 2: TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
General Light Industrial (10%)	348.074	TSF							
Passenger Cars:			225	30	255	30	193	223	1,608
2-axle Trucks:			0	0	0	0	0	0	16
3-axle Trucks:			0	0	0	0	0	0	18
4+-axle Trucks:			1	1	2	1	1	2	56
Total Truck Trips (Actual Vehicles):			1	1	2	1	1	2	90
Total Trips (Actual Vehicles)[2]			226	31	257	31	194	225	1,698
High-Cube Cold Storage (10%)	348.074	TSF							
Passenger Cars:			26	1	27	7	25	32	478
2-axle Trucks:			1	3	4	2	2	4	92
3-axle Trucks:			0	1	1	1	0	1	30
4+-axle Trucks:			2	4	6	3	3	6	142
Total Truck Trips (Actual Vehicles):			3	8	11	6	5	11	264
Total Trips (Actual Vehicles)[2]			29	9	38	13	30	43	742
High-Cube Fulfillment (80%)	2,784.588	TSF							
Passenger Cars:			221	66	287	112	289	401	4,874
2-4axle Trucks:			11	11	22	14	16	30	452
5+-axle Trucks:			15	16	31	13	15	28	604
Total Truck Trips (Actual Vehicles):			26	27	53	27	31	58	1,056
Total Trips (Actual Vehicles)[2]			247	93	340	139	320	459	5,930
Passenger Cars			472	97	569	149	507	656	6,960
Trucks			30	36	66	34	37	71	1,410
Total Trips (Actual Vehicles)[2]			**502**	**133**	**635**	**183**	**544**	**727**	**8,370**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

Passenger car equivalent (**PCE**) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in the County's Guidelines.

Table 3 shows the resulting Project trip generation summary in PCE, which shows the Project is anticipated to generate a net total of 10,518 two-way PCE vehicle trip-ends per day with 740 PCE AM peak hour trips and 834 PCE PM peak hour trips. Consistent with the County requirements, the peak hour intersection operations analysis will be conducted using the PCE volumes shown in Table 3.

TABLE 3: TRIP GENERATION SUMMARY (PCE)

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Passenger Car Equivalent (PCE):									
General Light Industrial (10%)	348.074	TSF							
Passenger Cars:			225	30	254	30	193	223	1,608
2-axle Trucks:			1	0	1	1	0	1	22
3-axle Trucks:			1	1	1	1	1	1	36
4+-axle Trucks:			4	2	7	3	3	7	164
Total Truck Trips (PCE):			6	3	9	5	4	9	222
Total Trips (PCE)[2]			231	33	263	35	197	232	1,830
High-Cube Cold Storage (10%)	348.074	TSF							
Passenger Cars:			26	1	27	7	25	32	478
2-axle Trucks:			2	4	6	3	3	6	136
3-axle Trucks:			1	2	3	1	1	2	58
4+-axle Trucks:			5	12	17	8	9	17	426
Total Truck Trips (PCE):			8	18	26	12	13	25	620
Total Trips (PCE)[2]			34	19	53	19	38	57	1,098
High-Cube Fulfillment (80%)	2,784.588	TSF							
Passenger Cars:			221	66	287	112	289	401	4,874
2-4axle Trucks:			22	23	45	29	32	61	902
5+-axle Trucks:			45	47	92	39	44	83	1,814
Total Truck Trips (PCE):			67	70	137	68	76	144	2,716
Total Trips (PCE)[2]			288	136	424	180	365	545	7,590
Passenger Cars			472	97	568	149	507	656	6,960
Trucks			81	91	172	85	93	178	3,558
Total Trips (PCE)[2]			**553**	**188**	**740**	**234**	**600**	**834**	**10,518**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

TRIP DISTRIBUTION

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

EXHIBIT 2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION

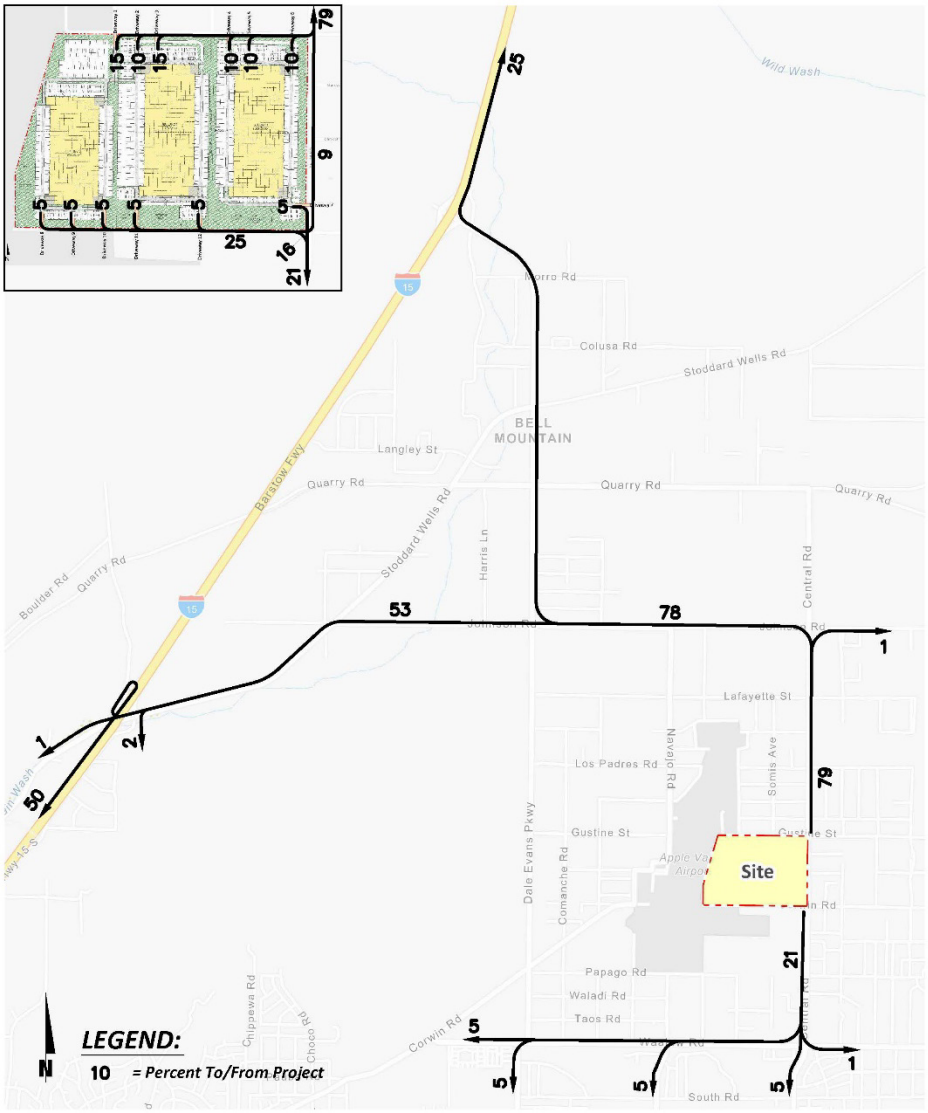
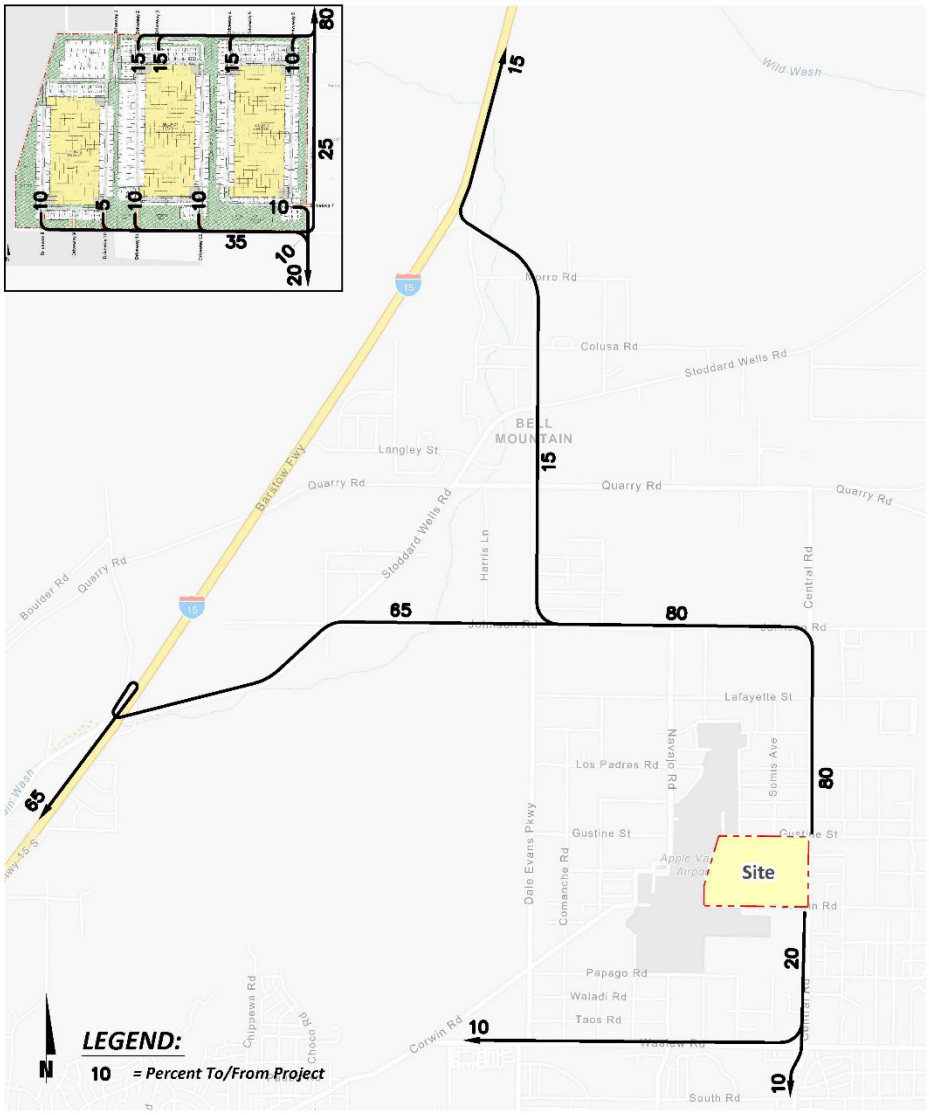


EXHIBIT 3: PROJECT (TRUCK) TRIP DISTRIBUTION



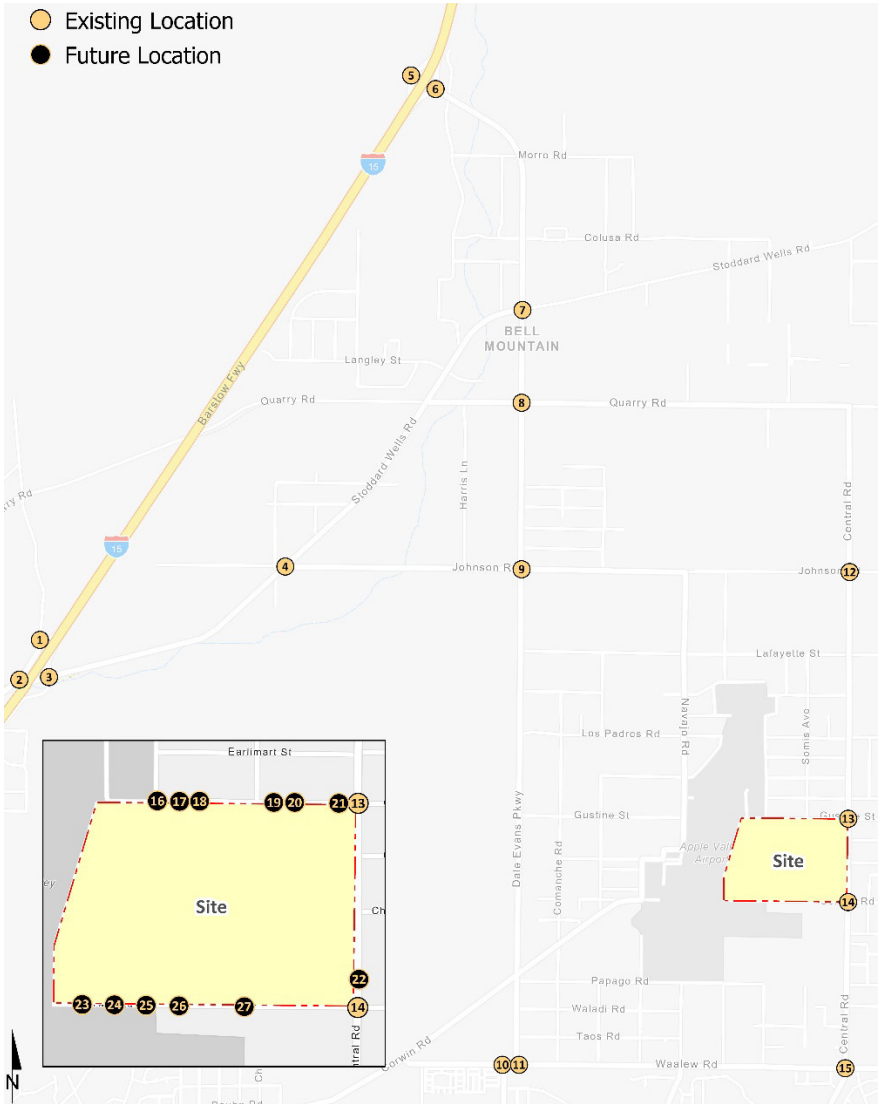
ANALYSIS SCENARIOS

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

1. Existing (2024) Conditions
2. Opening Year Cumulative (2029) Without Project Conditions
3. Opening Year Cumulative (2029) With Project Conditions

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology. The study area that is proposed to be evaluated is shown on Exhibit 3.

EXHIBIT 4: STUDY AREA



#	Intersection
1	Quarry Rd. & I-15 SB Ramps
2	Quarry Rd. & Stoddard Wells Rd.
3	I-15 NB Ramps & Stoddard Wells Rd.
4	Stoddard Wells Rd. & Johnson Rd.
5	I-15 SB Ramps & Dale Evans Pkwy.
6	I-15 NB Ramps & Dale Evans Pkwy.
7	Dale Evans Pkwy. & Stoddard Wells Rd.
8	Dale Evans Pkwy. & Quarry Rd.
9	Dale Evans Pkwy. & Johnson Rd.
10	Dale Evans Pkwy. (West) & Waalew Rd.
11	Dale Evans Pkwy. (East) & Waalew Rd.
12	Central Rd. & Johnson Rd.
13	Central Rd. & Gustine Rd.
14	Central Rd. & Corwin Rd.

#	Intersection
15	Central Rd. & Waalew Rd.
16	Driveway 1 & Gustine Rd.
17	Driveway 2 & Gustine Rd.
18	Driveway 3 & Gustine Rd.
19	Driveway 4 & Gustine Rd.
20	Driveway 5 & Gustine Rd.
21	Driveway 6 & Gustine Rd.
22	Central Rd. & Driveway 7
23	Driveway 8 & Corwin Rd.
24	Driveway 9 & Corwin Rd.
25	Driveway 10 & Corwin Rd.
26	Driveway 11 & Corwin Rd.
27	Driveway 12 & Corwin Rd.

TRAFFIC COUNTS

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

AMBIENT GROWTH

Future year traffic forecasts will include background (ambient) growth at 2.0% per year, compounded annually. The total ambient growth is 10.41% for 2029 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate will be added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects.

CUMULATIVE PROJECTS

Exhibit 5 shows the locations of the cumulative projects listed on Table 4. It is requested that the Town review the list and also provide any additional current cumulative projects within the study area for inclusion in the Traffic Analysis.

EXHIBIT 5: CUMULATIVE DEVELOPMENT LOCATION MAP

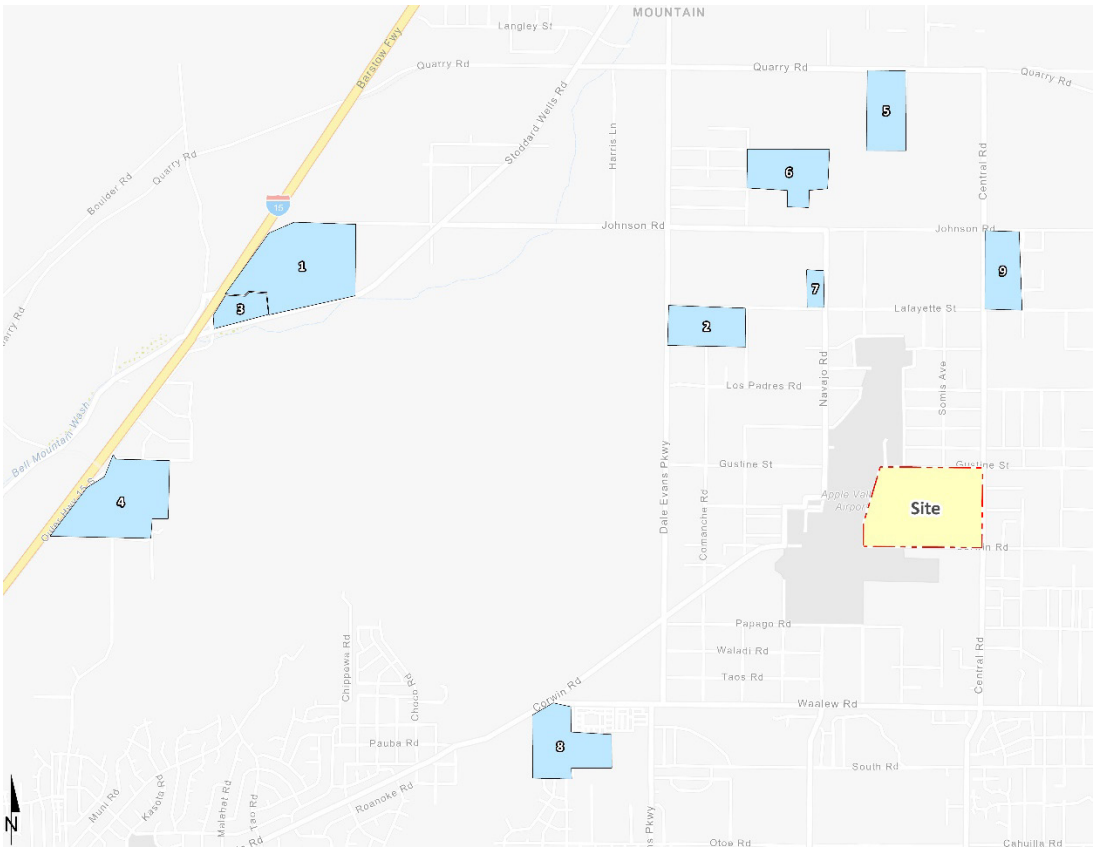


TABLE 4: LIST OF CUMULATIVE PROJECTS

ID	Project Name	Land Use	Quantity	Units[1]
1	Apple Valley 143 (Covington)	High-Cube Fulfillment Center	2518.500	TSF
2	Lafayette Street Logistics Facility (Redwood Industrial)	High-Cube Fulfillment Center	1026.412	TSF
		High-Cube Cold Storage	181.132	TSF
3	Love's Travel Center	Travel Center	25	VFP
		Recreational Vehicle Stop	80	Spaces
4	Inland Empire Logistics Center	High-Cube Fulfillment Center	2604.446	TSF
5	Quarry Pawnee Complex	High-Cube Fulfillment Center	1462.342	TSF
6	Cordova Complex	High-Cube Fulfillment Center	1559.952	TSF
7	Green Trucking Solutions Cold Storage	High-Cube Cold Storage	385.004	TSF
8	TTM No. 20306	Single Family Detached Residential	160	DU
9	1M Warehouse	High-Cube Fulfillment Center	1,080.125	TSF

[1] DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

IDENTIFYING DEFICIENCIES

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

A project deficiency occurs when a signalized or unsignalized intersection is forecast to degrade intersection operations below the Town's acceptable LOS standard, which is identified in the Town's Circulation Element, or if a project adds five seconds of delay or more to an intersection that operates below acceptable standards without the addition of project traffic.

Additionally, all unsignalized intersections shall be evaluated for a peak hour traffic signal warrant based on the California Manual on Uniform Transportation Control Devices (**MUTCD**). Any unsignalized intersection that meets the peak hour signal warrant is considered deficient.

IDENTIFYING IMPROVEMENTS AND COST ESTIMATES

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

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

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

SITE ACCESS AND CHARACTERISTICS

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

SPECIAL ISSUES

The following special issues will also be addressed:

- ***Vehicle Miles Traveled (VMT):*** Per SB743, a VMT analysis will be prepared per the Town's guidelines. This analysis will be prepared under separate cover and will be prepared concurrent to the LOS-based traffic study.
- ***Queuing Analysis:*** conduct 95th percentile queuing assessment to ensure turn pockets can accommodate the anticipated peak hour queues at the Project driveways and at the intersections of Gustine Road and Corwin Road along Central Road.
- ***Traffic Signal Warrant Analysis:*** Conduct traffic signal warrant analysis for all existing and future unsignalized study area intersections, which also includes all Project driveways.

SIGNAL TIMING

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

If you have any questions or comments, I can be reached at cso@urbanxroads.com.

APPENDIX 1.2: SITE ADJACENT QUEUES

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Intersection: 13: Central Rd. & Gustine Rd.

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	117	12
Average Queue (ft)	55	0
95th Queue (ft)	96	6
Link Distance (ft)	215	1348
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Central Rd. & Corwin Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	64	30	127	13
Average Queue (ft)	28	2	32	1
95th Queue (ft)	51	13	85	7
Link Distance (ft)	1211	1297	2671	340
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Driveway 1 & Gustine Rd.

Movement	NB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	621
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Driveway 2 & Gustine Rd.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	6	36
Average Queue (ft)	0	18
95th Queue (ft)	4	42
Link Distance (ft)	204	1203
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Driveway 3 & Gustine Rd.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	44	40
Average Queue (ft)	6	20
95th Queue (ft)	28	44
Link Distance (ft)	933	350
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Driveway 4 & Gustine Rd.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	36	36
Average Queue (ft)	4	13
95th Queue (ft)	22	38
Link Distance (ft)	224	1319
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Driveway 5 & Gustine Rd.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	40	31
Average Queue (ft)	5	8
95th Queue (ft)	24	30
Link Distance (ft)	514	356
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: Driveway 6 & Gustine Rd.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	53	36
Average Queue (ft)	6	13
95th Queue (ft)	29	38
Link Distance (ft)	215	1608
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 22: Central Rd. & Driveway 7

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	53
Average Queue (ft)	6	9
95th Queue (ft)	27	36
Link Distance (ft)	1104	340
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Corwin Rd. & Driveway 8

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	11
95th Queue (ft)	36
Link Distance (ft)	934
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 24: Corwin Rd. & Driveway 9

Movement	SB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	4
95th Queue (ft)	21
Link Distance (ft)	202
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 25: Corwin Rd. & Driveway 10

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	1179
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 26: Corwin Rd. & Driveway 11

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	12
95th Queue (ft)	37
Link Distance (ft)	1210
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 27: Corwin Rd. & Driveway 12

Movement	SB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	22
95th Queue (ft)	46
Link Distance (ft)	1248
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Corwin Rd. & Driveway 13

Movement	SB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	304
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Intersection: 13: Central Rd. & Gustine Rd.

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	230	31
Average Queue (ft)	226	2
95th Queue (ft)	230	16
Link Distance (ft)	215	1348
Upstream Blk Time (%)	70	
Queuing Penalty (veh)	268	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Central Rd. & Corwin Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	175	30	113	4
Average Queue (ft)	65	3	20	0
95th Queue (ft)	125	18	68	3
Link Distance (ft)	1200	1297	2671	340
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Driveway 1 & Gustine Rd.

Movement	NB
Directions Served	LR
Maximum Queue (ft)	50
Average Queue (ft)	31
95th Queue (ft)	45
Link Distance (ft)	621
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Driveway 2 & Gustine Rd.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	36	45
Average Queue (ft)	3	27
95th Queue (ft)	18	46
Link Distance (ft)	204	1203
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Driveway 3 & Gustine Rd.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	31	66
Average Queue (ft)	5	33
95th Queue (ft)	23	52
Link Distance (ft)	933	350
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Driveway 4 & Gustine Rd.

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	437	30	436
Average Queue (ft)	176	1	181
95th Queue (ft)	459	13	449
Link Distance (ft)	933	224	1319
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Driveway 5 & Gustine Rd.

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	232	12	364
Average Queue (ft)	216	0	327
95th Queue (ft)	276	6	447
Link Distance (ft)	224	514	356
Upstream Blk Time (%)	52		79
Queuing Penalty (veh)	141		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: Driveway 6 & Gustine Rd.

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	529	24	1608
Average Queue (ft)	524	1	1198
95th Queue (ft)	533	10	1753
Link Distance (ft)	514	215	1608
Upstream Blk Time (%)	66		19
Queuing Penalty (veh)	211		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 22: Central Rd. & Driveway 7

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	49	48
Average Queue (ft)	20	5
95th Queue (ft)	46	27
Link Distance (ft)	1104	340
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 23: Corwin Rd. & Driveway 8

Movement	SB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	20
95th Queue (ft)	45
Link Distance (ft)	934
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 24: Corwin Rd. & Driveway 9

Movement	SB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	18
95th Queue (ft)	42
Link Distance (ft)	202
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 25: Corwin Rd. & Driveway 10

Movement	SB
Directions Served	LR
Maximum Queue (ft)	44
Average Queue (ft)	20
95th Queue (ft)	45
Link Distance (ft)	1179
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 26: Corwin Rd. & Driveway 11

Movement	SB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	20
95th Queue (ft)	45
Link Distance (ft)	1210
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 27: Corwin Rd. & Driveway 12

Movement	SB
Directions Served	LR
Maximum Queue (ft)	45
Average Queue (ft)	21
95th Queue (ft)	46
Link Distance (ft)	1248
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: Corwin Rd. & Driveway 13

Movement	SB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	20
95th Queue (ft)	44
Link Distance (ft)	309
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 619

APPENDIX 3.1: TRAFFIC COUNTS

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

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

File Name : 01_APV_Quarry_15S AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

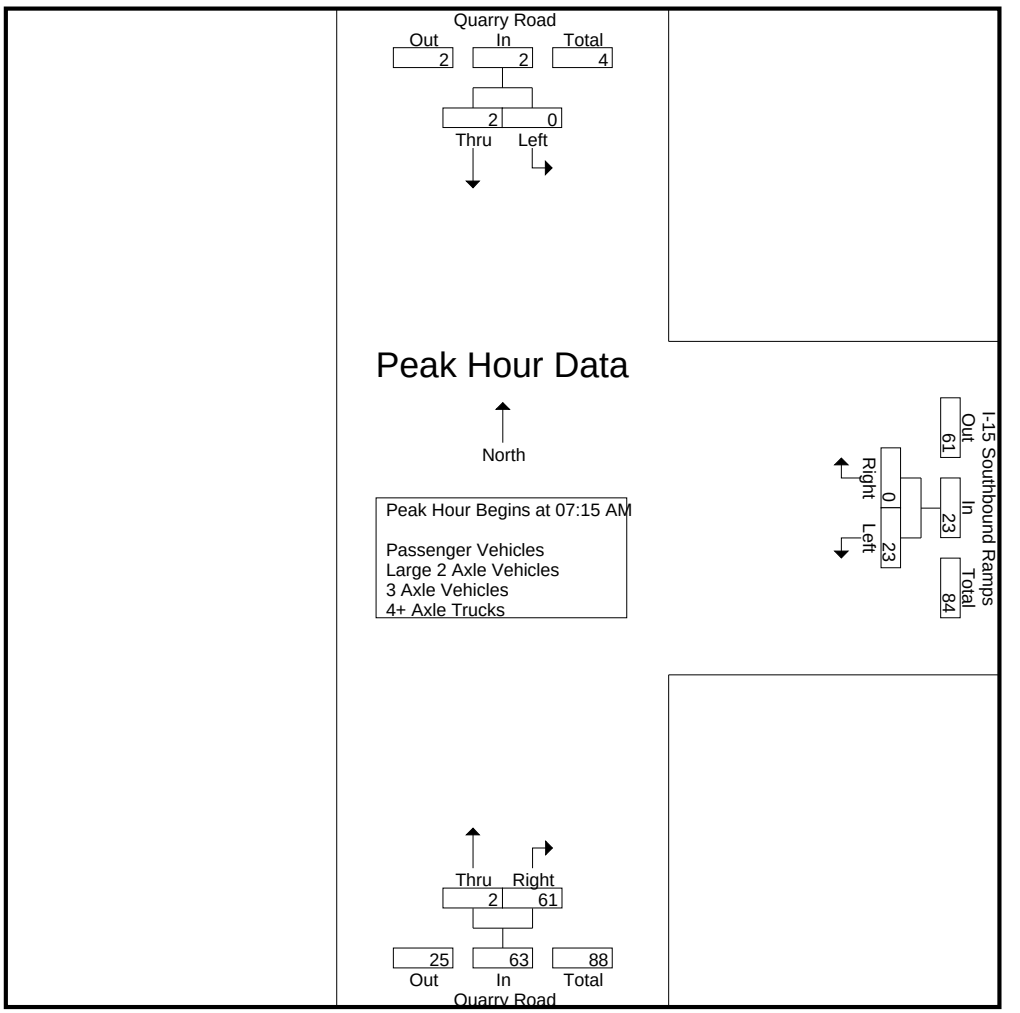
	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	3	0	3	0	14	14	17
07:15 AM	0	0	0	8	0	8	1	13	14	22
07:30 AM	0	1	1	4	0	4	1	12	13	18
07:45 AM	0	1	1	7	0	7	0	19	19	27
Total	0	2	2	22	0	22	2	58	60	84
08:00 AM	0	0	0	4	0	4	0	17	17	21
08:15 AM	0	0	0	5	0	5	0	8	8	13
08:30 AM	0	0	0	4	0	4	1	15	16	20
08:45 AM	0	0	0	10	0	10	0	14	14	24
Total	0	0	0	23	0	23	1	54	55	78
Grand Total	0	2	2	45	0	45	3	112	115	162
Apprch %	0	100		100	0		2.6	97.4		
Total %	0	1.2	1.2	27.8	0	27.8	1.9	69.1	71	
Passenger Vehicles	0	1	1	42	0	42	1	64	65	108
% Passenger Vehicles	0	50	50	93.3	0	93.3	33.3	57.1	56.5	66.7
Large 2 Axle Vehicles	0	0	0	0	0	0	0	3	3	3
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	2.7	2.6	1.9
3 Axle Vehicles	0	0	0	3	0	3	0	2	2	5
% 3 Axle Vehicles	0	0	0	6.7	0	6.7	0	1.8	1.7	3.1
4+ Axle Trucks	0	1	1	0	0	0	2	43	45	46
% 4+ Axle Trucks	0	50	50	0	0	0	66.7	38.4	39.1	28.4

	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	**8**	0	**8**	**1**	13	14	22
07:30 AM	0	**1**	**1**	4	0	4	1	12	13	18
07:45 AM	0	1	1	7	0	7	0	**19**	**19**	**27**
08:00 AM	0	0	0	4	0	4	0	17	17	21
Total Volume	0	2	2	23	0	23	2	61	63	88
% App. Total	0	100		100	0		3.2	96.8		
PHF	.000	.500	.500	.719	.000	.719	.500	.803	.829	.815

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(951) 268-6268

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

File Name : 01_APV_Quarry_15S AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	**8**	0	**8**	**1**	13	14
+15 mins.	0	0	0	4	0	4	1	12	13
+30 mins.	0	**1**	**1**	7	0	7	0	**19**	**19**
+45 mins.	0	1	1	4	0	4	0	17	17
Total Volume	0	2	2	23	0	23	2	61	63
% App. Total	0	100		100	0		3.2	96.8	
PHF	.000	.500	.500	.719	.000	.719	.500	.803	.829

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

File Name : 01_APV_Quarry_15S AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

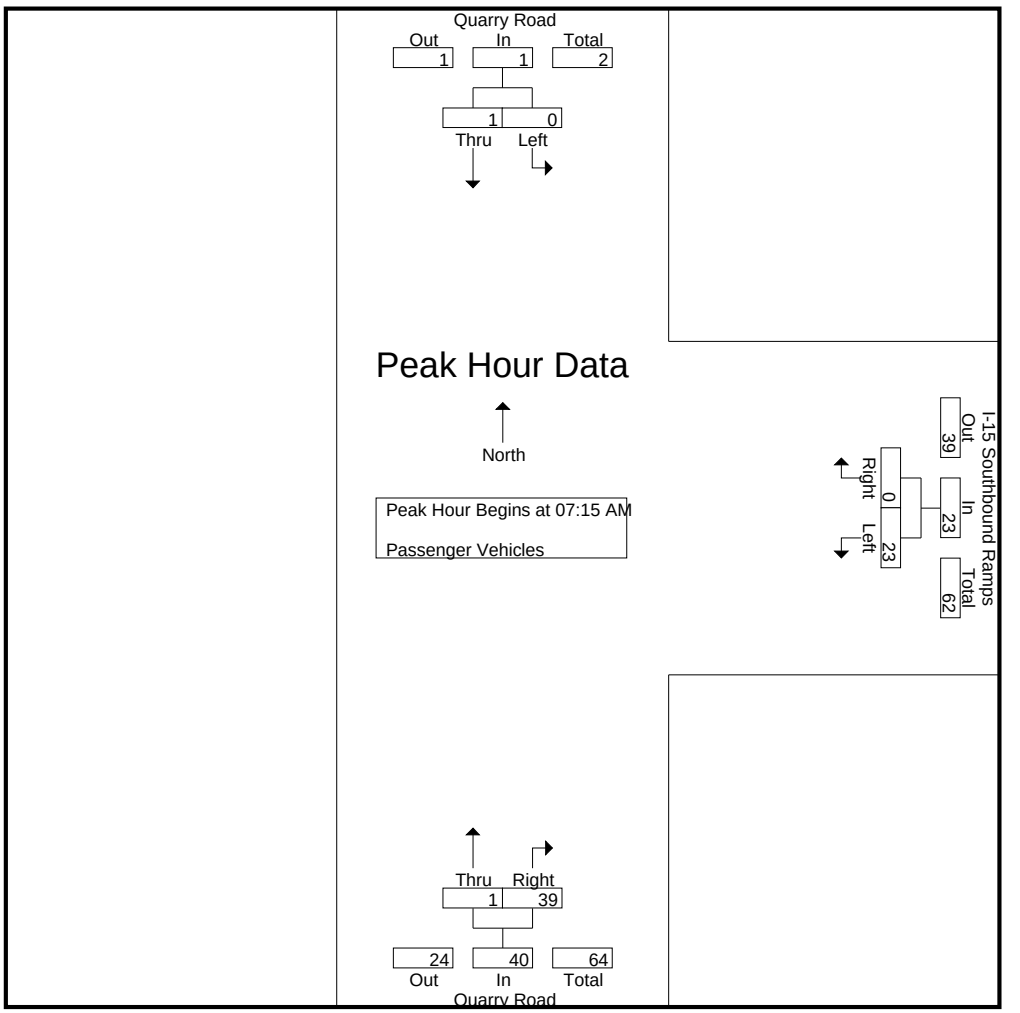
	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	3	0	3	0	8	8	11
07:15 AM	0	0	0	8	0	8	1	10	11	19
07:30 AM	0	1	1	4	0	4	0	9	9	14
07:45 AM	0	0	0	7	0	7	0	12	12	19
Total	0	1	1	22	0	22	1	39	40	63
08:00 AM	0	0	0	4	0	4	0	8	8	12
08:15 AM	0	0	0	5	0	5	0	4	4	9
08:30 AM	0	0	0	4	0	4	0	7	7	11
08:45 AM	0	0	0	7	0	7	0	6	6	13
Total	0	0	0	20	0	20	0	25	25	45
Grand Total	0	1	1	42	0	42	1	64	65	108
Apprch %	0	100		100	0		1.5	98.5		
Total %	0	0.9	0.9	38.9	0	38.9	0.9	59.3	60.2	

	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	**8**	0	**8**	**1**	10	11	**19**
07:30 AM	0	**1**	**1**	4	0	4	0	9	9	14
07:45 AM	0	0	0	7	0	7	0	**12**	**12**	19
08:00 AM	0	0	0	4	0	4	0	8	8	12
Total Volume	0	1	1	23	0	23	1	39	40	64
% App. Total	0	100		100	0		2.5	97.5		
PHF	.000	.250	.250	.719	.000	.719	.250	.813	.833	.842

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

File Name : 01_APV_Quarry_15S AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	**8**	0	**8**	**1**	10	11
+15 mins.	0	**1**	**1**	4	0	4	0	9	9
+30 mins.	0	0	0	7	0	7	0	**12**	**12**
+45 mins.	0	0	0	4	0	4	0	8	8
Total Volume	0	1	1	23	0	23	1	39	40
% App. Total	0	100		100	0		2.5	97.5	
PHF	.000	.250	.250	.719	.000	.719	.250	.813	.833

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

File Name : 01_APV_Quarry_15S AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

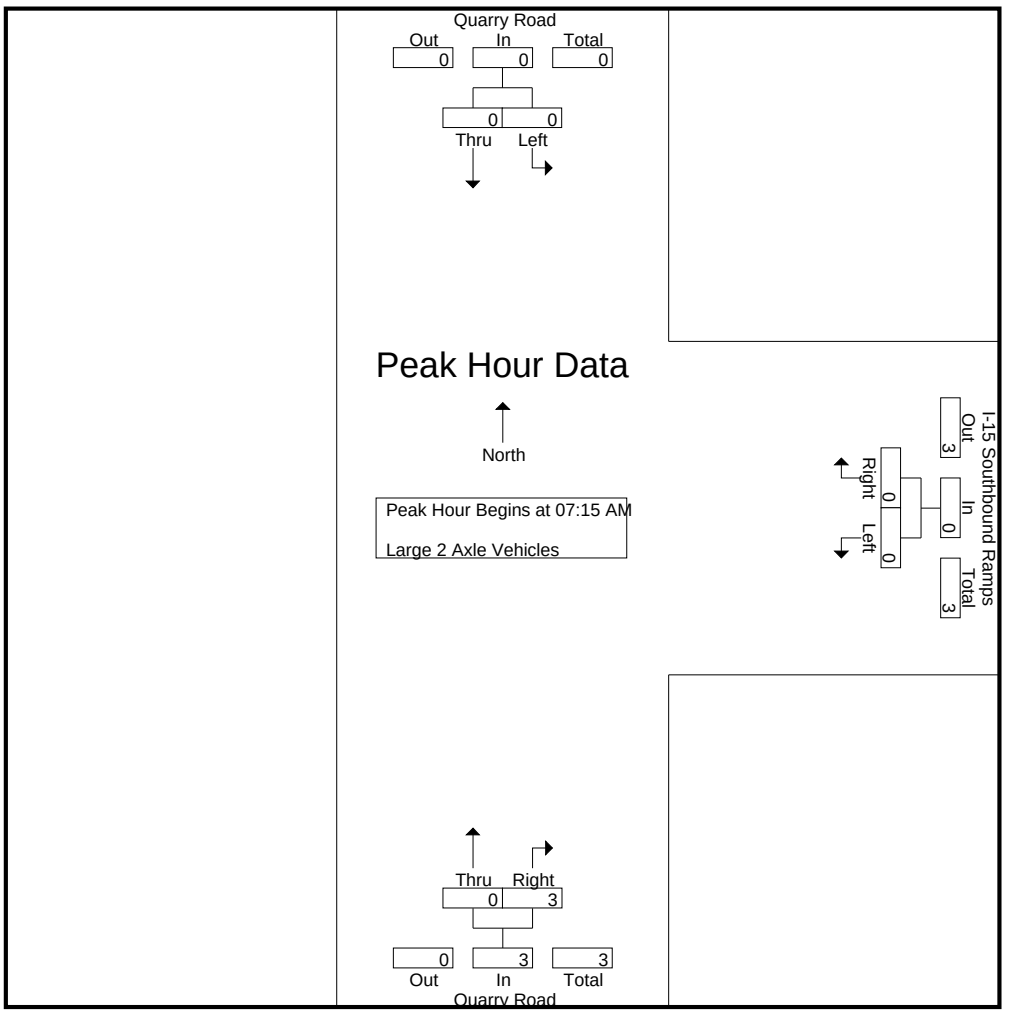
	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0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

	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	0	0	0	**2**	**2**	**2**
Total Volume	0	0	0	0	0	0	0	3	3	3
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.375	.375	.375

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

File Name : 01_APV_Quarry_15S AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 01_APV_Quarry_15S AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

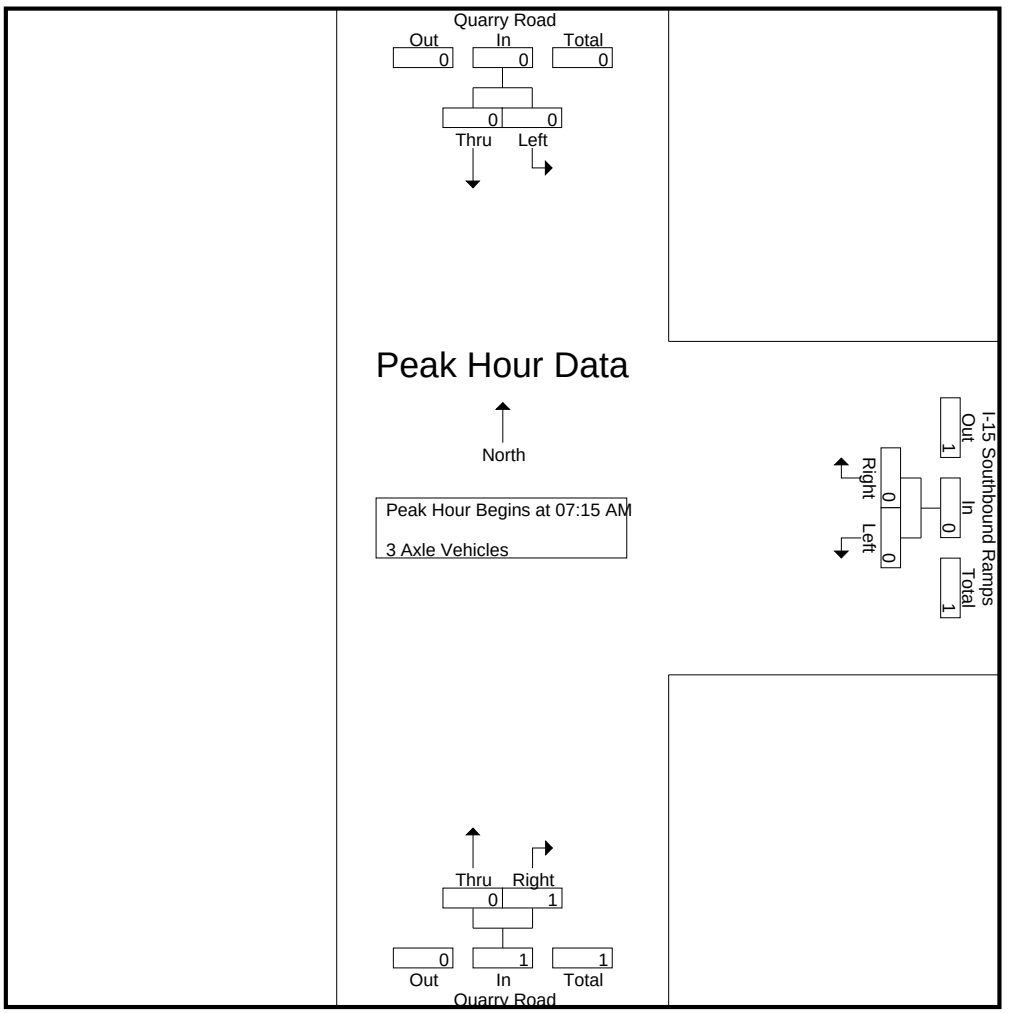
	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	3	0	3	0	0	0	3
Total	0	0	0	3	0	3	0	1	1	4
Grand Total	0	0	0	3	0	3	0	2	2	5
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	60	0	60	0	40	40	

	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	**1**	**1**	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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

File Name : 01_APV_Quarry_15S AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 01_APV_Quarry_15S AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

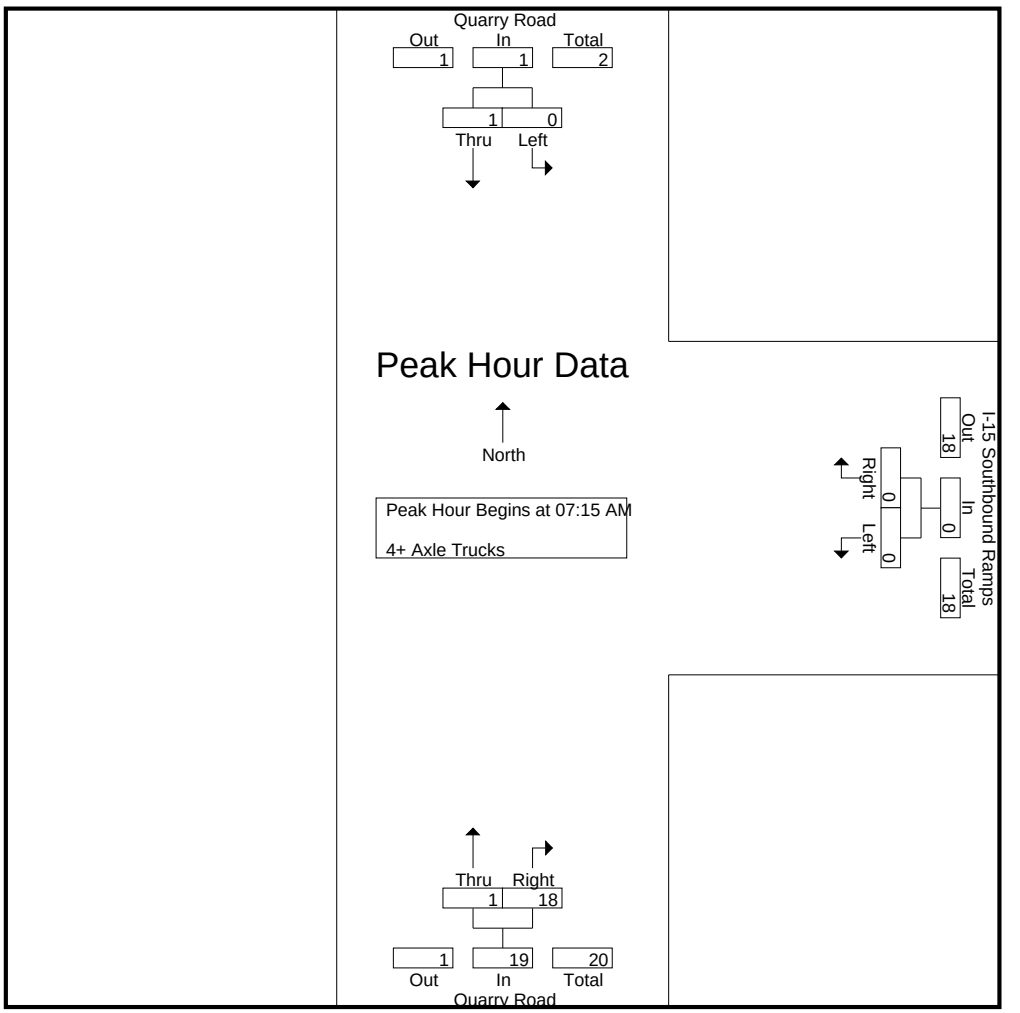
	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	6	6	6
07:15 AM	0	0	0	0	0	0	0	3	3	3
07:30 AM	0	0	0	0	0	0	1	3	4	4
07:45 AM	0	1	1	0	0	0	0	5	5	6
Total	0	1	1	0	0	0	1	17	18	19
08:00 AM	0	0	0	0	0	0	0	7	7	7
08:15 AM	0	0	0	0	0	0	0	4	4	4
08:30 AM	0	0	0	0	0	0	1	7	8	8
08:45 AM	0	0	0	0	0	0	0	8	8	8
Total	0	0	0	0	0	0	1	26	27	27
Grand Total	0	1	1	0	0	0	2	43	45	46
Apprch %	0	100		0	0		4.4	95.6		
Total %	0	2.2	2.2	0	0	0	4.3	93.5	97.8	

	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	3	3	3
07:30 AM	0	0	0	0	0	0	**1**	3	4	4
07:45 AM	0	**1**	**1**	0	0	0	0	5	5	6
08:00 AM	0	0	0	0	0	0	0	**7**	**7**	**7**
Total Volume	0	1	1	0	0	0	1	18	19	20
% App. Total	0	100		0	0		5.3	94.7		
PHF	.000	.250	.250	.000	.000	.000	.250	.643	.679	.714

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

File Name : 01_APV_Quarry_15S AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	3	3
+15 mins.	0	0	0	0	0	0	**1**	3	4
+30 mins.	0	**1**	**1**	0	0	0	0	5	5
+45 mins.	0	0	0	0	0	0	0	**7**	**7**
Total Volume	0	1	1	0	0	0	1	18	19
% App. Total	0	100		0	0		5.3	94.7	
PHF	.000	.250	.250	.000	.000	.000	.250	.643	.679

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

File Name : 01_APV_Quarry_15S PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

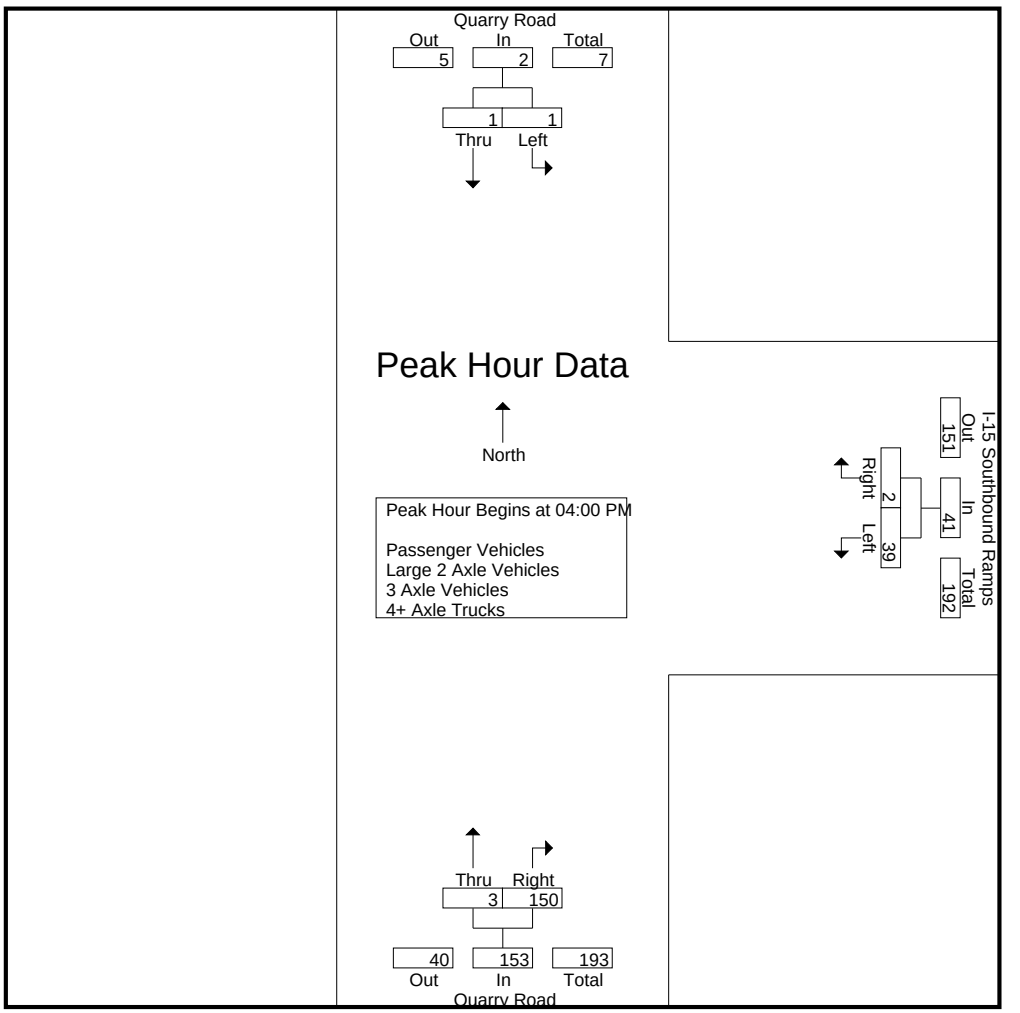
	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	10	0	10	1	85	86	97
04:15 PM	0	1	1	9	1	10	0	27	27	38
04:30 PM	0	0	0	14	0	14	1	19	20	34
04:45 PM	0	0	0	6	1	7	1	19	20	27
Total	1	1	2	39	2	41	3	150	153	196
05:00 PM	0	0	0	9	0	9	1	44	45	54
05:15 PM	2	0	2	6	0	6	0	19	19	27
05:30 PM	0	1	1	13	0	13	0	18	18	32
05:45 PM	0	1	1	5	0	5	0	15	15	21
Total	2	2	4	33	0	33	1	96	97	134
Grand Total	3	3	6	72	2	74	4	246	250	330
Apprch %	50	50		97.3	2.7		1.6	98.4		
Total %	0.9	0.9	1.8	21.8	0.6	22.4	1.2	74.5	75.8	
Passenger Vehicles	3	3	6	72	2	74	4	223	227	307
% Passenger Vehicles	100	100	100	100	100	100	100	90.7	90.8	93
Large 2 Axle Vehicles	0	0	0	0	0	0	0	1	1	1
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0.4	0.4	0.3
3 Axle Vehicles	0	0	0	0	0	0	0	4	4	4
% 3 Axle Vehicles	0	0	0	0	0	0	0	1.6	1.6	1.2
4+ Axle Trucks	0	0	0	0	0	0	0	18	18	18
% 4+ Axle Trucks	0	0	0	0	0	0	0	7.3	7.2	5.5

	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	0	**1**	10	0	10	**1**	**85**	**86**	**97**
04:15 PM	0	**1**	1	9	**1**	10	0	27	27	38
04:30 PM	0	0	0	**14**	0	**14**	1	19	20	34
04:45 PM	0	0	0	6	1	7	1	19	20	27
Total Volume	1	1	2	39	2	41	3	150	153	196
% App. Total	50	50		95.1	4.9		2	98		
PHF	.250	.250	.500	.696	.500	.732	.750	.441	.445	.505

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

File Name : 01_APV_Quarry_15S PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	05:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	10	0	10	**1**	**85**	**86**
+15 mins.	**2**	0	**2**	9	**1**	10	0	27	27
+30 mins.	0	**1**	1	**14**	0	**14**	1	19	20
+45 mins.	0	1	1	6	1	7	1	19	20
Total Volume	2	2	4	39	2	41	3	150	153
% App. Total	50	50		95.1	4.9		2	98	
PHF	.250	.500	.500	.696	.500	.732	.750	.441	.445

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

File Name : 01_APV_Quarry_15S PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

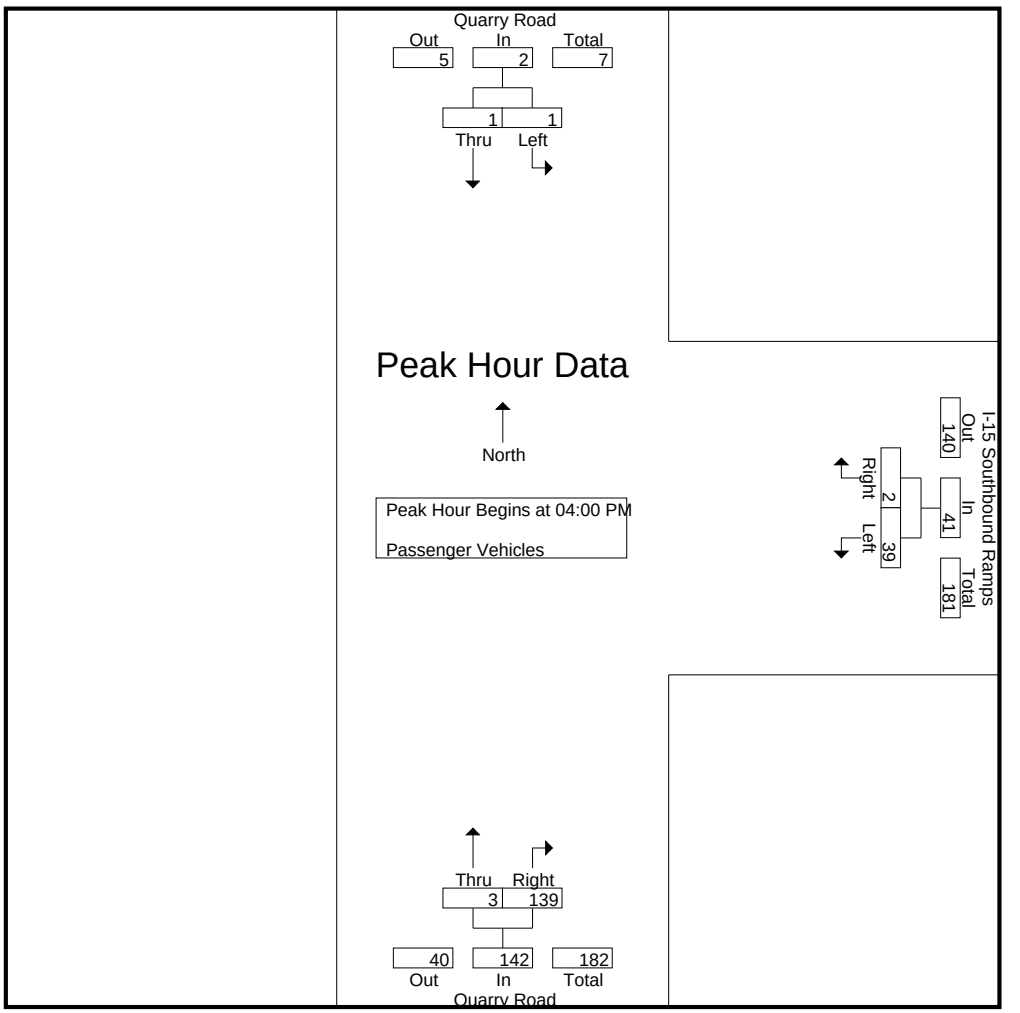
	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	10	0	10	1	82	83	94
04:15 PM	0	1	1	9	1	10	0	23	23	34
04:30 PM	0	0	0	14	0	14	1	16	17	31
04:45 PM	0	0	0	6	1	7	1	18	19	26
Total	1	1	2	39	2	41	3	139	142	185
05:00 PM	0	0	0	9	0	9	1	41	42	51
05:15 PM	2	0	2	6	0	6	0	14	14	22
05:30 PM	0	1	1	13	0	13	0	15	15	29
05:45 PM	0	1	1	5	0	5	0	14	14	20
Total	2	2	4	33	0	33	1	84	85	122
Grand Total	3	3	6	72	2	74	4	223	227	307
Apprch %	50	50		97.3	2.7		1.8	98.2		
Total %	1	1	2	23.5	0.7	24.1	1.3	72.6	73.9	

	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	0	**1**	10	0	10	**1**	**82**	**83**	**94**
04:15 PM	0	**1**	1	9	**1**	10	0	23	23	34
04:30 PM	0	0	0	**14**	0	**14**	1	16	17	31
04:45 PM	0	0	0	6	1	7	1	18	19	26
Total Volume	1	1	2	39	2	41	3	139	142	185
% App. Total	50	50		95.1	4.9		2.1	97.9		
PHF	.250	.250	.500	.696	.500	.732	.750	.424	.428	.492

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

File Name : 01_APV_Quarry_15S PM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**1**	0	**1**	10	0	10	**1**	**82**	**83**
+15 mins.	0	**1**	1	9	**1**	10	0	23	23
+30 mins.	0	0	0	**14**	0	**14**	1	16	17
+45 mins.	0	0	0	6	1	7	1	18	19
Total Volume	1	1	2	39	2	41	3	139	142
% App. Total	50	50		95.1	4.9		2.1	97.9	
PHF	.250	.250	.500	.696	.500	.732	.750	.424	.428

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

File Name : 01_APV_Quarry_15S PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

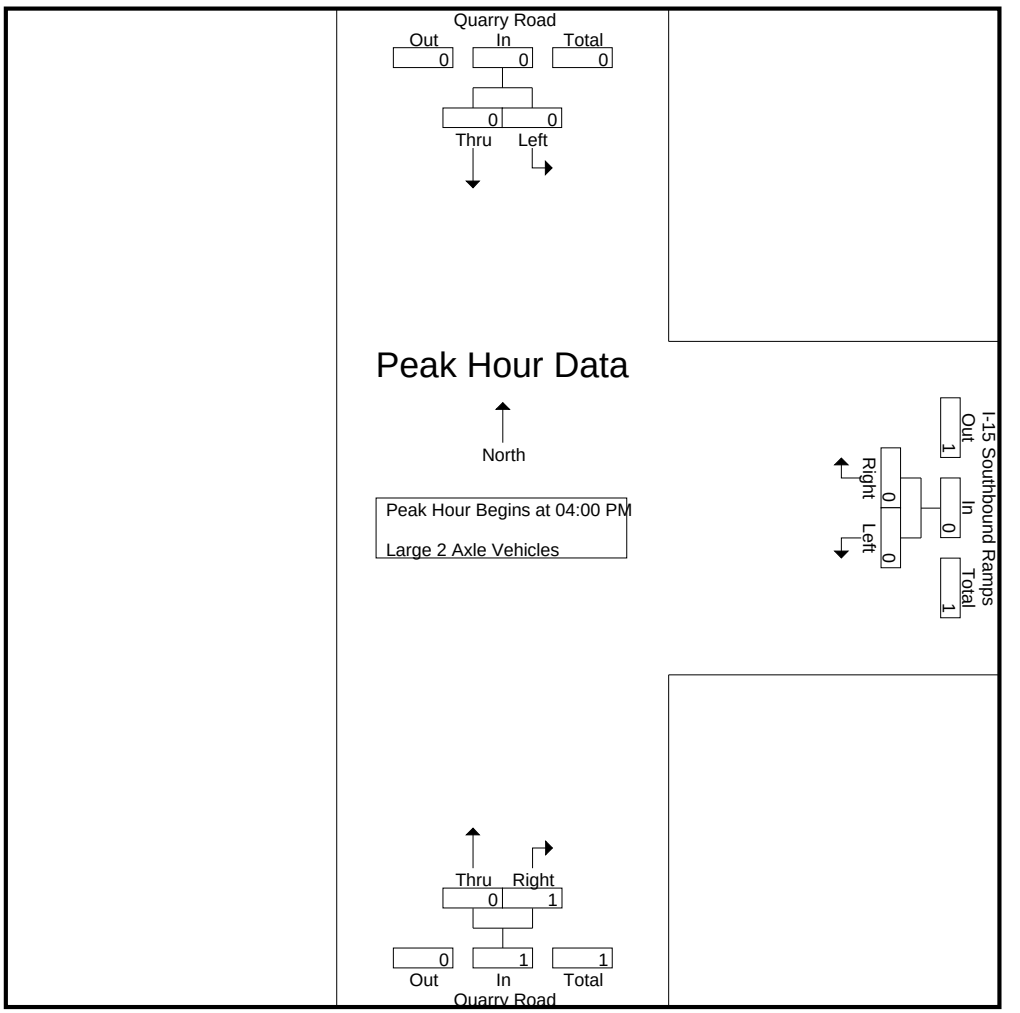
	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0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

	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	**1**	**1**	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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

File Name : 01_APV_Quarry_15S PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 01_APV_Quarry_15S PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

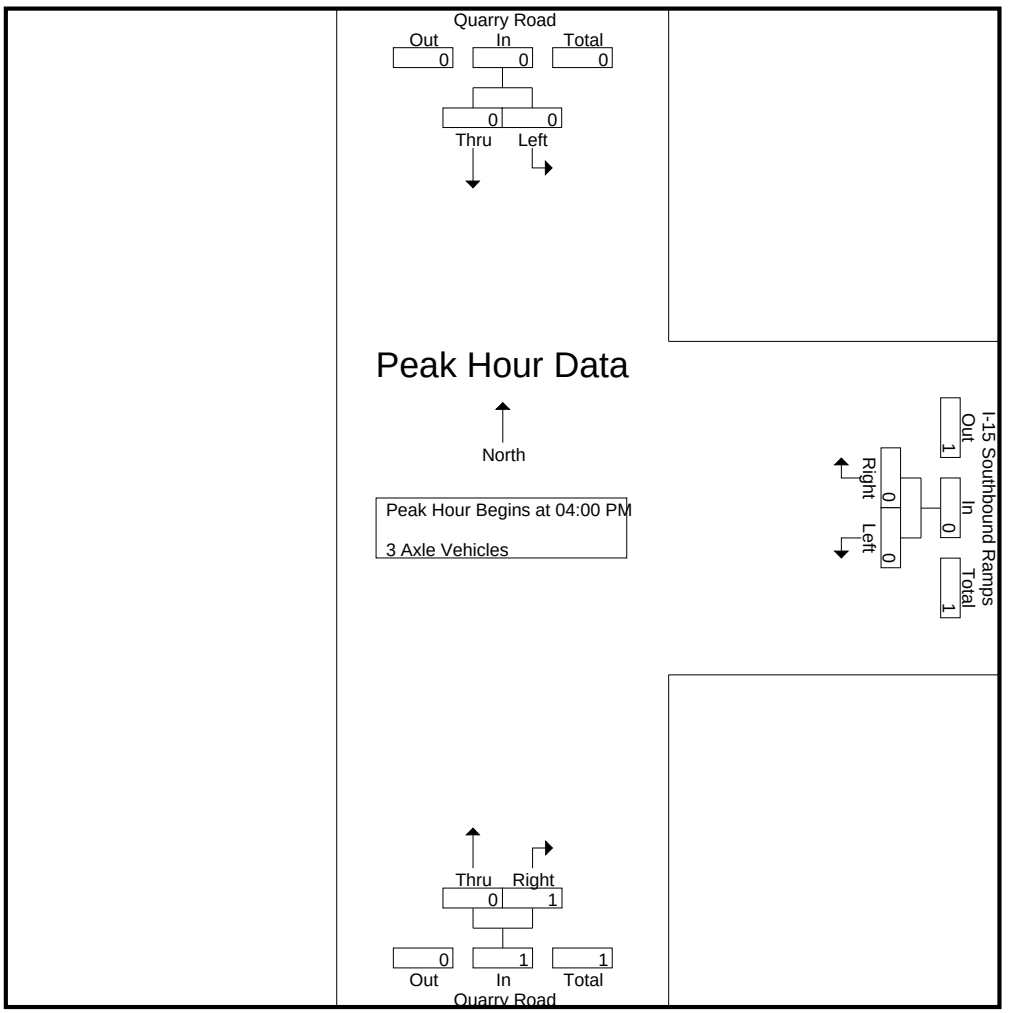
	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0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

	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	**1**	**1**	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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

File Name : 01_APV_Quarry_15S PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 01_APV_Quarry_15S PM
Site Code : 05124070
Start Date : 1/30/2024
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Groups Printed- 4+ Axle Trucks

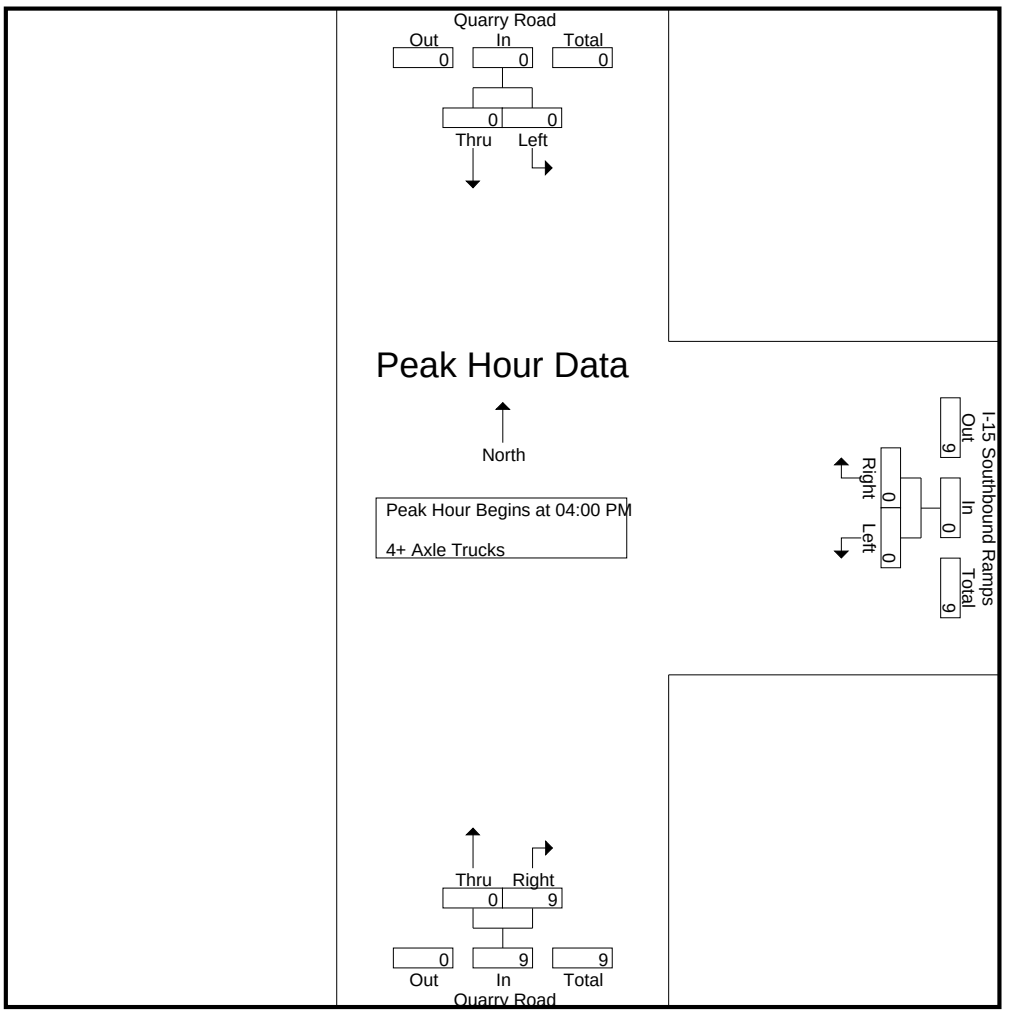
	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	3	3	3
04:15 PM	0	0	0	0	0	0	0	2	2	2
04:30 PM	0	0	0	0	0	0	0	3	3	3
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	9	9	9
05:00 PM	0	0	0	0	0	0	0	2	2	2
05:15 PM	0	0	0	0	0	0	0	3	3	3
05:30 PM	0	0	0	0	0	0	0	3	3	3
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	9	9	9
Grand Total	0	0	0	0	0	0	0	18	18	18
Apprch %	0	0		0	0		0	100		
Total %	0	0	0	0	0	0	0	100	100	

	Quarry Road Southbound			I-15 Southbound Ramps Westbound			Quarry Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	**3**	**3**	**3**
04:15 PM	0	0	0	0	0	0	0	2	2	2
04:30 PM	0	0	0	0	0	0	0	3	3	3
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	9	9	9
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.750	.750	.750

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

File Name : 01_APV_Quarry_15S PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	**3**	**3**
+15 mins.	0	0	0	0	0	0	0	2	2
+30 mins.	0	0	0	0	0	0	0	3	3
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	9	9
% App. Total	0	0		0	0		0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.750	.750

Location: Apple Valley
N/S: Quarry Road
E/W: I-15 SB Ramps

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg Quarry Road Pedestrians	East Leg I-15 SB Ramps Pedestrians	South Leg Quarry Road Pedestrians	West Leg Dead End Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Quarry Road Pedestrians	East Leg I-15 SB Ramps Pedestrians	South Leg Quarry Road Pedestrians	West Leg Dead End Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Apple Valley
N/S: Quarry Road
E/W: I-15 SB Ramps

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound Quarry Road			Westbound I-15 SB Ramps			Northbound Quarry Road			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Quarry Road			Westbound I-15 SB Ramps			Northbound Quarry Road			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 02_APV_Quarry_SW AM
Site Code : 05124070
Start Date : 1/30/2024
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

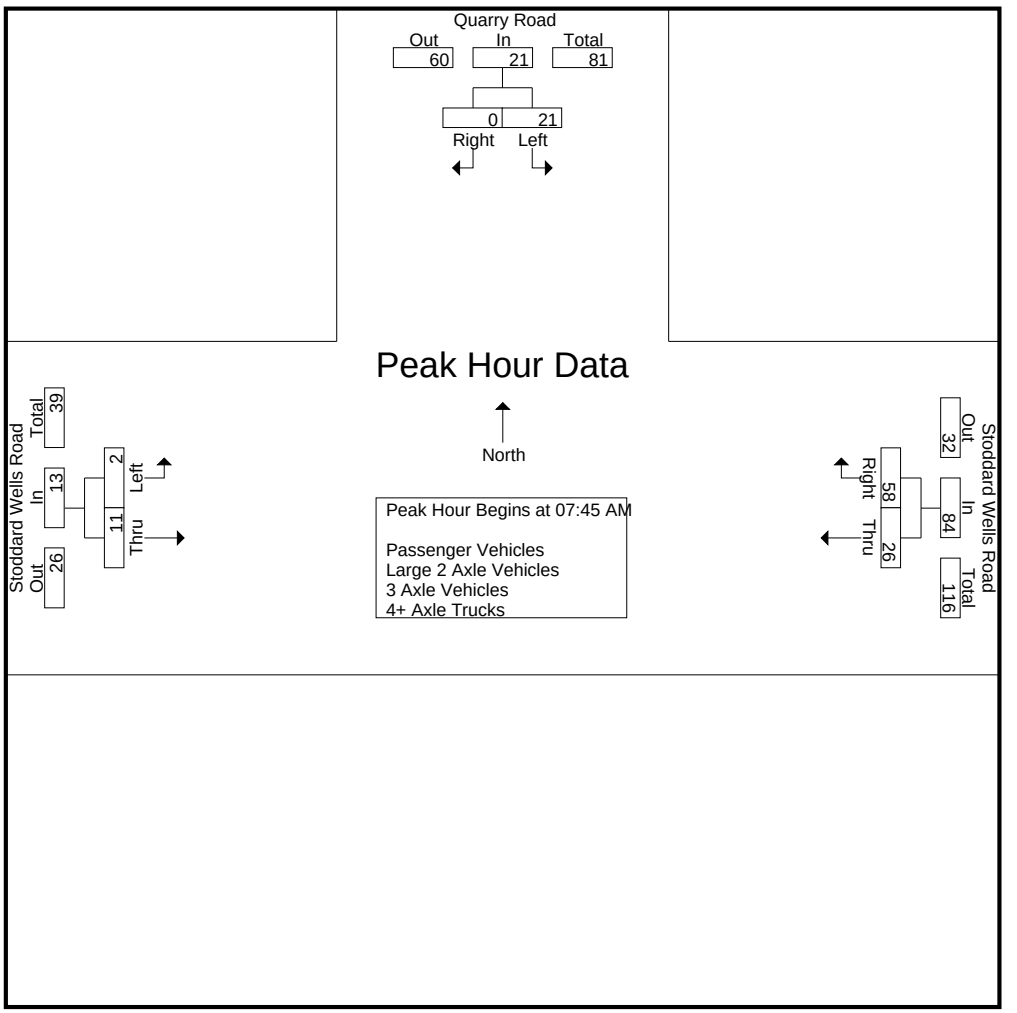
	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	2	1	3	3	14	17	1	1	2	22
07:15 AM	6	1	7	5	14	19	0	1	1	27
07:30 AM	6	0	6	5	11	16	0	1	1	23
07:45 AM	8	0	8	5	19	24	0	1	1	33
Total	22	2	24	18	58	76	1	4	5	105
08:00 AM	4	0	4	5	17	22	0	3	3	29
08:15 AM	5	0	5	10	8	18	1	2	3	26
08:30 AM	4	0	4	6	14	20	1	5	6	30
08:45 AM	6	1	7	8	14	22	0	3	3	32
Total	19	1	20	29	53	82	2	13	15	117
Grand Total	41	3	44	47	111	158	3	17	20	222
Apprch %	93.2	6.8		29.7	70.3		15	85		
Total %	18.5	1.4	19.8	21.2	50	71.2	1.4	7.7	9	
Passenger Vehicles	40	3	43	38	61	99	3	13	16	158
% Passenger Vehicles	97.6	100	97.7	80.9	55	62.7	100	76.5	80	71.2
Large 2 Axle Vehicles	0	0	0	3	3	6	0	1	1	7
% Large 2 Axle Vehicles	0	0	0	6.4	2.7	3.8	0	5.9	5	3.2
3 Axle Vehicles	0	0	0	4	3	7	0	3	3	10
% 3 Axle Vehicles	0	0	0	8.5	2.7	4.4	0	17.6	15	4.5
4+ Axle Trucks	1	0	1	2	44	46	0	0	0	47
% 4+ Axle Trucks	2.4	0	2.3	4.3	39.6	29.1	0	0	0	21.2

	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	**8**	0	**8**	5	**19**	**24**	0	1	1	**33**
08:00 AM	4	0	4	5	17	22	0	3	3	29
08:15 AM	5	0	5	**10**	8	18	**1**	2	3	26
08:30 AM	4	0	4	6	14	20	1	**5**	**6**	30
Total Volume	21	0	21	26	58	84	2	11	13	118
% App. Total	100	0		31	69		15.4	84.6		
PHF	.656	.000	.656	.650	.763	.875	.500	.550	.542	.894

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Weather: Clear

File Name : 02_APV_Quarry_SW AM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:45 AM			08:00 AM		
+0 mins.	6	**1**	7	5	**19**	**24**	0	3	3
+15 mins.	6	0	6	5	17	22	**1**	2	3
+30 mins.	**8**	0	**8**	**10**	8	18	1	**5**	**6**
+45 mins.	4	0	4	6	14	20	0	3	3
Total Volume	24	1	25	26	58	84	2	13	15
% App. Total	96	4		31	69		13.3	86.7	
PHF	.750	.250	.781	.650	.763	.875	.500	.650	.625

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

File Name : 02_APV_Quarry_SW AM
Site Code : 05124070
Start Date : 1/30/2024
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Groups Printed- Passenger Vehicles

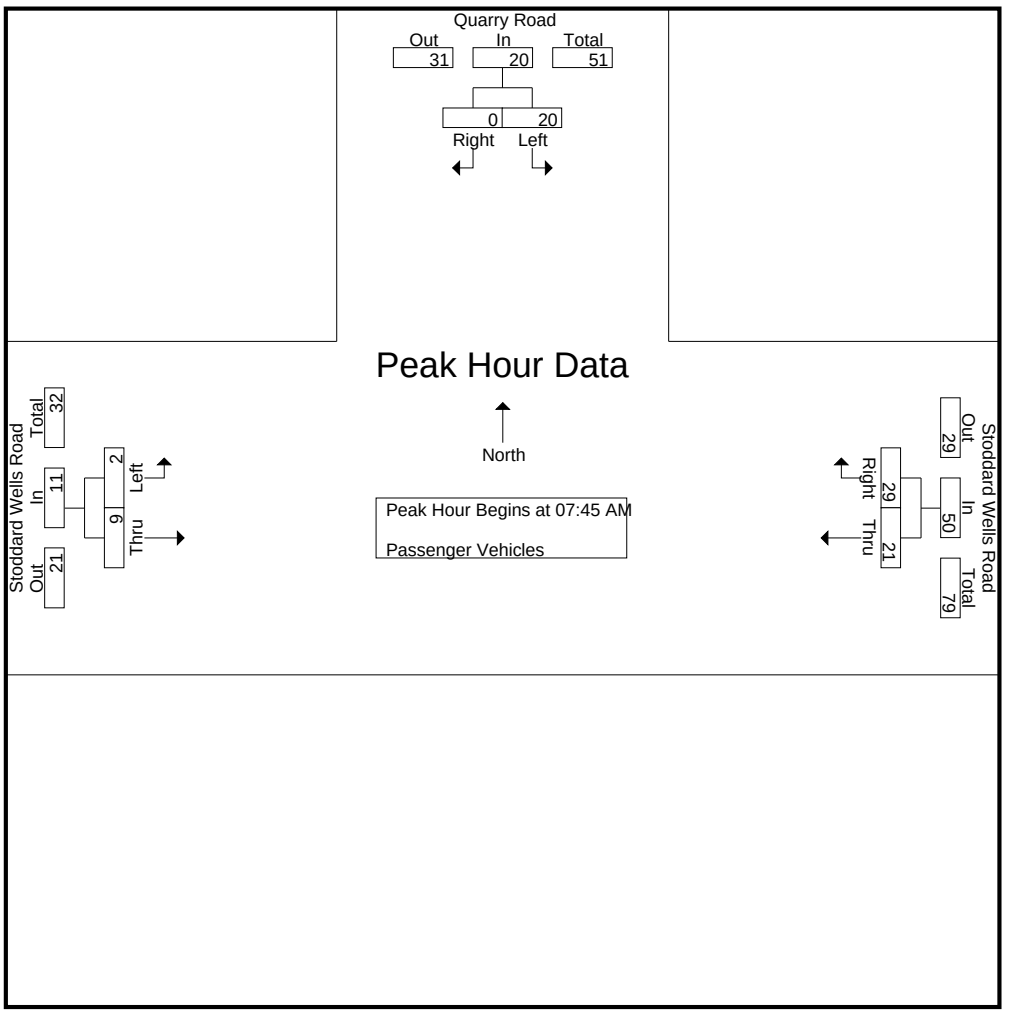
	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	2	1	3	3	8	11	1	1	2	16
07:15 AM	6	1	7	3	10	13	0	1	1	21
07:30 AM	6	0	6	4	8	12	0	1	1	19
07:45 AM	7	0	7	5	12	17	0	1	1	25
Total	21	2	23	15	38	53	1	4	5	81
08:00 AM	4	0	4	5	8	13	0	2	2	19
08:15 AM	5	0	5	6	3	9	1	1	2	16
08:30 AM	4	0	4	5	6	11	1	5	6	21
08:45 AM	6	1	7	7	6	13	0	1	1	21
Total	19	1	20	23	23	46	2	9	11	77
Grand Total	40	3	43	38	61	99	3	13	16	158
Apprch %	93	7		38.4	61.6		18.8	81.2		
Total %	25.3	1.9	27.2	24.1	38.6	62.7	1.9	8.2	10.1	

	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	**7**	0	**7**	5	**12**	**17**	0	1	1	**25**
08:00 AM	4	0	4	5	8	13	0	2	2	19
08:15 AM	5	0	5	**6**	3	9	**1**	1	2	16
08:30 AM	4	0	4	5	6	11	1	**5**	**6**	21
Total Volume	20	0	20	21	29	50	2	9	11	81
% App. Total	100	0		42	58		18.2	81.8		
PHF	.714	.000	.714	.875	.604	.735	.500	.450	.458	.810

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City of Apple Valley
N/S: Quarry Road
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Weather: Clear

File Name : 02_APV_Quarry_SW AM
Site Code : 05124070
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	**7**	0	**7**	5	**12**	**17**	0	1	1
+15 mins.	4	0	4	5	8	13	0	2	2
+30 mins.	5	0	5	**6**	3	9	**1**	1	2
+45 mins.	4	0	4	5	6	11	1	**5**	**6**
Total Volume	20	0	20	21	29	50	2	9	11
% App. Total	100	0		42	58		18.2	81.8	
PHF	.714	.000	.714	.875	.604	.735	.500	.450	.458

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City of Apple Valley
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Weather: Clear

File Name : 02_APV_Quarry_SW AM
Site Code : 05124070
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Groups Printed- Large 2 Axle Vehicles

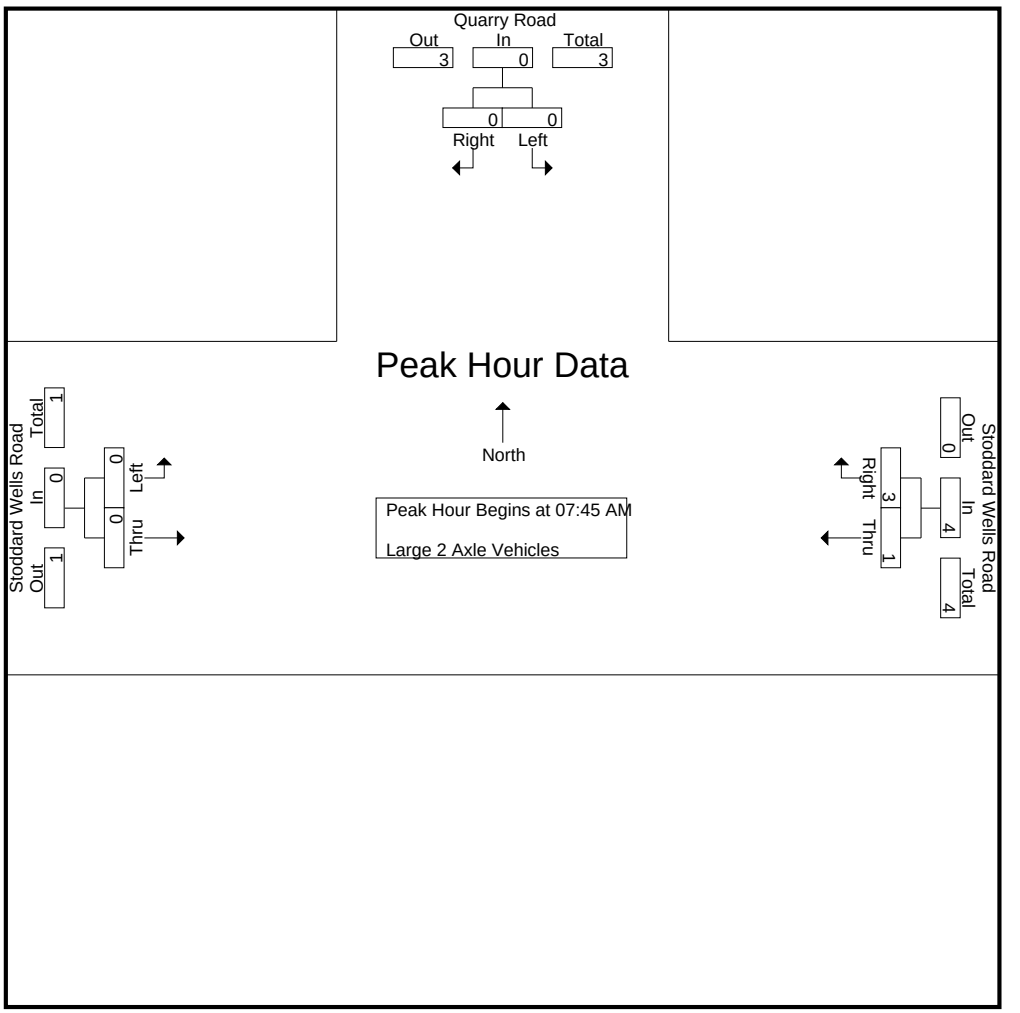
	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	2	0	2	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	2	1	3	0	0	0	3
08:00 AM	0	0	0	0	2	2	0	0	0	2
08:15 AM	0	0	0	1	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	2	3	0	1	1	4
Grand Total	0	0	0	3	3	6	0	1	1	7
Apprch %	0	0		50	50		0	100		
Total %	0	0	0	42.9	42.9	85.7	0	14.3	14.3	

	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	1	1	0	0	0	1
08:00 AM	0	0	0	0	**2**	**2**	0	0	0	**2**
08:15 AM	0	0	0	**1**	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	3	4	0	0	0	4
% App. Total	0	0		25	75		0	0		
PHF	.000	.000	.000	.250	.375	.500	.000	.000	.000	.500

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City of Apple Valley
N/S: Quarry Road
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Weather: Clear

File Name : 02_APV_Quarry_SW AM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	1	1	0	0	0
+15 mins.	0	0	0	0	**2**	**2**	0	0	0
+30 mins.	0	0	0	**1**	0	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	3	4	0	0	0
% App. Total	0	0		25	75		0	0	
PHF	.000	.000	.000	.250	.375	.500	.000	.000	.000

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

File Name : 02_APV_Quarry_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

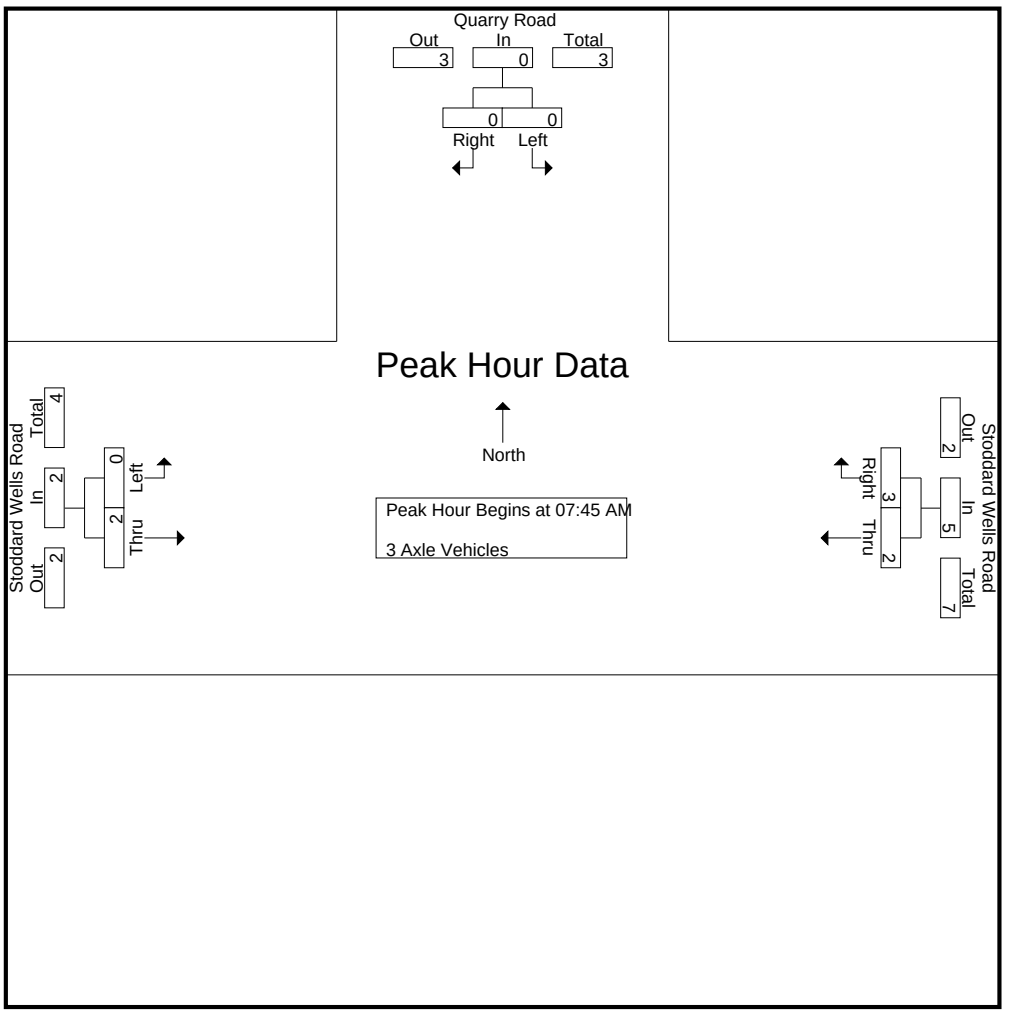
	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	2	2	0	0	0	2
Total	0	0	0	1	2	3	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	1	0	1	0	1	1	2
08:30 AM	0	0	0	1	1	2	0	0	0	2
08:45 AM	0	0	0	1	0	1	0	1	1	2
Total	0	0	0	3	1	4	0	3	3	7
Grand Total	0	0	0	4	3	7	0	3	3	10
Apprch %	0	0		57.1	42.9		0	100		
Total %	0	0	0	40	30	70	0	30	30	

	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	**2**	**2**	0	0	0	**2**
08:00 AM	0	0	0	0	0	0	0	**1**	**1**	1
08:15 AM	0	0	0	**1**	0	1	0	1	1	2
08:30 AM	0	0	0	1	1	2	0	0	0	2
Total Volume	0	0	0	2	3	5	0	2	2	7
% App. Total	0	0		40	60		0	100		
PHF	.000	.000	.000	.500	.375	.625	.000	.500	.500	.875

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

File Name : 02_APV_Quarry_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	**2**	**2**	0	0	0
+15 mins.	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	0	**1**	0	1	0	1	1
+45 mins.	0	0	0	1	1	2	0	0	0
Total Volume	0	0	0	2	3	5	0	2	2
% App. Total	0	0		40	60		0	100	
PHF	.000	.000	.000	.500	.375	.625	.000	.500	.500

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

File Name : 02_APV_Quarry_SW AM
Site Code : 05124070
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Groups Printed- 4+ Axle Trucks

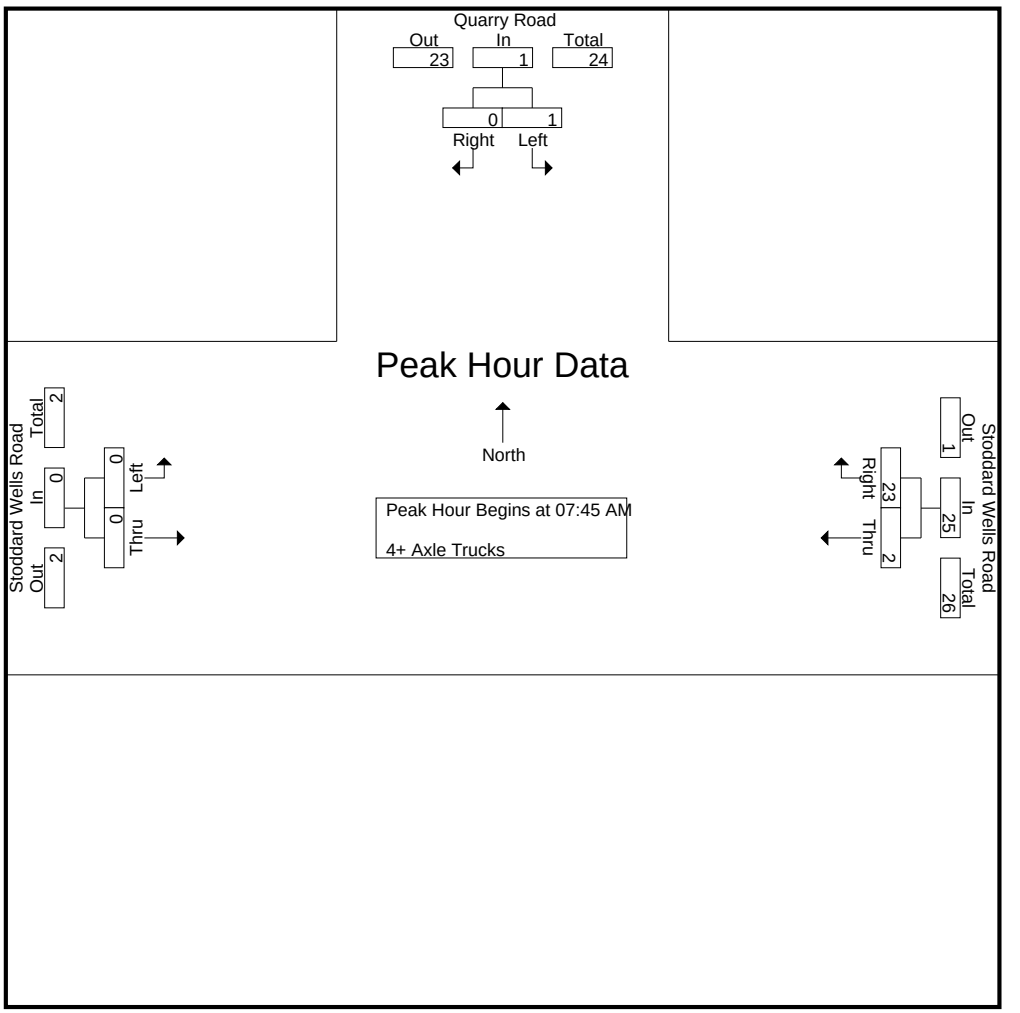
	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	6	6	0	0	0	6
07:15 AM	0	0	0	0	4	4	0	0	0	4
07:30 AM	0	0	0	0	3	3	0	0	0	3
07:45 AM	1	0	1	0	4	4	0	0	0	5
Total	1	0	1	0	17	17	0	0	0	18
08:00 AM	0	0	0	0	7	7	0	0	0	7
08:15 AM	0	0	0	2	5	7	0	0	0	7
08:30 AM	0	0	0	0	7	7	0	0	0	7
08:45 AM	0	0	0	0	8	8	0	0	0	8
Total	0	0	0	2	27	29	0	0	0	29
Grand Total	1	0	1	2	44	46	0	0	0	47
Apprch %	100	0		4.3	95.7		0	0		
Total %	2.1	0	2.1	4.3	93.6	97.9	0	0	0	

	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	**1**	0	**1**	0	4	4	0	0	0	5
08:00 AM	0	0	0	0	**7**	**7**	0	0	0	**7**
08:15 AM	0	0	0	**2**	5	7	0	0	0	7
08:30 AM	0	0	0	0	7	7	0	0	0	7
Total Volume	1	0	1	2	23	25	0	0	0	26
% App. Total	100	0		8	92		0	0		
PHF	.250	.000	.250	.250	.821	.893	.000	.000	.000	.929

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

File Name : 02_APV_Quarry_SW AM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	**1**	0	**1**	0	4	4	0	0	0
+15 mins.	0	0	0	0	**7**	**7**	0	0	0
+30 mins.	0	0	0	**2**	5	7	0	0	0
+45 mins.	0	0	0	0	7	7	0	0	0
Total Volume	1	0	1	2	23	25	0	0	0
% App. Total	100	0		8	92		0	0	
PHF	.250	.000	.250	.250	.821	.893	.000	.000	.000

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City of Apple Valley
N/S: Quarry Road
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Weather: Clear

File Name : 02_APV_Quarry_SW PM
Site Code : 05124070
Start Date : 1/30/2024
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

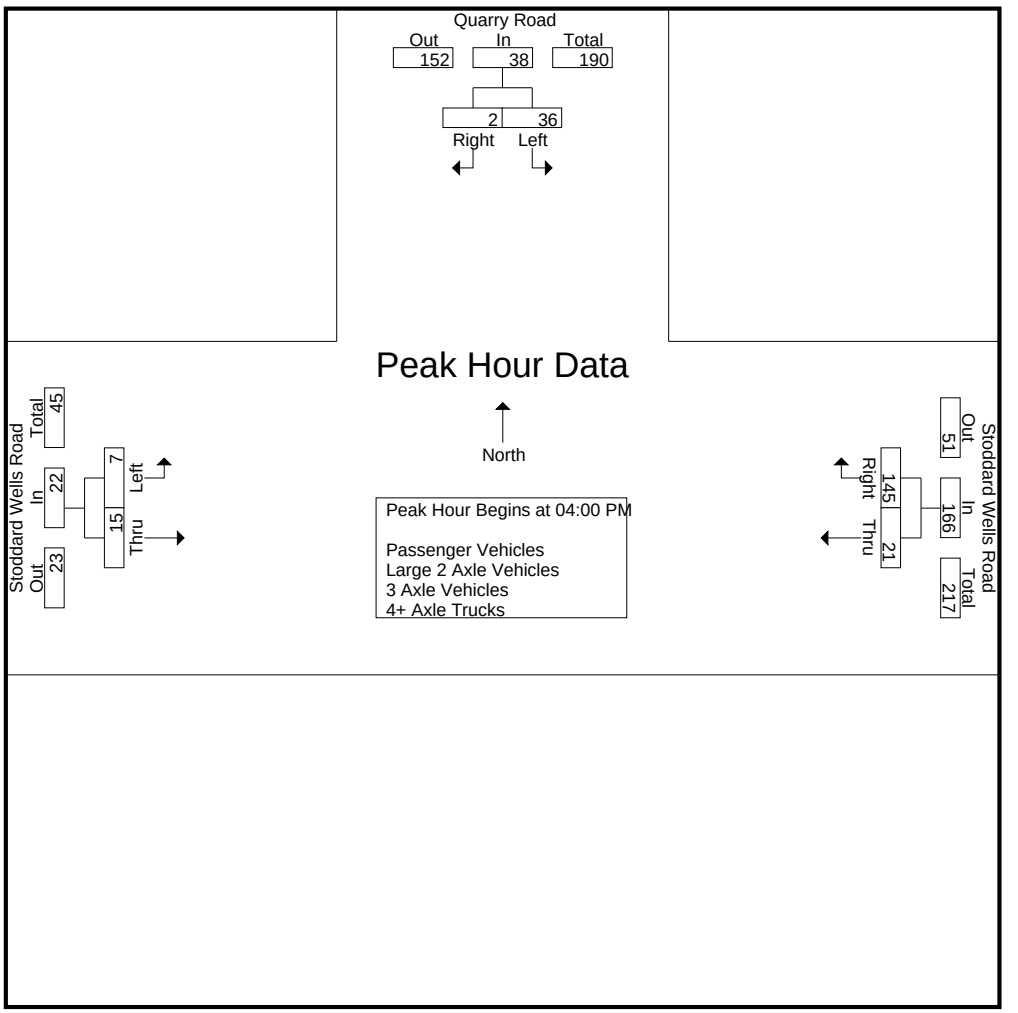
	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	9	0	9	9	82	91	1	4	5	105
04:15 PM	8	2	10	5	21	26	3	3	6	42
04:30 PM	11	0	11	5	22	27	0	3	3	41
04:45 PM	8	0	8	2	20	22	3	5	8	38
Total	36	2	38	21	145	166	7	15	22	226
05:00 PM	9	0	9	5	40	45	5	4	9	63
05:15 PM	6	0	6	1	18	19	1	1	2	27
05:30 PM	11	1	12	0	14	14	0	0	0	26
05:45 PM	6	0	6	0	15	15	0	1	1	22
Total	32	1	33	6	87	93	6	6	12	138
Grand Total	68	3	71	27	232	259	13	21	34	364
Apprch %	95.8	4.2		10.4	89.6		38.2	61.8		
Total %	18.7	0.8	19.5	7.4	63.7	71.2	3.6	5.8	9.3	
Passenger Vehicles	68	3	71	24	209	233	13	20	33	337
% Passenger Vehicles	100	100	100	88.9	90.1	90	100	95.2	97.1	92.6
Large 2 Axle Vehicles	0	0	0	0	1	1	0	0	0	1
% Large 2 Axle Vehicles	0	0	0	0	0.4	0.4	0	0	0	0.3
3 Axle Vehicles	0	0	0	3	4	7	0	1	1	8
% 3 Axle Vehicles	0	0	0	11.1	1.7	2.7	0	4.8	2.9	2.2
4+ Axle Trucks	0	0	0	0	18	18	0	0	0	18
% 4+ Axle Trucks	0	0	0	0	7.8	6.9	0	0	0	4.9

	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	9	0	9	**9**	**82**	**91**	1	4	5	**105**
04:15 PM	8	**2**	10	5	21	26	**3**	3	6	42
04:30 PM	**11**	0	**11**	5	22	27	0	3	3	41
04:45 PM	8	0	8	2	20	22	3	**5**	**8**	38
Total Volume	36	2	38	21	145	166	7	15	22	226
% App. Total	94.7	5.3		12.7	87.3		31.8	68.2		
PHF	.818	.250	.864	.583	.442	.456	.583	.750	.688	.538

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

File Name : 02_APV_Quarry_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM			04:00 PM			04:15 PM		
+0 mins.	9	0	9	**9**	**82**	**91**	3	3	6
+15 mins.	8	**2**	10	5	21	26	0	3	3
+30 mins.	**11**	0	**11**	5	22	27	3	**5**	8
+45 mins.	8	0	8	2	20	22	**5**	4	**9**
Total Volume	36	2	38	21	145	166	11	15	26
% App. Total	94.7	5.3		12.7	87.3		42.3	57.7	
PHF	.818	.250	.864	.583	.442	.456	.550	.750	.722

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

File Name : 02_APV_Quarry_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

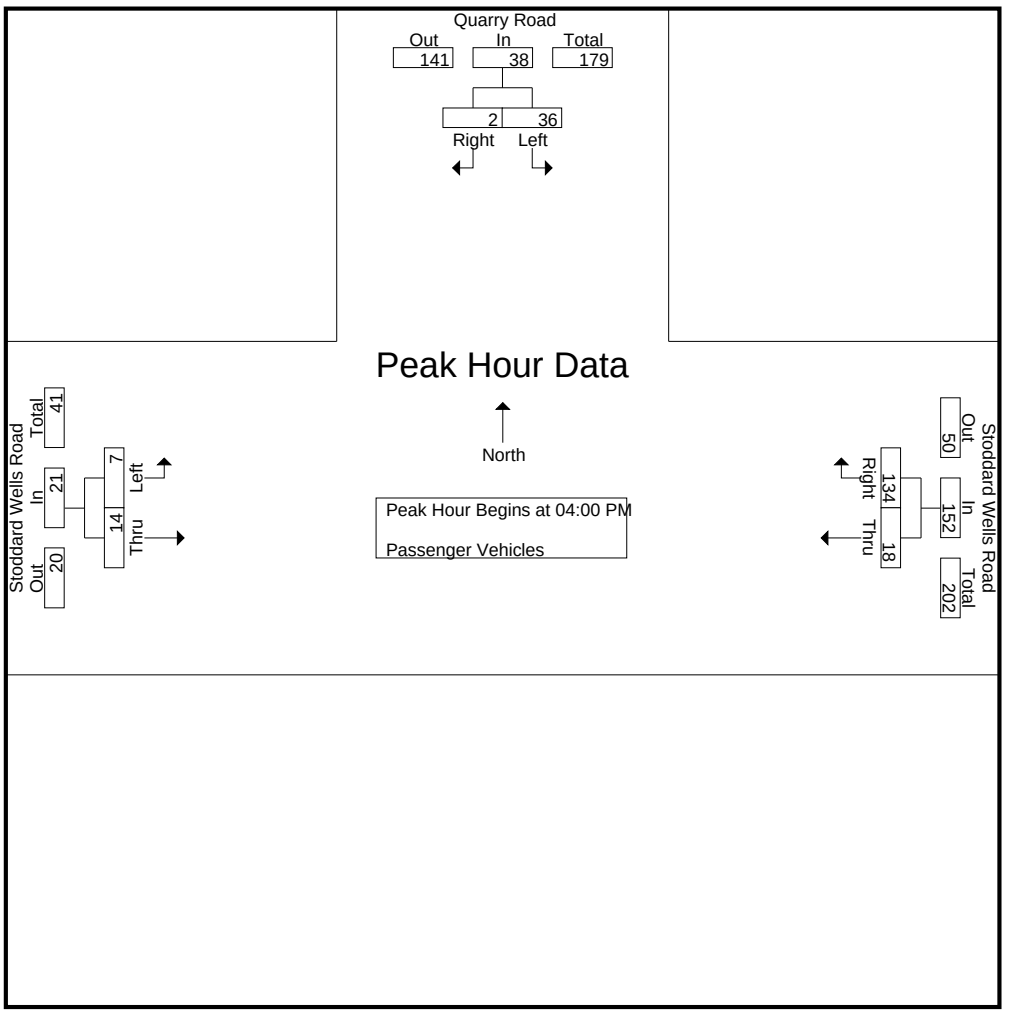
	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	9	0	9	8	79	87	1	3	4	100
04:15 PM	8	2	10	4	17	21	3	3	6	37
04:30 PM	11	0	11	4	19	23	0	3	3	37
04:45 PM	8	0	8	2	19	21	3	5	8	37
Total	36	2	38	18	134	152	7	14	21	211
05:00 PM	9	0	9	5	36	41	5	4	9	59
05:15 PM	6	0	6	1	13	14	1	1	2	22
05:30 PM	11	1	12	0	12	12	0	0	0	24
05:45 PM	6	0	6	0	14	14	0	1	1	21
Total	32	1	33	6	75	81	6	6	12	126
Grand Total	68	3	71	24	209	233	13	20	33	337
Apprch %	95.8	4.2		10.3	89.7		39.4	60.6		
Total %	20.2	0.9	21.1	7.1	62	69.1	3.9	5.9	9.8	

	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	9	0	9	**8**	**79**	**87**	1	3	4	**100**
04:15 PM	8	**2**	10	4	17	21	**3**	3	6	37
04:30 PM	**11**	0	**11**	4	19	23	0	3	3	37
04:45 PM	8	0	8	2	19	21	3	**5**	**8**	37
Total Volume	36	2	38	18	134	152	7	14	21	211
% App. Total	94.7	5.3		11.8	88.2		33.3	66.7		
PHF	.818	.250	.864	.563	.424	.437	.583	.700	.656	.528

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

File Name : 02_APV_Quarry_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	9	0	9	**8**	**79**	**87**	1	3	4
+15 mins.	8	**2**	10	4	17	21	**3**	3	6
+30 mins.	**11**	0	**11**	4	19	23	0	3	3
+45 mins.	8	0	8	2	19	21	3	**5**	**8**
Total Volume	36	2	38	18	134	152	7	14	21
% App. Total	94.7	5.3		11.8	88.2		33.3	66.7	
PHF	.818	.250	.864	.563	.424	.437	.583	.700	.656

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

File Name : 02_APV_Quarry_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

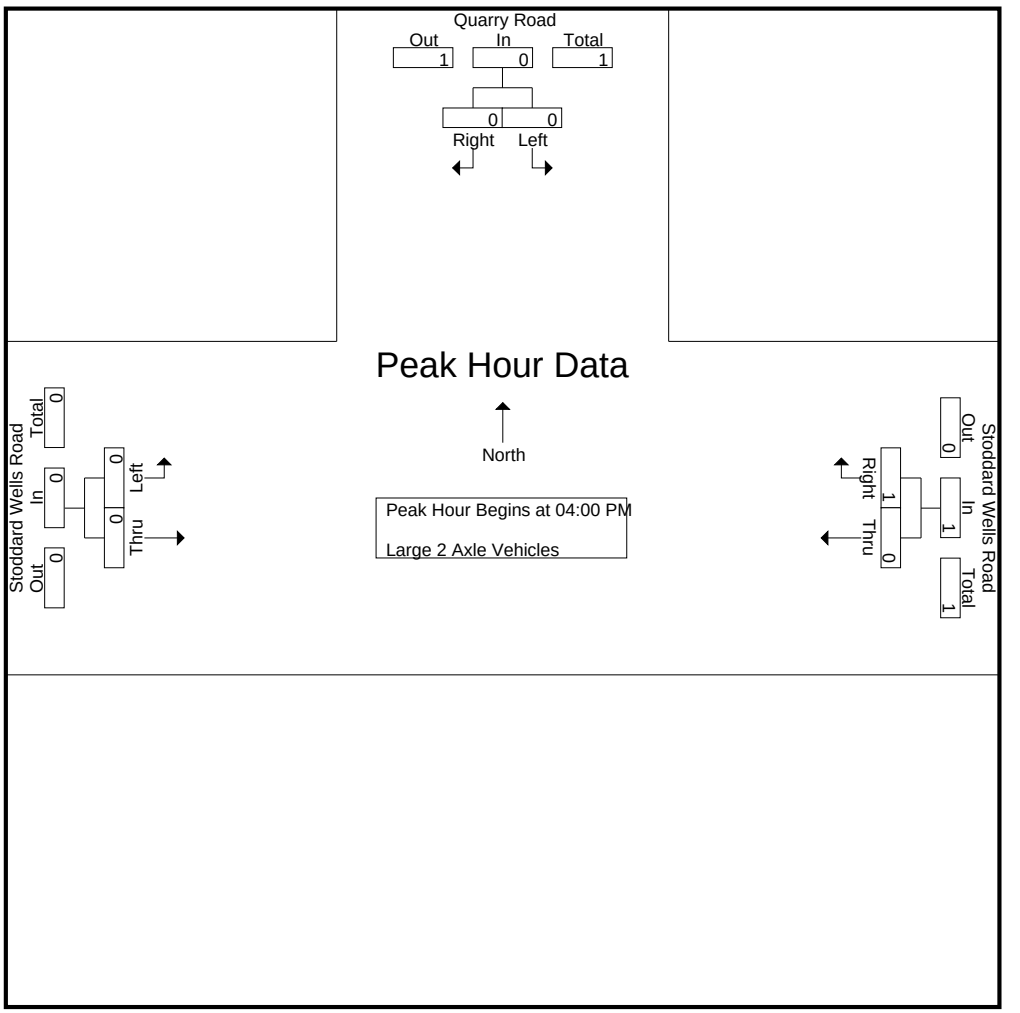
	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	1	0	0	0	1
Apprch %	0	0		0	100		0	0		
Total %	0	0	0	0	100	100	0	0	0	

	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	**1**	**1**	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

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

File Name : 02_APV_Quarry_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 02_APV_Quarry_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

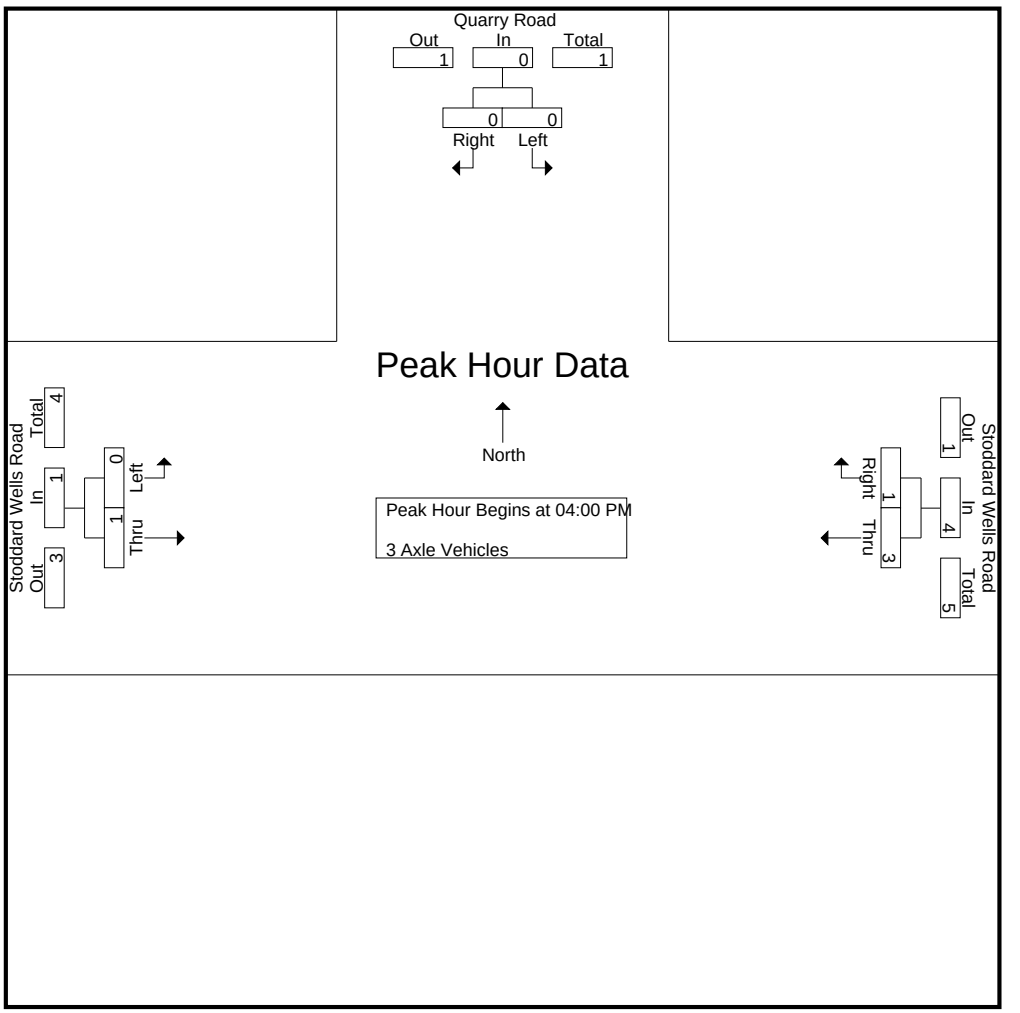
	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	1	1	2
04:15 PM	0	0	0	1	1	2	0	0	0	2
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	1	4	0	1	1	5
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	0	0	0	0	2	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	3
Grand Total	0	0	0	3	4	7	0	1	1	8
Apprch %	0	0		42.9	57.1		0	100		
Total %	0	0	0	37.5	50	87.5	0	12.5	12.5	

	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**1**	0	1	0	**1**	**1**	**2**
04:15 PM	0	0	0	1	**1**	**2**	0	0	0	2
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	3	1	4	0	1	1	5
% App. Total	0	0		75	25		0	100		
PHF	.000	.000	.000	.750	.250	.500	.000	.250	.250	.625

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

File Name : 02_APV_Quarry_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**1**	0	1	0	**1**	**1**
+15 mins.	0	0	0	1	**1**	**2**	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	3	1	4	0	1	1
% App. Total	0	0		75	25		0	100	
PHF	.000	.000	.000	.750	.250	.500	.000	.250	.250

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

File Name : 02_APV_Quarry_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

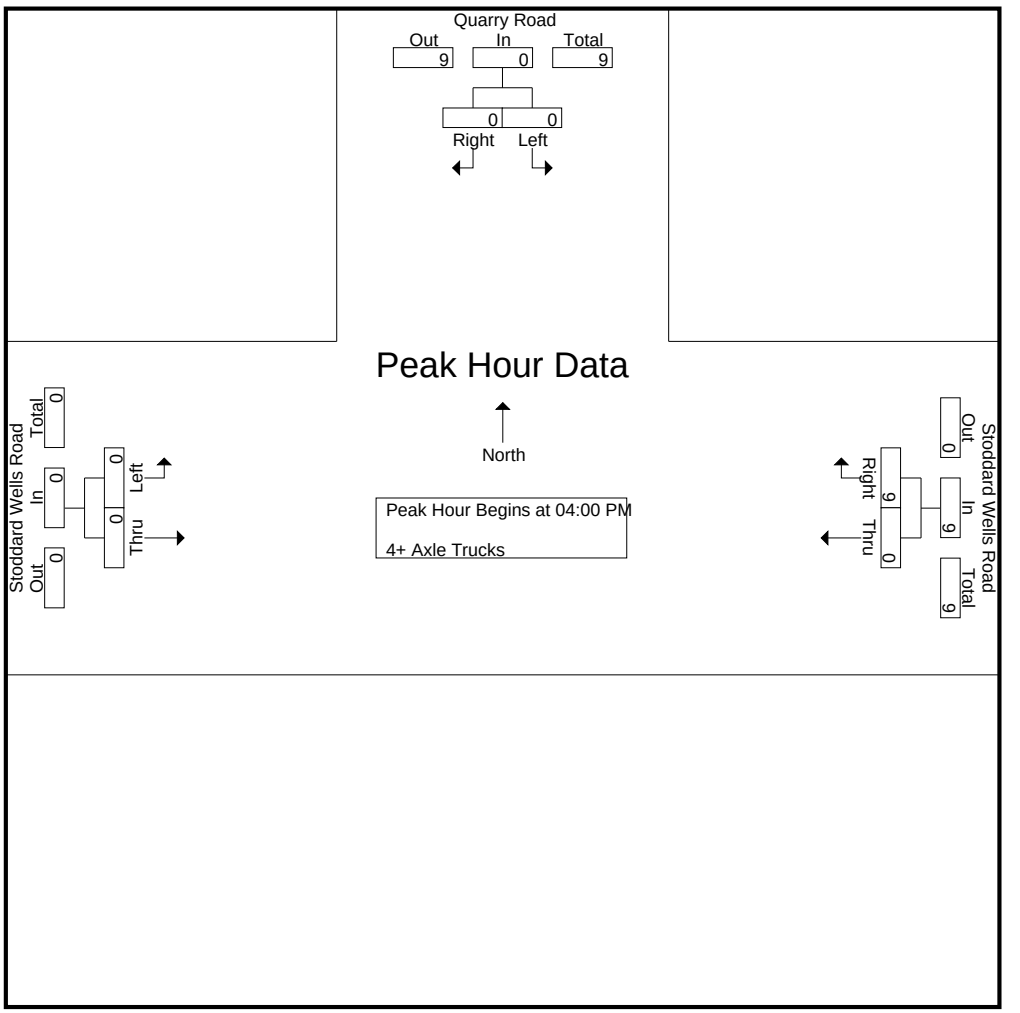
	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	3	3	0	0	0	3
04:15 PM	0	0	0	0	2	2	0	0	0	2
04:30 PM	0	0	0	0	3	3	0	0	0	3
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	9	9	0	0	0	9
05:00 PM	0	0	0	0	3	3	0	0	0	3
05:15 PM	0	0	0	0	3	3	0	0	0	3
05:30 PM	0	0	0	0	2	2	0	0	0	2
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	9	9	0	0	0	9
Grand Total	0	0	0	0	18	18	0	0	0	18
Apprch %	0	0		0	100		0	0		
Total %	0	0	0	0	100	100	0	0	0	

	Quarry Road Southbound			Stoddard Wells Road Westbound			Stoddard Wells Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	**3**	**3**	0	0	0	**3**
04:15 PM	0	0	0	0	2	2	0	0	0	2
04:30 PM	0	0	0	0	3	3	0	0	0	3
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	9	9	0	0	0	9
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.750	.750	.000	.000	.000	.750

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

File Name : 02_APV_Quarry_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	**3**	**3**	0	0	0
+15 mins.	0	0	0	0	2	2	0	0	0
+30 mins.	0	0	0	0	3	3	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	0	0	0	0	9	9	0	0	0
% App. Total	0	0		0	100		0	0	
PHF	.000	.000	.000	.000	.750	.750	.000	.000	.000

Location: Apple Valley
N/S: Quarry Road
E/W: Stoddard Wells Road

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg Quarry Road	East Leg Stoddard Wells Road	South Leg Quarry Road	West Leg Stoddard Wells Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Quarry Road	East Leg Stoddard Wells Road	South Leg Quarry Road	West Leg Stoddard Wells Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Apple Valley
N/S: Quarry Road
E/W: Stoddard Wells Road

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound Quarry Road			Westbound Stoddard Wells Road			Northbound Quarry Road			Eastbound Stoddard Wells Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Quarry Road			Westbound Stoddard Wells Road			Northbound Quarry Road			Eastbound Stoddard Wells Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 03_APV_15N_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

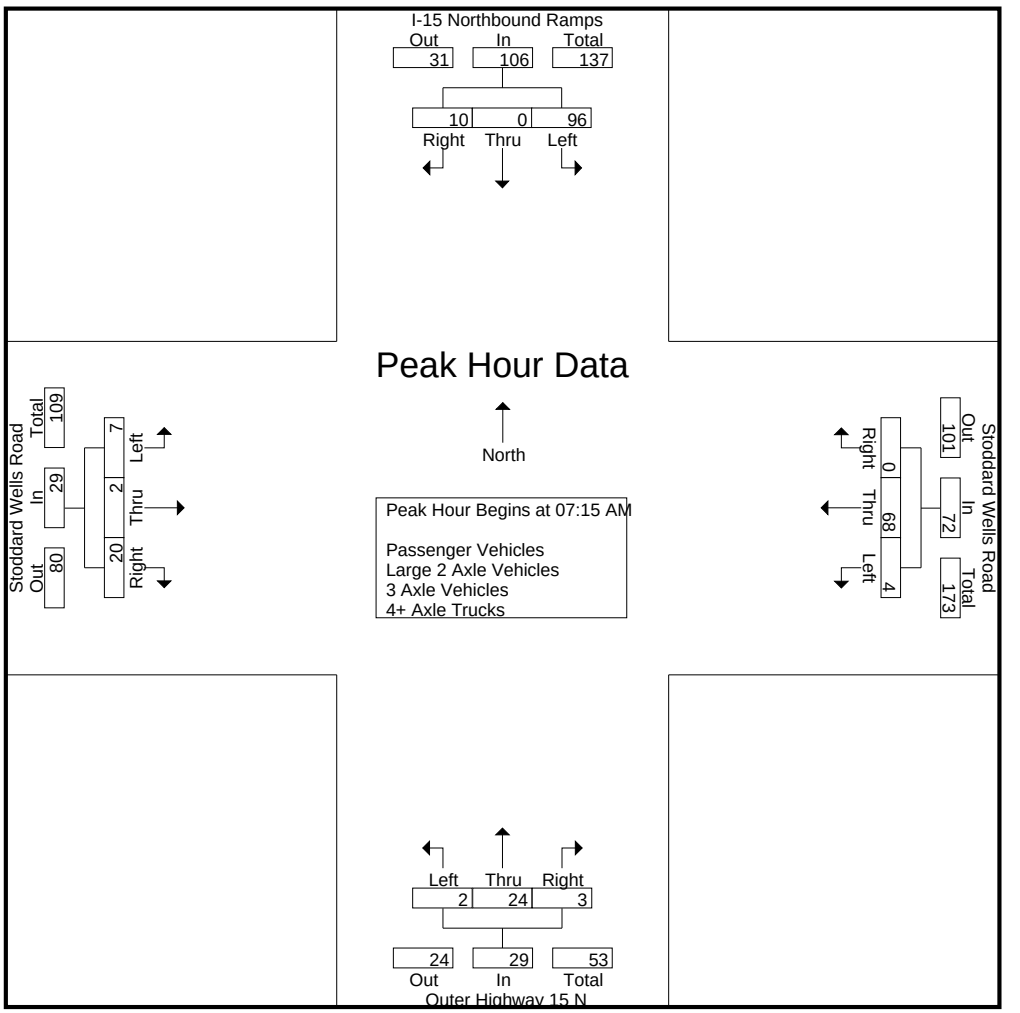
	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	0	3	21	0	15	0	15	0	3	1	4	0	1	2	3	43
07:15 AM	24	0	2	26	0	15	0	15	1	7	1	9	2	0	5	7	57
07:30 AM	34	0	2	36	4	13	0	17	1	8	1	10	2	1	3	6	69
07:45 AM	21	0	4	25	0	20	0	20	0	4	1	5	1	1	8	10	60
Total	97	0	11	108	4	63	0	67	2	22	4	28	5	3	18	26	229
08:00 AM	17	0	2	19	0	20	0	20	0	5	0	5	2	0	4	6	50
08:15 AM	17	1	5	23	0	11	0	11	3	8	0	11	0	1	5	6	51
08:30 AM	22	0	3	25	0	13	0	13	1	6	5	12	1	1	5	7	57
08:45 AM	21	2	5	28	3	16	0	19	1	6	2	9	1	1	6	8	64
Total	77	3	15	95	3	60	0	63	5	25	7	37	4	3	20	27	222
Grand Total	174	3	26	203	7	123	0	130	7	47	11	65	9	6	38	53	451
Apprch %	85.7	1.5	12.8		5.4	94.6	0		10.8	72.3	16.9		17	11.3	71.7		
Total %	38.6	0.7	5.8	45	1.6	27.3	0	28.8	1.6	10.4	2.4	14.4	2	1.3	8.4	11.8	
Passenger Vehicles	127	3	22	152	5	68	0	73	7	46	11	64	8	5	38	51	340
% Passenger Vehicles	73	100	84.6	74.9	71.4	55.3	0	56.2	100	97.9	100	98.5	88.9	83.3	100	96.2	75.4
Large 2 Axle Vehicles	1	0	2	3	1	4	0	5	0	0	0	0	1	0	0	1	9
% Large 2 Axle Vehicles	0.6	0	7.7	1.5	14.3	3.3	0	3.8	0	0	0	0	11.1	0	0	1.9	2
3 Axle Vehicles	10	0	0	10	1	6	0	7	0	0	0	0	0	0	0	0	17
% 3 Axle Vehicles	5.7	0	0	4.9	14.3	4.9	0	5.4	0	0	0	0	0	0	0	0	3.8
4+ Axle Trucks	36	0	2	38	0	45	0	45	0	1	0	1	0	1	0	1	85
% 4+ Axle Trucks	20.7	0	7.7	18.7	0	36.6	0	34.6	0	2.1	0	1.5	0	16.7	0	1.9	18.8

	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	24	0	2	26	0	15	0	15	**1**	7	**1**	9	**2**	0	5	7	57
07:30 AM	**34**	0	2	**36**	**4**	13	0	17	1	**8**	1	**10**	2	**1**	3	6	**69**
07:45 AM	21	0	**4**	25	0	**20**	0	**20**	0	4	1	5	1	1	**8**	**10**	60
08:00 AM	17	0	2	19	0	20	0	20	0	5	0	5	2	0	4	6	50
Total Volume	96	0	10	106	4	68	0	72	2	24	3	29	7	2	20	29	236
% App. Total	90.6	0	9.4		5.6	94.4	0		6.9	82.8	10.3		24.1	6.9	69		
PHF	.706	.000	.625	.736	.250	.850	.000	.900	.500	.750	.750	.725	.875	.500	.625	.725	.855

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

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

File Name : 03_APV_15N_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:15 AM				08:00 AM				07:15 AM			
+0 mins.	18	0	3	21	0	15	0	15	0	5	0	5	**2**	0	5	7
+15 mins.	24	0	2	26	**4**	13	0	17	**3**	**8**	0	11	2	**1**	3	6
+30 mins.	**34**	0	2	**36**	0	**20**	0	**20**	1	6	**5**	**12**	1	1	**8**	**10**
+45 mins.	21	0	**4**	25	0	20	0	20	1	6	2	9	2	0	4	6
Total Volume	97	0	11	108	4	68	0	72	5	25	7	37	7	2	20	29
% App. Total	89.8	0	10.2		5.6	94.4	0		13.5	67.6	18.9		24.1	6.9	69	
PHF	.713	.000	.688	.750	.250	.850	.000	.900	.417	.781	.350	.771	.875	.500	.625	.725

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Corona, CA 92878
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City of Apple Valley
N/S: I-15 NB Ramps/Outer Hwy 15 N
E/W: Stoddard Wells Road
Weather: Clear

File Name : 03_APV_15N_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

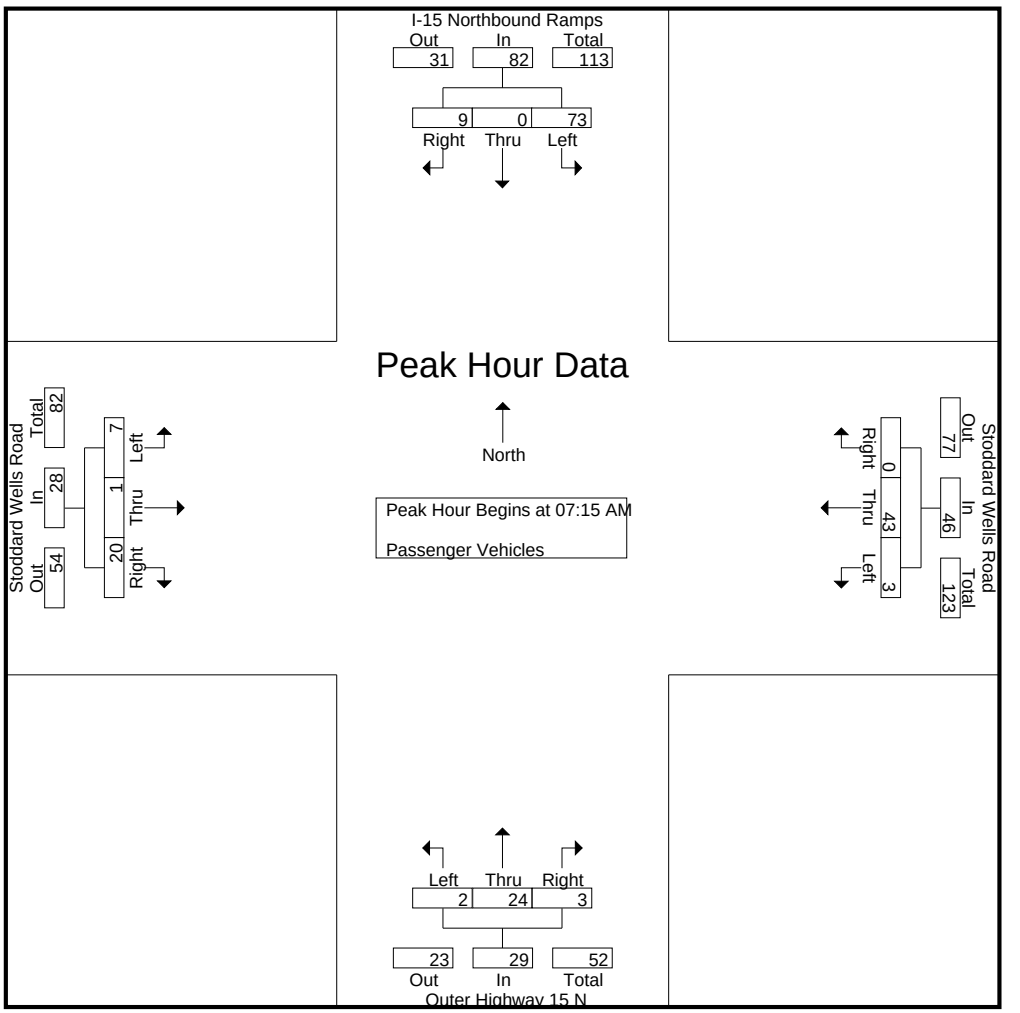
	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	0	3	15	0	9	0	9	0	3	1	4	0	1	2	3	31
07:15 AM	19	0	1	20	0	10	0	10	1	7	1	9	2	0	5	7	46
07:30 AM	28	0	2	30	3	9	0	12	1	8	1	10	2	1	3	6	58
07:45 AM	18	0	4	22	0	13	0	13	0	4	1	5	1	0	8	9	49
Total	77	0	10	87	3	41	0	44	2	22	4	28	5	2	18	25	184
08:00 AM	8	0	2	10	0	11	0	11	0	5	0	5	2	0	4	6	32
08:15 AM	13	1	2	16	0	5	0	5	3	8	0	11	0	1	5	6	38
08:30 AM	14	0	3	17	0	4	0	4	1	5	5	11	1	1	5	7	39
08:45 AM	15	2	5	22	2	7	0	9	1	6	2	9	0	1	6	7	47
Total	50	3	12	65	2	27	0	29	5	24	7	36	3	3	20	26	156
Grand Total	127	3	22	152	5	68	0	73	7	46	11	64	8	5	38	51	340
Apprch %	83.6	2	14.5		6.8	93.2	0		10.9	71.9	17.2		15.7	9.8	74.5		
Total %	37.4	0.9	6.5	44.7	1.5	20	0	21.5	2.1	13.5	3.2	18.8	2.4	1.5	11.2	15	

	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	19	0	1	20	0	10	0	10	**1**	7	**1**	9	**2**	0	5	7	46
07:30 AM	**28**	0	2	**30**	**3**	9	0	12	1	**8**	1	**10**	2	**1**	3	6	**58**
07:45 AM	18	0	**4**	22	0	**13**	0	**13**	0	4	1	5	1	0	**8**	**9**	49
08:00 AM	8	0	2	10	0	11	0	11	0	5	0	5	2	0	4	6	32
Total Volume	73	0	9	82	3	43	0	46	2	24	3	29	7	1	20	28	185
% App. Total	89	0	11		6.5	93.5	0		6.9	82.8	10.3		25	3.6	71.4		
PHF	.652	.000	.563	.683	.250	.827	.000	.885	.500	.750	.750	.725	.875	.250	.625	.778	.797

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

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

File Name : 03_APV_15N_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	19	0	1	20	0	10	0	10	**1**	7	**1**	9	**2**	0	5	7
+15 mins.	**28**	0	2	**30**	**3**	9	0	12	1	**8**	1	**10**	2	**1**	3	6
+30 mins.	18	0	**4**	22	0	**13**	0	**13**	0	4	1	5	1	0	**8**	**9**
+45 mins.	8	0	2	10	0	11	0	11	0	5	0	5	2	0	4	6
Total Volume	73	0	9	82	3	43	0	46	2	24	3	29	7	1	20	28
% App. Total	89	0	11		6.5	93.5	0		6.9	82.8	10.3		25	3.6	71.4	
PHF	.652	.000	.563	.683	.250	.827	.000	.885	.500	.750	.750	.725	.875	.250	.625	.778

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

File Name : 03_APV_15N_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

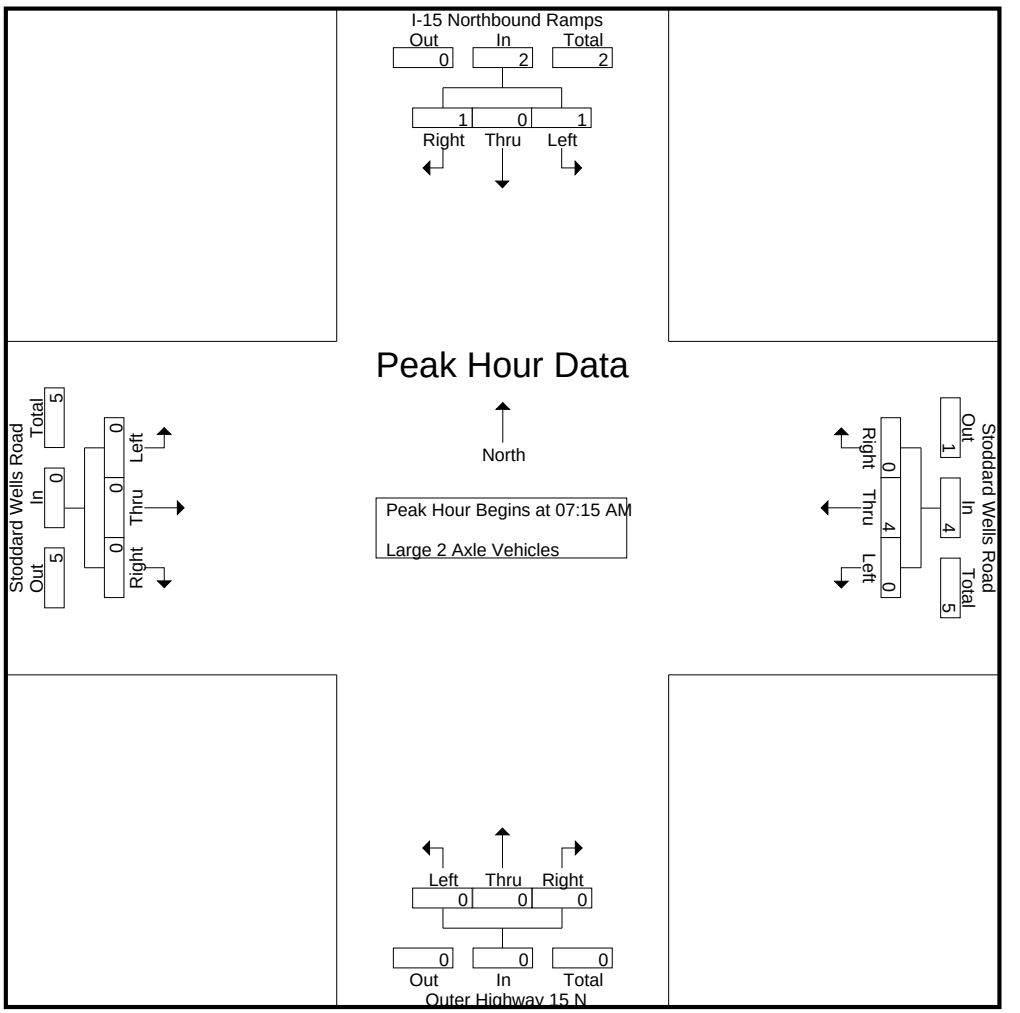
	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	1	2	0	2	0	2	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
Total	0	0	1	1	1	2	0	3	0	0	0	0	1	0	0	1	5
Grand Total	1	0	2	3	1	4	0	5	0	0	0	0	1	0	0	1	9
Apprch %	33.3	0	66.7		20	80	0		0	0	0		100	0	0		
Total %	11.1	0	22.2	33.3	11.1	44.4	0	55.6	0	0	0	0	11.1	0	0	11.1	

	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	0	0	**2**
07:30 AM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
Total Volume	1	0	1	2	0	4	0	4	0	0	0	0	0	0	0	0	6
% App. Total	50	0	50		0	100	0		0	0	0		0	0	0		
PHF	.250	.000	.250	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.750

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

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

File Name : 03_APV_15N_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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Corona, CA 92878
(951) 268-6268

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

File Name : 03_APV_15N_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

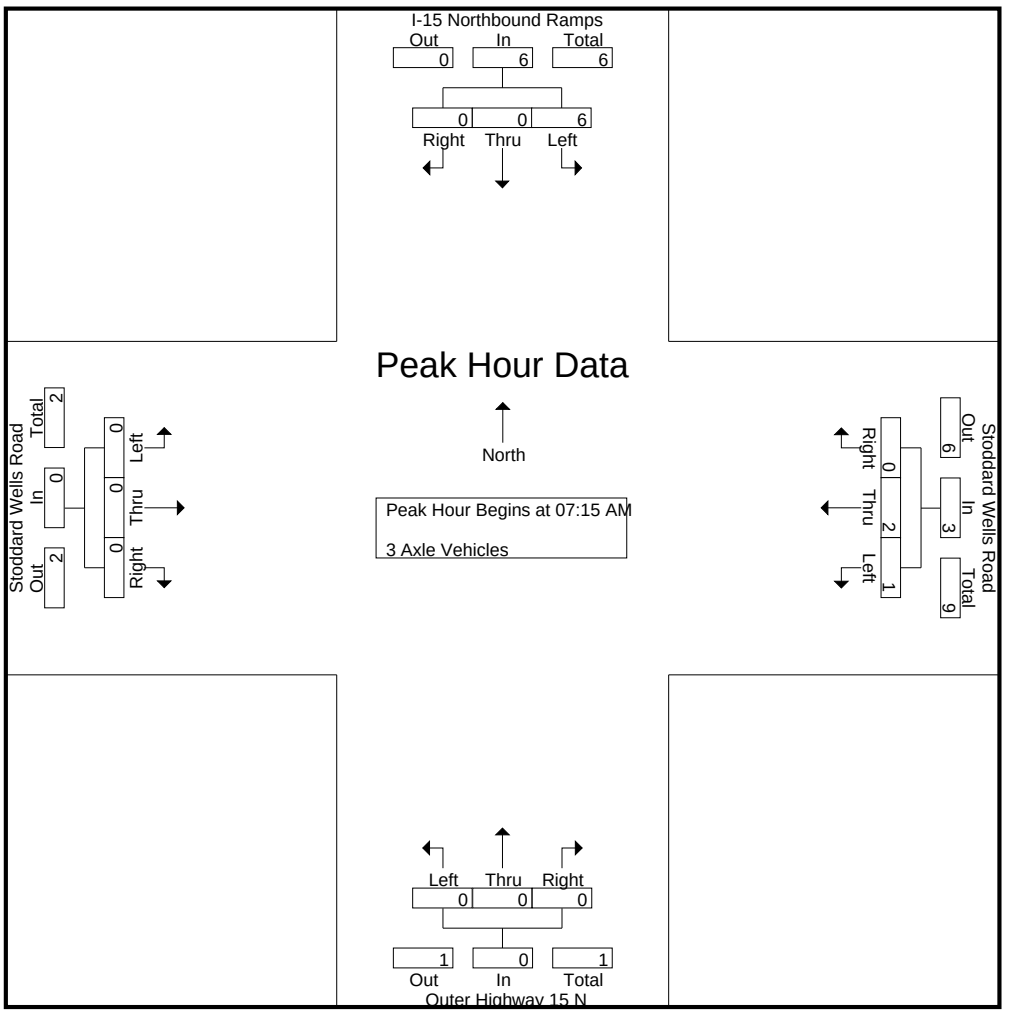
	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	2	0	0	2	1	1	0	2	0	0	0	0	0	0	0	0	4
07:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	1	2	0	3	0	0	0	0	0	0	0	0	7
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	4	0	0	4	0	2	0	2	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	6	0	0	6	0	4	0	4	0	0	0	0	0	0	0	0	10
Grand Total	10	0	0	10	1	6	0	7	0	0	0	0	0	0	0	0	17
Apprch %	100	0	0		14.3	85.7	0		0	0	0		0	0	0		
Total %	58.8	0	0	58.8	5.9	35.3	0	41.2	0	0	0	0	0	0	0	0	

	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	**2**	0	0	**2**	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	**4**
07:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	6	0	0	6	1	2	0	3	0	0	0	0	0	0	0	0	9
% App. Total	100	0	0		33.3	66.7	0		0	0	0		0	0	0		
PHF	.750	.000	.000	.750	.250	.500	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.563

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PO Box 1178
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City of Apple Valley
N/S: I-15 NB Ramps/Outer Hwy 15 N
E/W: Stoddard Wells Road
Weather: Clear

File Name : 03_APV_15N_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 03_APV_15N_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

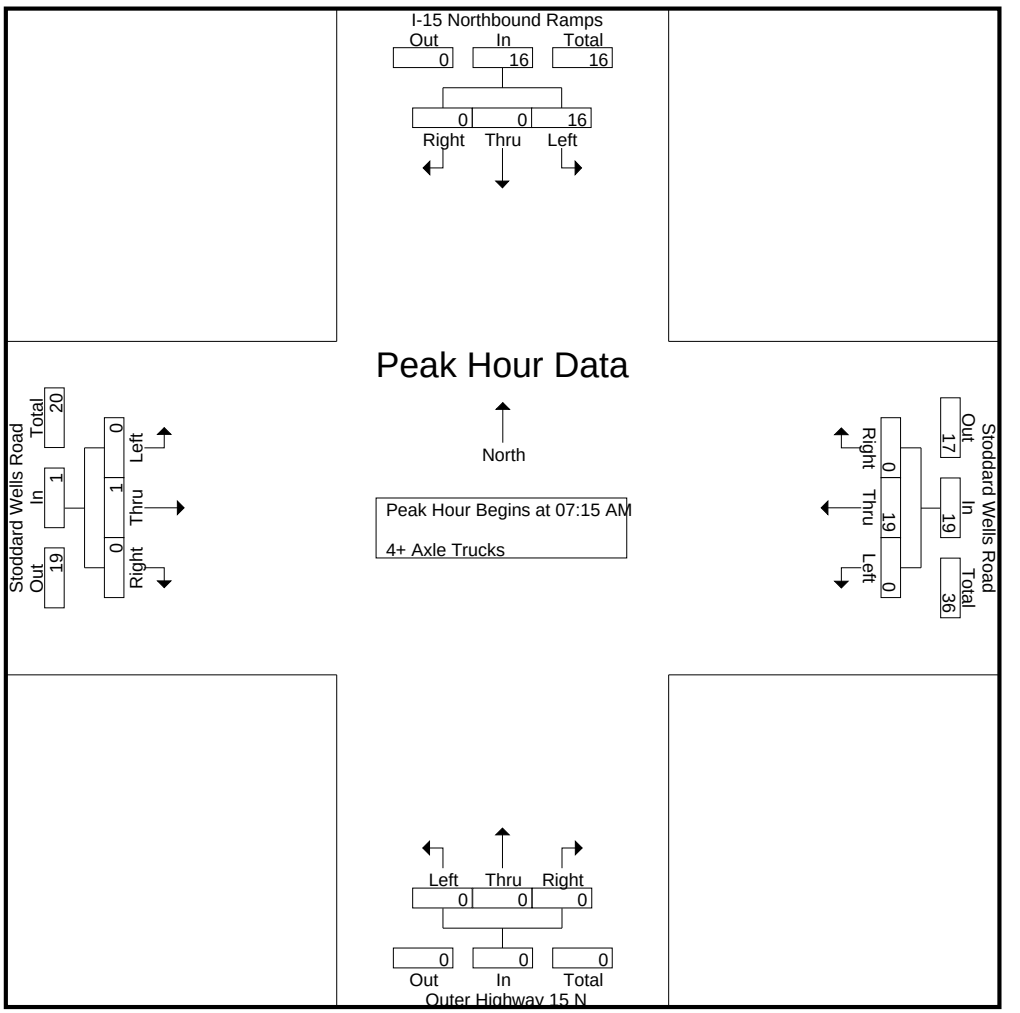
	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	0	0	6	0	6	0	6	0	0	0	0	0	0	0	0	12
07:15 AM	4	0	0	4	0	4	0	4	0	0	0	0	0	0	0	0	8
07:30 AM	3	0	0	3	0	3	0	3	0	0	0	0	0	0	0	0	6
07:45 AM	2	0	0	2	0	5	0	5	0	0	0	0	0	1	0	1	8
Total	15	0	0	15	0	18	0	18	0	0	0	0	0	1	0	1	34
08:00 AM	7	0	0	7	0	7	0	7	0	0	0	0	0	0	0	0	14
08:15 AM	4	0	2	6	0	5	0	5	0	0	0	0	0	0	0	0	11
08:30 AM	4	0	0	4	0	7	0	7	0	1	0	1	0	0	0	0	12
08:45 AM	6	0	0	6	0	8	0	8	0	0	0	0	0	0	0	0	14
Total	21	0	2	23	0	27	0	27	0	1	0	1	0	0	0	0	51
Grand Total	36	0	2	38	0	45	0	45	0	1	0	1	0	1	0	1	85
Apprch %	94.7	0	5.3		0	100	0		0	100	0		0	100	0		
Total %	42.4	0	2.4	44.7	0	52.9	0	52.9	0	1.2	0	1.2	0	1.2	0	1.2	

	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	0	0	4	0	4	0	4	0	0	0	0	0	0	0	0	8
07:30 AM	3	0	0	3	0	3	0	3	0	0	0	0	0	0	0	0	6
07:45 AM	2	0	0	2	0	5	0	5	0	0	0	0	0	**1**	0	**1**	8
08:00 AM	**7**	0	0	**7**	0	**7**	0	**7**	0	0	0	0	0	0	0	0	**14**
Total Volume	16	0	0	16	0	19	0	19	0	0	0	0	0	1	0	1	36
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.571	.000	.000	.571	.000	.679	.000	.679	.000	.000	.000	.000	.000	.250	.000	.250	.643

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

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

File Name : 03_APV_15N_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	4	0	0	4	0	4	0	4	0	0	0	0	0	0	0	0
+15 mins.	3	0	0	3	0	3	0	3	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	2	0	5	0	5	0	0	0	0	0	**1**	0	**1**
+45 mins.	**7**	0	0	**7**	0	**7**	0	**7**	0	0	0	0	0	0	0	0
Total Volume	16	0	0	16	0	19	0	19	0	0	0	0	0	1	0	1
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.571	.000	.000	.571	.000	.679	.000	.679	.000	.000	.000	.000	.000	.250	.000	.250

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

File Name : 03_APV_15N_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

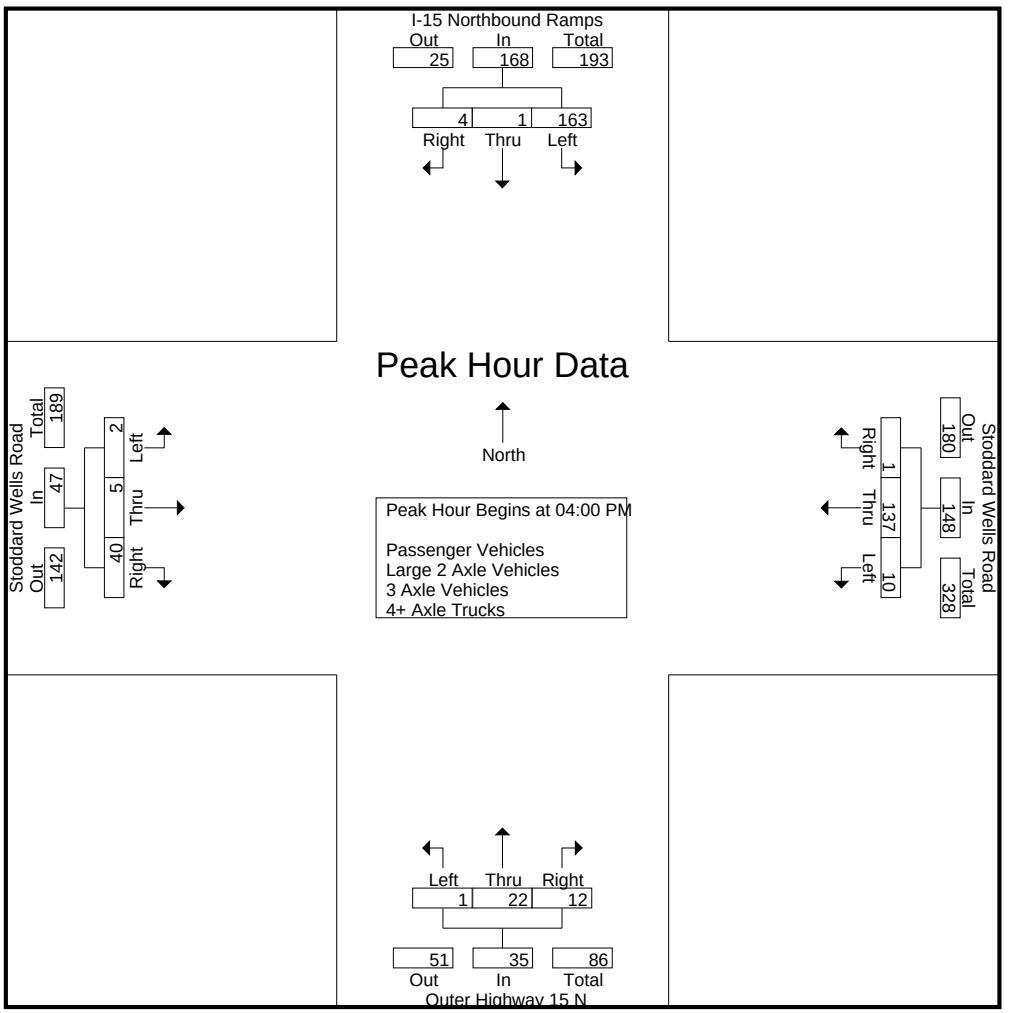
	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	64	0	2	66	5	78	0	83	0	6	6	12	2	1	8	11	172
04:15 PM	65	1	1	67	0	18	0	18	0	5	4	9	0	0	7	7	101
04:30 PM	25	0	0	25	5	23	0	28	1	8	1	10	0	4	11	15	78
04:45 PM	9	0	1	10	0	18	1	19	0	3	1	4	0	0	14	14	47
Total	163	1	4	168	10	137	1	148	1	22	12	35	2	5	40	47	398
05:00 PM	10	0	0	10	1	31	0	32	0	4	2	6	1	6	11	18	66
05:15 PM	15	1	0	16	2	17	0	19	1	9	2	12	0	1	10	11	58
05:30 PM	15	0	0	15	1	19	0	20	0	1	1	2	0	0	11	11	48
05:45 PM	9	0	1	10	1	7	0	8	1	4	1	6	1	0	4	5	29
Total	49	1	1	51	5	74	0	79	2	18	6	26	2	7	36	45	201
Grand Total	212	2	5	219	15	211	1	227	3	40	18	61	4	12	76	92	599
Apprch %	96.8	0.9	2.3		6.6	93	0.4		4.9	65.6	29.5		4.3	13	82.6		
Total %	35.4	0.3	0.8	36.6	2.5	35.2	0.2	37.9	0.5	6.7	3	10.2	0.7	2	12.7	15.4	
Passenger Vehicles	192	1	4	197	15	187	1	203	3	39	16	58	2	10	75	87	545
% Passenger Vehicles	90.6	50	80	90	100	88.6	100	89.4	100	97.5	88.9	95.1	50	83.3	98.7	94.6	91
Large 2 Axle Vehicles	2	0	0	2	0	4	0	4	0	1	0	1	1	1	1	3	10
% Large 2 Axle Vehicles	0.9	0	0	0.9	0	1.9	0	1.8	0	2.5	0	1.6	25	8.3	1.3	3.3	1.7
3 Axle Vehicles	3	0	1	4	0	4	0	4	0	0	0	0	1	1	0	2	10
% 3 Axle Vehicles	1.4	0	20	1.8	0	1.9	0	1.8	0	0	0	0	25	8.3	0	2.2	1.7
4+ Axle Trucks	15	1	0	16	0	16	0	16	0	0	2	2	0	0	0	0	34
% 4+ Axle Trucks	7.1	50	0	7.3	0	7.6	0	7	0	0	11.1	3.3	0	0	0	0	5.7

	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	64	0	**2**	66	**5**	**78**	0	**83**	0	6	**6**	**12**	**2**	1	8	11	**172**
04:15 PM	**65**	**1**	1	**67**	0	18	0	18	0	5	4	9	0	0	7	7	101
04:30 PM	25	0	0	25	5	23	0	28	**1**	**8**	1	10	0	**4**	11	**15**	78
04:45 PM	9	0	1	10	0	18	**1**	19	0	3	1	4	0	0	**14**	14	47
Total Volume	163	1	4	168	10	137	1	148	1	22	12	35	2	5	40	47	398
% App. Total	97	0.6	2.4		6.8	92.6	0.7		2.9	62.9	34.3		4.3	10.6	85.1		
PHF	.627	.250	.500	.627	.500	.439	.250	.446	.250	.688	.500	.729	.250	.313	.714	.783	.578

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(951) 268-6268

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

File Name : 03_APV_15N_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	64	0	**2**	66	**5**	**78**	0	**83**	0	6	**6**	**12**	0	4	11	15
+15 mins.	**65**	**1**	1	**67**	0	18	0	18	0	5	4	9	0	0	**14**	14
+30 mins.	25	0	0	25	5	23	0	28	**1**	**8**	1	10	**1**	**6**	11	**18**
+45 mins.	9	0	1	10	0	18	**1**	19	0	3	1	4	0	1	10	11
Total Volume	163	1	4	168	10	137	1	148	1	22	12	35	1	11	46	58
% App. Total	97	0.6	2.4		6.8	92.6	0.7		2.9	62.9	34.3		1.7	19	79.3	
PHF	.627	.250	.500	.627	.500	.439	.250	.446	.250	.688	.500	.729	.250	.458	.821	.806

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

File Name : 03_APV_15N_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

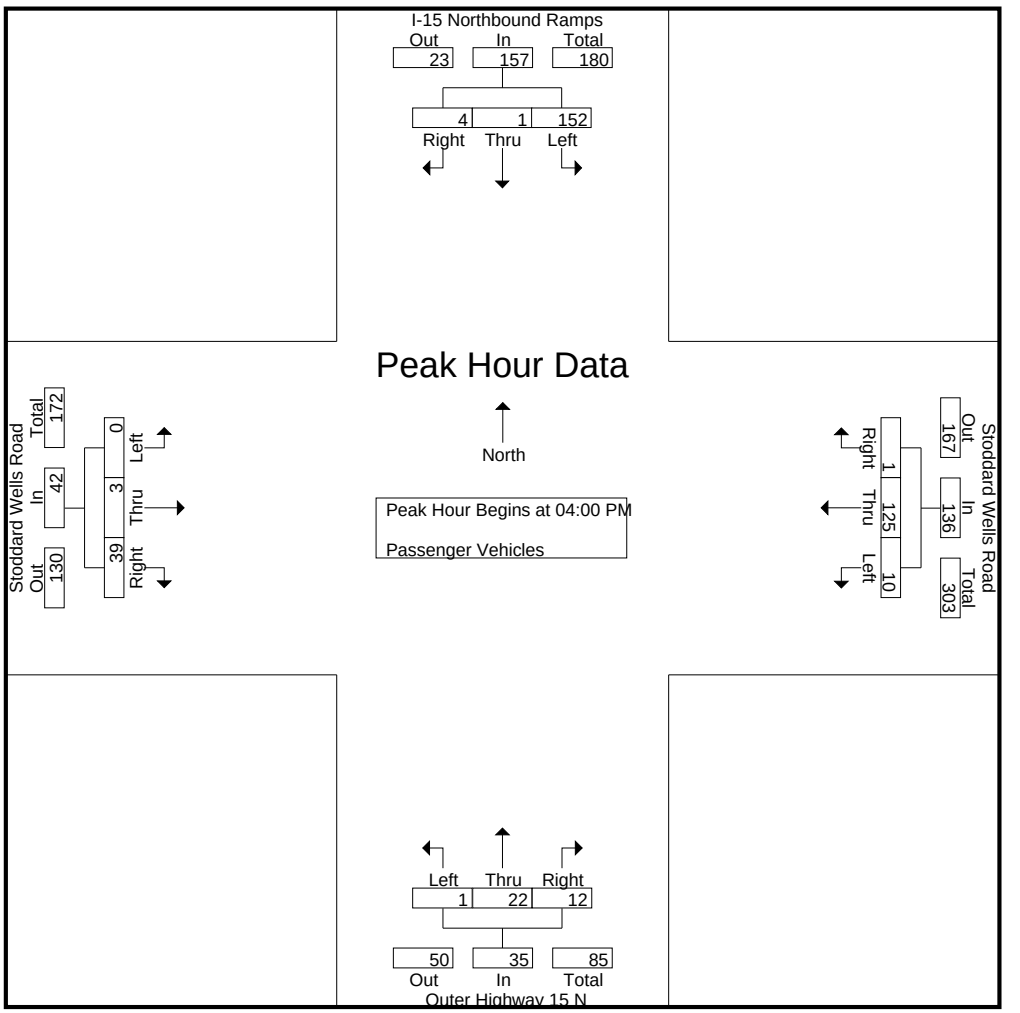
	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	59	0	2	61	5	73	0	78	0	6	6	12	0	1	8	9	160
04:15 PM	63	1	1	65	0	15	0	15	0	5	4	9	0	0	7	7	96
04:30 PM	23	0	0	23	5	20	0	25	1	8	1	10	0	2	11	13	71
04:45 PM	7	0	1	8	0	17	1	18	0	3	1	4	0	0	13	13	43
Total	152	1	4	157	10	125	1	136	1	22	12	35	0	3	39	42	370
05:00 PM	9	0	0	9	1	28	0	29	0	4	1	5	1	6	11	18	61
05:15 PM	11	0	0	11	2	13	0	15	1	9	1	11	0	1	10	11	48
05:30 PM	11	0	0	11	1	17	0	18	0	1	1	2	0	0	11	11	42
05:45 PM	9	0	0	9	1	4	0	5	1	3	1	5	1	0	4	5	24
Total	40	0	0	40	5	62	0	67	2	17	4	23	2	7	36	45	175
Grand Total	192	1	4	197	15	187	1	203	3	39	16	58	2	10	75	87	545
Apprch %	97.5	0.5	2		7.4	92.1	0.5		5.2	67.2	27.6		2.3	11.5	86.2		
Total %	35.2	0.2	0.7	36.1	2.8	34.3	0.2	37.2	0.6	7.2	2.9	10.6	0.4	1.8	13.8	16	

	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	59	0	**2**	61	**5**	**73**	0	**78**	0	6	**6**	**12**	0	1	8	9	**160**
04:15 PM	**63**	**1**	1	**65**	0	15	0	15	0	5	4	9	0	0	7	7	96
04:30 PM	23	0	0	23	5	20	0	25	**1**	**8**	1	10	0	**2**	11	**13**	71
04:45 PM	7	0	1	8	0	17	**1**	18	0	3	1	4	0	0	**13**	13	43
Total Volume	152	1	4	157	10	125	1	136	1	22	12	35	0	3	39	42	370
% App. Total	96.8	0.6	2.5		7.4	91.9	0.7		2.9	62.9	34.3		0	7.1	92.9		
PHF	.603	.250	.500	.604	.500	.428	.250	.436	.250	.688	.500	.729	.000	.375	.750	.808	.578

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

File Name : 03_APV_15N_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	59	0	**2**	61	**5**	**73**	0	**78**	0	6	**6**	**12**	0	1	8	9
+15 mins.	**63**	**1**	1	**65**	0	15	0	15	0	5	4	9	0	0	7	7
+30 mins.	23	0	0	23	5	20	0	25	**1**	**8**	1	10	0	**2**	11	**13**
+45 mins.	7	0	1	8	0	17	**1**	18	0	3	1	4	0	0	**13**	13
Total Volume	152	1	4	157	10	125	1	136	1	22	12	35	0	3	39	42
% App. Total	96.8	0.6	2.5		7.4	91.9	0.7		2.9	62.9	34.3		0	7.1	92.9	
PHF	.603	.250	.500	.604	.500	.428	.250	.436	.250	.688	.500	.729	.000	.375	.750	.808

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

File Name : 03_APV_15N_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

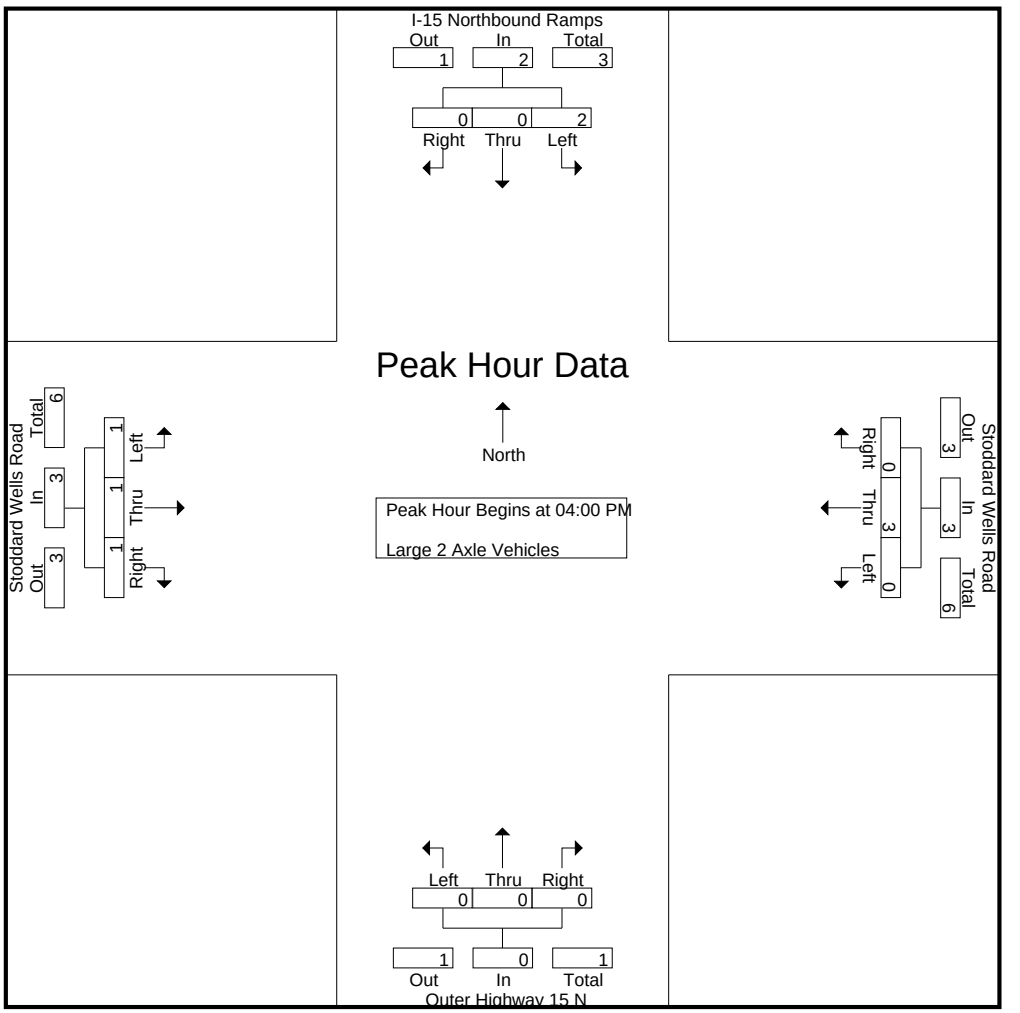
	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	0	2	0	2	0	0	0	0	1	0	0	1	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total	2	0	0	2	0	3	0	3	0	0	0	0	1	1	1	3	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Grand Total	2	0	0	2	0	4	0	4	0	1	0	1	1	1	1	3	10
Apprch %	100	0	0		0	100	0		0	100	0		33.3	33.3	33.3		
Total %	20	0	0	20	0	40	0	40	0	10	0	10	10	10	10	30	

	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	0	0	**2**	0	**2**	0	**2**	0	0	0	0	**1**	0	0	**1**	**5**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**1**	1	2
Total Volume	2	0	0	2	0	3	0	3	0	0	0	0	1	1	1	3	8
% App. Total	100	0	0		0	100	0		0	0	0		33.3	33.3	33.3		
PHF	.250	.000	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.250	.250	.250	.750	.400

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

File Name : 03_APV_15N_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**2**	0	0	**2**	0	**2**	0	**2**	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**1**	1
Total Volume	2	0	0	2	0	3	0	3	0	0	0	0	1	1	1	3
% App. Total	100	0	0		0	100	0		0	0	0		33.3	33.3	33.3	
PHF	.250	.000	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.250	.250	.250	.750

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

File Name : 03_APV_15N_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

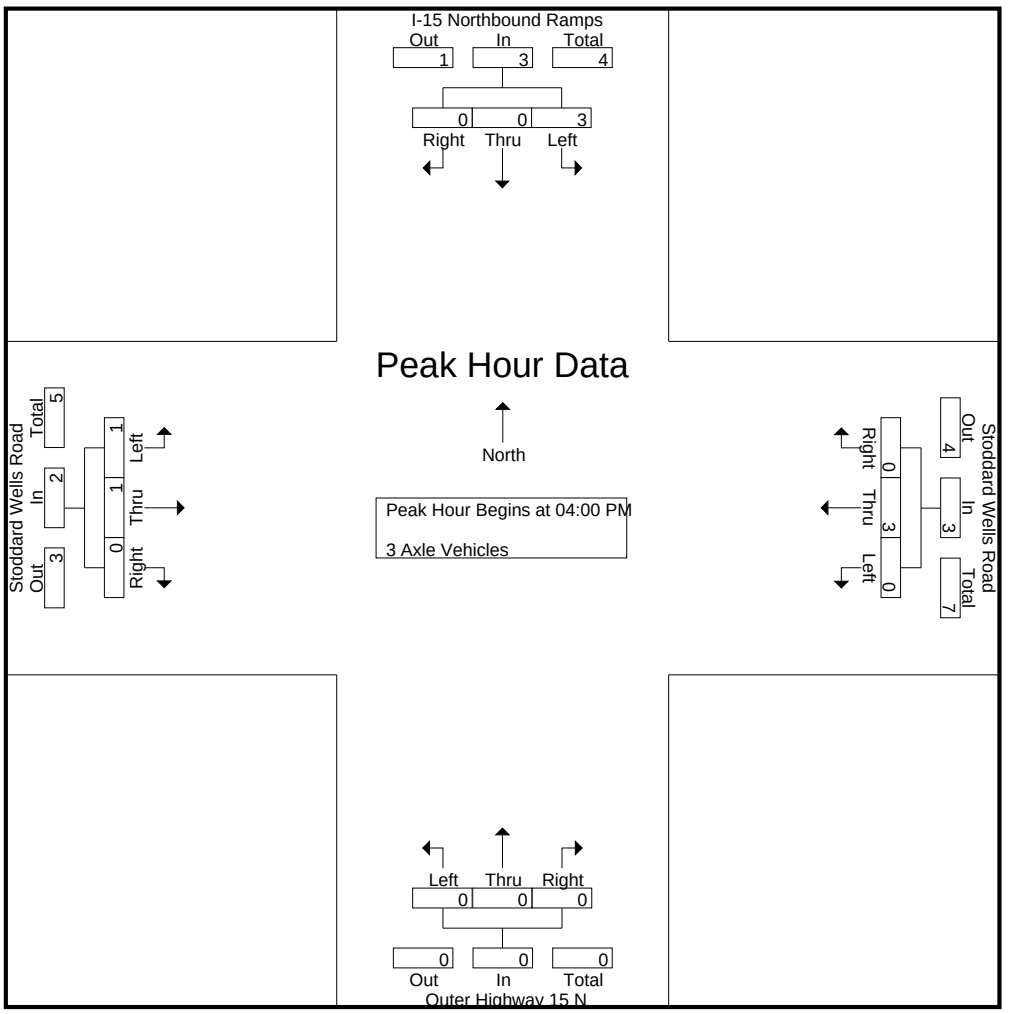
	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	0	1	0	1	0	0	0	0	1	0	0	1	4
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	3	0	3	0	0	0	0	1	1	0	2	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Grand Total	3	0	1	4	0	4	0	4	0	0	0	0	1	1	0	2	10
Apprch %	75	0	25		0	100	0		0	0	0		50	50	0		
Total %	30	0	10	40	0	40	0	40	0	0	0	0	10	10	0	20	

	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	0	0	**2**	0	**1**	0	**1**	0	0	0	0	**1**	0	0	**1**	**4**
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	1	2
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	3	0	3	0	3	0	0	0	0	1	1	0	2	8
% App. Total	100	0	0		0	100	0		0	0	0		50	50	0		
PHF	.375	.000	.000	.375	.000	.750	.000	.750	.000	.000	.000	.000	.250	.250	.000	.500	.500

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

File Name : 03_APV_15N_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**2**	0	0	**2**	0	**1**	0	**1**	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	1
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	0	3	0	3	0	3	0	0	0	0	1	1	0	2
% App. Total	100	0	0		0	100	0		0	0	0		50	50	0	
PHF	.375	.000	.000	.375	.000	.750	.000	.750	.000	.000	.000	.000	.250	.250	.000	.500

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

File Name : 03_APV_15N_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

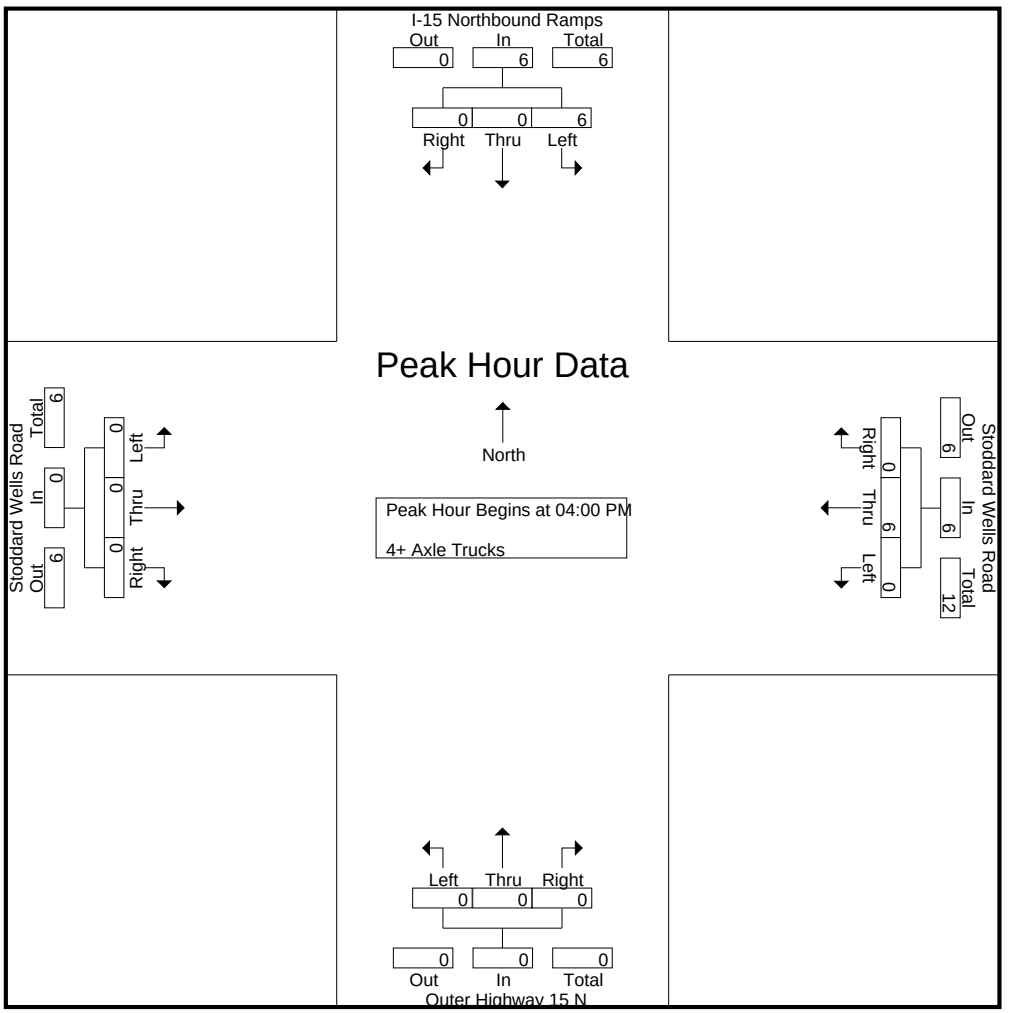
	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
04:15 PM	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
04:30 PM	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	0	0	6	0	6	0	6	0	0	0	0	0	0	0	0	12
05:00 PM	1	0	0	1	0	3	0	3	0	0	1	1	0	0	0	0	5
05:15 PM	4	1	0	5	0	3	0	3	0	0	1	1	0	0	0	0	9
05:30 PM	4	0	0	4	0	2	0	2	0	0	0	0	0	0	0	0	6
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	9	1	0	10	0	10	0	10	0	0	2	2	0	0	0	0	22
Grand Total	15	1	0	16	0	16	0	16	0	0	2	2	0	0	0	0	34
Apprch %	93.8	6.2	0		0	100	0		0	0	100		0	0	0		
Total %	44.1	2.9	0	47.1	0	47.1	0	47.1	0	0	5.9	5.9	0	0	0	0	

	I-15 Northbound Ramps Southbound				Stoddard Wells Road Westbound				Outer Highway 15 N Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	0	**2**	0	**2**	0	0	0	0	0	0	0	0	3
04:15 PM	**2**	0	0	**2**	0	2	0	2	0	0	0	0	0	0	0	0	**4**
04:30 PM	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	6	0	0	6	0	6	0	6	0	0	0	0	0	0	0	0	12
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0		
PHF	.750	.000	.000	.750	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.750

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

File Name : 03_APV_15N_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	**2**	0	0	**2**	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	6	0	0	6	0	6	0	6	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0	
PHF	.750	.000	.000	.750	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000

Location: Apple Valley
N/S: I-15 N/Outer Hwy 15 N
E/W: Stoddard Wells Road

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg I-15 NB Ramps	East Leg Stoddard Wells Road	South Leg Outer Hwy 15 N	West Leg Stoddard Wells Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-15 NB Ramps	East Leg Stoddard Wells Road	South Leg Outer Hwy 15 N	West Leg Stoddard Wells Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Apple Valley
N/S: I-15 N/Outer Hwy 15 N
E/W: Stoddard Wells Road

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound I-15 NB Ramps			Westbound Stoddard Wells Road			Northbound Outer Hwy 15 N			Eastbound Stoddard Wells Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-15 NB Ramps			Westbound Stoddard Wells Road			Northbound Outer Hwy 15 N			Eastbound Stoddard Wells Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 04_APV_SW_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

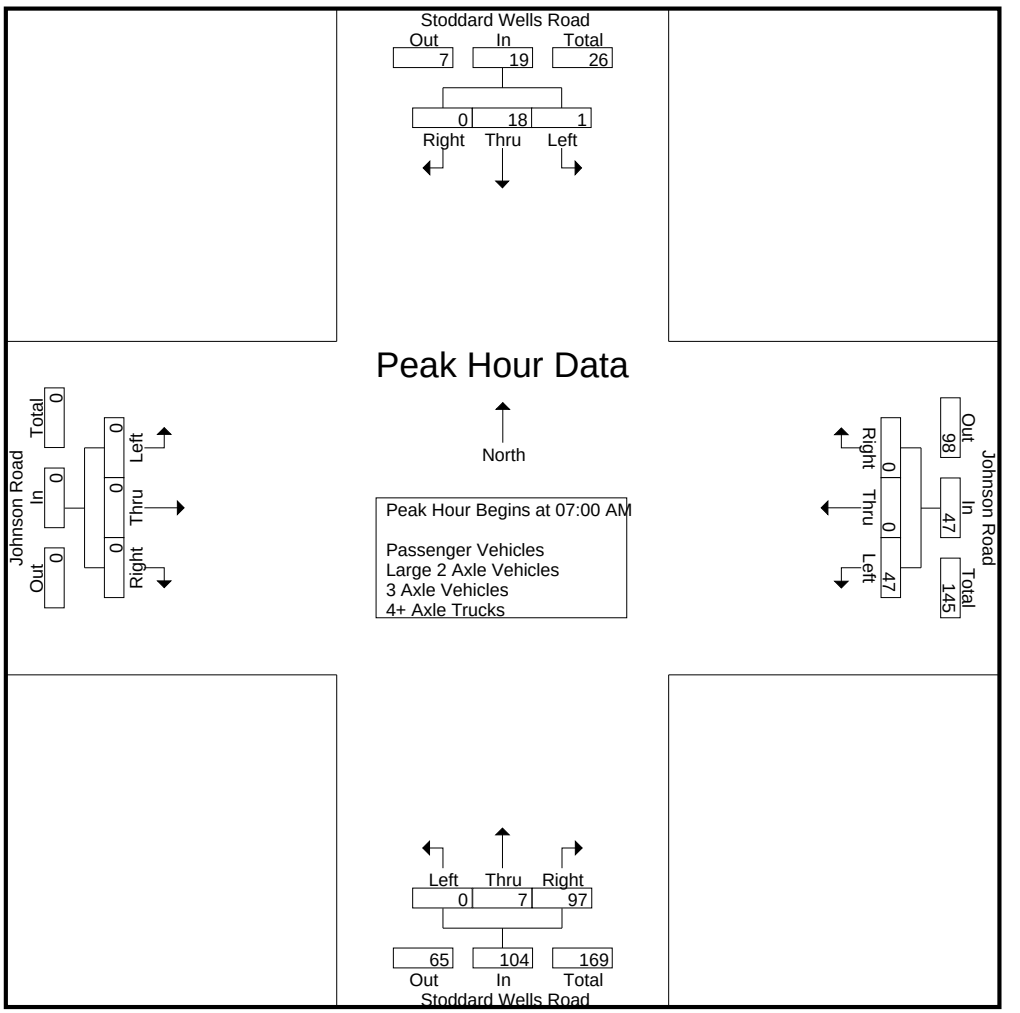
	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	10	0	0	10	0	2	18	20	0	0	0	0	35
07:15 AM	1	6	0	7	9	0	0	9	0	1	23	24	0	0	0	0	40
07:30 AM	0	4	0	4	17	0	0	17	0	1	33	34	0	0	0	0	55
07:45 AM	0	3	0	3	11	0	0	11	0	3	23	26	0	0	0	0	40
Total	1	18	0	19	47	0	0	47	0	7	97	104	0	0	0	0	170
08:00 AM	0	2	0	2	18	0	0	18	0	6	9	15	0	0	0	0	35
08:15 AM	0	2	0	2	8	0	0	8	0	6	12	18	0	0	0	0	28
08:30 AM	1	1	0	2	15	0	0	15	0	9	23	32	0	0	0	0	49
08:45 AM	2	8	0	10	9	0	0	9	0	2	21	23	0	0	0	0	42
Total	3	13	0	16	50	0	0	50	0	23	65	88	0	0	0	0	154
Grand Total	4	31	0	35	97	0	0	97	0	30	162	192	0	0	0	0	324
Apprch %	11.4	88.6	0		100	0	0		0	15.6	84.4		0	0	0		
Total %	1.2	9.6	0	10.8	29.9	0	0	29.9	0	9.3	50	59.3	0	0	0	0	
Passenger Vehicles	4	22	0	26	50	0	0	50	0	14	127	141	0	0	0	0	217
% Passenger Vehicles	100	71	0	74.3	51.5	0	0	51.5	0	46.7	78.4	73.4	0	0	0	0	67
Large 2 Axle Vehicles	0	0	0	0	5	0	0	5	0	0	1	1	0	0	0	0	6
% Large 2 Axle Vehicles	0	0	0	0	5.2	0	0	5.2	0	0	0.6	0.5	0	0	0	0	1.9
3 Axle Vehicles	0	0	0	0	7	0	0	7	0	0	8	8	0	0	0	0	15
% 3 Axle Vehicles	0	0	0	0	7.2	0	0	7.2	0	0	4.9	4.2	0	0	0	0	4.6
4+ Axle Trucks	0	9	0	9	35	0	0	35	0	16	26	42	0	0	0	0	86
% 4+ Axle Trucks	0	29	0	25.7	36.1	0	0	36.1	0	53.3	16	21.9	0	0	0	0	26.5

	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	5	0	5	10	0	0	10	0	2	18	20	0	0	0	0	35
07:15 AM	**1**	**6**	0	**7**	9	0	0	9	0	1	23	24	0	0	0	0	40
07:30 AM	0	4	0	4	**17**	0	0	**17**	0	1	**33**	**34**	0	0	0	0	**55**
07:45 AM	0	3	0	3	11	0	0	11	0	**3**	23	26	0	0	0	0	40
Total Volume	1	18	0	19	47	0	0	47	0	7	97	104	0	0	0	0	170
% App. Total	5.3	94.7	0		100	0	0		0	6.7	93.3		0	0	0		
PHF	.250	.750	.000	.679	.691	.000	.000	.691	.000	.583	.735	.765	.000	.000	.000	.000	.773

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

File Name : 04_APV_SW_John AM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	0	5	0	5	9	0	0	9	0	2	18	20	0	0	0	0
+15 mins.	**1**	**6**	0	**7**	17	0	0	17	0	1	23	24	0	0	0	0
+30 mins.	0	4	0	4	11	0	0	11	0	1	**33**	**34**	0	0	0	0
+45 mins.	0	3	0	3	**18**	0	0	**18**	0	**3**	23	26	0	0	0	0
Total Volume	1	18	0	19	55	0	0	55	0	7	97	104	0	0	0	0
% App. Total	5.3	94.7	0		100	0	0		0	6.7	93.3		0	0	0	
PHF	.250	.750	.000	.679	.764	.000	.000	.764	.000	.583	.735	.765	.000	.000	.000	.000

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

File Name : 04_APV_SW_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

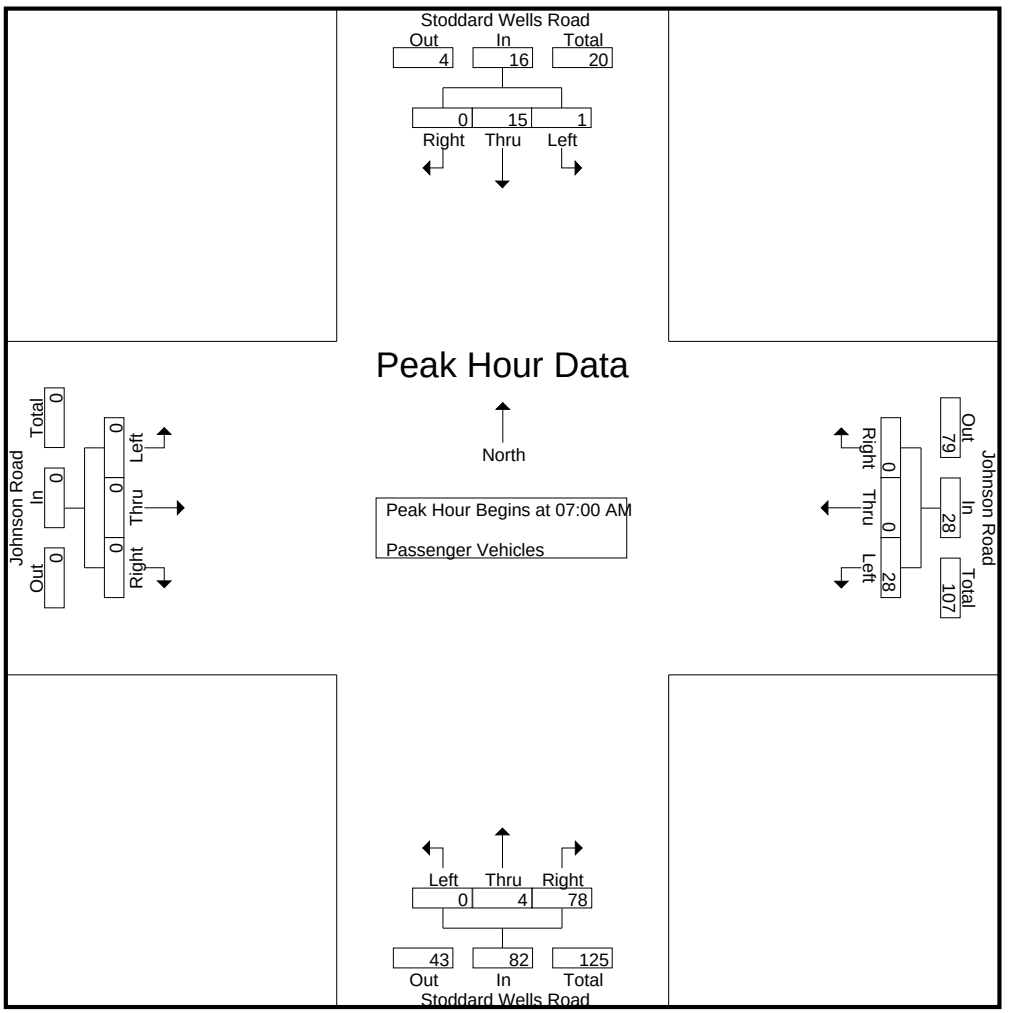
	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	5	0	0	5	0	2	13	15	0	0	0	0	25
07:15 AM	1	4	0	5	5	0	0	5	0	0	17	17	0	0	0	0	27
07:30 AM	0	4	0	4	10	0	0	10	0	1	29	30	0	0	0	0	44
07:45 AM	0	2	0	2	8	0	0	8	0	1	19	20	0	0	0	0	30
Total	1	15	0	16	28	0	0	28	0	4	78	82	0	0	0	0	126
08:00 AM	0	2	0	2	8	0	0	8	0	3	5	8	0	0	0	0	18
08:15 AM	0	2	0	2	3	0	0	3	0	2	9	11	0	0	0	0	16
08:30 AM	1	0	0	1	6	0	0	6	0	4	20	24	0	0	0	0	31
08:45 AM	2	3	0	5	5	0	0	5	0	1	15	16	0	0	0	0	26
Total	3	7	0	10	22	0	0	22	0	10	49	59	0	0	0	0	91
Grand Total	4	22	0	26	50	0	0	50	0	14	127	141	0	0	0	0	217
Apprch %	15.4	84.6	0		100	0	0		0	9.9	90.1		0	0	0		
Total %	1.8	10.1	0	12	23	0	0	23	0	6.5	58.5	65	0	0	0	0	

	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**5**	0	**5**	5	0	0	5	0	**2**	13	15	0	0	0	0	25
07:15 AM	**1**	4	0	5	5	0	0	5	0	0	17	17	0	0	0	0	27
07:30 AM	0	4	0	4	**10**	0	0	**10**	0	1	**29**	**30**	0	0	0	0	**44**
07:45 AM	0	2	0	2	8	0	0	8	0	1	19	20	0	0	0	0	30
Total Volume	1	15	0	16	28	0	0	28	0	4	78	82	0	0	0	0	126
% App. Total	6.2	93.8	0		100	0	0		0	4.9	95.1		0	0	0		
PHF	.250	.750	.000	.800	.700	.000	.000	.700	.000	.500	.672	.683	.000	.000	.000	.000	.716

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

File Name : 04_APV_SW_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**5**	0	**5**	5	0	0	5	0	**2**	13	15	0	0	0	0
+15 mins.	**1**	4	0	5	5	0	0	5	0	0	17	17	0	0	0	0
+30 mins.	0	4	0	4	**10**	0	0	**10**	0	1	**29**	**30**	0	0	0	0
+45 mins.	0	2	0	2	8	0	0	8	0	1	19	20	0	0	0	0
Total Volume	1	15	0	16	28	0	0	28	0	4	78	82	0	0	0	0
% App. Total	6.2	93.8	0		100	0	0		0	4.9	95.1		0	0	0	
PHF	.250	.750	.000	.800	.700	.000	.000	.700	.000	.500	.672	.683	.000	.000	.000	.000

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

File Name : 04_APV_SW_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

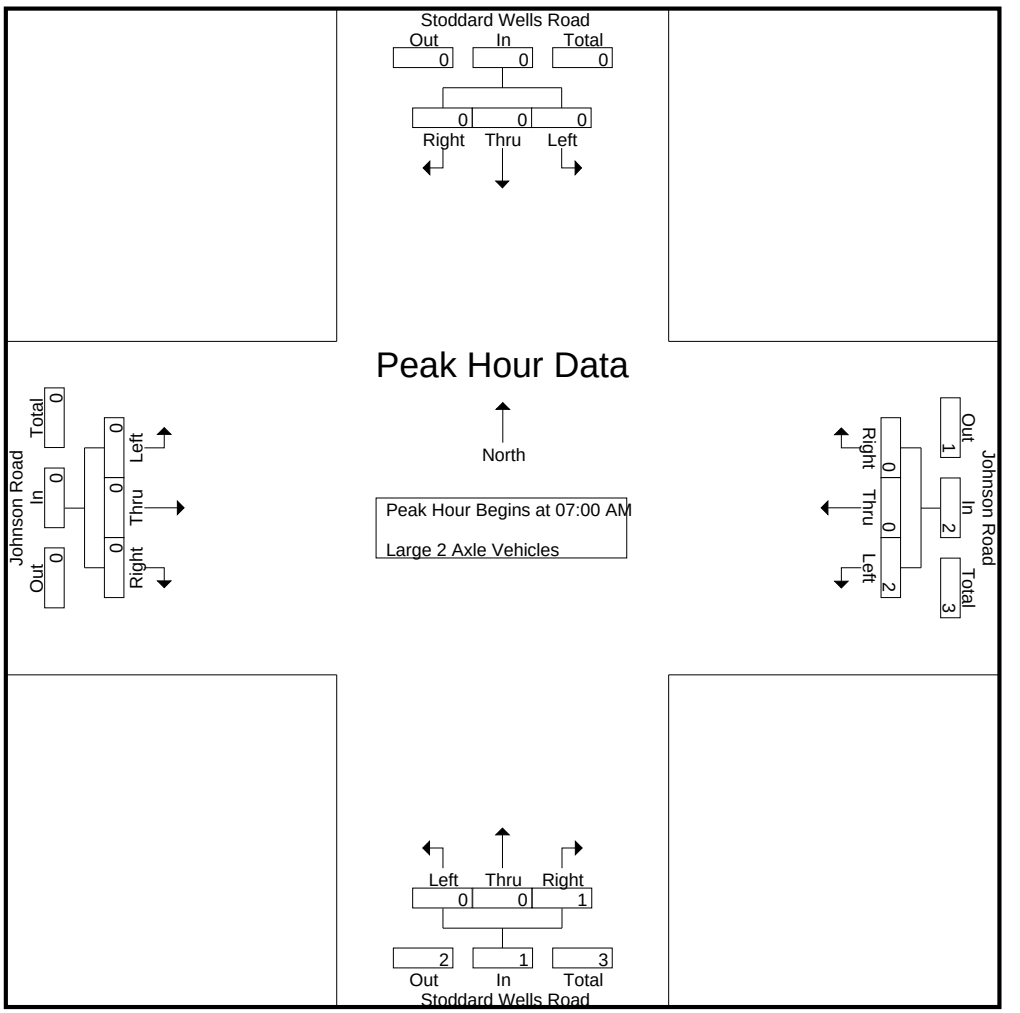
	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
08:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	5	0	0	5	0	0	1	1	0	0	0	0	6
Apprch %	0	0	0		100	0	0		0	0	100		0	0	0		
Total %	0	0	0	0	83.3	0	0	83.3	0	0	16.7	16.7	0	0	0	0	

	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	0	0	1	0	0	**1**	**1**	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000	.375

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

File Name : 04_APV_SW_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 04_APV_SW_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

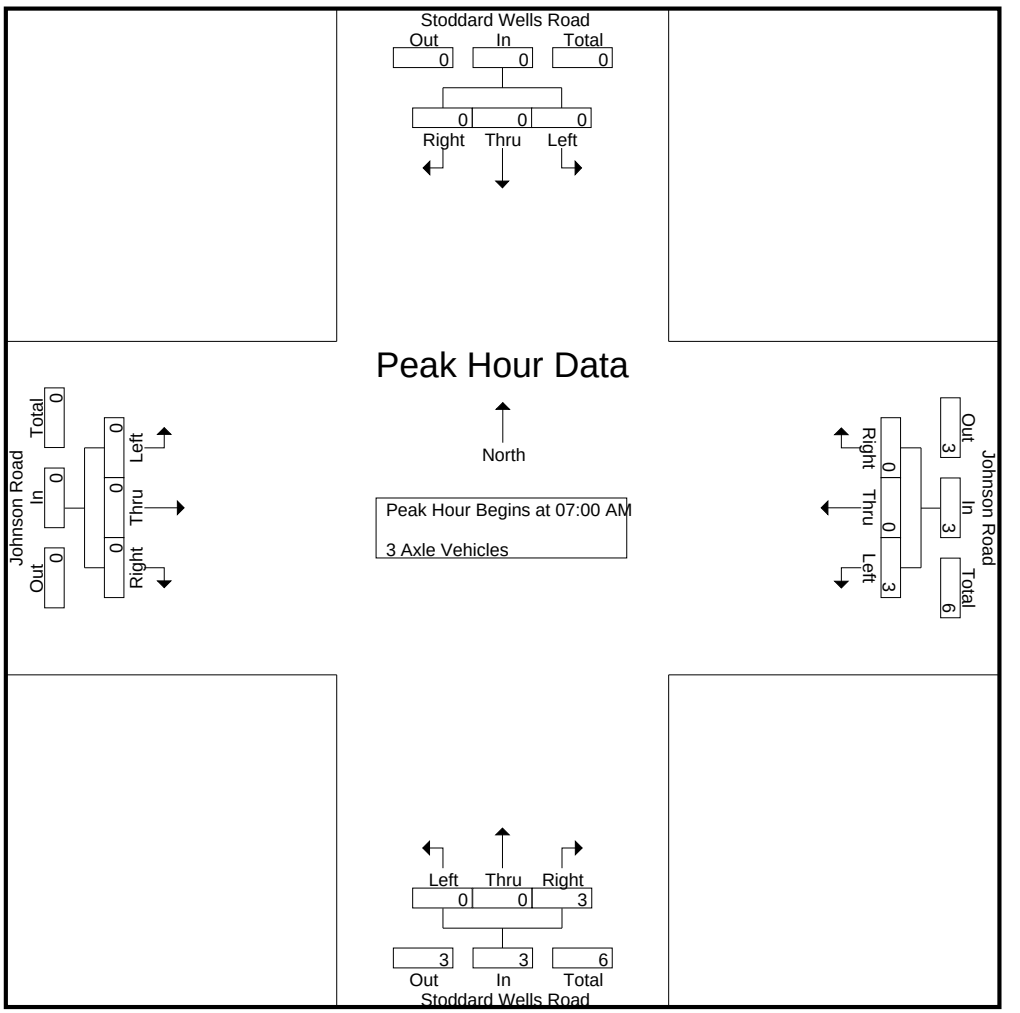
	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
07:30 AM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	3	0	0	3	0	0	3	3	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
08:15 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
08:30 AM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
08:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total	0	0	0	0	4	0	0	4	0	0	5	5	0	0	0	0	9
Grand Total	0	0	0	0	7	0	0	7	0	0	8	8	0	0	0	0	15
Apprch %	0	0	0		100	0	0		0	0	100		0	0	0		
Total %	0	0	0	0	46.7	0	0	46.7	0	0	53.3	53.3	0	0	0	0	

	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	1	0	0	**1**	**1**	0	0	0	0	2
07:30 AM	0	0	0	0	**2**	0	0	**2**	0	0	1	1	0	0	0	0	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	3	0	0	3	0	0	3	3	0	0	0	0	6
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.750	.750	.000	.000	.000	.000	.500

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

File Name : 04_APV_SW_John AM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	**1**	**1**	0	0	0	0
+30 mins.	0	0	0	0	**2**	0	0	**2**	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	3	0	0	3	0	0	3	3	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.750	.750	.000	.000	.000	.000

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

File Name : 04_APV_SW_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

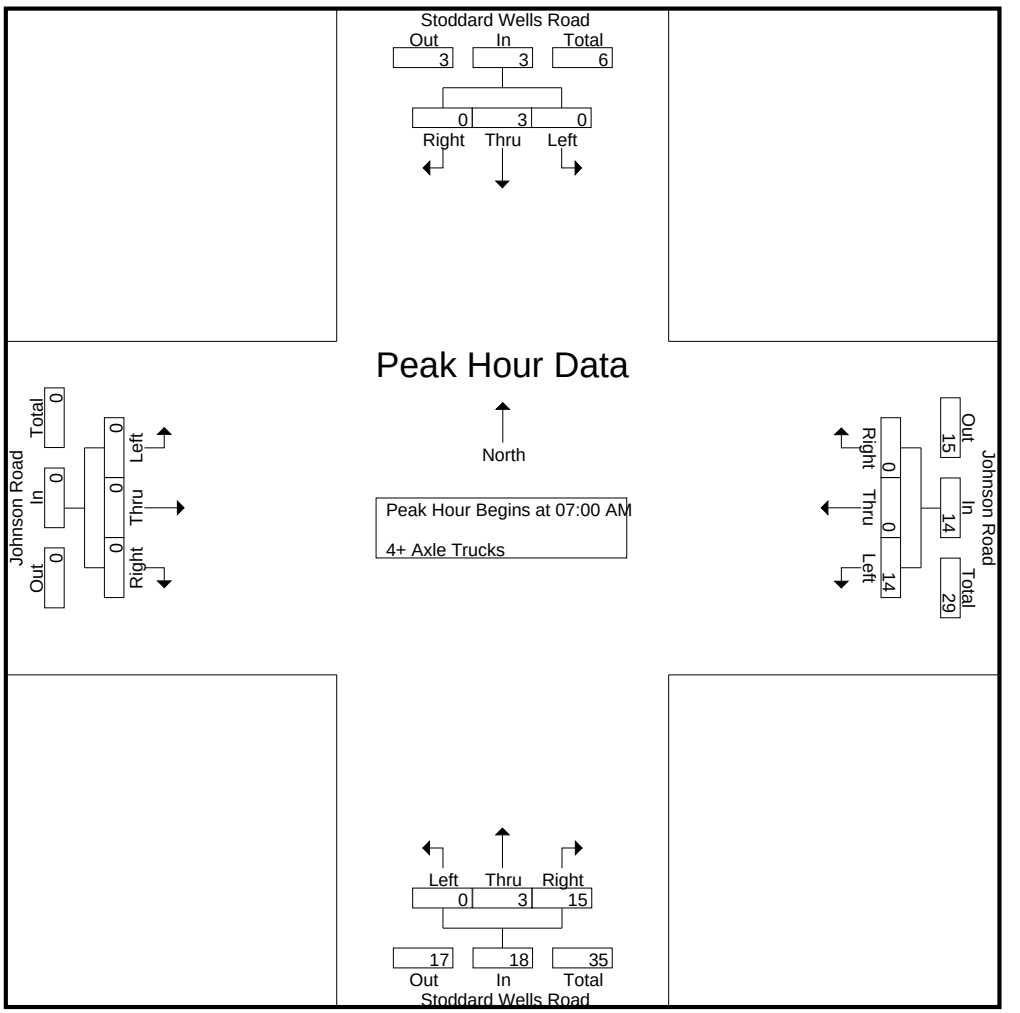
	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	5	0	0	5	0	0	5	5	0	0	0	0	10
07:15 AM	0	2	0	2	2	0	0	2	0	1	5	6	0	0	0	0	10
07:30 AM	0	0	0	0	4	0	0	4	0	0	2	2	0	0	0	0	6
07:45 AM	0	1	0	1	3	0	0	3	0	2	3	5	0	0	0	0	9
Total	0	3	0	3	14	0	0	14	0	3	15	18	0	0	0	0	35
08:00 AM	0	0	0	0	8	0	0	8	0	3	2	5	0	0	0	0	13
08:15 AM	0	0	0	0	4	0	0	4	0	4	2	6	0	0	0	0	10
08:30 AM	0	1	0	1	7	0	0	7	0	5	2	7	0	0	0	0	15
08:45 AM	0	5	0	5	2	0	0	2	0	1	5	6	0	0	0	0	13
Total	0	6	0	6	21	0	0	21	0	13	11	24	0	0	0	0	51
Grand Total	0	9	0	9	35	0	0	35	0	16	26	42	0	0	0	0	86
Apprch %	0	100	0		100	0	0		0	38.1	61.9		0	0	0		
Total %	0	10.5	0	10.5	40.7	0	0	40.7	0	18.6	30.2	48.8	0	0	0	0	

	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**5**	0	0	**5**	0	0	**5**	5	0	0	0	0	**10**
07:15 AM	0	**2**	0	**2**	2	0	0	2	0	1	5	**6**	0	0	0	0	10
07:30 AM	0	0	0	0	4	0	0	4	0	0	2	2	0	0	0	0	6
07:45 AM	0	1	0	1	3	0	0	3	0	**2**	3	5	0	0	0	0	9
Total Volume	0	3	0	3	14	0	0	14	0	3	15	18	0	0	0	0	35
% App. Total	0	100	0		100	0	0		0	16.7	83.3		0	0	0		
PHF	.000	.375	.000	.375	.700	.000	.000	.700	.000	.375	.750	.750	.000	.000	.000	.000	.875

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

File Name : 04_APV_SW_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	**5**	0	0	**5**	0	0	**5**	5	0	0	0	0
+15 mins.	0	**2**	0	**2**	2	0	0	2	0	1	5	**6**	0	0	0	0
+30 mins.	0	0	0	0	4	0	0	4	0	0	2	2	0	0	0	0
+45 mins.	0	1	0	1	3	0	0	3	0	**2**	3	5	0	0	0	0
Total Volume	0	3	0	3	14	0	0	14	0	3	15	18	0	0	0	0
% App. Total	0	100	0		100	0	0		0	16.7	83.3		0	0	0	
PHF	.000	.375	.000	.375	.700	.000	.000	.700	.000	.375	.750	.750	.000	.000	.000	.000

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

File Name : 04_APV_SW_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

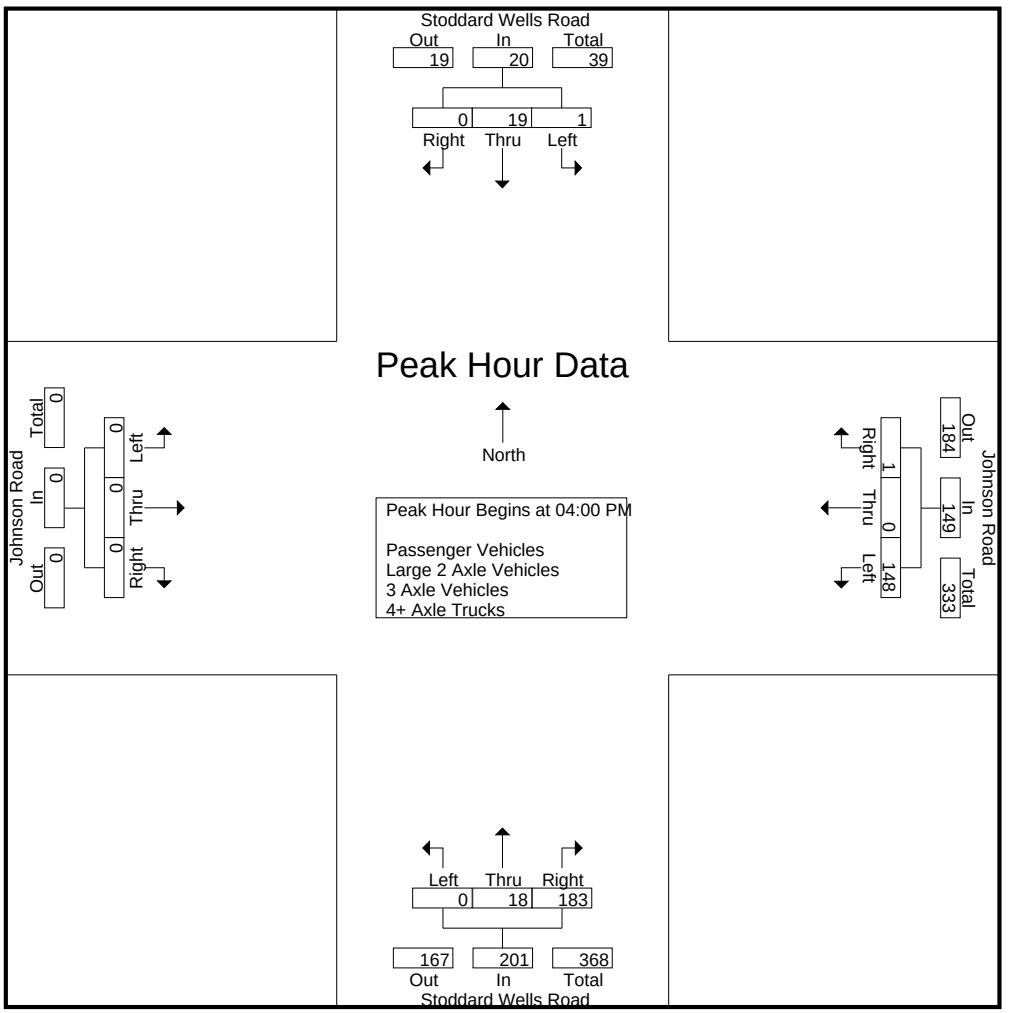
	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	7	0	7	85	0	0	85	0	4	61	65	0	0	0	0	157
04:15 PM	0	3	0	3	23	0	0	23	0	4	79	83	0	0	0	0	109
04:30 PM	0	5	0	5	18	0	1	19	0	5	28	33	0	0	0	0	57
04:45 PM	1	4	0	5	22	0	0	22	0	5	15	20	0	0	0	0	47
Total	1	19	0	20	148	0	1	149	0	18	183	201	0	0	0	0	370
05:00 PM	1	7	0	8	32	0	0	32	0	1	21	22	0	0	0	0	62
05:15 PM	0	3	0	3	17	0	0	17	0	5	21	26	0	0	0	0	46
05:30 PM	0	3	0	3	11	0	0	11	0	2	16	18	0	0	0	0	32
05:45 PM	0	2	0	2	10	0	0	10	0	4	9	13	0	0	0	0	25
Total	1	15	0	16	70	0	0	70	0	12	67	79	0	0	0	0	165
Grand Total	2	34	0	36	218	0	1	219	0	30	250	280	0	0	0	0	535
Apprch %	5.6	94.4	0		99.5	0	0.5		0	10.7	89.3		0	0	0		
Total %	0.4	6.4	0	6.7	40.7	0	0.2	40.9	0	5.6	46.7	52.3	0	0	0	0	
Passenger Vehicles	2	28	0	30	198	0	1	199	0	21	227	248	0	0	0	0	477
% Passenger Vehicles	100	82.4	0	83.3	90.8	0	100	90.9	0	70	90.8	88.6	0	0	0	0	89.2
Large 2 Axle Vehicles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% Large 2 Axle Vehicles	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0.2
3 Axle Vehicles	0	0	0	0	6	0	0	6	0	1	2	3	0	0	0	0	9
% 3 Axle Vehicles	0	0	0	0	2.8	0	0	2.7	0	3.3	0.8	1.1	0	0	0	0	1.7
4+ Axle Trucks	0	6	0	6	13	0	0	13	0	8	21	29	0	0	0	0	48
% 4+ Axle Trucks	0	17.6	0	16.7	6	0	0	5.9	0	26.7	8.4	10.4	0	0	0	0	9

	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**7**	0	**7**	**85**	0	0	**85**	0	4	61	65	0	0	0	0	**157**
04:15 PM	0	3	0	3	23	0	0	23	0	4	**79**	**83**	0	0	0	0	109
04:30 PM	0	5	0	5	18	0	**1**	19	0	**5**	28	33	0	0	0	0	57
04:45 PM	**1**	4	0	5	22	0	0	22	0	5	15	20	0	0	0	0	47
Total Volume	1	19	0	20	148	0	1	149	0	18	183	201	0	0	0	0	370
% App. Total	5	95	0		99.3	0	0.7		0	9	91		0	0	0		
PHF	.250	.679	.000	.714	.435	.000	.250	.438	.000	.900	.579	.605	.000	.000	.000	.000	.589

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

File Name : 04_APV_SW_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:15 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	3	0	3	**85**	0	0	**85**	0	4	61	65	0	0	0	0
+15 mins.	0	5	0	5	23	0	0	23	0	4	**79**	**83**	0	0	0	0
+30 mins.	**1**	4	0	5	18	0	**1**	19	0	**5**	28	33	0	0	0	0
+45 mins.	1	**7**	0	**8**	22	0	0	22	0	5	15	20	0	0	0	0
Total Volume	2	19	0	21	148	0	1	149	0	18	183	201	0	0	0	0
% App. Total	9.5	90.5	0		99.3	0	0.7		0	9	91		0	0	0	
PHF	.500	.679	.000	.656	.435	.000	.250	.438	.000	.900	.579	.605	.000	.000	.000	.000

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

File Name : 04_APV_SW_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

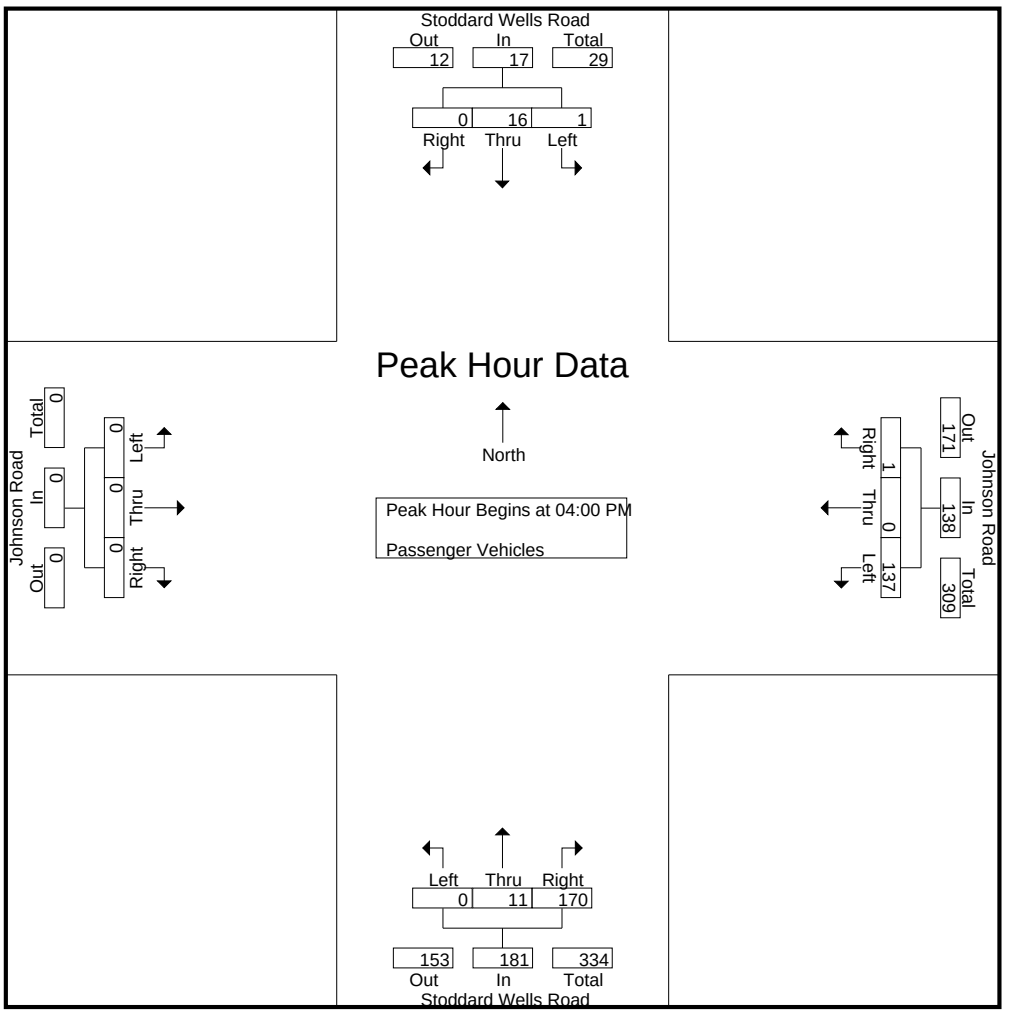
	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	0	5	83	0	0	83	0	3	54	57	0	0	0	0	145
04:15 PM	0	3	0	3	18	0	0	18	0	3	78	81	0	0	0	0	102
04:30 PM	0	4	0	4	15	0	1	16	0	1	26	27	0	0	0	0	47
04:45 PM	1	4	0	5	21	0	0	21	0	4	12	16	0	0	0	0	42
Total	1	16	0	17	137	0	1	138	0	11	170	181	0	0	0	0	336
05:00 PM	1	6	0	7	29	0	0	29	0	1	20	21	0	0	0	0	57
05:15 PM	0	2	0	2	12	0	0	12	0	4	20	24	0	0	0	0	38
05:30 PM	0	2	0	2	11	0	0	11	0	2	10	12	0	0	0	0	25
05:45 PM	0	2	0	2	9	0	0	9	0	3	7	10	0	0	0	0	21
Total	1	12	0	13	61	0	0	61	0	10	57	67	0	0	0	0	141
Grand Total	2	28	0	30	198	0	1	199	0	21	227	248	0	0	0	0	477
Apprch %	6.7	93.3	0		99.5	0	0.5		0	8.5	91.5		0	0	0		
Total %	0.4	5.9	0	6.3	41.5	0	0.2	41.7	0	4.4	47.6	52	0	0	0	0	

	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**5**	0	**5**	**83**	0	0	**83**	0	3	54	57	0	0	0	0	**145**
04:15 PM	0	3	0	3	18	0	0	18	0	3	**78**	**81**	0	0	0	0	102
04:30 PM	0	4	0	4	15	0	**1**	16	0	1	26	27	0	0	0	0	47
04:45 PM	**1**	4	0	5	21	0	0	21	0	**4**	12	16	0	0	0	0	42
Total Volume	1	16	0	17	137	0	1	138	0	11	170	181	0	0	0	0	336
% App. Total	5.9	94.1	0		99.3	0	0.7		0	6.1	93.9		0	0	0		
PHF	.250	.800	.000	.850	.413	.000	.250	.416	.000	.688	.545	.559	.000	.000	.000	.000	.579

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

File Name : 04_APV_SW_John PM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**5**	0	**5**	**83**	0	0	**83**	0	3	54	57	0	0	0	0
+15 mins.	0	3	0	3	18	0	0	18	0	3	**78**	**81**	0	0	0	0
+30 mins.	0	4	0	4	15	0	**1**	16	0	1	26	27	0	0	0	0
+45 mins.	**1**	4	0	5	21	0	0	21	0	**4**	12	16	0	0	0	0
Total Volume	1	16	0	17	137	0	1	138	0	11	170	181	0	0	0	0
% App. Total	5.9	94.1	0		99.3	0	0.7		0	6.1	93.9		0	0	0	
PHF	.250	.800	.000	.850	.413	.000	.250	.416	.000	.688	.545	.559	.000	.000	.000	.000

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

File Name : 04_APV_SW_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

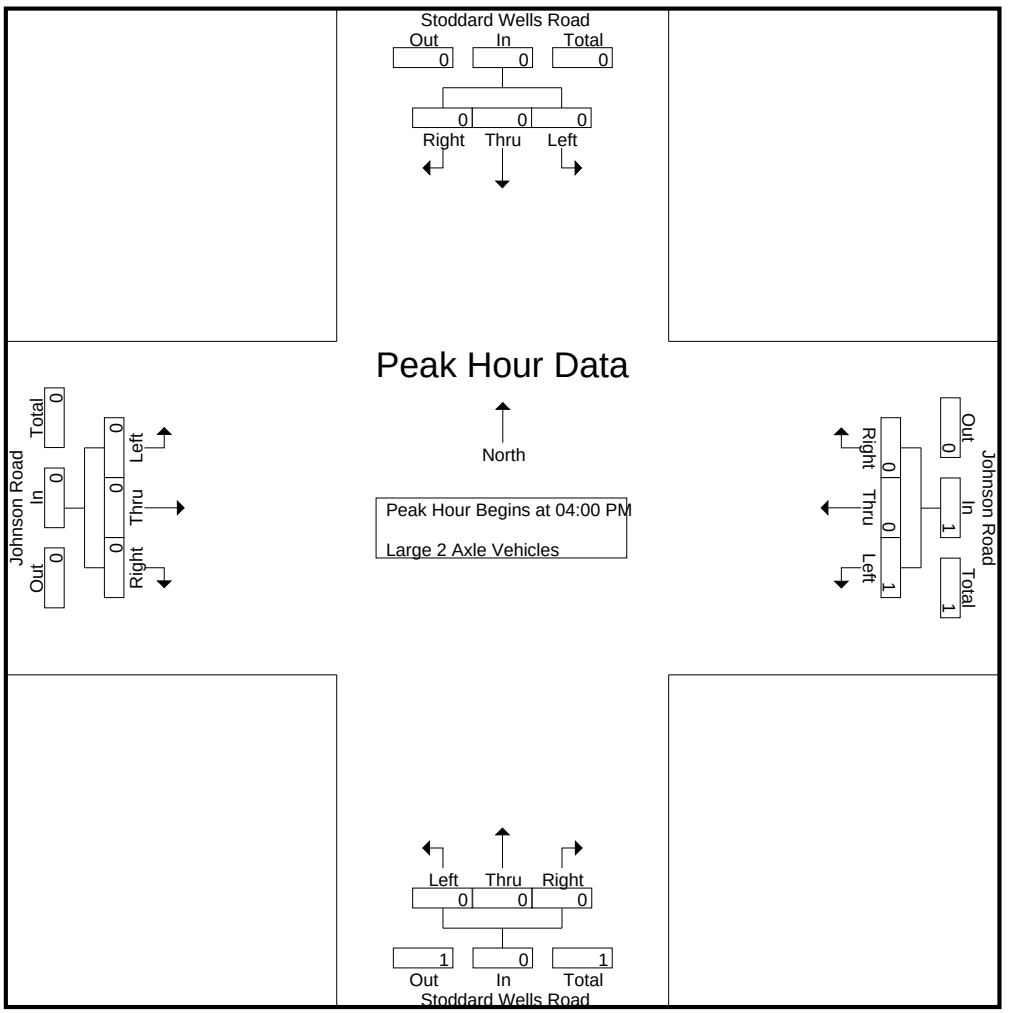
	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM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

	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

File Name : 04_APV_SW_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 04_APV_SW_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

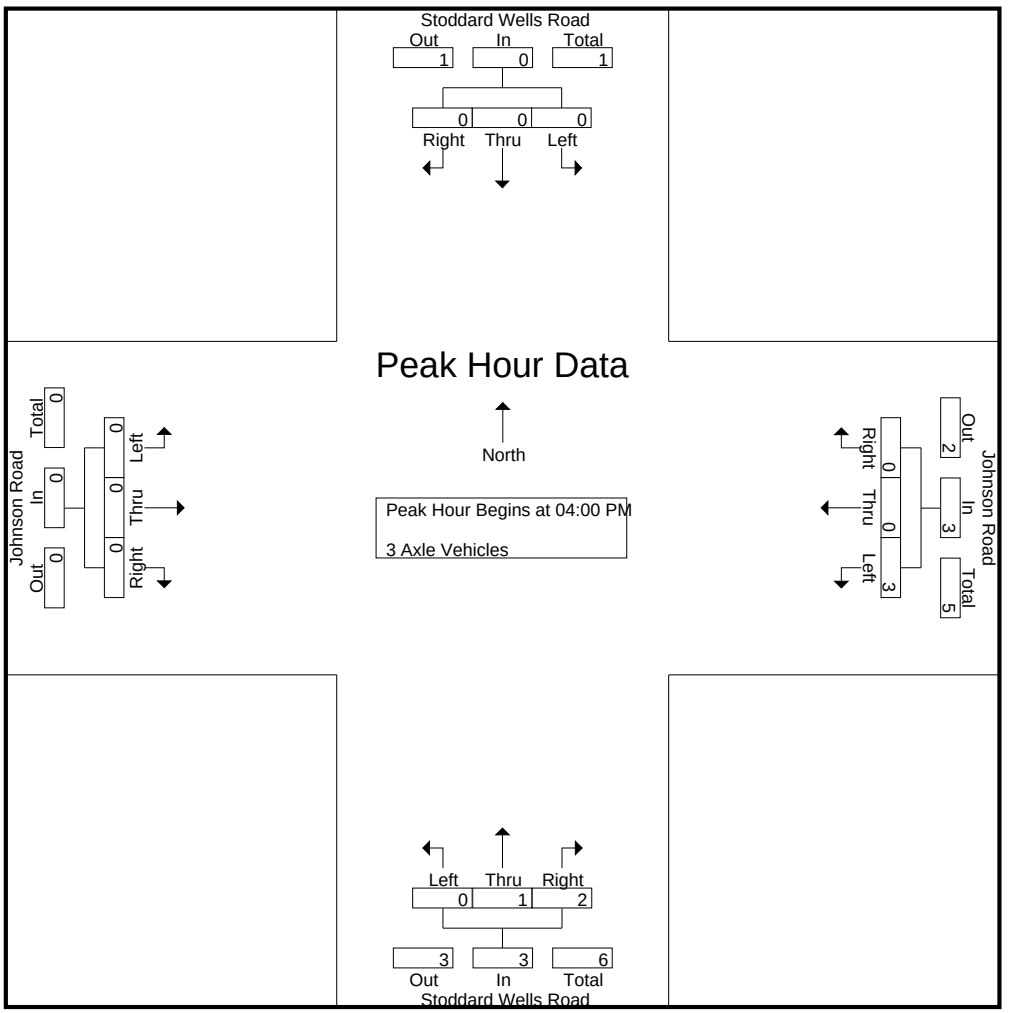
	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	3	0	0	3	0	1	2	3	0	0	0	0	6
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	6	0	0	6	0	1	2	3	0	0	0	0	9
Apprch %	0	0	0		100	0	0		0	33.3	66.7		0	0	0		
Total %	0	0	0	0	66.7	0	0	66.7	0	11.1	22.2	33.3	0	0	0	0	

	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
04:15 PM	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**2**
04:30 PM	0	0	0	0	1	0	0	1	0	**1**	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	3	0	0	3	0	1	2	3	0	0	0	0	6
% App. Total	0	0	0		100	0	0		0	33.3	66.7		0	0	0		
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.250	.500	.750	.000	.000	.000	.000	.750

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

File Name : 04_APV_SW_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	**1**	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	3	0	0	3	0	1	2	3	0	0	0	0
% App. Total	0	0	0		100	0	0		0	33.3	66.7		0	0	0	
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.250	.500	.750	.000	.000	.000	.000

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

File Name : 04_APV_SW_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

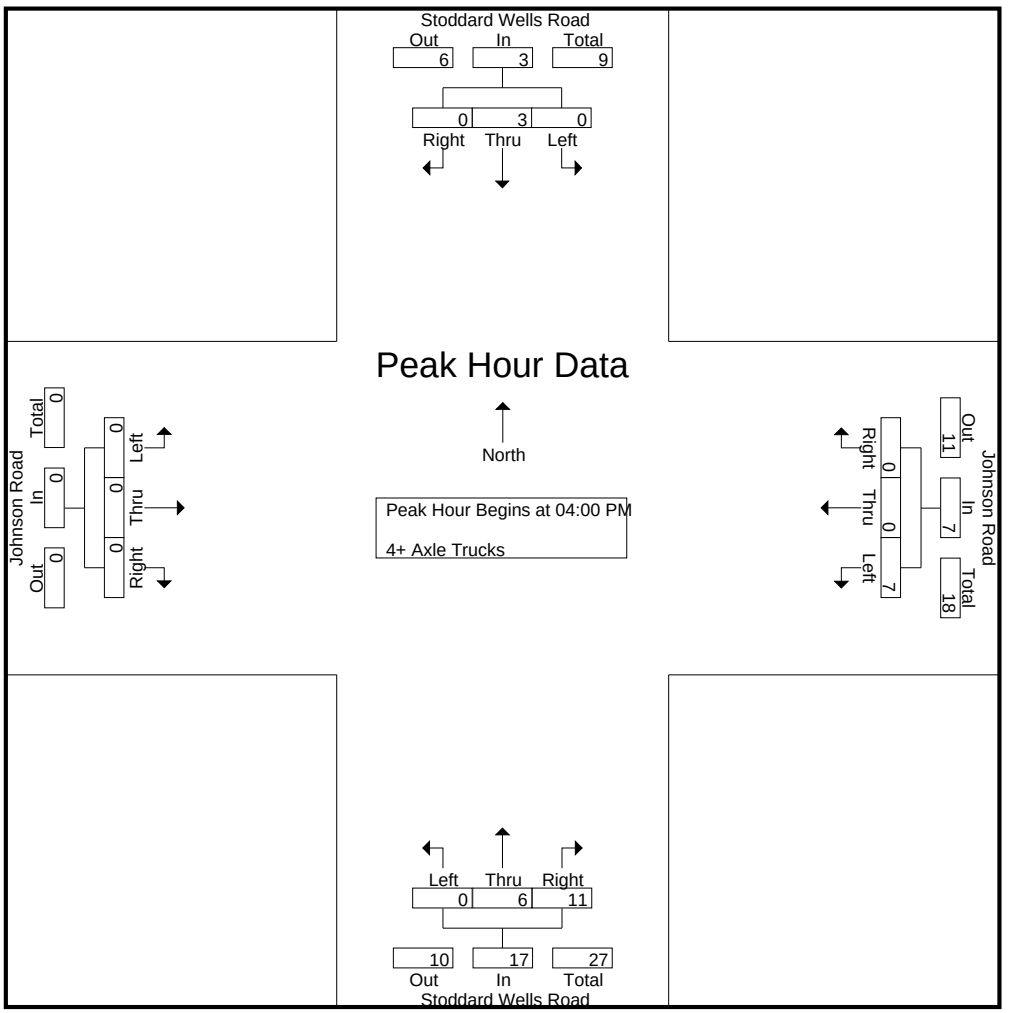
	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	2	0	0	2	0	1	6	7	0	0	0	0	11
04:15 PM	0	0	0	0	2	0	0	2	0	1	1	2	0	0	0	0	4
04:30 PM	0	1	0	1	2	0	0	2	0	3	2	5	0	0	0	0	8
04:45 PM	0	0	0	0	1	0	0	1	0	1	2	3	0	0	0	0	4
Total	0	3	0	3	7	0	0	7	0	6	11	17	0	0	0	0	27
05:00 PM	0	1	0	1	2	0	0	2	0	0	1	1	0	0	0	0	4
05:15 PM	0	1	0	1	3	0	0	3	0	1	1	2	0	0	0	0	6
05:30 PM	0	1	0	1	0	0	0	0	0	0	6	6	0	0	0	0	7
05:45 PM	0	0	0	0	1	0	0	1	0	1	2	3	0	0	0	0	4
Total	0	3	0	3	6	0	0	6	0	2	10	12	0	0	0	0	21
Grand Total	0	6	0	6	13	0	0	13	0	8	21	29	0	0	0	0	48
Apprch %	0	100	0		100	0	0		0	27.6	72.4		0	0	0		
Total %	0	12.5	0	12.5	27.1	0	0	27.1	0	16.7	43.8	60.4	0	0	0	0	

	Stoddard Wells Road Southbound				Johnson Road Westbound				Stoddard Wells Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	**2**	**2**	0	0	**2**	0	1	**6**	**7**	0	0	0	0	**11**
04:15 PM	0	0	0	0	2	0	0	2	0	1	1	2	0	0	0	0	4
04:30 PM	0	1	0	1	2	0	0	2	0	**3**	2	5	0	0	0	0	8
04:45 PM	0	0	0	0	1	0	0	1	0	1	2	3	0	0	0	0	4
Total Volume	0	3	0	3	7	0	0	7	0	6	11	17	0	0	0	0	27
% App. Total	0	100	0		100	0	0		0	35.3	64.7		0	0	0		
PHF	.000	.375	.000	.375	.875	.000	.000	.875	.000	.500	.458	.607	.000	.000	.000	.000	.614

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

File Name : 04_APV_SW_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	**2**	**2**	0	0	**2**	0	1	**6**	**7**	0	0	0	0
+15 mins.	0	0	0	0	2	0	0	2	0	1	1	2	0	0	0	0
+30 mins.	0	1	0	1	2	0	0	2	0	**3**	2	5	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	1	2	3	0	0	0	0
Total Volume	0	3	0	3	7	0	0	7	0	6	11	17	0	0	0	0
% App. Total	0	100	0		100	0	0		0	35.3	64.7		0	0	0	
PHF	.000	.375	.000	.375	.875	.000	.000	.875	.000	.500	.458	.607	.000	.000	.000	.000

Location: Apple Valley
N/S: Stoddard Wells Road
E/W: Johnson Road

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg Stoddard Wells Road	East Leg Johnson Road	South Leg Stoddard Wells Road	West Leg Johnson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Stoddard Wells Road	East Leg Johnson Road	South Leg Stoddard Wells Road	West Leg Johnson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Apple Valley
N/S: Stoddard Wells Road
E/W: Johnson Road

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound Stoddard Wells Road			Westbound Johnson Road			Northbound Stoddard Wells Road			Eastbound Johnson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Stoddard Wells Road			Westbound Johnson Road			Northbound Stoddard Wells Road			Eastbound Johnson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Apple Valley
N/S: I-15 Southbound Ramps
E/W: Bell Mountain Rd/Dale Evans Pkwy
Weather: Clear

File Name : 05_APV_15S_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

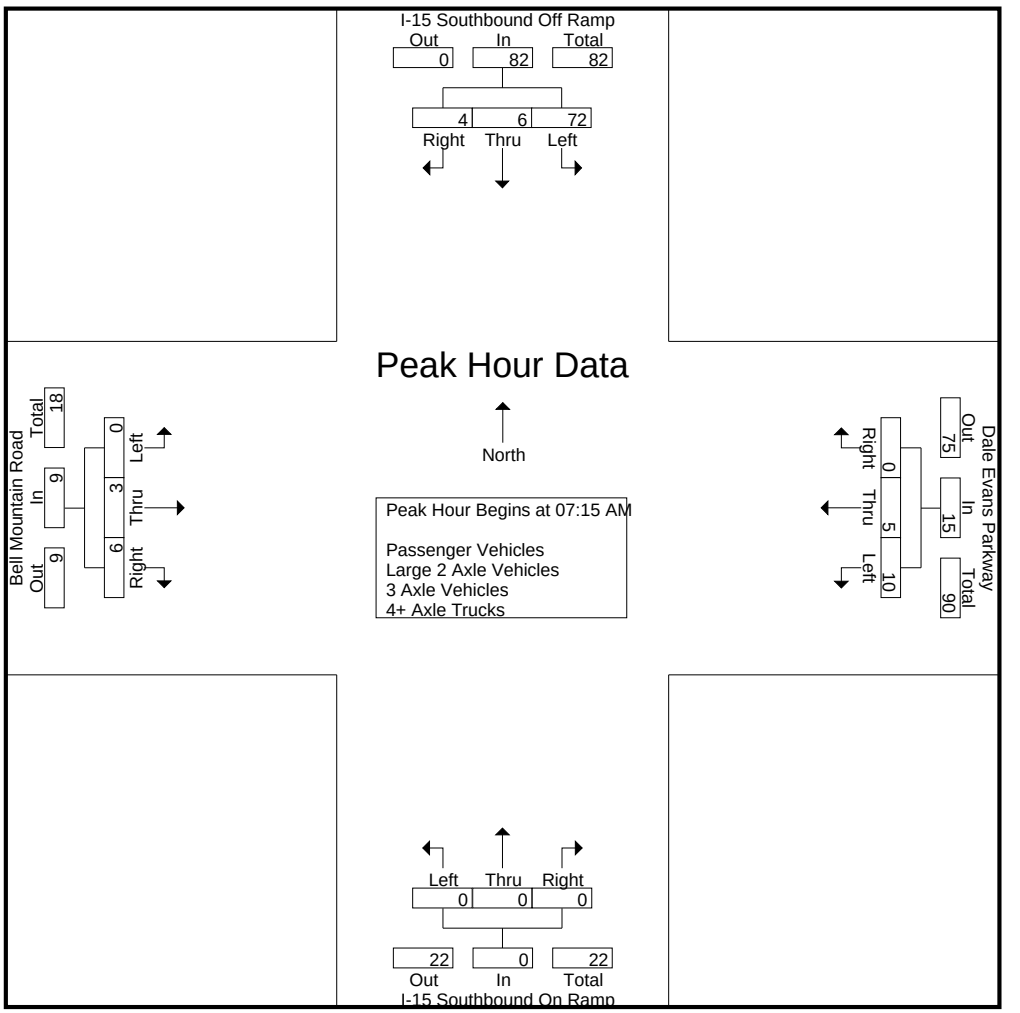
	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	1	1	18	4	0	0	4	0	0	0	0	0	0	0	0	22
07:15 AM	23	2	1	26	2	0	0	2	0	0	0	0	0	1	0	1	29
07:30 AM	15	0	2	17	1	2	0	3	0	0	0	0	0	0	0	0	20
07:45 AM	20	1	0	21	4	2	0	6	0	0	0	0	0	0	5	5	32
Total	74	4	4	82	11	4	0	15	0	0	0	0	0	1	5	6	103
08:00 AM	14	3	1	18	3	1	0	4	0	0	0	0	0	2	1	3	25
08:15 AM	9	1	0	10	4	2	0	6	0	0	0	0	0	1	2	3	19
08:30 AM	9	1	1	11	6	0	0	6	0	0	0	0	0	0	0	0	17
08:45 AM	11	0	2	13	3	0	0	3	0	0	0	0	0	0	1	1	17
Total	43	5	4	52	16	3	0	19	0	0	0	0	0	3	4	7	78
Grand Total	117	9	8	134	27	7	0	34	0	0	0	0	0	4	9	13	181
Apprch %	87.3	6.7	6		79.4	20.6	0		0	0	0		0	30.8	69.2		
Total %	64.6	5	4.4	74	14.9	3.9	0	18.8	0	0	0	0	0	2.2	5	7.2	
Passenger Vehicles	97	3	5	105	7	5	0	12	0	0	0	0	0	2	4	6	123
% Passenger Vehicles	82.9	33.3	62.5	78.4	25.9	71.4	0	35.3	0	0	0	0	0	50	44.4	46.2	68
Large 2 Axle Vehicles	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
% Large 2 Axle Vehicles	4.3	11.1	0	4.5	0	0	0	0	0	0	0	0	0	0	0	0	3.3
3 Axle Vehicles	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% 3 Axle Vehicles	2.6	0	0	2.2	0	0	0	0	0	0	0	0	0	0	0	0	1.7
4+ Axle Trucks	12	5	3	20	20	2	0	22	0	0	0	0	0	2	5	7	49
% 4+ Axle Trucks	10.3	55.6	37.5	14.9	74.1	28.6	0	64.7	0	0	0	0	0	50	55.6	53.8	27.1

	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**23**	2	1	**26**	2	0	0	2	0	0	0	0	0	1	0	1	29
07:30 AM	15	0	**2**	17	1	**2**	0	3	0	0	0	0	0	0	0	0	20
07:45 AM	20	1	0	21	**4**	2	0	**6**	0	0	0	0	0	0	**5**	**5**	**32**
08:00 AM	14	**3**	1	18	3	1	0	4	0	0	0	0	0	**2**	1	3	25
Total Volume	72	6	4	82	10	5	0	15	0	0	0	0	0	3	6	9	106
% App. Total	87.8	7.3	4.9		66.7	33.3	0		0	0	0		0	33.3	66.7		
PHF	.783	.500	.500	.788	.625	.625	.000	.625	.000	.000	.000	.000	.000	.375	.300	.450	.828

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

City of Apple Valley
N/S: I-15 Southbound Ramps
E/W: Bell Mountain Rd/Dale Evans Pkwy
Weather: Clear

File Name : 05_APV_15S_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:45 AM				07:00 AM				07:30 AM			
+0 mins.	16	1	1	18	4	**2**	0	**6**	0	0	0	0	0	0	0	0
+15 mins.	**23**	**2**	1	**26**	3	1	0	4	0	0	0	0	0	0	**5**	**5**
+30 mins.	15	0	**2**	17	4	2	0	6	0	0	0	0	0	**2**	1	3
+45 mins.	20	1	0	21	**6**	0	0	6	0	0	0	0	0	1	2	3
Total Volume	74	4	4	82	17	5	0	22	0	0	0	0	0	3	8	11
% App. Total	90.2	4.9	4.9		77.3	22.7	0		0	0	0		0	27.3	72.7	
PHF	.804	.500	.500	.788	.708	.625	.000	.917	.000	.000	.000	.000	.000	.375	.400	.550

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City of Apple Valley
N/S: I-15 Southbound Ramps
E/W: Bell Mountain Rd/Dale Evans Pkwy
Weather: Clear

File Name : 05_APV_15S_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

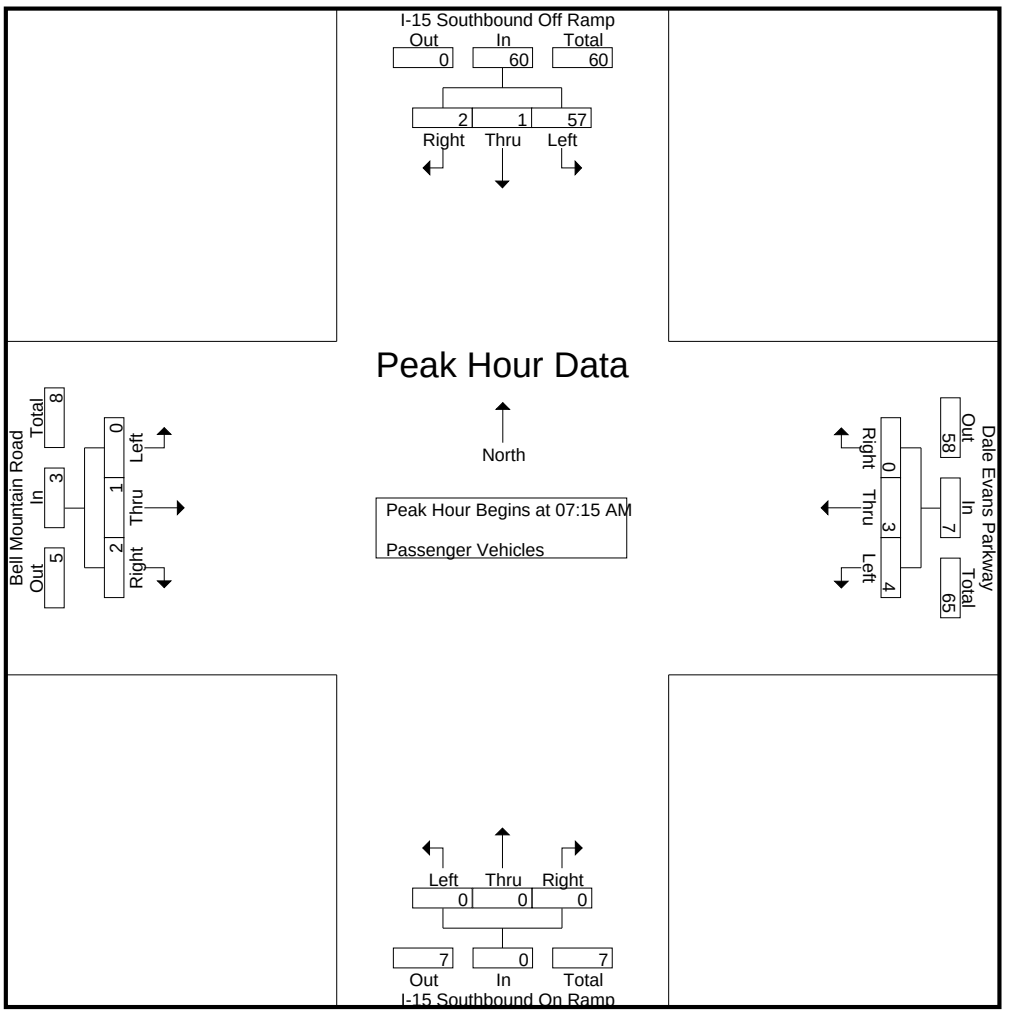
	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	1	0	12	1	0	0	1	0	0	0	0	0	0	0	0	13
07:15 AM	19	0	0	19	1	0	0	1	0	0	0	0	0	0	0	0	20
07:30 AM	13	0	1	14	0	1	0	1	0	0	0	0	0	0	0	0	15
07:45 AM	14	0	0	14	2	1	0	3	0	0	0	0	0	0	2	2	19
Total	57	1	1	59	4	2	0	6	0	0	0	0	0	0	2	2	67
08:00 AM	11	1	1	13	1	1	0	2	0	0	0	0	0	1	0	1	16
08:15 AM	9	1	0	10	0	2	0	2	0	0	0	0	0	1	1	2	14
08:30 AM	9	0	1	10	2	0	0	2	0	0	0	0	0	0	0	0	12
08:45 AM	11	0	2	13	0	0	0	0	0	0	0	0	0	0	1	1	14
Total	40	2	4	46	3	3	0	6	0	0	0	0	0	2	2	4	56
Grand Total	97	3	5	105	7	5	0	12	0	0	0	0	0	2	4	6	123
Apprch %	92.4	2.9	4.8		58.3	41.7	0		0	0	0		0	33.3	66.7		
Total %	78.9	2.4	4.1	85.4	5.7	4.1	0	9.8	0	0	0	0	0	1.6	3.3	4.9	

	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**19**	0	0	**19**	1	0	0	1	0	0	0	0	0	0	0	0	**20**
07:30 AM	13	0	**1**	14	0	**1**	0	1	0	0	0	0	0	0	0	0	15
07:45 AM	14	0	0	14	**2**	1	0	**3**	0	0	0	0	0	0	**2**	**2**	19
08:00 AM	11	**1**	1	13	1	1	0	2	0	0	0	0	0	**1**	0	1	16
Total Volume	57	1	2	60	4	3	0	7	0	0	0	0	0	1	2	3	70
% App. Total	95	1.7	3.3		57.1	42.9	0		0	0	0		0	33.3	66.7		
PHF	.750	.250	.500	.789	.500	.750	.000	.583	.000	.000	.000	.000	.000	.250	.250	.375	.875

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

City of Apple Valley
N/S: I-15 Southbound Ramps
E/W: Bell Mountain Rd/Dale Evans Pkwy
Weather: Clear

File Name : 05_APV_15S_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**19**	0	0	**19**	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	13	0	**1**	14	0	**1**	0	1	0	0	0	0	0	0	0	0
+30 mins.	14	0	0	14	**2**	1	0	**3**	0	0	0	0	0	0	**2**	**2**
+45 mins.	11	**1**	1	13	1	1	0	2	0	0	0	0	0	**1**	0	1
Total Volume	57	1	2	60	4	3	0	7	0	0	0	0	0	1	2	3
% App. Total	95	1.7	3.3		57.1	42.9	0		0	0	0		0	33.3	66.7	
PHF	.750	.250	.500	.789	.500	.750	.000	.583	.000	.000	.000	.000	.000	.250	.250	.375

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City of Apple Valley
N/S: I-15 Southbound Ramps
E/W: Bell Mountain Rd/Dale Evans Pkwy
Weather: Clear

File Name : 05_APV_15S_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

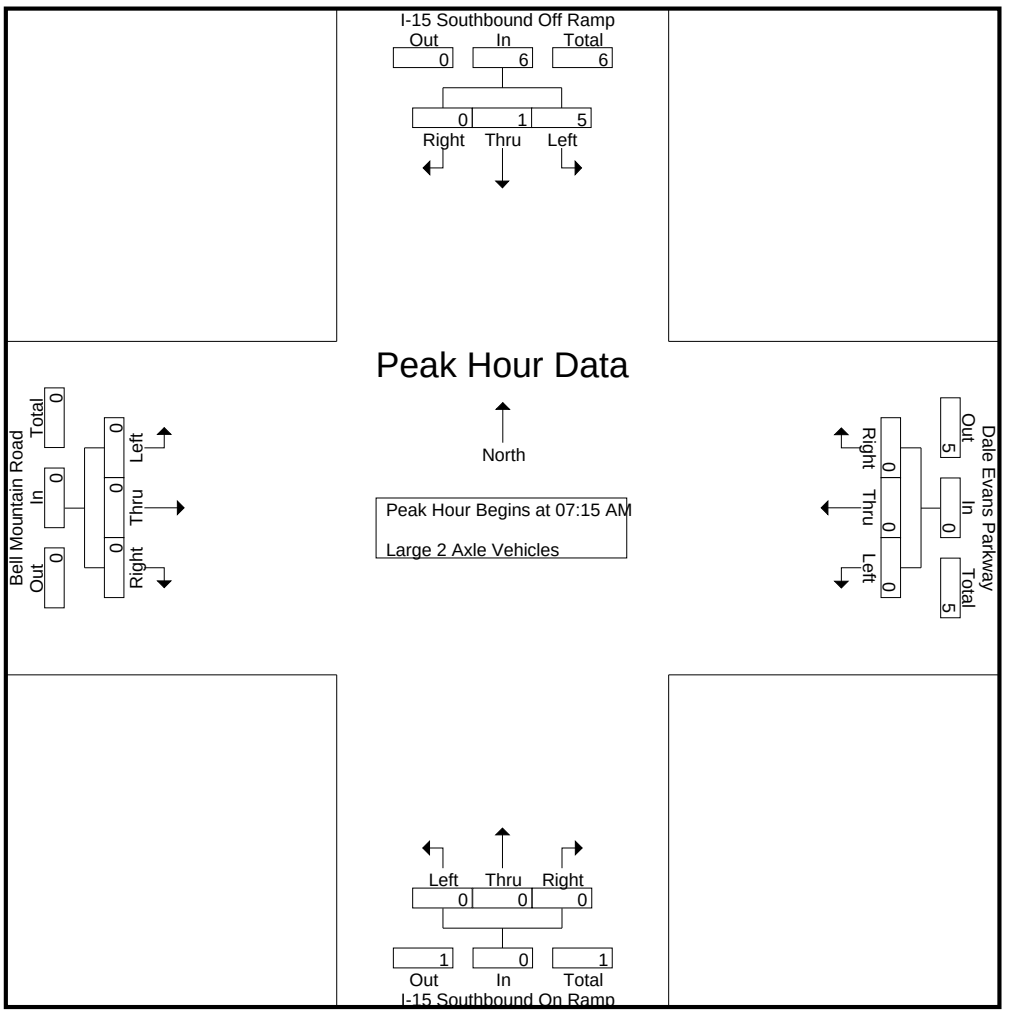
	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Apprch %	83.3	16.7	0		0	0	0		0	0	0		0	0	0		
Total %	83.3	16.7	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	2	**1**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
Total Volume	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
% App. Total	83.3	16.7	0		0	0	0		0	0	0		0	0	0		
PHF	.625	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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Corona, CA 92878
(951) 268-6268

City of Apple Valley
N/S: I-15 Southbound Ramps
E/W: Bell Mountain Rd/Dale Evans Pkwy
Weather: Clear

File Name : 05_APV_15S_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	**1**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	83.3	16.7	0		0	0	0		0	0	0		0	0	0	
PHF	.625	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Corona, CA 92878
(951) 268-6268

City of Apple Valley
N/S: I-15 Southbound Ramps
E/W: Bell Mountain Rd/Dale Evans Pkwy
Weather: Clear

File Name : 05_APV_15S_DEP AM
Site Code : 05124070
Start Date : 1/30/2024

Groups Printed- 3 Axle Vehicles

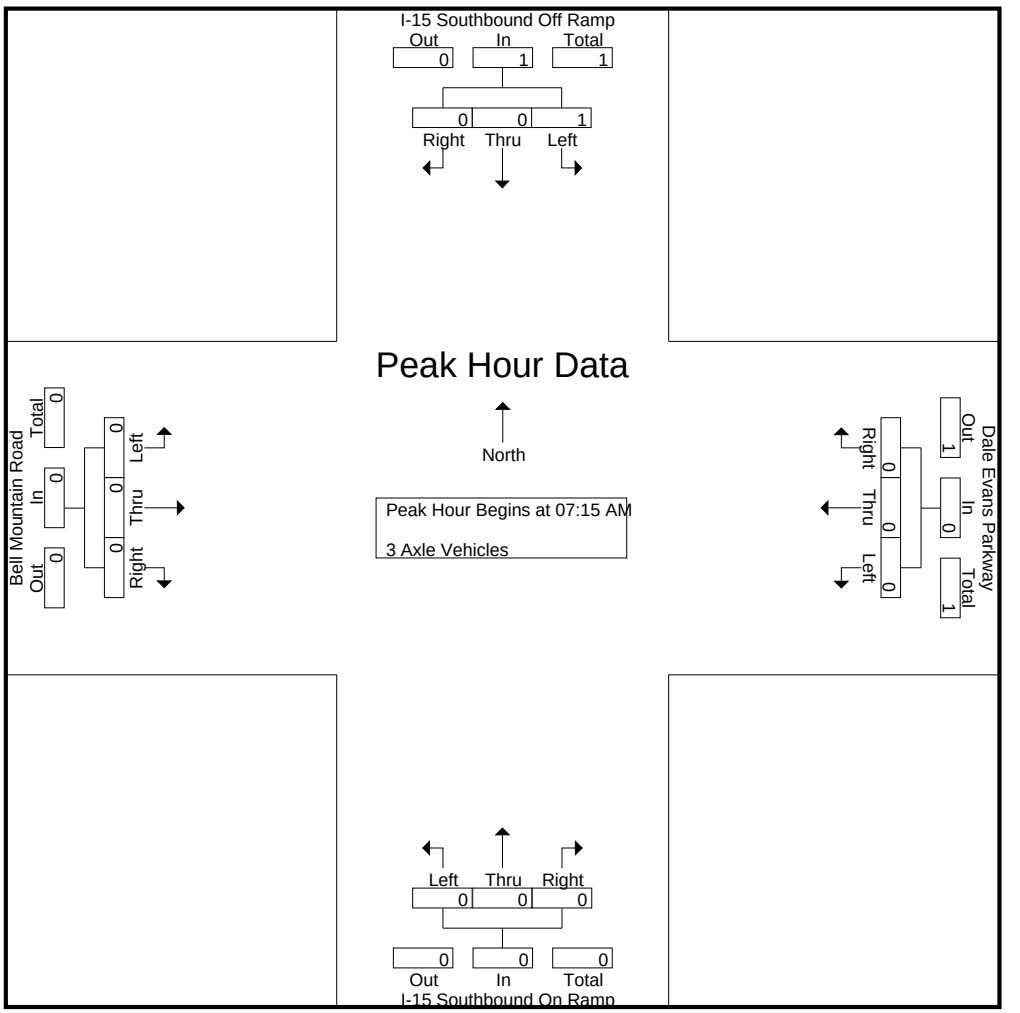
	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	100	0	0		0	0	0		0	0	0		0	0	0		
Total %	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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PO Box 1178
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(951) 268-6268

City of Apple Valley
N/S: I-15 Southbound Ramps
E/W: Bell Mountain Rd/Dale Evans Pkwy
Weather: Clear

File Name : 05_APV_15S_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Apple Valley
N/S: I-15 Southbound Ramps
E/W: Bell Mountain Rd/Dale Evans Pkwy
Weather: Clear

File Name : 05_APV_15S_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

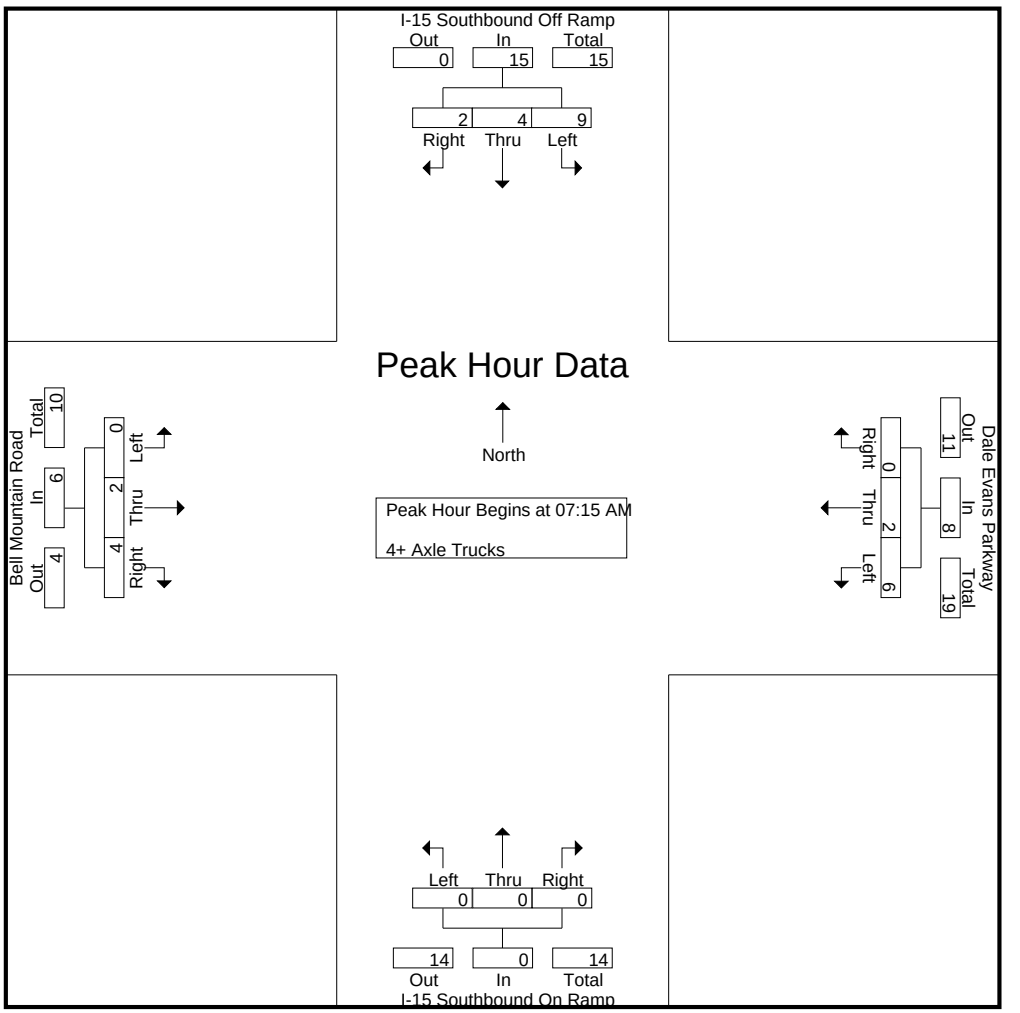
	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	1	4	3	0	0	3	0	0	0	0	0	0	0	0	7
07:15 AM	3	2	1	6	1	0	0	1	0	0	0	0	0	1	0	1	8
07:30 AM	2	0	1	3	1	1	0	2	0	0	0	0	0	0	0	0	5
07:45 AM	3	1	0	4	2	1	0	3	0	0	0	0	0	0	3	3	10
Total	11	3	3	17	7	2	0	9	0	0	0	0	0	1	3	4	30
08:00 AM	1	1	0	2	2	0	0	2	0	0	0	0	0	1	1	2	6
08:15 AM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	1	5
08:30 AM	0	1	0	1	4	0	0	4	0	0	0	0	0	0	0	0	5
08:45 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	1	2	0	3	13	0	0	13	0	0	0	0	0	1	2	3	19
Grand Total	12	5	3	20	20	2	0	22	0	0	0	0	0	2	5	7	49
Apprch %	60	25	15		90.9	9.1	0		0	0	0		0	28.6	71.4		
Total %	24.5	10.2	6.1	40.8	40.8	4.1	0	44.9	0	0	0	0	0	4.1	10.2	14.3	

	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**3**	**2**	**1**	**6**	1	0	0	1	0	0	0	0	0	**1**	0	1	8
07:30 AM	2	0	1	3	1	**1**	0	2	0	0	0	0	0	0	0	0	5
07:45 AM	3	1	0	4	**2**	1	0	**3**	0	0	0	0	0	0	**3**	**3**	**10**
08:00 AM	1	1	0	2	2	0	0	2	0	0	0	0	0	1	1	2	6
Total Volume	9	4	2	15	6	2	0	8	0	0	0	0	0	2	4	6	29
% App. Total	60	26.7	13.3		75	25	0		0	0	0		0	33.3	66.7		
PHF	.750	.500	.500	.625	.750	.500	.000	.667	.000	.000	.000	.000	.000	.500	.333	.500	.725

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

City of Apple Valley
N/S: I-15 Southbound Ramps
E/W: Bell Mountain Rd/Dale Evans Pkwy
Weather: Clear

File Name : 05_APV_15S_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**3**	**2**	**1**	**6**	1	0	0	1	0	0	0	0	0	**1**	0	1
+15 mins.	2	0	1	3	1	**1**	0	2	0	0	0	0	0	0	0	0
+30 mins.	3	1	0	4	**2**	1	0	**3**	0	0	0	0	0	0	**3**	**3**
+45 mins.	1	1	0	2	2	0	0	2	0	0	0	0	0	1	1	2
Total Volume	9	4	2	15	6	2	0	8	0	0	0	0	0	2	4	6
% App. Total	60	26.7	13.3		75	25	0		0	0	0		0	33.3	66.7	
PHF	.750	.500	.500	.625	.750	.500	.000	.667	.000	.000	.000	.000	.000	.500	.333	.500

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City of Apple Valley
N/S: I-15 Southbound Ramps
E/W: Bell Mountain Rd/Dale Evans Pkwy
Weather: Clear

File Name : 05_APV_15S_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

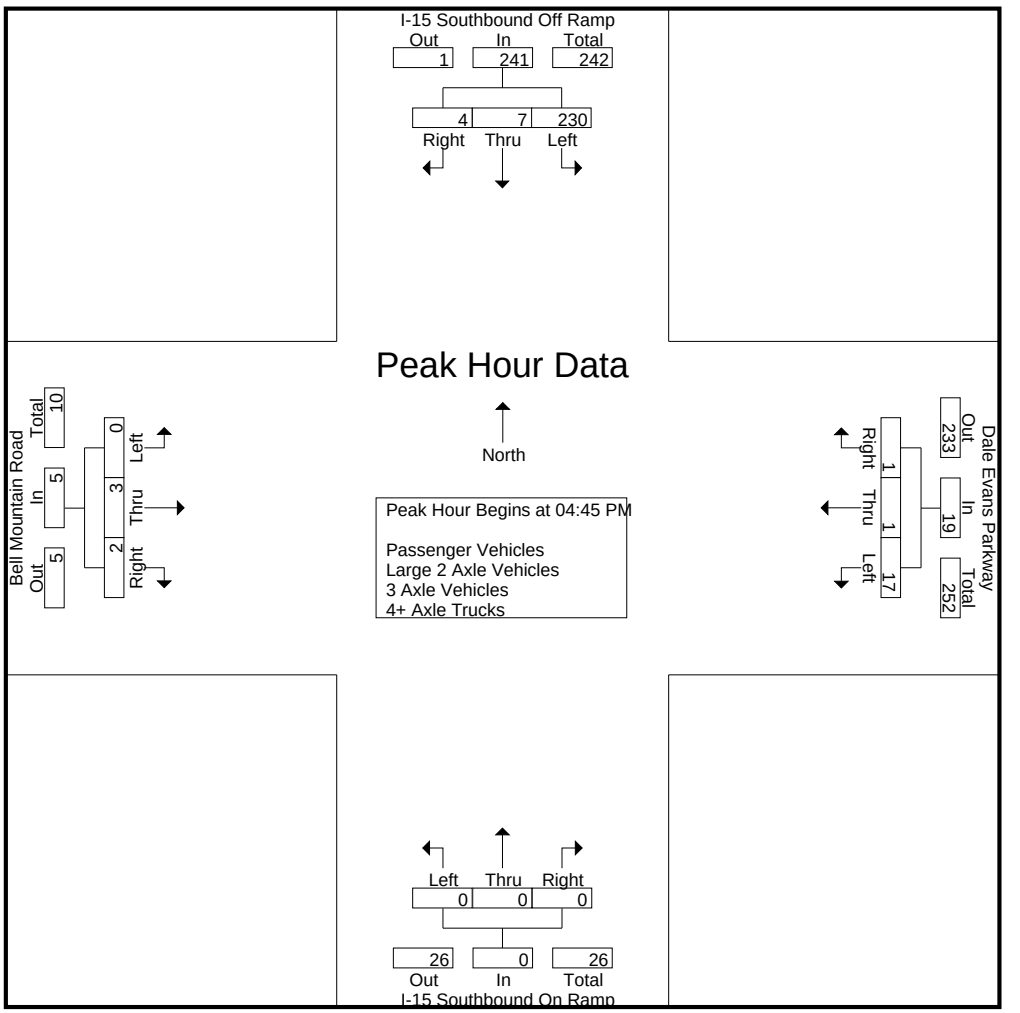
	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	46	1	1	48	12	1	0	13	0	0	0	0	0	1	1	2	63
04:15 PM	43	1	0	44	2	1	0	3	0	0	0	0	0	0	0	0	47
04:30 PM	57	0	0	57	4	0	0	4	0	0	0	0	0	1	0	1	62
04:45 PM	73	0	1	74	4	0	0	4	0	0	0	0	0	1	1	2	80
Total	219	2	2	223	22	2	0	24	0	0	0	0	0	3	2	5	252
05:00 PM	49	2	0	51	4	1	0	5	0	0	0	0	0	0	0	0	56
05:15 PM	51	3	1	55	5	0	1	6	0	0	0	0	0	1	0	1	62
05:30 PM	57	2	2	61	4	0	0	4	0	0	0	0	0	1	1	2	67
05:45 PM	33	0	1	34	3	0	0	3	0	0	0	0	0	1	0	1	38
Total	190	7	4	201	16	1	1	18	0	0	0	0	0	3	1	4	223
Grand Total	409	9	6	424	38	3	1	42	0	0	0	0	0	6	3	9	475
Apprch %	96.5	2.1	1.4		90.5	7.1	2.4		0	0	0		0	66.7	33.3		
Total %	86.1	1.9	1.3	89.3	8	0.6	0.2	8.8	0	0	0	0	0	1.3	0.6	1.9	
Passenger Vehicles	394	1	5	400	31	3	1	35	0	0	0	0	0	6	3	9	444
% Passenger Vehicles	96.3	11.1	83.3	94.3	81.6	100	100	83.3	0	0	0	0	0	100	100	100	93.5
Large 2 Axle Vehicles	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% Large 2 Axle Vehicles	0.7	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0.6
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	11.1	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.2
4+ Axle Trucks	12	7	1	20	7	0	0	7	0	0	0	0	0	0	0	0	27
% 4+ Axle Trucks	2.9	77.8	16.7	4.7	18.4	0	0	16.7	0	0	0	0	0	0	0	0	5.7

	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**73**	0	1	**74**	4	0	0	4	0	0	0	0	0	**1**	**1**	**2**	**80**
05:00 PM	49	2	0	51	4	**1**	0	5	0	0	0	0	0	0	0	0	56
05:15 PM	51	**3**	1	55	**5**	0	**1**	**6**	0	0	0	0	0	1	0	1	62
05:30 PM	57	2	**2**	61	4	0	0	4	0	0	0	0	0	1	1	2	67
Total Volume	230	7	4	241	17	1	1	19	0	0	0	0	0	3	2	5	265
% App. Total	95.4	2.9	1.7		89.5	5.3	5.3		0	0	0		0	60	40		
PHF	.788	.583	.500	.814	.850	.250	.250	.792	.000	.000	.000	.000	.000	.750	.500	.625	.828

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PO Box 1178
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(951) 268-6268

City of Apple Valley
N/S: I-15 Southbound Ramps
E/W: Bell Mountain Rd/Dale Evans Pkwy
Weather: Clear

File Name : 05_APV_15S_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**73**	0	1	**74**	**12**	**1**	0	**13**	0	0	0	0	0	**1**	**1**	**2**
+15 mins.	49	2	0	51	2	1	0	3	0	0	0	0	0	0	0	0
+30 mins.	51	**3**	1	55	4	0	0	4	0	0	0	0	0	1	0	1
+45 mins.	57	2	**2**	61	4	0	0	4	0	0	0	0	0	1	1	2
Total Volume	230	7	4	241	22	2	0	24	0	0	0	0	0	3	2	5
% App. Total	95.4	2.9	1.7		91.7	8.3	0		0	0	0		0	60	40	
PHF	.788	.583	.500	.814	.458	.500	.000	.462	.000	.000	.000	.000	.000	.750	.500	.625

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File Name : 05_APV_15S_DEP PM
Site Code : 05124070
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Page No : 1

Groups Printed- Passenger Vehicles

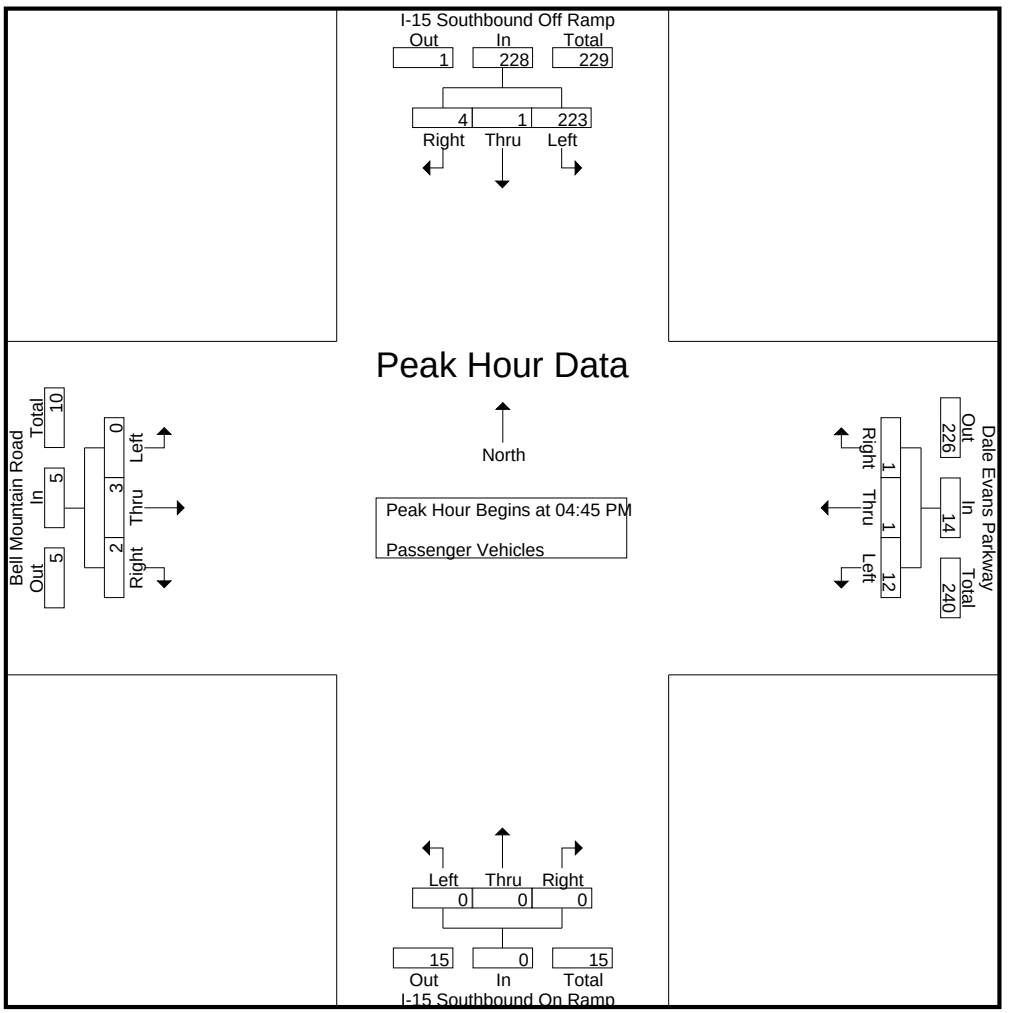
	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	43	0	1	44	12	1	0	13	0	0	0	0	0	1	1	2	59
04:15 PM	43	0	0	43	2	1	0	3	0	0	0	0	0	0	0	0	46
04:30 PM	54	0	0	54	3	0	0	3	0	0	0	0	0	1	0	1	58
04:45 PM	72	0	1	73	4	0	0	4	0	0	0	0	0	1	1	2	79
Total	212	0	2	214	21	2	0	23	0	0	0	0	0	3	2	5	242
05:00 PM	47	1	0	48	3	1	0	4	0	0	0	0	0	0	0	0	52
05:15 PM	48	0	1	49	3	0	1	4	0	0	0	0	0	1	0	1	54
05:30 PM	56	0	2	58	2	0	0	2	0	0	0	0	0	1	1	2	62
05:45 PM	31	0	0	31	2	0	0	2	0	0	0	0	0	1	0	1	34
Total	182	1	3	186	10	1	1	12	0	0	0	0	0	3	1	4	202
Grand Total	394	1	5	400	31	3	1	35	0	0	0	0	0	6	3	9	444
Apprch %	98.5	0.2	1.2		88.6	8.6	2.9		0	0	0		0	66.7	33.3		
Total %	88.7	0.2	1.1	90.1	7	0.7	0.2	7.9	0	0	0	0	0	1.4	0.7	2	

	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**72**	0	1	**73**	**4**	0	0	**4**	0	0	0	0	0	**1**	**1**	**2**	**79**
05:00 PM	47	**1**	0	48	3	**1**	0	4	0	0	0	0	0	0	0	0	52
05:15 PM	48	0	1	49	3	0	**1**	4	0	0	0	0	0	1	0	1	54
05:30 PM	56	0	**2**	58	2	0	0	2	0	0	0	0	0	1	1	2	62
Total Volume	223	1	4	228	12	1	1	14	0	0	0	0	0	3	2	5	247
% App. Total	97.8	0.4	1.8		85.7	7.1	7.1		0	0	0		0	60	40		
PHF	.774	.250	.500	.781	.750	.250	.250	.875	.000	.000	.000	.000	.000	.750	.500	.625	.782

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City of Apple Valley
N/S: I-15 Southbound Ramps
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Weather: Clear

File Name : 05_APV_15S_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**72**	0	1	**73**	**4**	0	0	**4**	0	0	0	0	0	**1**	**1**	**2**
+15 mins.	47	**1**	0	48	3	**1**	0	4	0	0	0	0	0	0	0	0
+30 mins.	48	0	1	49	3	0	**1**	4	0	0	0	0	0	1	0	1
+45 mins.	56	0	**2**	58	2	0	0	2	0	0	0	0	0	1	1	2
Total Volume	223	1	4	228	12	1	1	14	0	0	0	0	0	3	2	5
% App. Total	97.8	0.4	1.8		85.7	7.1	7.1		0	0	0		0	60	40	
PHF	.774	.250	.500	.781	.750	.250	.250	.875	.000	.000	.000	.000	.000	.750	.500	.625

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File Name : 05_APV_15S_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

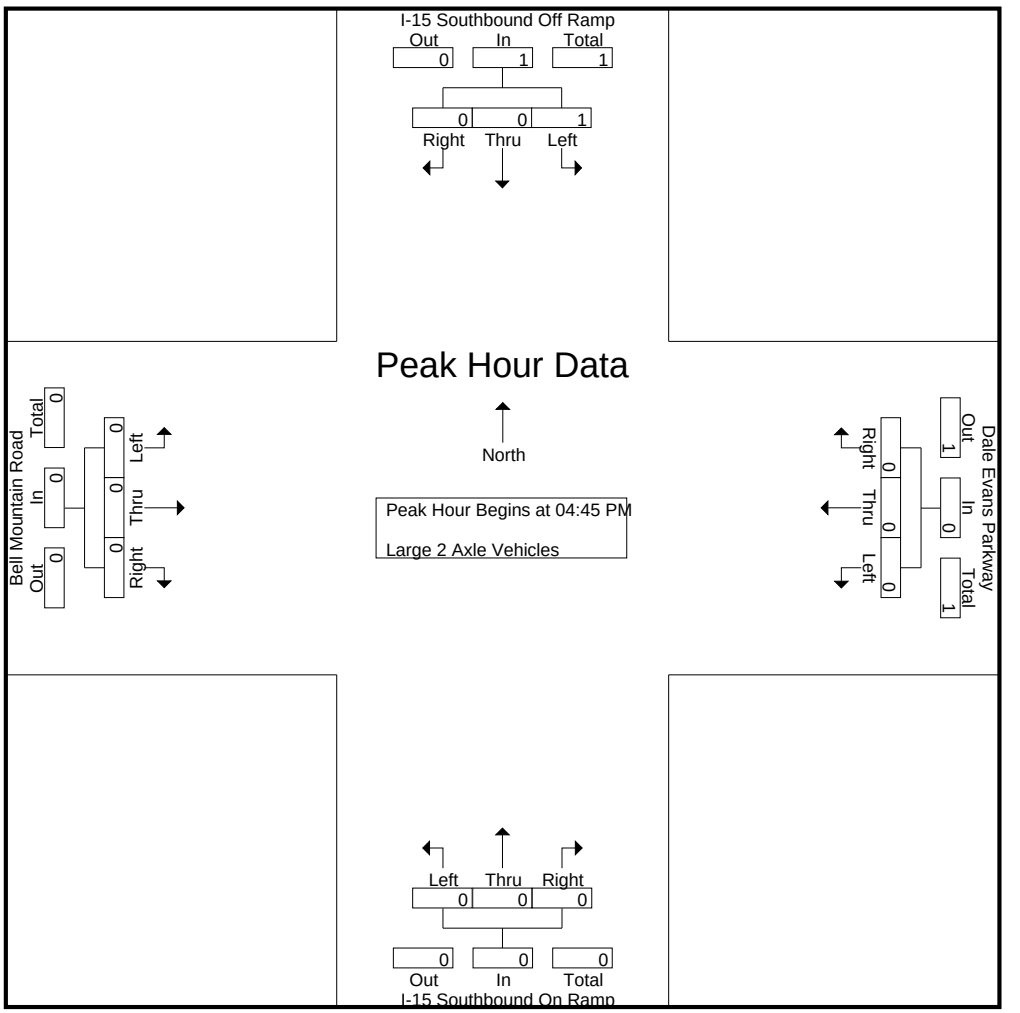
	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	100	0	0		0	0	0		0	0	0		0	0	0		
Total %	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Apple Valley
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Weather: Clear

File Name : 05_APV_15S_DEP PM
Site Code : 05124070
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Page No : 1

Groups Printed- 3 Axle Vehicles

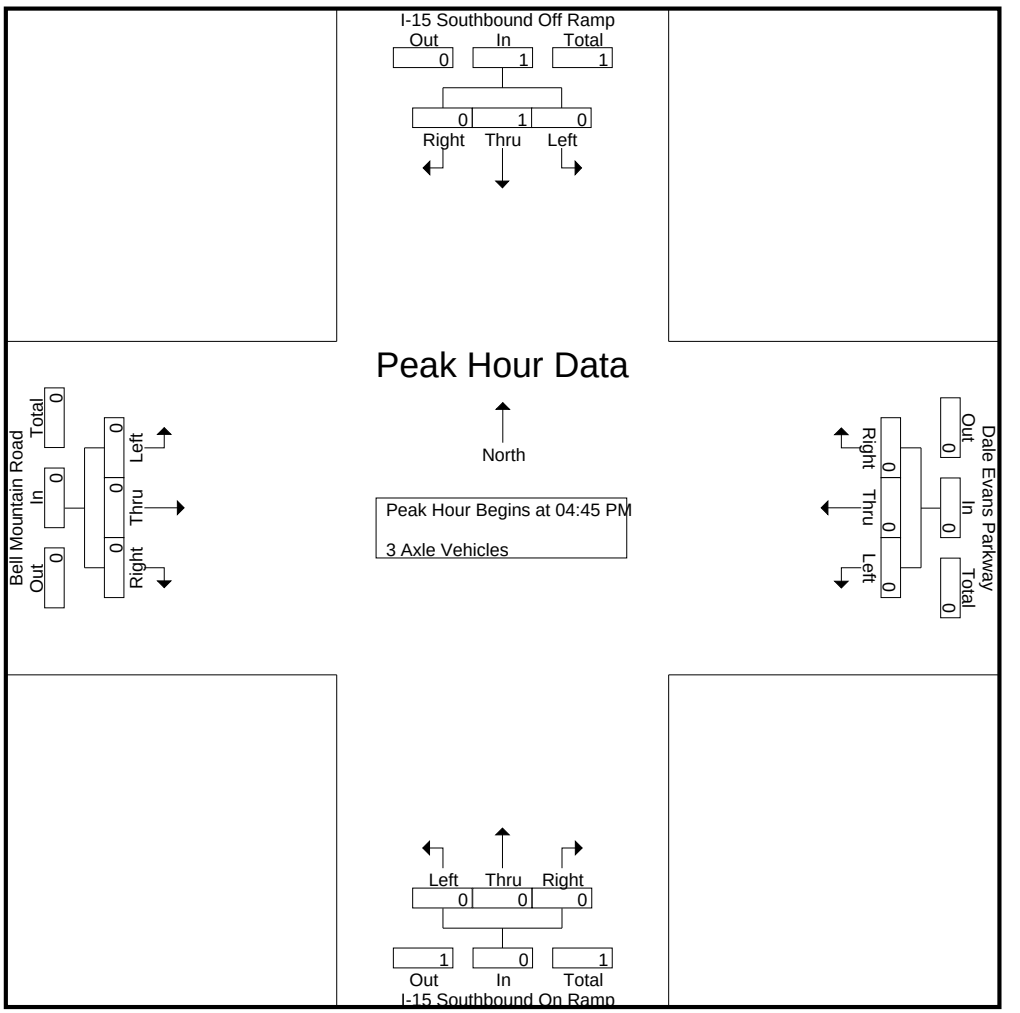
	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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Weather: Clear

File Name : 05_APV_15S_DEP PM
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Page No : 1

Groups Printed- 4+ Axle Trucks

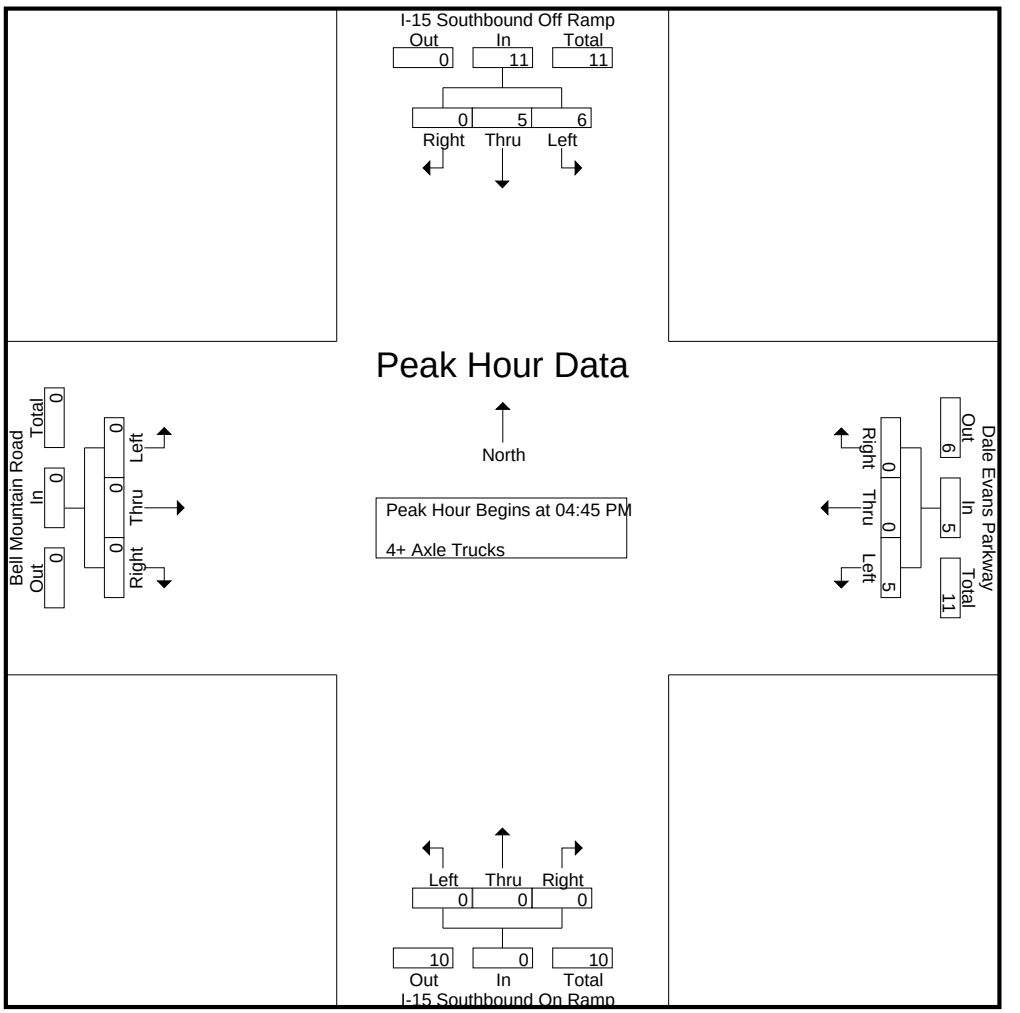
	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	2	0	6	1	0	0	1	0	0	0	0	0	0	0	0	7
05:00 PM	2	1	0	3	1	0	0	1	0	0	0	0	0	0	0	0	4
05:15 PM	3	2	0	5	2	0	0	2	0	0	0	0	0	0	0	0	7
05:30 PM	1	2	0	3	2	0	0	2	0	0	0	0	0	0	0	0	5
05:45 PM	2	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	4
Total	8	5	1	14	6	0	0	6	0	0	0	0	0	0	0	0	20
Grand Total	12	7	1	20	7	0	0	7	0	0	0	0	0	0	0	0	27
Apprch %	60	35	5		100	0	0		0	0	0		0	0	0		
Total %	44.4	25.9	3.7	74.1	25.9	0	0	25.9	0	0	0	0	0	0	0	0	

	I-15 Southbound Off Ramp Southbound				Dale Evans Parkway Westbound				I-15 Southbound On Ramp Northbound				Bell Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	2	1	0	3	1	0	0	1	0	0	0	0	0	0	0	0	4
05:15 PM	**3**	**2**	0	**5**	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**7**
05:30 PM	1	2	0	3	2	0	0	2	0	0	0	0	0	0	0	0	5
Total Volume	6	5	0	11	5	0	0	5	0	0	0	0	0	0	0	0	16
% App. Total	54.5	45.5	0		100	0	0		0	0	0		0	0	0		
PHF	.500	.625	.000	.550	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.571

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City of Apple Valley
N/S: I-15 Southbound Ramps
E/W: Bell Mountain Rd/Dale Evans Pkwy
Weather: Clear

File Name : 05_APV_15S_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	2	1	0	3	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	**3**	**2**	0	**5**	**2**	0	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	1	2	0	3	2	0	0	2	0	0	0	0	0	0	0	0
Total Volume	6	5	0	11	5	0	0	5	0	0	0	0	0	0	0	0
% App. Total	54.5	45.5	0		100	0	0		0	0	0		0	0	0	
PHF	.500	.625	.000	.550	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000

Location: Apple Valley
N/S: I-15 SB Ramps
E/W: Bell Mtn Rd/Dale Evans Pkwy

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg I-15 SB Ramps	East Leg Dale Evans Parkway	South Leg I-15 SB Ramps	West Leg Bell Mountain Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-15 SB Ramps	East Leg Dale Evans Parkway	South Leg I-15 SB Ramps	West Leg Bell Mountain Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Apple Valley
N/S: I-15 SB Ramps
E/W: Bell Mtn Rd/Dale Evans Pkwy

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound I-15 SB Ramps			Westbound Dale Evans Parkway			Northbound I-15 SB Ramps			Eastbound Bell Mountain Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-15 SB Ramps			Westbound Dale Evans Parkway			Northbound I-15 SB Ramps			Eastbound Bell Mountain Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

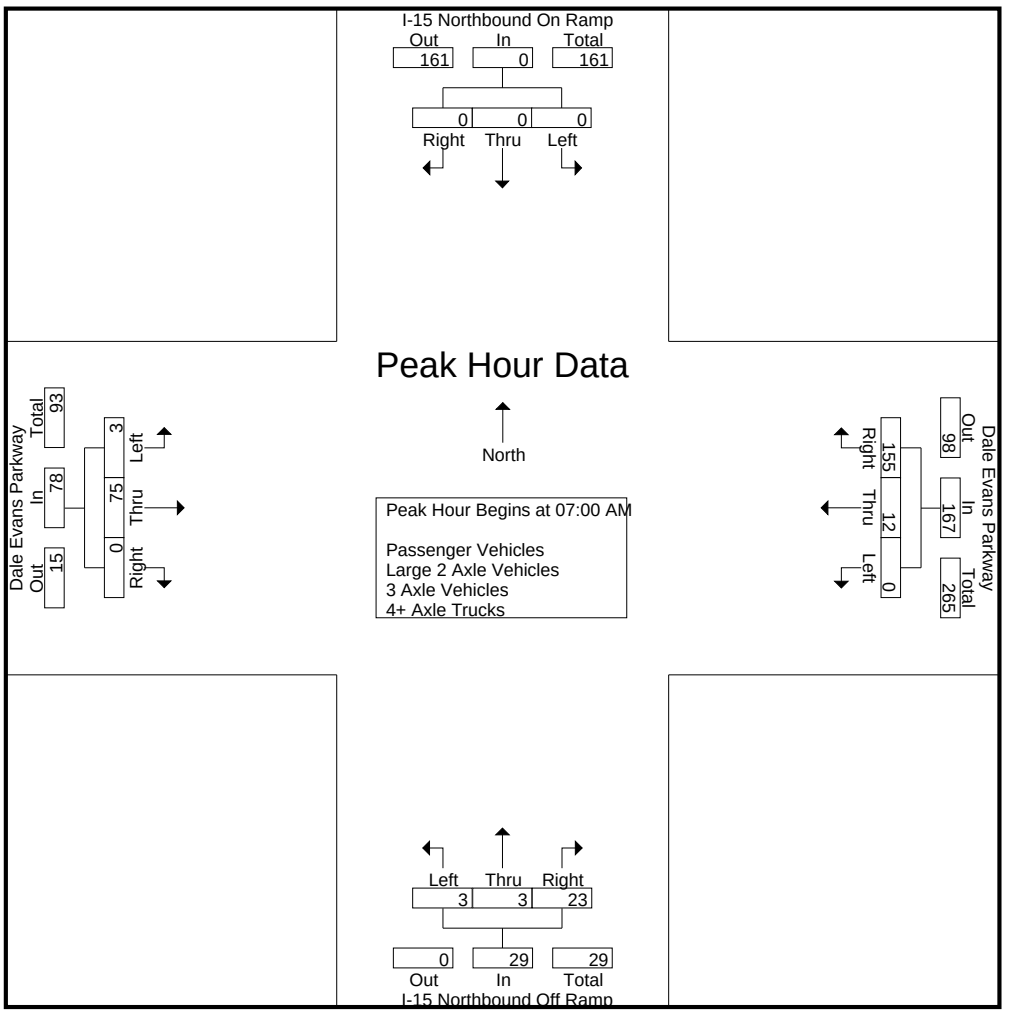
	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	36	40	0	1	6	7	0	16	0	16	63
07:15 AM	0	0	0	0	0	1	34	35	1	0	3	4	2	23	0	25	64
07:30 AM	0	0	0	0	0	3	50	53	0	1	7	8	0	16	0	16	77
07:45 AM	0	0	0	0	0	4	35	39	2	1	7	10	1	20	0	21	70
Total	0	0	0	0	0	12	155	167	3	3	23	29	3	75	0	78	274
08:00 AM	0	0	0	0	0	4	32	36	0	2	7	9	1	13	0	14	59
08:15 AM	0	0	0	0	0	5	41	46	2	1	3	6	1	11	0	12	64
08:30 AM	0	0	0	0	0	5	30	35	0	1	3	4	0	9	0	9	48
08:45 AM	0	0	0	0	0	3	30	33	0	1	2	3	0	12	0	12	48
Total	0	0	0	0	0	17	133	150	2	5	15	22	2	45	0	47	219
Grand Total	0	0	0	0	0	29	288	317	5	8	38	51	5	120	0	125	493
Apprch %	0	0	0		0	9.1	90.9		9.8	15.7	74.5		4	96	0		
Total %	0	0	0	0	0	5.9	58.4	64.3	1	1.6	7.7	10.3	1	24.3	0	25.4	
Passenger Vehicles	0	0	0	0	0	9	250	259	3	5	22	30	3	98	0	101	390
% Passenger Vehicles	0	0	0	0	0	31	86.8	81.7	60	62.5	57.9	58.8	60	81.7	0	80.8	79.1
Large 2 Axle Vehicles	0	0	0	0	0	0	6	6	0	1	1	2	0	5	0	5	13
% Large 2 Axle Vehicles	0	0	0	0	0	0	2.1	1.9	0	12.5	2.6	3.9	0	4.2	0	4	2.6
3 Axle Vehicles	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	5
% 3 Axle Vehicles	0	0	0	0	0	0	1.7	1.6	0	0	0	0	0	0	0	0	1
4+ Axle Trucks	0	0	0	0	0	20	27	47	2	2	15	19	2	17	0	19	85
% 4+ Axle Trucks	0	0	0	0	0	69	9.4	14.8	40	25	39.5	37.3	40	14.2	0	15.2	17.2

	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**4**	36	40	0	**1**	6	7	0	16	0	16	63
07:15 AM	0	0	0	0	0	1	34	35	1	0	3	4	**2**	**23**	0	**25**	64
07:30 AM	0	0	0	0	0	3	**50**	**53**	0	1	**7**	8	0	16	0	16	**77**
07:45 AM	0	0	0	0	0	4	35	39	**2**	1	7	**10**	1	20	0	21	70
Total Volume	0	0	0	0	0	12	155	167	3	3	23	29	3	75	0	78	274
% App. Total	0	0	0		0	7.2	92.8		10.3	10.3	79.3		3.8	96.2	0		
PHF	.000	.000	.000	.000	.000	.750	.775	.788	.375	.750	.821	.725	.375	.815	.000	.780	.890

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:30 AM				07:30 AM				07:00 AM			
+0 mins.	0	0	0	0	0	3	**50**	**53**	0	1	**7**	8	0	16	0	16
+15 mins.	0	0	0	0	0	4	35	39	**2**	1	7	**10**	**2**	**23**	0	**25**
+30 mins.	0	0	0	0	0	4	32	36	0	**2**	7	9	0	16	0	16
+45 mins.	0	0	0	0	0	**5**	41	46	2	1	3	6	1	20	0	21
Total Volume	0	0	0	0	0	16	158	174	4	5	24	33	3	75	0	78
% App. Total	0	0	0		0	9.2	90.8		12.1	15.2	72.7		3.8	96.2	0	
PHF	.000	.000	.000	.000	.000	.800	.790	.821	.500	.625	.857	.825	.375	.815	.000	.780

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

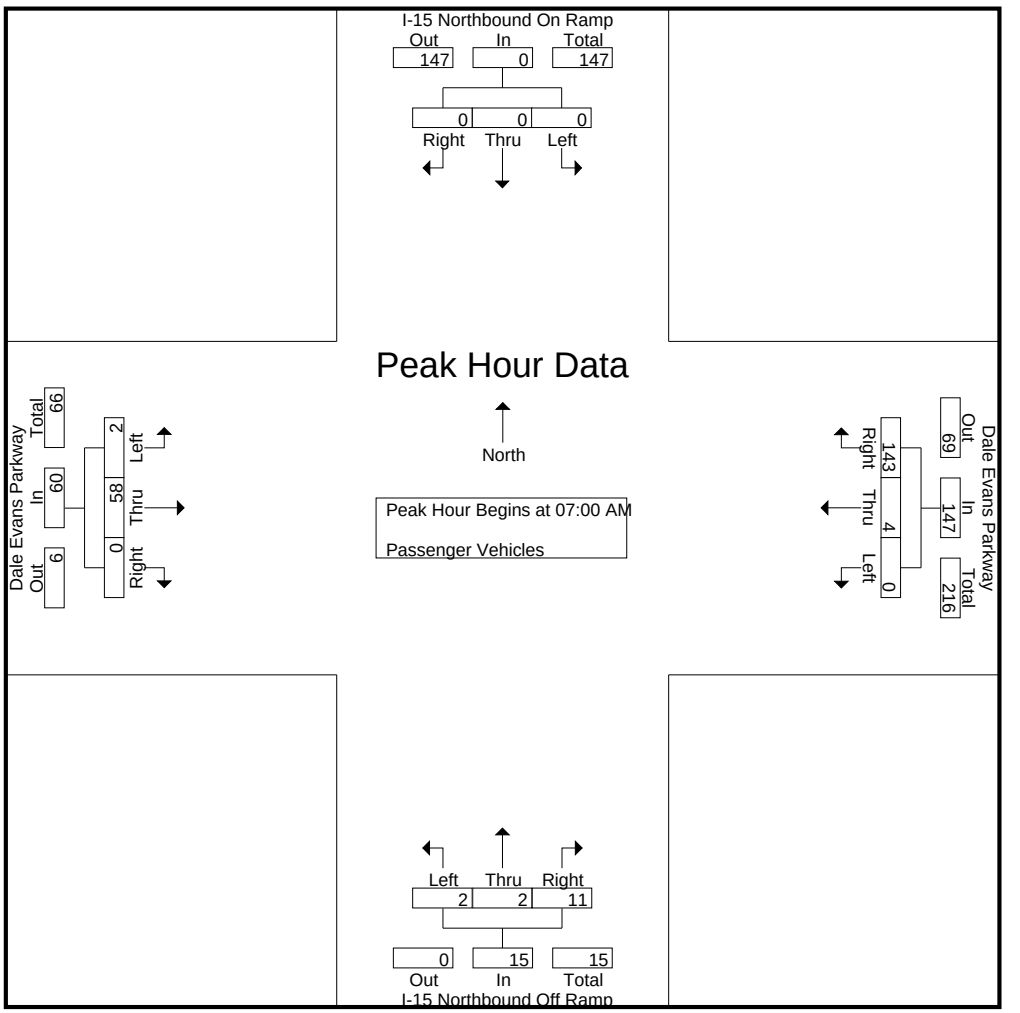
	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	31	32	0	1	1	2	0	11	0	11	45
07:15 AM	0	0	0	0	0	0	34	34	1	0	2	3	1	19	0	20	57
07:30 AM	0	0	0	0	0	1	47	48	0	0	4	4	0	14	0	14	66
07:45 AM	0	0	0	0	0	2	31	33	1	1	4	6	1	14	0	15	54
Total	0	0	0	0	0	4	143	147	2	2	11	15	2	58	0	60	222
08:00 AM	0	0	0	0	0	2	26	28	0	2	6	8	0	11	0	11	47
08:15 AM	0	0	0	0	0	1	36	37	1	0	2	3	1	10	0	11	51
08:30 AM	0	0	0	0	0	2	23	25	0	1	2	3	0	9	0	9	37
08:45 AM	0	0	0	0	0	0	22	22	0	0	1	1	0	10	0	10	33
Total	0	0	0	0	0	5	107	112	1	3	11	15	1	40	0	41	168
Grand Total	0	0	0	0	0	9	250	259	3	5	22	30	3	98	0	101	390
Apprch %	0	0	0		0	3.5	96.5		10	16.7	73.3		3	97	0		
Total %	0	0	0	0	0	2.3	64.1	66.4	0.8	1.3	5.6	7.7	0.8	25.1	0	25.9	

	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	31	32	0	**1**	1	2	0	11	0	11	45
07:15 AM	0	0	0	0	0	0	34	34	**1**	0	2	3	**1**	**19**	0	**20**	57
07:30 AM	0	0	0	0	0	1	**47**	**48**	0	0	**4**	4	0	14	0	14	**66**
07:45 AM	0	0	0	0	0	**2**	31	33	1	1	4	**6**	1	14	0	15	54
Total Volume	0	0	0	0	0	4	143	147	2	2	11	15	2	58	0	60	222
% App. Total	0	0	0		0	2.7	97.3		13.3	13.3	73.3		3.3	96.7	0		
PHF	.000	.000	.000	.000	.000	.500	.761	.766	.500	.500	.688	.625	.500	.763	.000	.750	.841

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	31	32	0	**1**	1	2	0	11	0	11
+15 mins.	0	0	0	0	0	0	34	34	**1**	0	2	3	**1**	**19**	0	**20**
+30 mins.	0	0	0	0	0	1	**47**	**48**	0	0	**4**	4	0	14	0	14
+45 mins.	0	0	0	0	0	**2**	31	33	1	1	4	**6**	1	14	0	15
Total Volume	0	0	0	0	0	4	143	147	2	2	11	15	2	58	0	60
% App. Total	0	0	0		0	2.7	97.3		13.3	13.3	73.3		3.3	96.7	0	
PHF	.000	.000	.000	.000	.000	.500	.761	.766	.500	.500	.688	.625	.500	.763	.000	.750

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

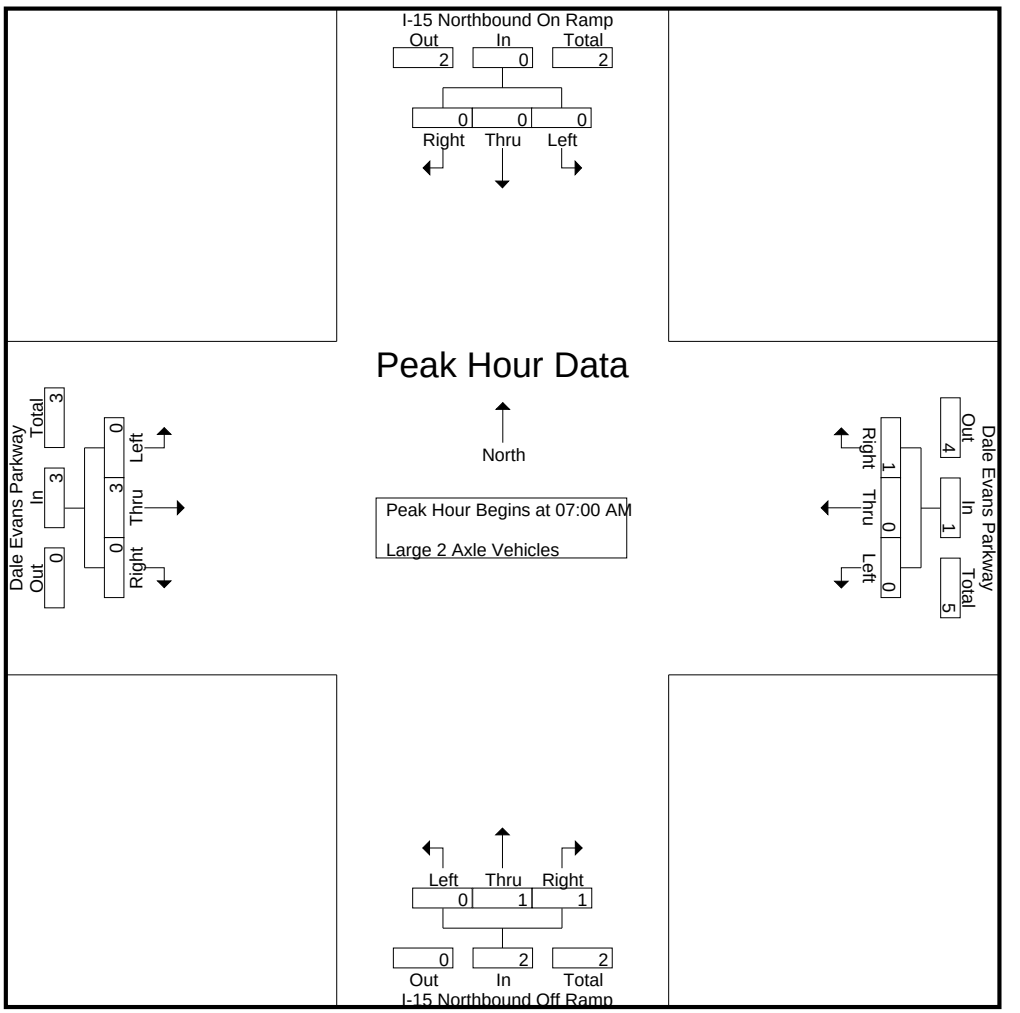
	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
Total	0	0	0	0	0	0	1	1	0	1	1	2	0	3	0	3	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	5	5	0	0	0	0	0	2	0	2	7
Grand Total	0	0	0	0	0	0	6	6	0	1	1	2	0	5	0	5	13
Apprch %	0	0	0		0	0	100		0	50	50		0	100	0		
Total %	0	0	0	0	0	0	46.2	46.2	0	7.7	7.7	15.4	0	38.5	0	38.5	

	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**2**	0	**2**	**3**
Total Volume	0	0	0	0	0	0	1	1	0	1	1	2	0	3	0	3	6
% App. Total	0	0	0		0	0	100		0	50	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.250	.500	.000	.375	.000	.375	.500

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**2**	0	**2**
Total Volume	0	0	0	0	0	0	1	1	0	1	1	2	0	3	0	3
% App. Total	0	0	0		0	0	100		0	50	50		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.250	.500	.000	.375	.000	.375

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

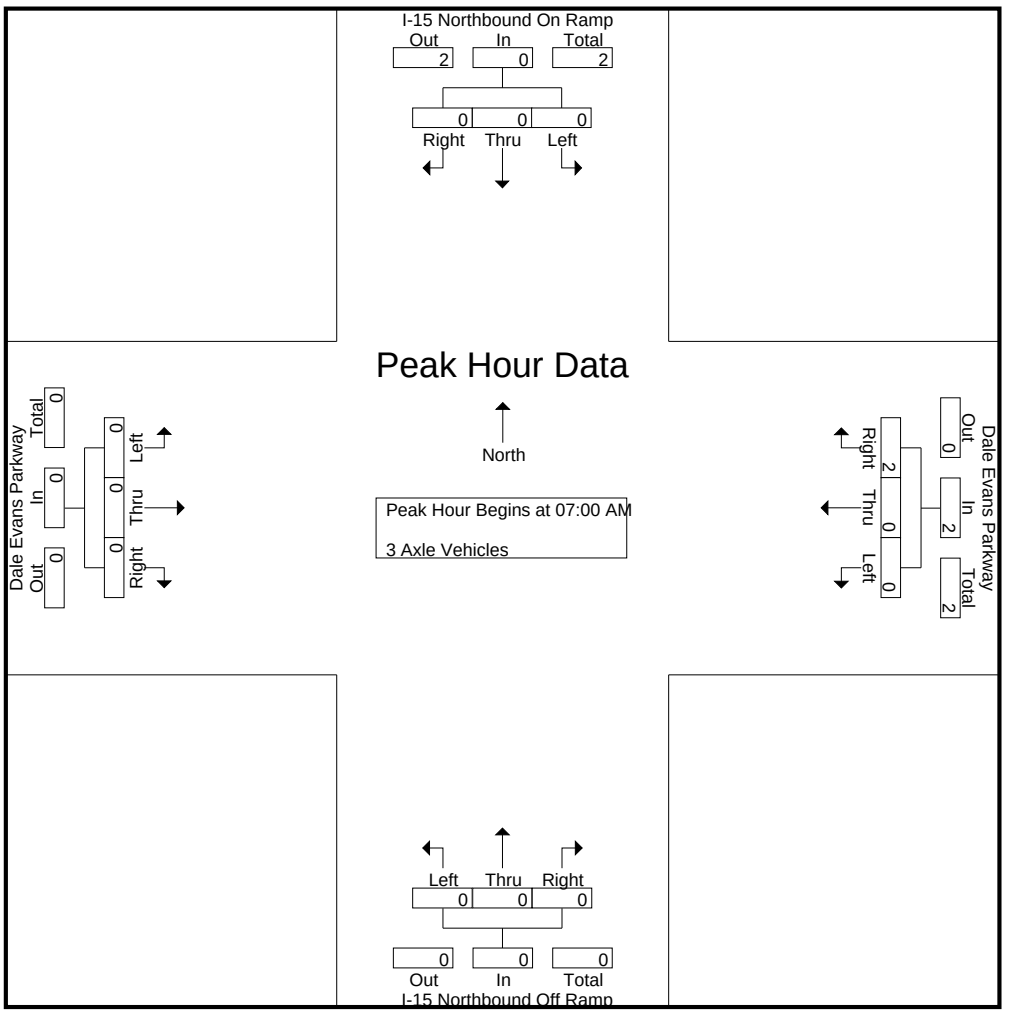
	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	5
Apprch %	0	0	0		0	0	100		0	0	0		0	0	0		
Total %	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	

	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

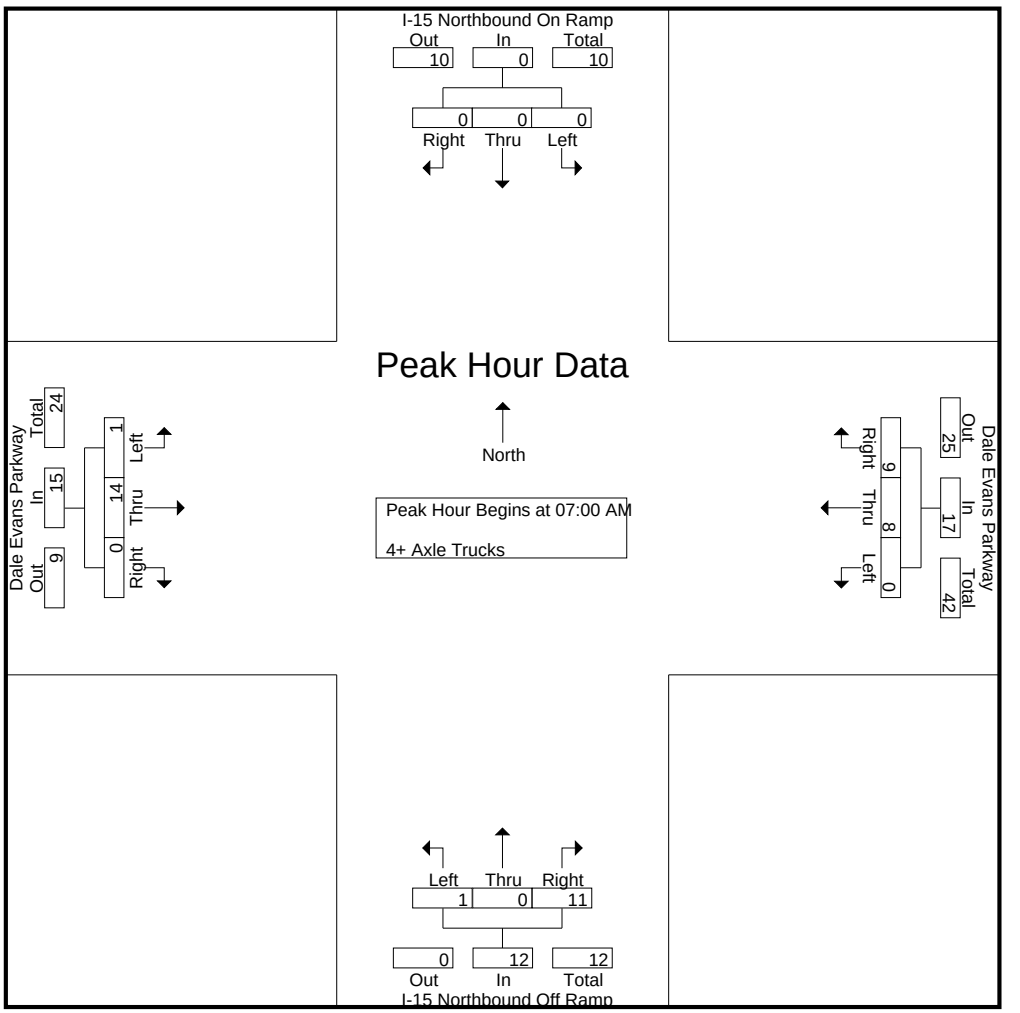
	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	4	7	0	0	5	5	0	5	0	5	17
07:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	1	3	0	4	6
07:30 AM	0	0	0	0	0	2	2	4	0	0	3	3	0	2	0	2	9
07:45 AM	0	0	0	0	0	2	3	5	1	0	2	3	0	4	0	4	12
Total	0	0	0	0	0	8	9	17	1	0	11	12	1	14	0	15	44
08:00 AM	0	0	0	0	0	2	4	6	0	0	1	1	1	0	0	1	8
08:15 AM	0	0	0	0	0	4	5	9	1	1	1	3	0	1	0	1	13
08:30 AM	0	0	0	0	0	3	5	8	0	0	1	1	0	0	0	0	9
08:45 AM	0	0	0	0	0	3	4	7	0	1	1	2	0	2	0	2	11
Total	0	0	0	0	0	12	18	30	1	2	4	7	1	3	0	4	41
Grand Total	0	0	0	0	0	20	27	47	2	2	15	19	2	17	0	19	85
Apprch %	0	0	0		0	42.6	57.4		10.5	10.5	78.9		10.5	89.5	0		
Total %	0	0	0	0	0	23.5	31.8	55.3	2.4	2.4	17.6	22.4	2.4	20	0	22.4	

	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**3**	**4**	**7**	0	0	**5**	**5**	0	**5**	0	**5**	**17**
07:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	**1**	3	0	4	6
07:30 AM	0	0	0	0	0	2	2	4	0	0	3	3	0	2	0	2	9
07:45 AM	0	0	0	0	0	2	3	5	**1**	0	2	3	0	4	0	4	12
Total Volume	0	0	0	0	0	8	9	17	1	0	11	12	1	14	0	15	44
% App. Total	0	0	0		0	47.1	52.9		8.3	0	91.7		6.7	93.3	0		
PHF	.000	.000	.000	.000	.000	.667	.563	.607	.250	.000	.550	.600	.250	.700	.000	.750	.647

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**3**	**4**	**7**	0	0	**5**	**5**	0	**5**	0	**5**
+15 mins.	0	0	0	0	0	1	0	1	0	0	1	1	**1**	3	0	4
+30 mins.	0	0	0	0	0	2	2	4	0	0	3	3	0	2	0	2
+45 mins.	0	0	0	0	0	2	3	5	**1**	0	2	3	0	4	0	4
Total Volume	0	0	0	0	0	8	9	17	1	0	11	12	1	14	0	15
% App. Total	0	0	0		0	47.1	52.9		8.3	0	91.7		6.7	93.3	0	
PHF	.000	.000	.000	.000	.000	.667	.563	.607	.250	.000	.550	.600	.250	.700	.000	.750

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

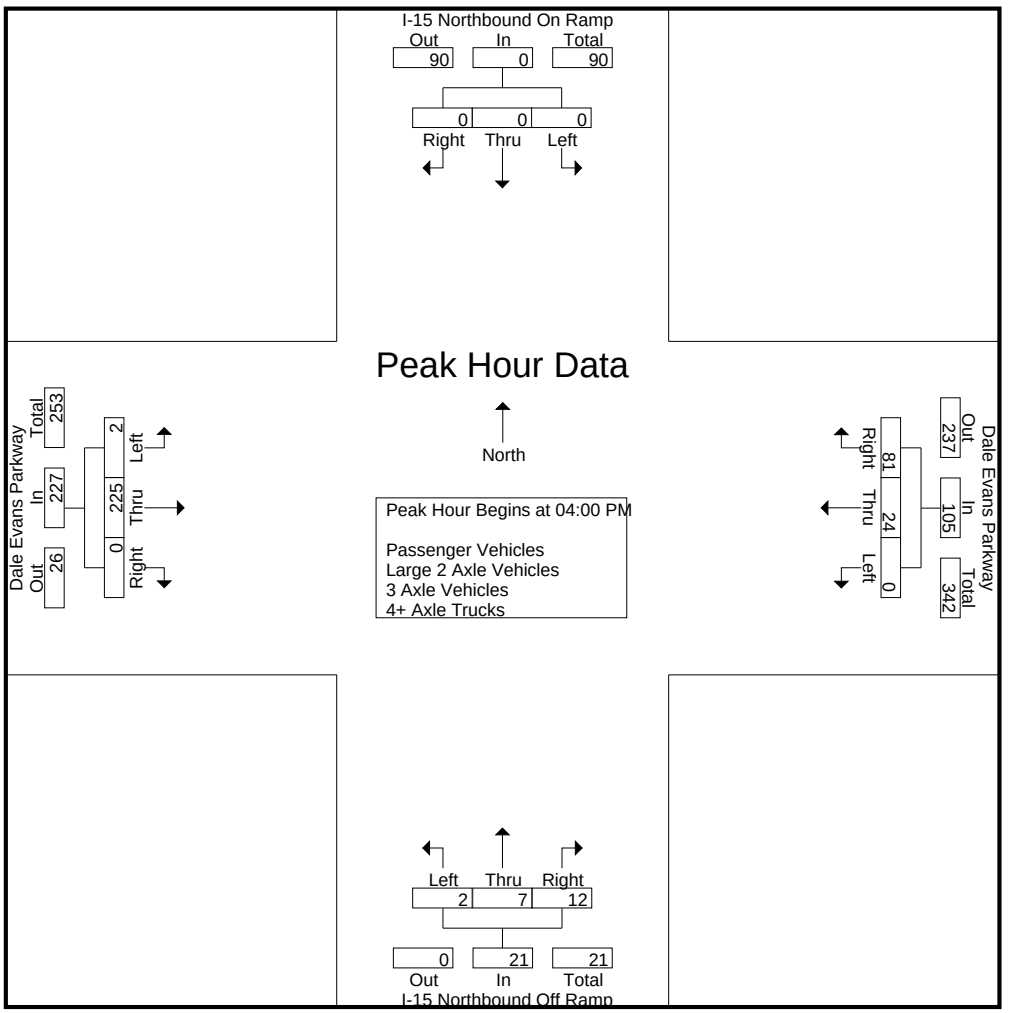
	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	12	24	36	1	1	2	4	1	47	0	48	88
04:15 PM	0	0	0	0	0	3	25	28	0	2	3	5	0	42	0	42	75
04:30 PM	0	0	0	0	0	4	17	21	1	3	4	8	1	57	0	58	87
04:45 PM	0	0	0	0	0	5	15	20	0	1	3	4	0	79	0	79	103
Total	0	0	0	0	0	24	81	105	2	7	12	21	2	225	0	227	353
05:00 PM	0	0	0	0	0	5	15	20	1	0	2	3	1	48	0	49	72
05:15 PM	0	0	0	0	0	5	22	27	0	0	7	7	0	52	0	52	86
05:30 PM	0	0	0	0	0	2	19	21	1	1	8	10	1	59	0	60	91
05:45 PM	0	0	0	0	0	2	13	15	1	1	3	5	1	34	0	35	55
Total	0	0	0	0	0	14	69	83	3	2	20	25	3	193	0	196	304
Grand Total	0	0	0	0	0	38	150	188	5	9	32	46	5	418	0	423	657
Apprch %	0	0	0		0	20.2	79.8		10.9	19.6	69.6		1.2	98.8	0		
Total %	0	0	0	0	0	5.8	22.8	28.6	0.8	1.4	4.9	7	0.8	63.6	0	64.4	
Passenger Vehicles	0	0	0	0	0	31	148	179	5	3	17	25	5	398	0	403	607
% Passenger Vehicles	0	0	0	0	0	81.6	98.7	95.2	100	33.3	53.1	54.3	100	95.2	0	95.3	92.4
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0.7	0.5
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	7	2	9	0	6	15	21	0	17	0	17	47
% 4+ Axle Trucks	0	0	0	0	0	18.4	1.3	4.8	0	66.7	46.9	45.7	0	4.1	0	4	7.2

	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**12**	24	**36**	**1**	1	2	4	**1**	47	0	48	88
04:15 PM	0	0	0	0	0	3	**25**	28	0	2	3	5	0	42	0	42	75
04:30 PM	0	0	0	0	0	4	17	21	1	**3**	**4**	**8**	1	57	0	58	87
04:45 PM	0	0	0	0	0	5	15	20	0	1	3	4	0	**79**	0	**79**	**103**
Total Volume	0	0	0	0	0	24	81	105	2	7	12	21	2	225	0	227	353
% App. Total	0	0	0		0	22.9	77.1		9.5	33.3	57.1		0.9	99.1	0		
PHF	.000	.000	.000	.000	.000	.500	.810	.729	.500	.583	.750	.656	.500	.712	.000	.718	.857

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				05:00 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**12**	24	**36**	**1**	0	2	3	0	**79**	0	**79**
+15 mins.	0	0	0	0	0	3	**25**	28	0	0	7	7	**1**	48	0	49
+30 mins.	0	0	0	0	0	4	17	21	1	**1**	**8**	**10**	0	52	0	52
+45 mins.	0	0	0	0	0	5	15	20	1	1	3	5	1	59	0	60
Total Volume	0	0	0	0	0	24	81	105	3	2	20	25	2	238	0	240
% App. Total	0	0	0		0	22.9	77.1		12	8	80		0.8	99.2	0	
PHF	.000	.000	.000	.000	.000	.500	.810	.729	.750	.500	.625	.625	.500	.753	.000	.759

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

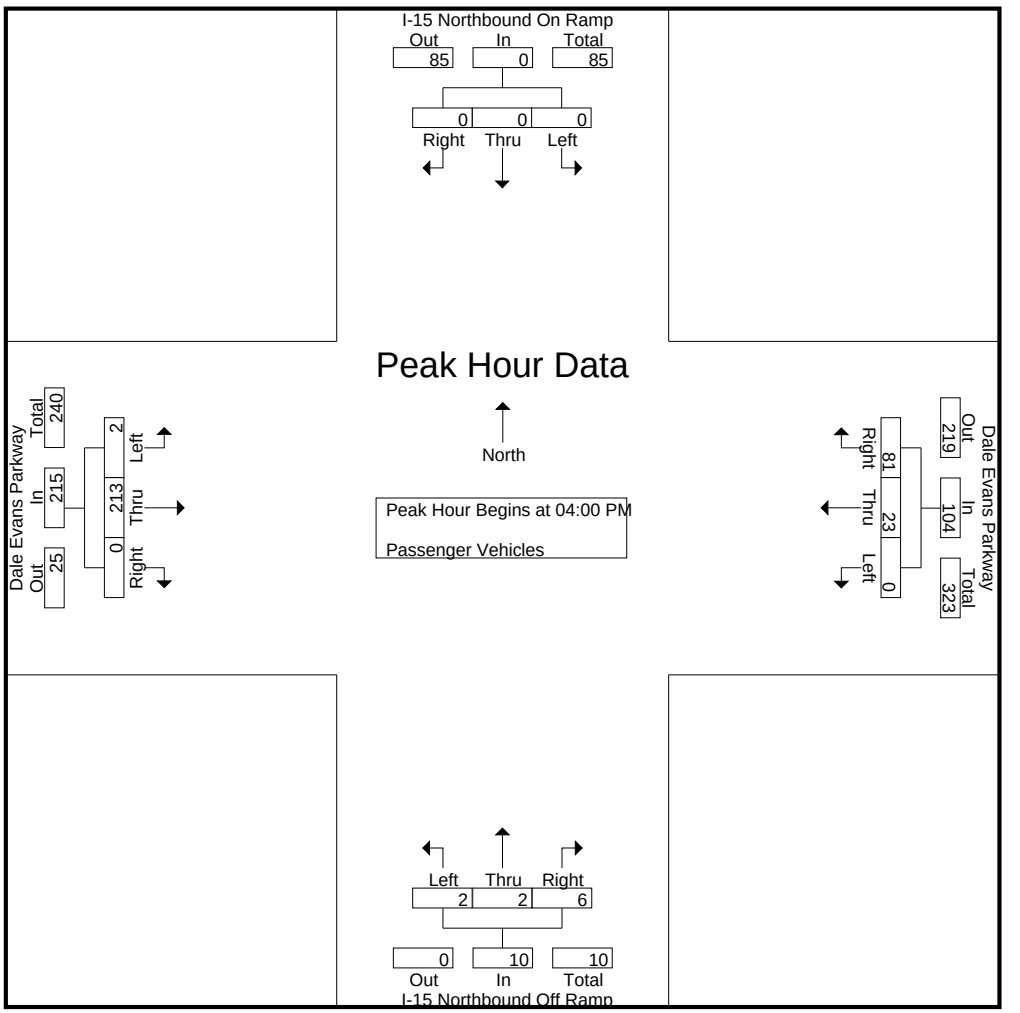
	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	12	24	36	1	0	1	2	1	44	0	45	83
04:15 PM	0	0	0	0	0	3	25	28	0	1	1	2	0	42	0	42	72
04:30 PM	0	0	0	0	0	3	17	20	1	1	2	4	1	54	0	55	79
04:45 PM	0	0	0	0	0	5	15	20	0	0	2	2	0	73	0	73	95
Total	0	0	0	0	0	23	81	104	2	2	6	10	2	213	0	215	329
05:00 PM	0	0	0	0	0	4	14	18	1	0	1	2	1	47	0	48	68
05:15 PM	0	0	0	0	0	3	21	24	0	0	2	2	0	48	0	48	74
05:30 PM	0	0	0	0	0	0	19	19	1	0	6	7	1	58	0	59	85
05:45 PM	0	0	0	0	0	1	13	14	1	1	2	4	1	32	0	33	51
Total	0	0	0	0	0	8	67	75	3	1	11	15	3	185	0	188	278
Grand Total	0	0	0	0	0	31	148	179	5	3	17	25	5	398	0	403	607
Apprch %	0	0	0		0	17.3	82.7		20	12	68		1.2	98.8	0		
Total %	0	0	0	0	0	5.1	24.4	29.5	0.8	0.5	2.8	4.1	0.8	65.6	0	66.4	

	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**12**	24	**36**	**1**	0	1	2	**1**	44	0	45	83
04:15 PM	0	0	0	0	0	3	**25**	28	0	**1**	1	2	0	42	0	42	72
04:30 PM	0	0	0	0	0	3	17	20	1	1	**2**	**4**	1	54	0	55	79
04:45 PM	0	0	0	0	0	5	15	20	0	0	2	2	0	**73**	0	**73**	**95**
Total Volume	0	0	0	0	0	23	81	104	2	2	6	10	2	213	0	215	329
% App. Total	0	0	0		0	22.1	77.9		20	20	60		0.9	99.1	0		
PHF	.000	.000	.000	.000	.000	.479	.810	.722	.500	.500	.750	.625	.500	.729	.000	.736	.866

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**12**	24	**36**	**1**	0	1	2	**1**	44	0	45
+15 mins.	0	0	0	0	0	3	**25**	28	0	**1**	1	2	0	42	0	42
+30 mins.	0	0	0	0	0	3	17	20	1	1	**2**	**4**	1	54	0	55
+45 mins.	0	0	0	0	0	5	15	20	0	0	2	2	0	**73**	0	**73**
Total Volume	0	0	0	0	0	23	81	104	2	2	6	10	2	213	0	215
% App. Total	0	0	0		0	22.1	77.9		20	20	60		0.9	99.1	0	
PHF	.000	.000	.000	.000	.000	.479	.810	.722	.500	.500	.750	.625	.500	.729	.000	.736

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

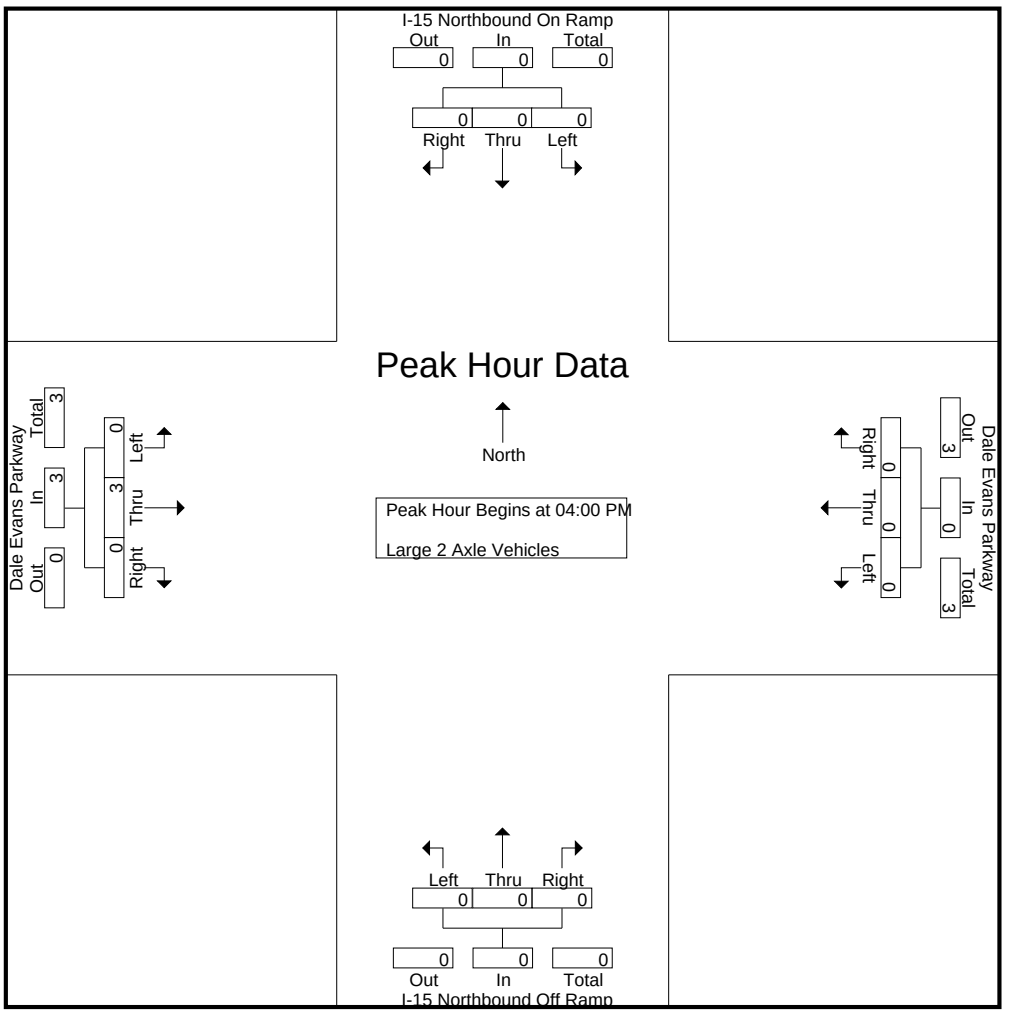
	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	

	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.375

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(951) 268-6268

City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

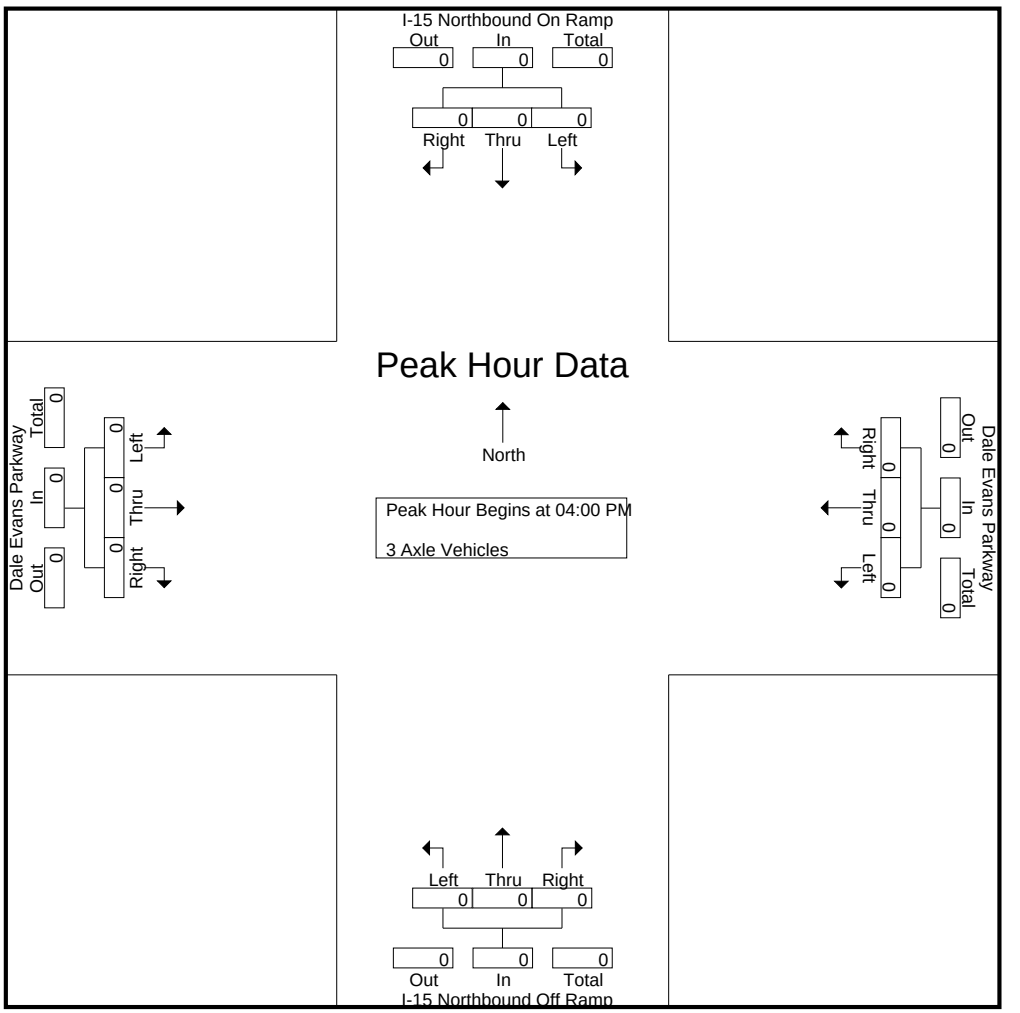
	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

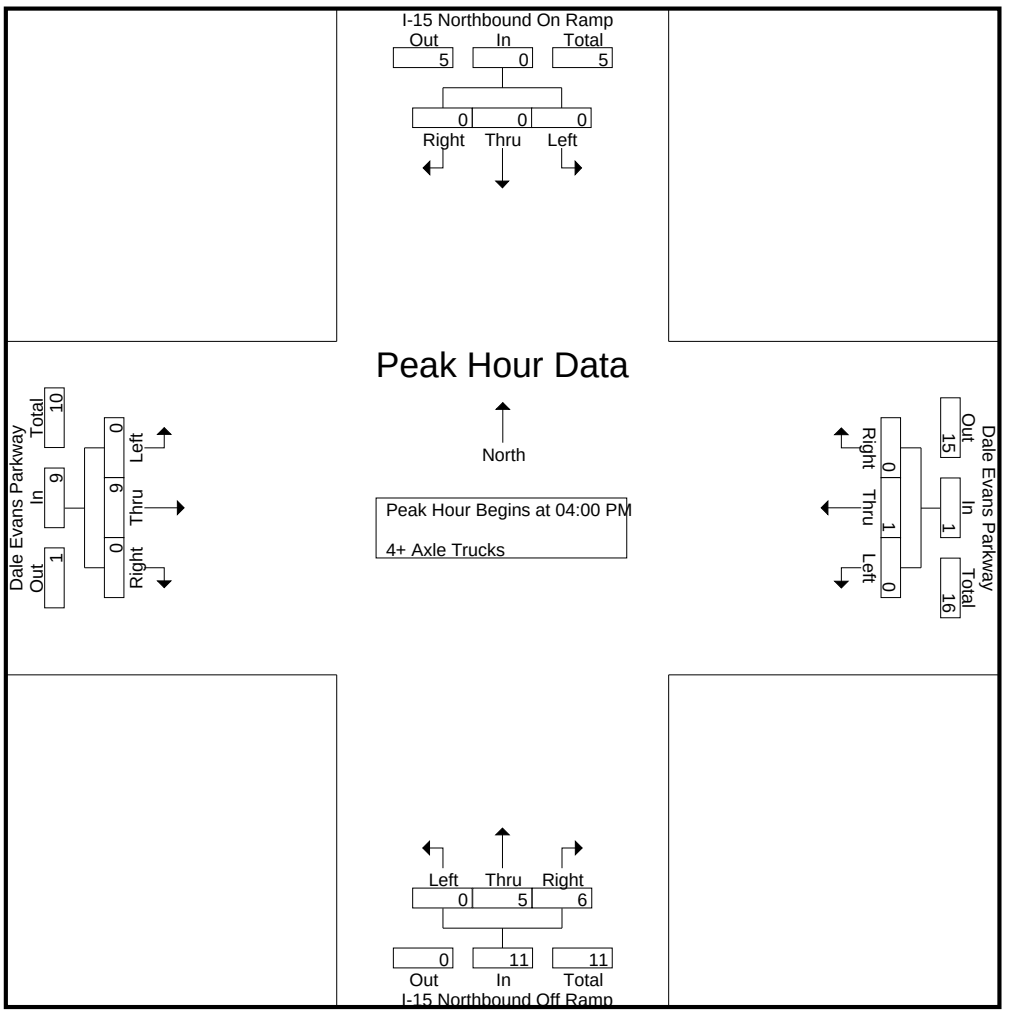
	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
04:30 PM	0	0	0	0	0	1	0	1	0	2	2	4	0	3	0	3	8
04:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	5	0	5	7
Total	0	0	0	0	0	1	0	1	0	5	6	11	0	9	0	9	21
05:00 PM	0	0	0	0	0	1	1	2	0	0	1	1	0	1	0	1	4
05:15 PM	0	0	0	0	0	2	1	3	0	0	5	5	0	4	0	4	12
05:30 PM	0	0	0	0	0	2	0	2	0	1	2	3	0	1	0	1	6
05:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
Total	0	0	0	0	0	6	2	8	0	1	9	10	0	8	0	8	26
Grand Total	0	0	0	0	0	7	2	9	0	6	15	21	0	17	0	17	47
Apprch %	0	0	0		0	77.8	22.2		0	28.6	71.4		0	100	0		
Total %	0	0	0	0	0	14.9	4.3	19.1	0	12.8	31.9	44.7	0	36.2	0	36.2	

	I-15 Northbound On Ramp Southbound				Dale Evans Parkway Westbound				I-15 Northbound Off Ramp Northbound				Dale Evans Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	1	**2**	3	0	0	0	0	3
04:30 PM	0	0	0	0	0	**1**	0	**1**	0	**2**	2	**4**	0	3	0	3	**8**
04:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	**5**	0	**5**	7
Total Volume	0	0	0	0	0	1	0	1	0	5	6	11	0	9	0	9	21
% App. Total	0	0	0		0	100	0		0	45.5	54.5		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.625	.750	.688	.000	.450	.000	.450	.656

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PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Apple Valley
N/S: I-15 Northbound Ramps
E/W: Dale Evans Parkway
Weather: Clear

File Name : 06_APV_15N_DEP PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	1	**2**	3	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	**2**	2	**4**	0	3	0	3
+45 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	**5**	0	**5**
Total Volume	0	0	0	0	0	1	0	1	0	5	6	11	0	9	0	9
% App. Total	0	0	0		0	100	0		0	45.5	54.5		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.625	.750	.688	.000	.450	.000	.450

Location: Apple Valley
N/S: I-15 NB Ramps
E/W: Dale Evans Parkway

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg I-15 NB Ramps	East Leg Dale Evans Parkway	South Leg I-15 NB Ramps	West Leg Dale Evans Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-15 NB Ramps	East Leg Dale Evans Parkway	South Leg I-15 NB Ramps	West Leg Dale Evans Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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PO Box 1178
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951-268-6268

Location: Apple Valley
N/S: I-15 NB Ramps
E/W: Dale Evans Parkway

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound I-15 NB Ramps			Westbound Dale Evans Parkway			Northbound I-15 NB Ramps			Eastbound Dale Evans Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-15 NB Ramps			Westbound Dale Evans Parkway			Northbound I-15 NB Ramps			Eastbound Dale Evans Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 07_APV_DEP_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

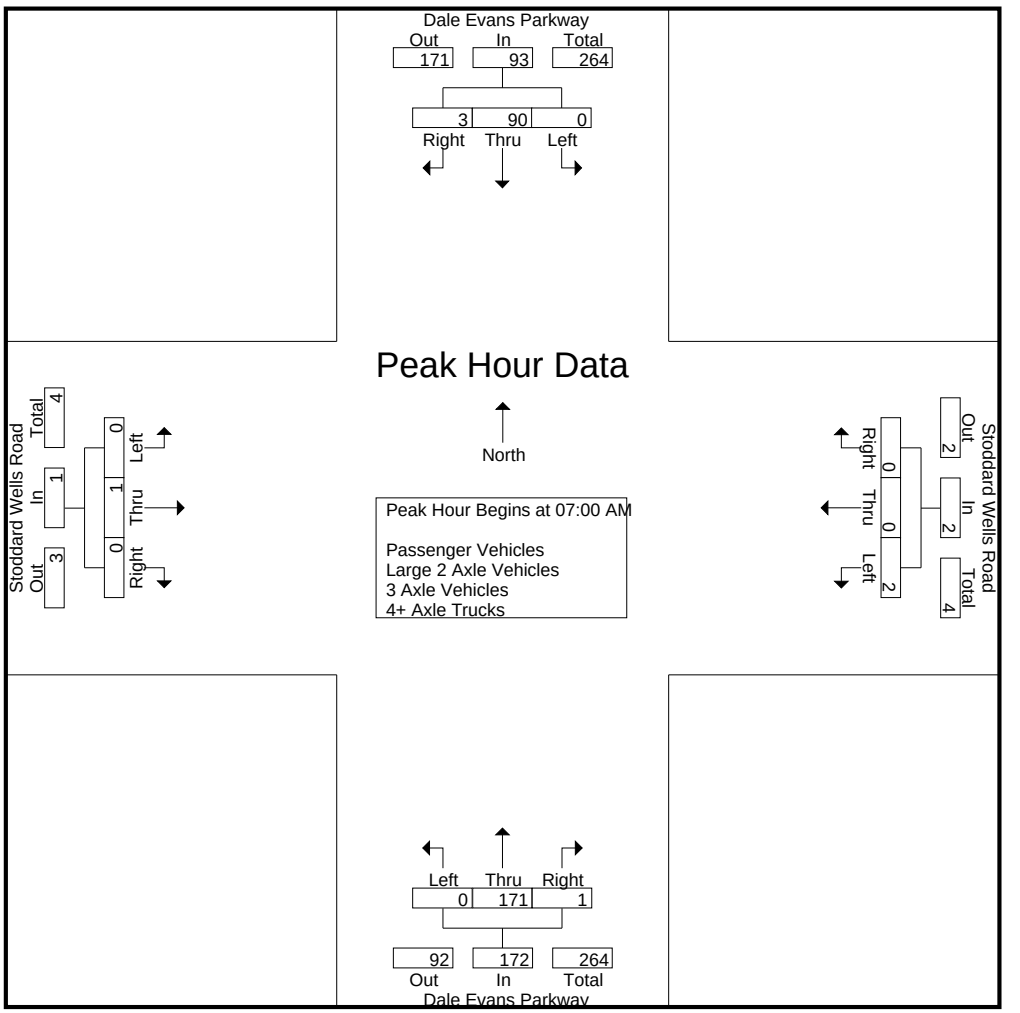
	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	22	0	22	0	0	0	0	0	43	0	43	0	0	0	0	65
07:15 AM	0	26	1	27	1	0	0	1	0	32	0	32	0	0	0	0	60
07:30 AM	0	18	1	19	1	0	0	1	0	55	1	56	0	0	0	0	76
07:45 AM	0	24	1	25	0	0	0	0	0	41	0	41	0	1	0	1	67
Total	0	90	3	93	2	0	0	2	0	171	1	172	0	1	0	1	268
08:00 AM	3	14	0	17	0	1	0	1	0	37	0	37	0	1	0	1	56
08:15 AM	0	15	0	15	2	1	0	3	0	41	0	41	0	0	0	0	59
08:30 AM	0	10	0	10	0	0	0	0	0	39	0	39	0	0	0	0	49
08:45 AM	0	15	0	15	0	1	0	1	0	30	1	31	0	0	0	0	47
Total	3	54	0	57	2	3	0	5	0	147	1	148	0	1	0	1	211
Grand Total	3	144	3	150	4	3	0	7	0	318	2	320	0	2	0	2	479
Apprch %	2	96	2		57.1	42.9	0		0	99.4	0.6		0	100	0		
Total %	0.6	30.1	0.6	31.3	0.8	0.6	0	1.5	0	66.4	0.4	66.8	0	0.4	0	0.4	
Passenger Vehicles	3	108	3	114	4	3	0	7	0	259	2	261	0	2	0	2	384
% Passenger Vehicles	100	75	100	76	100	100	0	100	0	81.4	100	81.6	0	100	0	100	80.2
Large 2 Axle Vehicles	0	7	0	7	0	0	0	0	0	8	0	8	0	0	0	0	15
% Large 2 Axle Vehicles	0	4.9	0	4.7	0	0	0	0	0	2.5	0	2.5	0	0	0	0	3.1
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% 3 Axle Vehicles	0	1.4	0	1.3	0	0	0	0	0	0.9	0	0.9	0	0	0	0	1
4+ Axle Trucks	0	27	0	27	0	0	0	0	0	48	0	48	0	0	0	0	75
% 4+ Axle Trucks	0	18.8	0	18	0	0	0	0	0	15.1	0	15	0	0	0	0	15.7

	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	22	0	22	0	0	0	0	0	43	0	43	0	0	0	0	65
07:15 AM	0	**26**	**1**	**27**	**1**	0	0	**1**	0	32	0	32	0	0	0	0	60
07:30 AM	0	18	1	19	1	0	0	1	0	**55**	**1**	**56**	0	0	0	0	**76**
07:45 AM	0	24	1	25	0	0	0	0	0	41	0	41	0	**1**	0	**1**	67
Total Volume	0	90	3	93	2	0	0	2	0	171	1	172	0	1	0	1	268
% App. Total	0	96.8	3.2		100	0	0		0	99.4	0.6		0	100	0		
PHF	.000	.865	.750	.861	.500	.000	.000	.500	.000	.777	.250	.768	.000	.250	.000	.250	.882

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

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

File Name : 07_APV_DEP_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	0	22	0	22	1	0	0	1	0	**55**	**1**	**56**	0	0	0	0
+15 mins.	0	**26**	**1**	**27**	0	0	0	0	0	41	0	41	0	0	0	0
+30 mins.	0	18	1	19	0	**1**	0	1	0	37	0	37	0	**1**	0	**1**
+45 mins.	0	24	1	25	**2**	1	0	**3**	0	41	0	41	0	1	0	1
Total Volume	0	90	3	93	3	2	0	5	0	174	1	175	0	2	0	2
% App. Total	0	96.8	3.2		60	40	0		0	99.4	0.6		0	100	0	
PHF	.000	.865	.750	.861	.375	.500	.000	.417	.000	.791	.250	.781	.000	.500	.000	.500

Counts Unlimited, Inc.
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(951) 268-6268

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

File Name : 07_APV_DEP_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

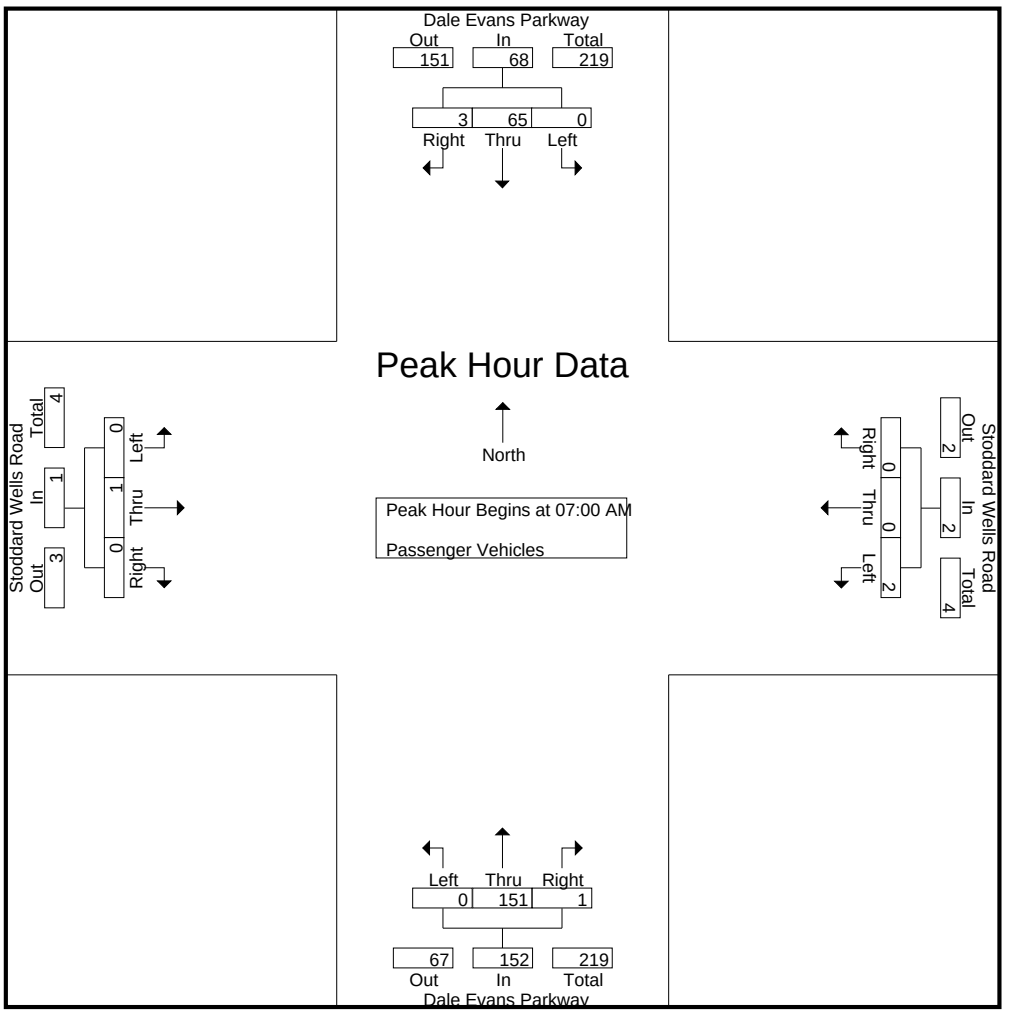
	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	13	0	13	0	0	0	0	0	35	0	35	0	0	0	0	48
07:15 AM	0	20	1	21	1	0	0	1	0	31	0	31	0	0	0	0	53
07:30 AM	0	15	1	16	1	0	0	1	0	49	1	50	0	0	0	0	67
07:45 AM	0	17	1	18	0	0	0	0	0	36	0	36	0	1	0	1	55
Total	0	65	3	68	2	0	0	2	0	151	1	152	0	1	0	1	223
08:00 AM	3	10	0	13	0	1	0	1	0	29	0	29	0	1	0	1	44
08:15 AM	0	12	0	12	2	1	0	3	0	31	0	31	0	0	0	0	46
08:30 AM	0	10	0	10	0	0	0	0	0	27	0	27	0	0	0	0	37
08:45 AM	0	11	0	11	0	1	0	1	0	21	1	22	0	0	0	0	34
Total	3	43	0	46	2	3	0	5	0	108	1	109	0	1	0	1	161
Grand Total	3	108	3	114	4	3	0	7	0	259	2	261	0	2	0	2	384
Apprch %	2.6	94.7	2.6		57.1	42.9	0		0	99.2	0.8		0	100	0		
Total %	0.8	28.1	0.8	29.7	1	0.8	0	1.8	0	67.4	0.5	68	0	0.5	0	0.5	

	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	13	0	13	0	0	0	0	0	35	0	35	0	0	0	0	48
07:15 AM	0	**20**	**1**	**21**	**1**	0	0	**1**	0	31	0	31	0	0	0	0	53
07:30 AM	0	15	1	16	1	0	0	1	0	**49**	**1**	**50**	0	0	0	0	**67**
07:45 AM	0	17	1	18	0	0	0	0	0	36	0	36	0	**1**	0	**1**	55
Total Volume	0	65	3	68	2	0	0	2	0	151	1	152	0	1	0	1	223
% App. Total	0	95.6	4.4		100	0	0		0	99.3	0.7		0	100	0		
PHF	.000	.813	.750	.810	.500	.000	.000	.500	.000	.770	.250	.760	.000	.250	.000	.250	.832

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

File Name : 07_APV_DEP_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	13	0	13	0	0	0	0	0	35	0	35	0	0	0	0
+15 mins.	0	**20**	**1**	**21**	**1**	0	0	**1**	0	31	0	31	0	0	0	0
+30 mins.	0	15	1	16	1	0	0	1	0	**49**	**1**	**50**	0	0	0	0
+45 mins.	0	17	1	18	0	0	0	0	0	36	0	36	0	**1**	0	**1**
Total Volume	0	65	3	68	2	0	0	2	0	151	1	152	0	1	0	1
% App. Total	0	95.6	4.4		100	0	0		0	99.3	0.7		0	100	0	
PHF	.000	.813	.750	.810	.500	.000	.000	.500	.000	.770	.250	.760	.000	.250	.000	.250

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

File Name : 07_APV_DEP_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

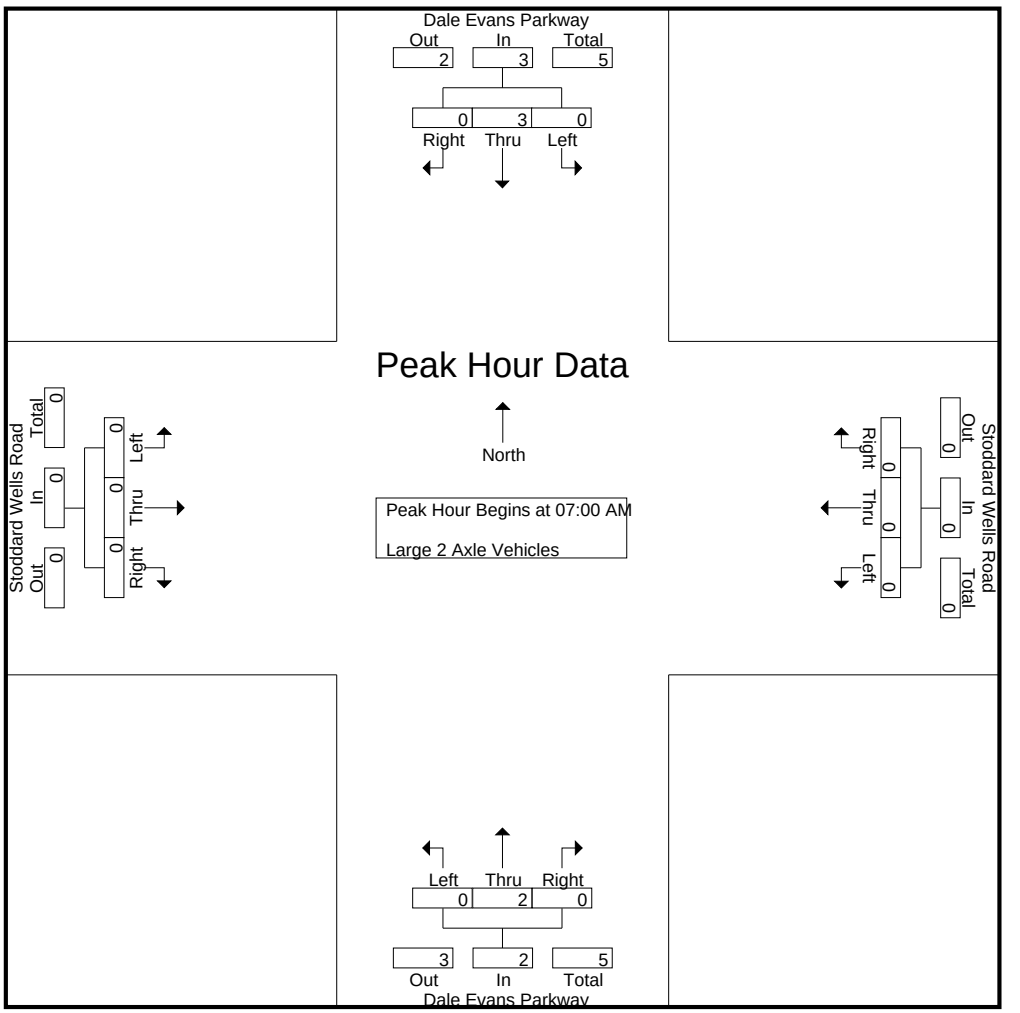
	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
Grand Total	0	7	0	7	0	0	0	0	0	8	0	8	0	0	0	0	15
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	46.7	0	46.7	0	0	0	0	0	53.3	0	53.3	0	0	0	0	

	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.625

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

File Name : 07_APV_DEP_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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

File Name : 07_APV_DEP_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

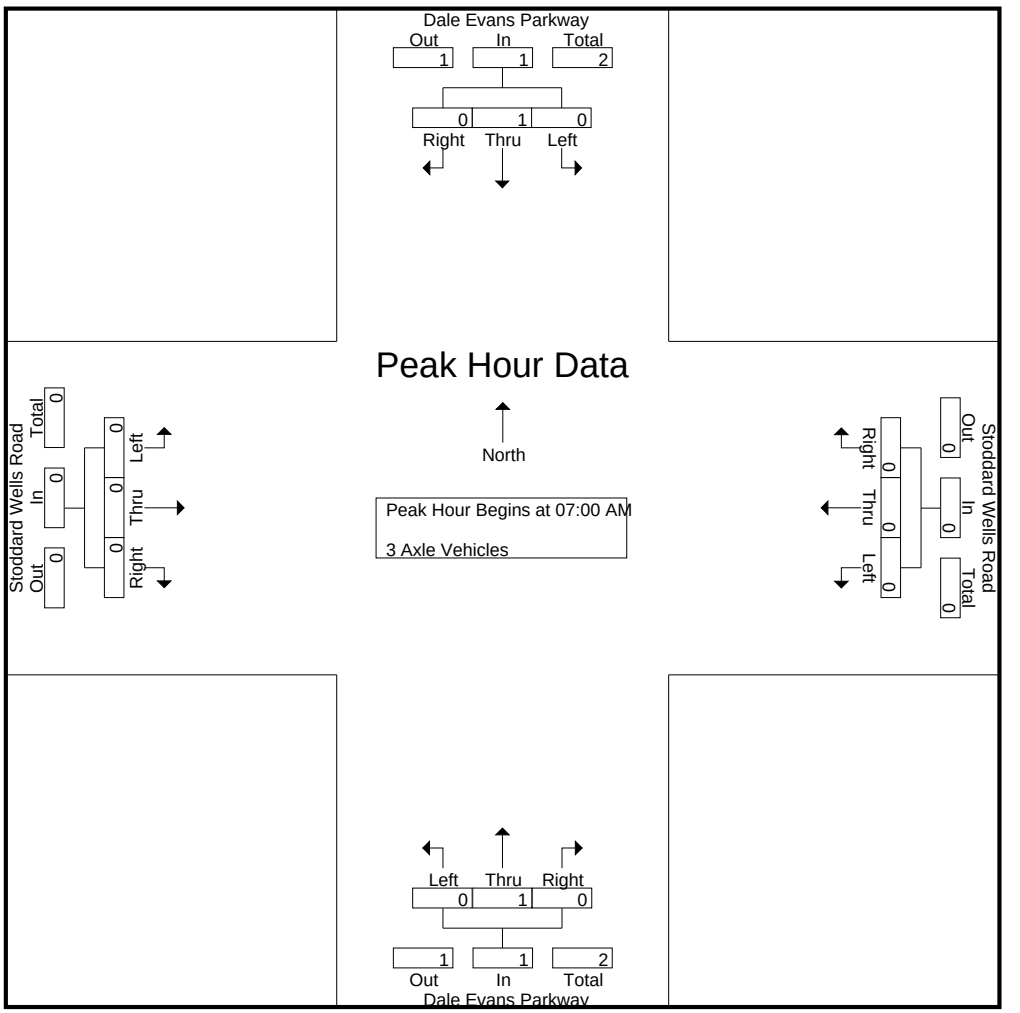
	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Grand Total	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	40	0	40	0	0	0	0	0	60	0	60	0	0	0	0	

	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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

File Name : 07_APV_DEP_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 07_APV_DEP_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

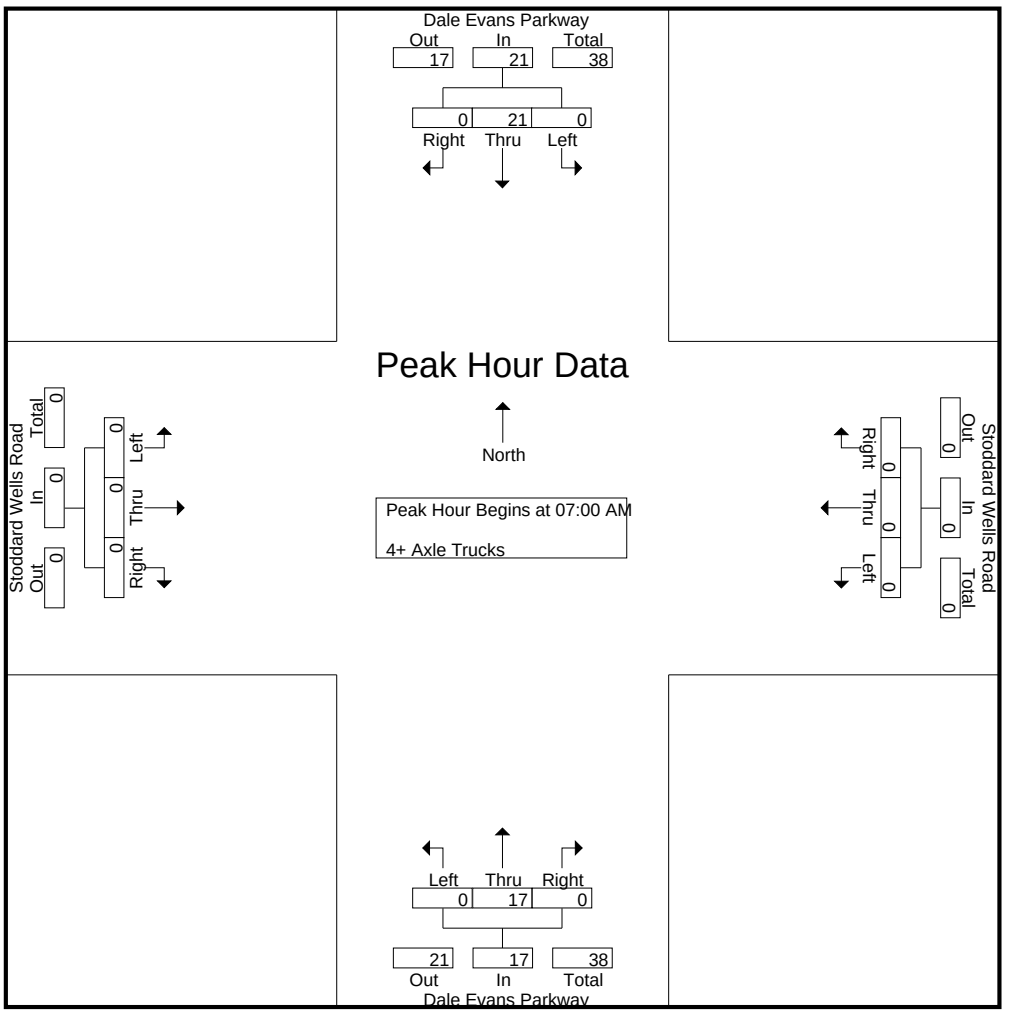
	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0	14
07:15 AM	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
07:30 AM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
07:45 AM	0	6	0	6	0	0	0	0	0	5	0	5	0	0	0	0	11
Total	0	21	0	21	0	0	0	0	0	17	0	17	0	0	0	0	38
08:00 AM	0	1	0	1	0	0	0	0	0	7	0	7	0	0	0	0	8
08:15 AM	0	1	0	1	0	0	0	0	0	7	0	7	0	0	0	0	8
08:30 AM	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	0	10
08:45 AM	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	11
Total	0	6	0	6	0	0	0	0	0	31	0	31	0	0	0	0	37
Grand Total	0	27	0	27	0	0	0	0	0	48	0	48	0	0	0	0	75
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	36	0	36	0	0	0	0	0	64	0	64	0	0	0	0	

	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**7**	0	**7**	0	0	0	0	0	**7**	0	**7**	0	0	0	0	**14**
07:15 AM	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
07:30 AM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
07:45 AM	0	6	0	6	0	0	0	0	0	5	0	5	0	0	0	0	11
Total Volume	0	21	0	21	0	0	0	0	0	17	0	17	0	0	0	0	38
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.607	.000	.607	.000	.000	.000	.000	.679

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

File Name : 07_APV_DEP_SW AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**7**	0	**7**	0	0	0	0	0	**7**	0	**7**	0	0	0	0
+15 mins.	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	6	0	6	0	0	0	0	0	5	0	5	0	0	0	0
Total Volume	0	21	0	21	0	0	0	0	0	17	0	17	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.607	.000	.607	.000	.000	.000	.000

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

File Name : 07_APV_DEP_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

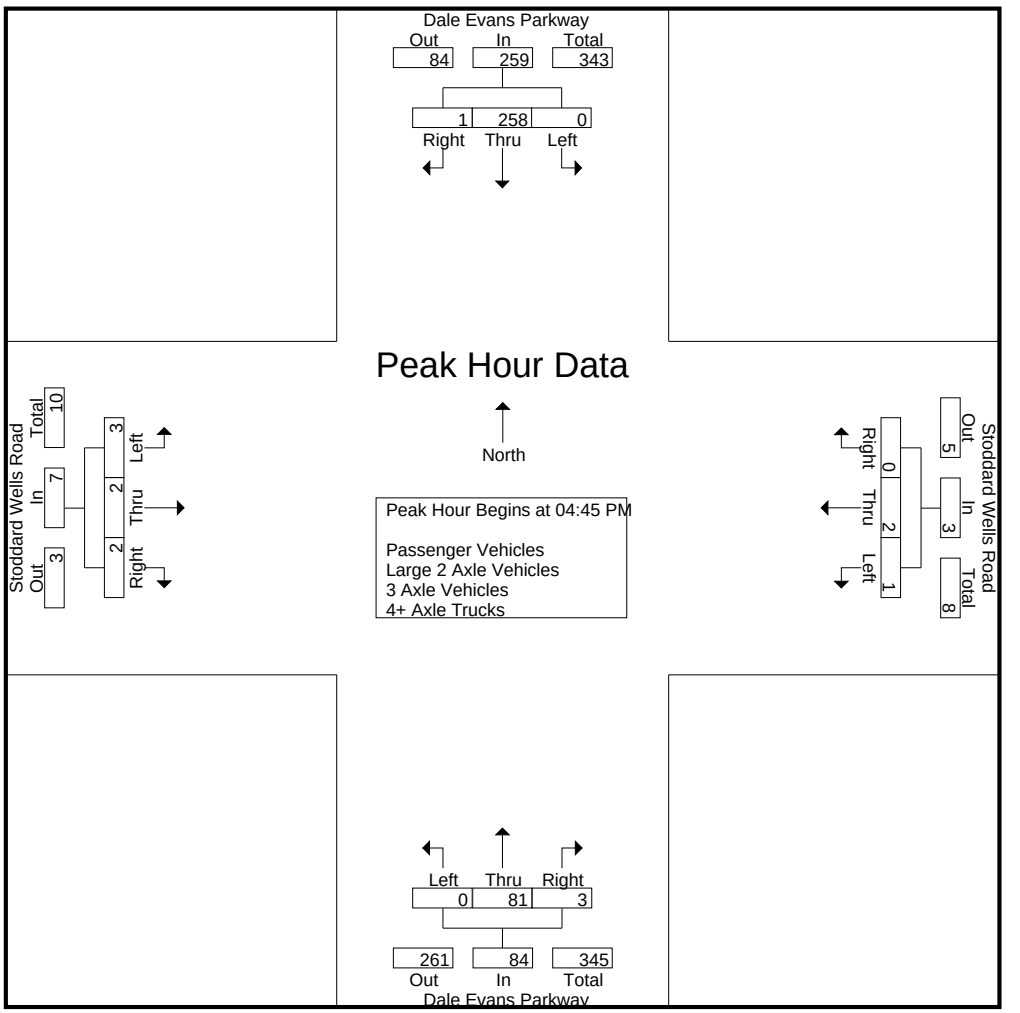
	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	54	0	54	0	0	0	0	0	32	0	32	1	1	0	2	88
04:15 PM	0	46	0	46	0	1	0	1	0	27	0	27	0	0	0	0	74
04:30 PM	1	57	0	58	1	0	3	4	0	17	1	18	1	1	0	2	82
04:45 PM	0	78	0	78	0	1	0	1	0	15	2	17	2	0	1	3	99
Total	1	235	0	236	1	2	3	6	0	91	3	94	4	2	1	7	343
05:00 PM	0	61	1	62	0	0	0	0	0	22	0	22	0	0	0	0	84
05:15 PM	0	51	0	51	0	1	0	1	0	18	0	18	0	1	1	2	72
05:30 PM	0	68	0	68	1	0	0	1	0	26	1	27	1	1	0	2	98
05:45 PM	0	36	1	37	0	1	0	1	0	13	0	13	1	0	0	1	52
Total	0	216	2	218	1	2	0	3	0	79	1	80	2	2	1	5	306
Grand Total	1	451	2	454	2	4	3	9	0	170	4	174	6	4	2	12	649
Apprch %	0.2	99.3	0.4		22.2	44.4	33.3		0	97.7	2.3		50	33.3	16.7		
Total %	0.2	69.5	0.3	70	0.3	0.6	0.5	1.4	0	26.2	0.6	26.8	0.9	0.6	0.3	1.8	
Passenger Vehicles	1	416	2	419	2	4	3	9	0	160	4	164	6	4	2	12	604
% Passenger Vehicles	100	92.2	100	92.3	100	100	100	100	0	94.1	100	94.3	100	100	100	100	93.1
Large 2 Axle Vehicles	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
% Large 2 Axle Vehicles	0	0.7	0	0.7	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0.6
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.2
4+ Axle Trucks	0	31	0	31	0	0	0	0	0	9	0	9	0	0	0	0	40
% 4+ Axle Trucks	0	6.9	0	6.8	0	0	0	0	0	5.3	0	5.2	0	0	0	0	6.2

	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**78**	0	**78**	0	**1**	0	**1**	0	15	**2**	17	**2**	0	**1**	**3**	**99**
05:00 PM	0	61	**1**	62	0	0	0	0	0	22	0	22	0	0	0	0	84
05:15 PM	0	51	0	51	0	1	0	1	0	18	0	18	0	**1**	1	2	72
05:30 PM	0	68	0	68	**1**	0	0	1	0	**26**	1	**27**	1	1	0	2	98
Total Volume	0	258	1	259	1	2	0	3	0	81	3	84	3	2	2	7	353
% App. Total	0	99.6	0.4		33.3	66.7	0		0	96.4	3.6		42.9	28.6	28.6		
PHF	.000	.827	.250	.830	.250	.500	.000	.750	.000	.779	.375	.778	.375	.500	.500	.583	.891

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

File Name : 07_APV_DEP_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**78**	0	**78**	0	0	0	0	0	**32**	0	**32**	1	**1**	0	2
+15 mins.	0	61	**1**	62	0	**1**	0	1	0	27	0	27	0	0	0	0
+30 mins.	0	51	0	51	**1**	0	**3**	**4**	0	17	1	18	1	1	0	2
+45 mins.	0	68	0	68	0	1	0	1	0	15	**2**	17	**2**	0	**1**	**3**
Total Volume	0	258	1	259	1	2	3	6	0	91	3	94	4	2	1	7
% App. Total	0	99.6	0.4		16.7	33.3	50		0	96.8	3.2		57.1	28.6	14.3	
PHF	.000	.827	.250	.830	.250	.500	.250	.375	.000	.711	.375	.734	.500	.500	.250	.583

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

File Name : 07_APV_DEP_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

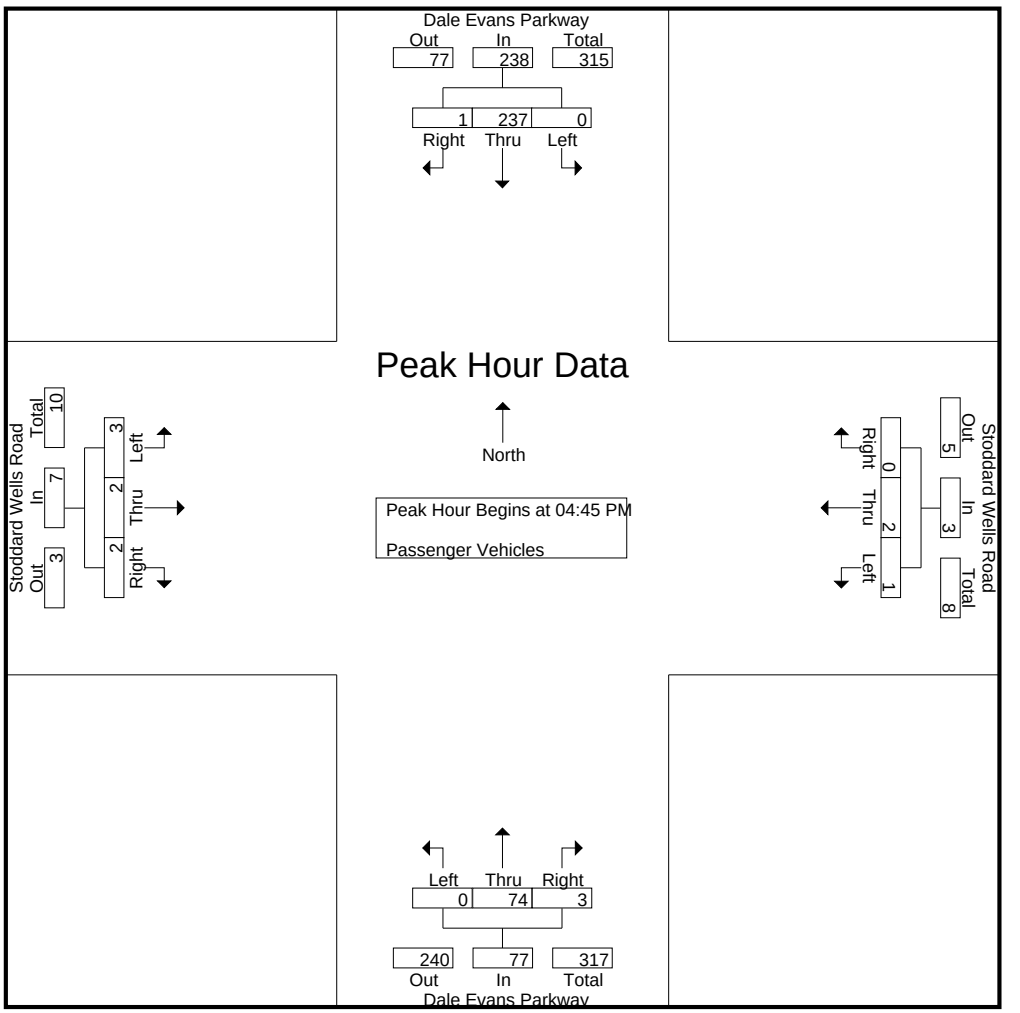
	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	49	0	49	0	0	0	0	0	31	0	31	1	1	0	2	82
04:15 PM	0	45	0	45	0	1	0	1	0	27	0	27	0	0	0	0	73
04:30 PM	1	52	0	53	1	0	3	4	0	16	1	17	1	1	0	2	76
04:45 PM	0	70	0	70	0	1	0	1	0	15	2	17	2	0	1	3	91
Total	1	216	0	217	1	2	3	6	0	89	3	92	4	2	1	7	322
05:00 PM	0	59	1	60	0	0	0	0	0	19	0	19	0	0	0	0	79
05:15 PM	0	44	0	44	0	1	0	1	0	16	0	16	0	1	1	2	63
05:30 PM	0	64	0	64	1	0	0	1	0	24	1	25	1	1	0	2	92
05:45 PM	0	33	1	34	0	1	0	1	0	12	0	12	1	0	0	1	48
Total	0	200	2	202	1	2	0	3	0	71	1	72	2	2	1	5	282
Grand Total	1	416	2	419	2	4	3	9	0	160	4	164	6	4	2	12	604
Apprch %	0.2	99.3	0.5		22.2	44.4	33.3		0	97.6	2.4		50	33.3	16.7		
Total %	0.2	68.9	0.3	69.4	0.3	0.7	0.5	1.5	0	26.5	0.7	27.2	1	0.7	0.3	2	

	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**70**	0	**70**	0	**1**	0	**1**	0	15	**2**	17	**2**	0	**1**	**3**	91
05:00 PM	0	59	**1**	60	0	0	0	0	0	19	0	19	0	0	0	0	79
05:15 PM	0	44	0	44	0	1	0	1	0	16	0	16	0	**1**	1	2	63
05:30 PM	0	64	0	64	**1**	0	0	1	0	**24**	1	**25**	1	1	0	2	**92**
Total Volume	0	237	1	238	1	2	0	3	0	74	3	77	3	2	2	7	325
% App. Total	0	99.6	0.4		33.3	66.7	0		0	96.1	3.9		42.9	28.6	28.6		
PHF	.000	.846	.250	.850	.250	.500	.000	.750	.000	.771	.375	.770	.375	.500	.500	.583	.883

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

File Name : 07_APV_DEP_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**70**	0	**70**	0	**1**	0	**1**	0	15	**2**	17	**2**	0	**1**	**3**
+15 mins.	0	59	**1**	60	0	0	0	0	0	19	0	19	0	0	0	0
+30 mins.	0	44	0	44	0	1	0	1	0	16	0	16	0	**1**	1	2
+45 mins.	0	64	0	64	**1**	0	0	1	0	**24**	1	**25**	1	1	0	2
Total Volume	0	237	1	238	1	2	0	3	0	74	3	77	3	2	2	7
% App. Total	0	99.6	0.4		33.3	66.7	0		0	96.1	3.9		42.9	28.6	28.6	
PHF	.000	.846	.250	.850	.250	.500	.000	.750	.000	.771	.375	.770	.375	.500	.500	.583

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

File Name : 07_APV_DEP_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

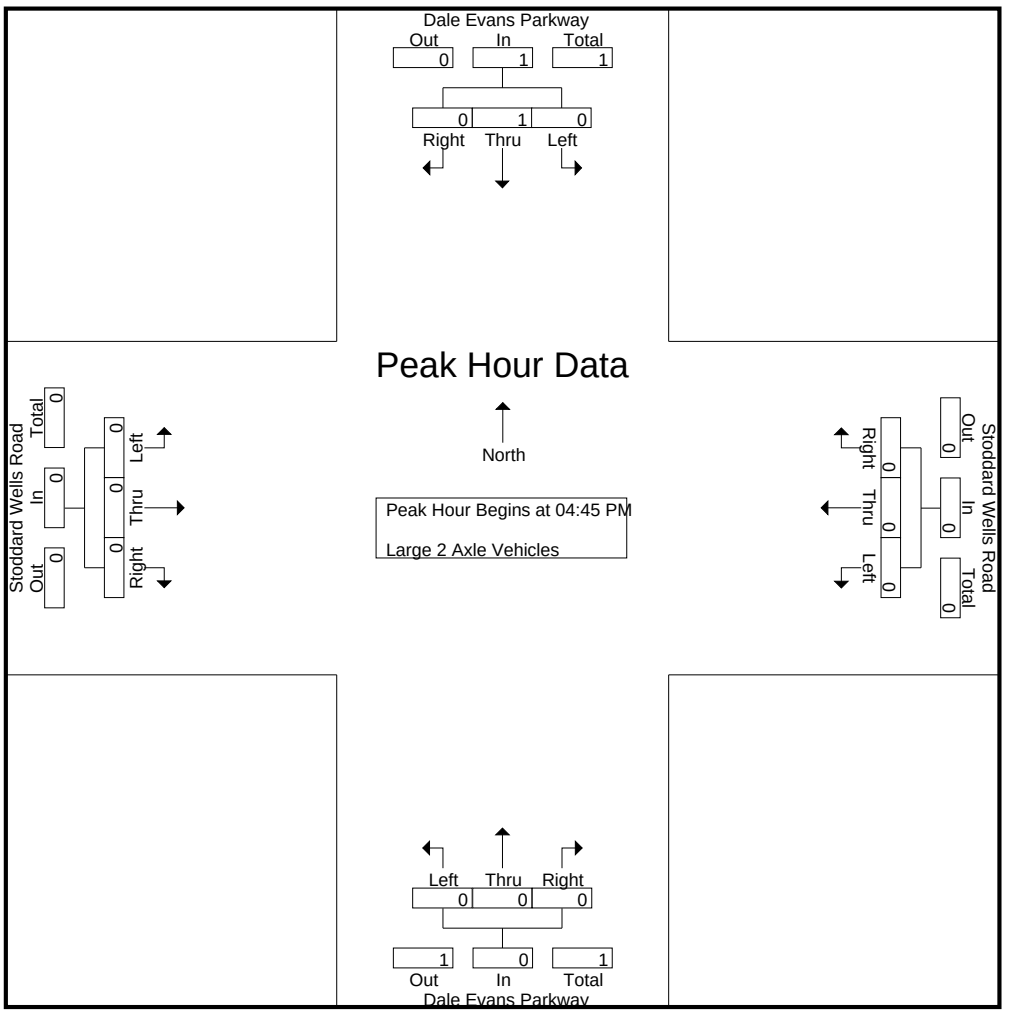
	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	75	0	75	0	0	0	0	0	25	0	25	0	0	0	0	

	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

File Name : 07_APV_DEP_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

File Name : 07_APV_DEP_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

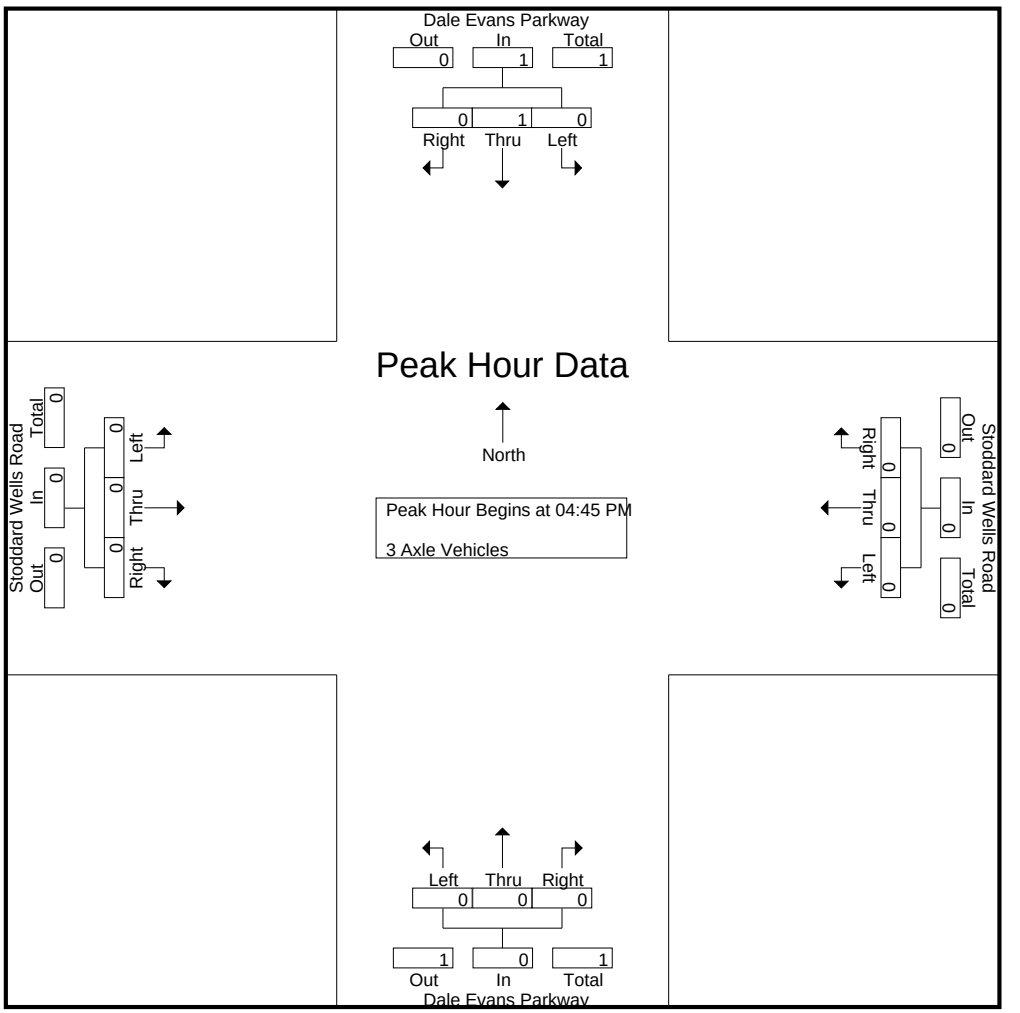
	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

File Name : 07_APV_DEP_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

File Name : 07_APV_DEP_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

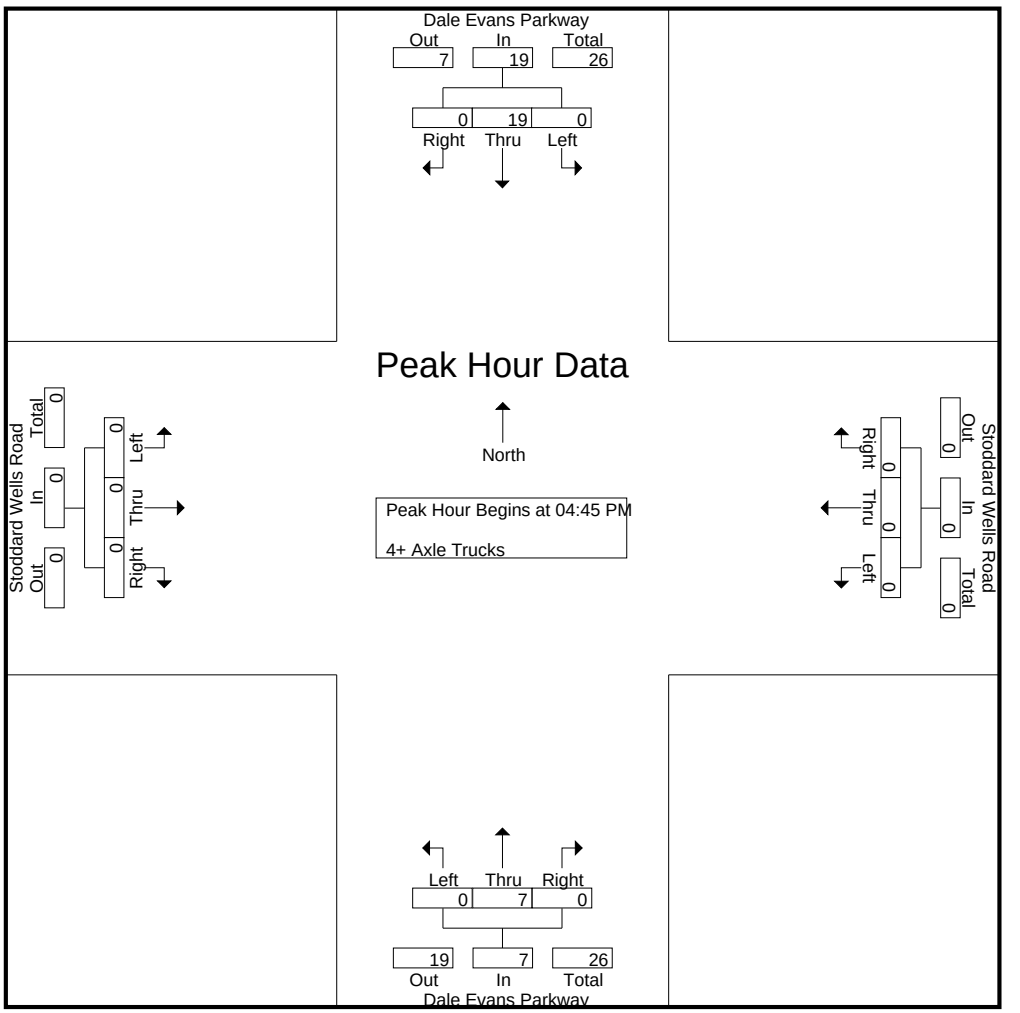
	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
04:45 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	15	0	15	0	0	0	0	0	1	0	1	0	0	0	0	16
05:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
05:15 PM	0	7	0	7	0	0	0	0	0	2	0	2	0	0	0	0	9
05:30 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
05:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	16	0	16	0	0	0	0	0	8	0	8	0	0	0	0	24
Grand Total	0	31	0	31	0	0	0	0	0	9	0	9	0	0	0	0	40
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	77.5	0	77.5	0	0	0	0	0	22.5	0	22.5	0	0	0	0	

	Dale Evans Parkway Southbound				Stoddard Wells Road Westbound				Dale Evans Parkway Northbound				Stoddard Wells Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00 PM	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0	5
05:15 PM	0	**7**	0	**7**	0	0	0	0	0	2	0	2	0	0	0	0	**9**
05:30 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total Volume	0	19	0	19	0	0	0	0	0	7	0	7	0	0	0	0	26
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.679	.000	.679	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.722

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

File Name : 07_APV_DEP_SW PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+30 mins.	0	**7**	0	**7**	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	19	0	19	0	0	0	0	0	7	0	7	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.679	.000	.679	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000

Location: Apple Valley
N/S: Dale Evans Parkway
E/W: Stoddard Wells Road

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg Dale Evans Parkway	East Leg Stoddard Wells Road	South Leg Dale Evans Parkway	West Leg Stoddard Wells Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dale Evans Parkway	East Leg Stoddard Wells Road	South Leg Dale Evans Parkway	West Leg Stoddard Wells Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Apple Valley
N/S: Dale Evans Parkway
E/W: Stoddard Wells Road

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound Dale Evans Parkway			Westbound Stoddard Wells Road			Northbound Dale Evans Parkway			Eastbound Stoddard Wells Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dale Evans Parkway			Westbound Stoddard Wells Road			Northbound Dale Evans Parkway			Eastbound Stoddard Wells Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 08_APV_DEP_Quarry AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

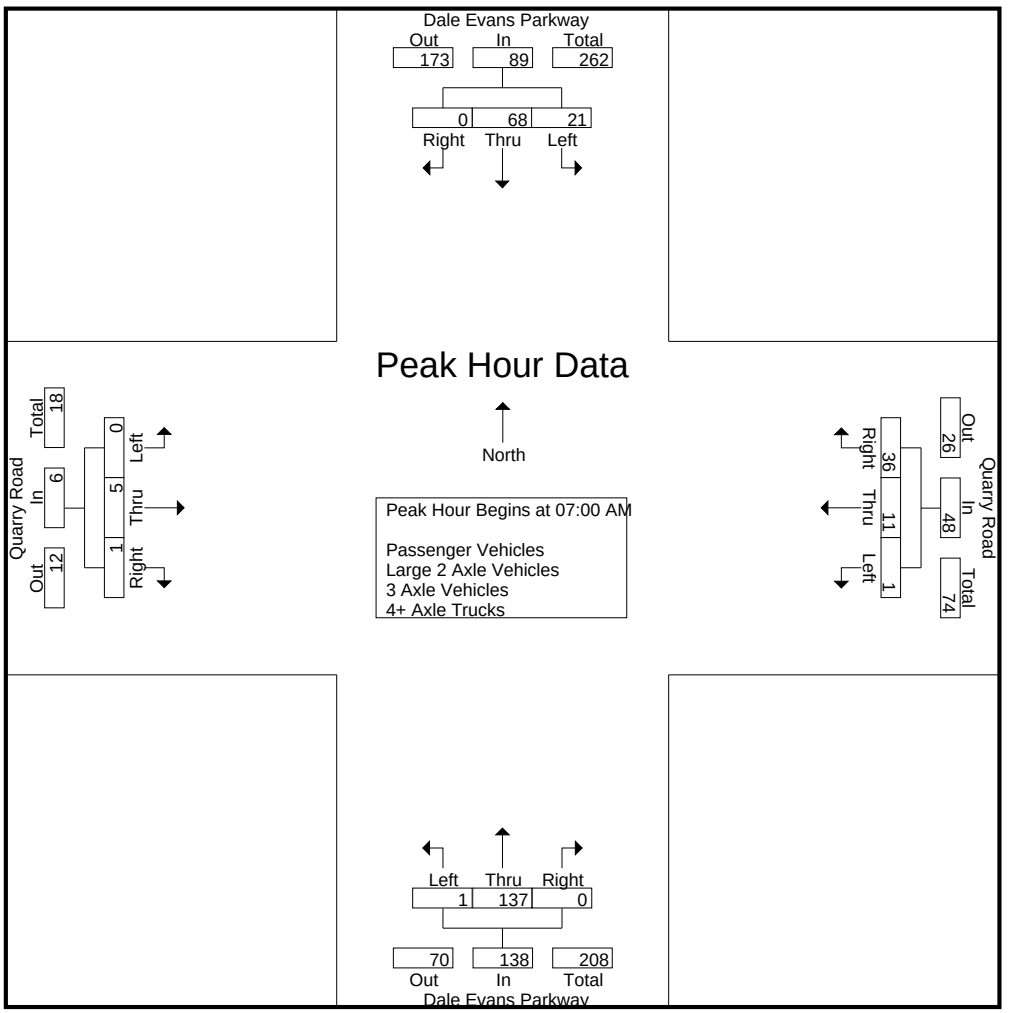
	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	17	0	21	0	6	9	15	0	35	0	35	0	2	0	2	73
07:15 AM	6	21	0	27	0	3	8	11	0	23	0	23	0	1	0	1	62
07:30 AM	3	14	0	17	1	1	8	10	1	48	0	49	0	1	1	2	78
07:45 AM	8	16	0	24	0	1	11	12	0	31	0	31	0	1	0	1	68
Total	21	68	0	89	1	11	36	48	1	137	0	138	0	5	1	6	281
08:00 AM	0	14	1	15	0	0	11	11	0	24	0	24	0	7	0	7	57
08:15 AM	2	15	0	17	0	1	9	10	0	34	0	34	0	6	0	6	67
08:30 AM	1	9	0	10	0	3	3	6	0	33	1	34	0	5	1	6	56
08:45 AM	1	16	0	17	0	4	6	10	0	26	0	26	0	4	0	4	57
Total	4	54	1	59	0	8	29	37	0	117	1	118	0	22	1	23	237
Grand Total	25	122	1	148	1	19	65	85	1	254	1	256	0	27	2	29	518
Apprch %	16.9	82.4	0.7		1.2	22.4	76.5		0.4	99.2	0.4		0	93.1	6.9		
Total %	4.8	23.6	0.2	28.6	0.2	3.7	12.5	16.4	0.2	49	0.2	49.4	0	5.2	0.4	5.6	
Passenger Vehicles	15	91	1	107	1	10	55	66	1	206	1	208	0	11	2	13	394
% Passenger Vehicles	60	74.6	100	72.3	100	52.6	84.6	77.6	100	81.1	100	81.2	0	40.7	100	44.8	76.1
Large 2 Axle Vehicles	0	8	0	8	0	0	0	0	0	8	0	8	0	0	0	0	16
% Large 2 Axle Vehicles	0	6.6	0	5.4	0	0	0	0	0	3.1	0	3.1	0	0	0	0	3.1
3 Axle Vehicles	2	1	0	3	0	1	3	4	0	2	0	2	0	6	0	6	15
% 3 Axle Vehicles	8	0.8	0	2	0	5.3	4.6	4.7	0	0.8	0	0.8	0	22.2	0	20.7	2.9
4+ Axle Trucks	8	22	0	30	0	8	7	15	0	38	0	38	0	10	0	10	93
% 4+ Axle Trucks	32	18	0	20.3	0	42.1	10.8	17.6	0	15	0	14.8	0	37	0	34.5	18

	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	17	0	21	0	**6**	9	**15**	0	35	0	35	0	**2**	0	**2**	73
07:15 AM	6	**21**	0	**27**	0	3	8	11	0	23	0	23	0	1	0	1	62
07:30 AM	3	14	0	17	**1**	1	8	10	**1**	**48**	0	**49**	0	1	**1**	2	**78**
07:45 AM	**8**	16	0	24	0	1	**11**	12	0	31	0	31	0	1	0	1	68
Total Volume	21	68	0	89	1	11	36	48	1	137	0	138	0	5	1	6	281
% App. Total	23.6	76.4	0		2.1	22.9	75		0.7	99.3	0		0	83.3	16.7		
PHF	.656	.810	.000	.824	.250	.458	.818	.800	.250	.714	.000	.704	.000	.625	.250	.750	.901

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

File Name : 08_APV_DEP_Quarry AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	4	17	0	21	0	**6**	9	**15**	0	35	0	35	0	**7**	0	**7**
+15 mins.	6	**21**	0	**27**	0	3	8	11	0	23	0	23	0	6	0	6
+30 mins.	3	14	0	17	**1**	1	8	10	**1**	**48**	0	**49**	0	5	**1**	6
+45 mins.	**8**	16	0	24	0	1	**11**	12	0	31	0	31	0	4	0	4
Total Volume	21	68	0	89	1	11	36	48	1	137	0	138	0	22	1	23
% App. Total	23.6	76.4	0		2.1	22.9	75		0.7	99.3	0		0	95.7	4.3	
PHF	.656	.810	.000	.824	.250	.458	.818	.800	.250	.714	.000	.704	.000	.786	.250	.821

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

File Name : 08_APV_DEP_Quarry AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

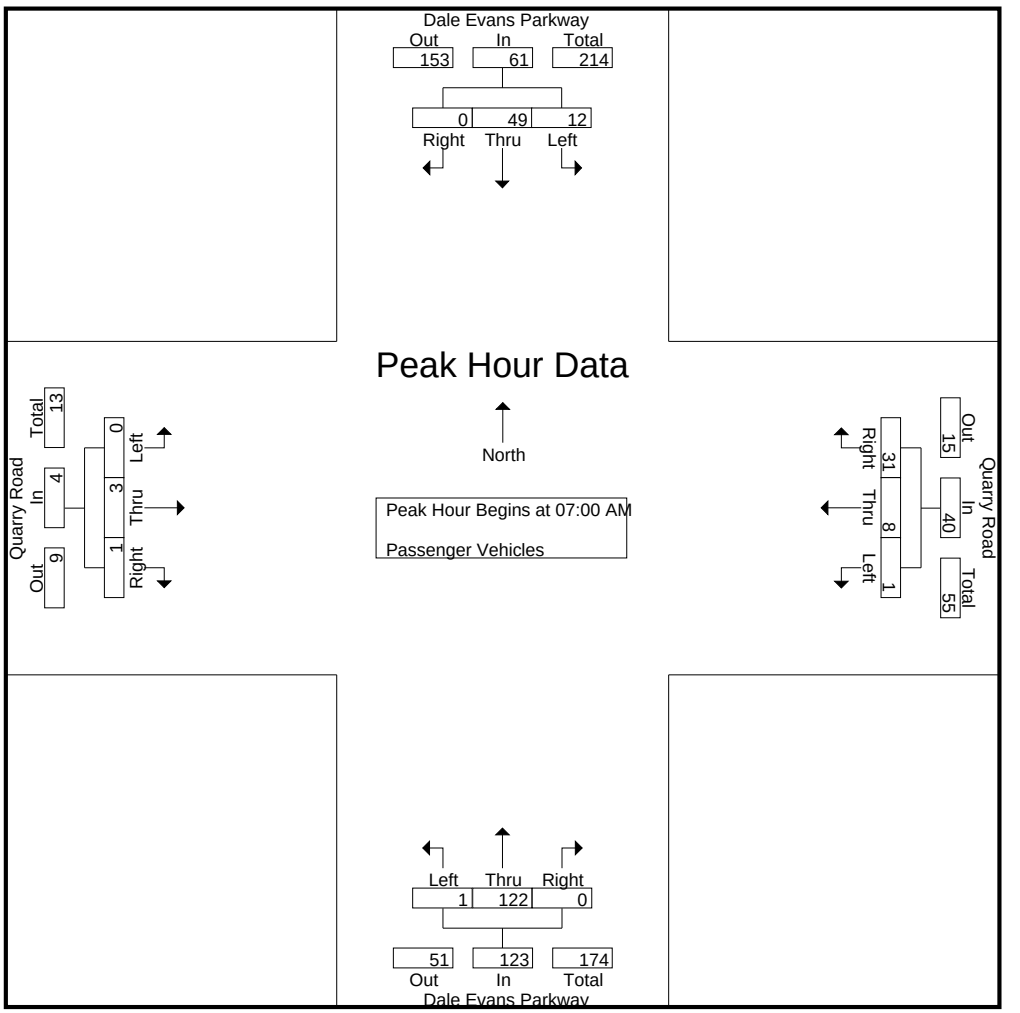
	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	11	0	12	0	5	8	13	0	28	0	28	0	2	0	2	55
07:15 AM	4	17	0	21	0	2	8	10	0	22	0	22	0	0	0	0	53
07:30 AM	3	11	0	14	1	1	7	9	1	43	0	44	0	1	1	2	69
07:45 AM	4	10	0	14	0	0	8	8	0	29	0	29	0	0	0	0	51
Total	12	49	0	61	1	8	31	40	1	122	0	123	0	3	1	4	228
08:00 AM	0	8	1	9	0	0	10	10	0	17	0	17	0	3	0	3	39
08:15 AM	1	13	0	14	0	0	6	6	0	26	0	26	0	2	0	2	48
08:30 AM	1	9	0	10	0	0	2	2	0	24	1	25	0	2	1	3	40
08:45 AM	1	12	0	13	0	2	6	8	0	17	0	17	0	1	0	1	39
Total	3	42	1	46	0	2	24	26	0	84	1	85	0	8	1	9	166
Grand Total	15	91	1	107	1	10	55	66	1	206	1	208	0	11	2	13	394
Apprch %	14	85	0.9		1.5	15.2	83.3		0.5	99	0.5		0	84.6	15.4		
Total %	3.8	23.1	0.3	27.2	0.3	2.5	14	16.8	0.3	52.3	0.3	52.8	0	2.8	0.5	3.3	

	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	11	0	12	0	**5**	**8**	**13**	0	28	0	28	0	**2**	0	**2**	55
07:15 AM	**4**	**17**	0	**21**	0	2	8	10	0	22	0	22	0	0	0	0	53
07:30 AM	3	11	0	14	**1**	1	7	9	**1**	**43**	0	**44**	0	1	**1**	2	**69**
07:45 AM	4	10	0	14	0	0	8	8	0	29	0	29	0	0	0	0	51
Total Volume	12	49	0	61	1	8	31	40	1	122	0	123	0	3	1	4	228
% App. Total	19.7	80.3	0		2.5	20	77.5		0.8	99.2	0		0	75	25		
PHF	.750	.721	.000	.726	.250	.400	.969	.769	.250	.709	.000	.699	.000	.375	.250	.500	.826

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

File Name : 08_APV_DEP_Quarry AM
Site Code : 05124070
Start Date : 1/30/2024



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	11	0	12	0	**5**	**8**	**13**	0	28	0	28	0	**2**	0	**2**
+15 mins.	**4**	**17**	0	**21**	0	2	8	10	0	22	0	22	0	0	0	0
+30 mins.	3	11	0	14	**1**	1	7	9	**1**	**43**	0	**44**	0	1	**1**	2
+45 mins.	4	10	0	14	0	0	8	8	0	29	0	29	0	0	0	0
Total Volume	12	49	0	61	1	8	31	40	1	122	0	123	0	3	1	4
% App. Total	19.7	80.3	0		2.5	20	77.5		0.8	99.2	0		0	75	25	
PHF	.750	.721	.000	.726	.250	.400	.969	.769	.250	.709	.000	.699	.000	.375	.250	.500

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

File Name : 08_APV_DEP_Quarry AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

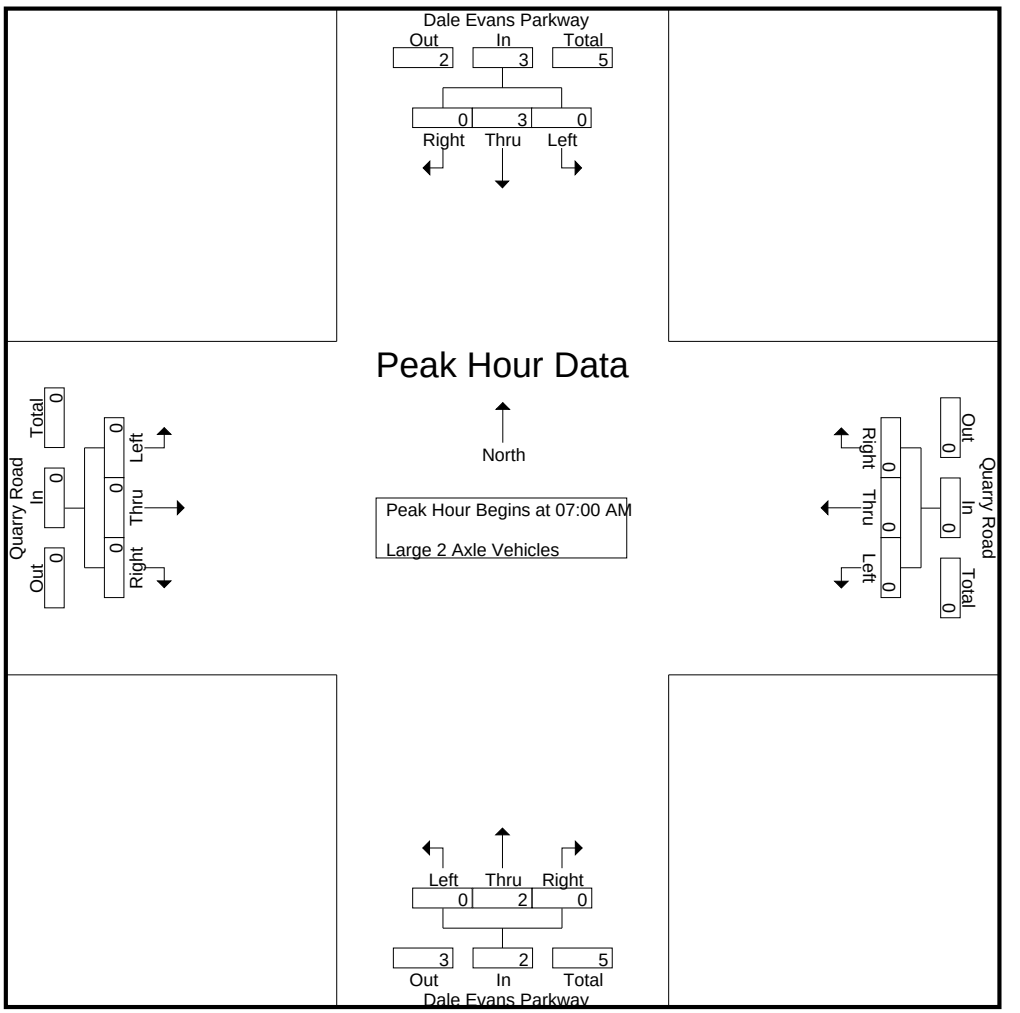
	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:00 AM	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0	11
Grand Total	0	8	0	8	0	0	0	0	0	8	0	8	0	0	0	0	16
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	50	0	50	0	0	0	0	0	50	0	50	0	0	0	0	

	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
Total Volume	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.625

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

File Name : 08_APV_DEP_Quarry AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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

File Name : 08_APV_DEP_Quarry AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

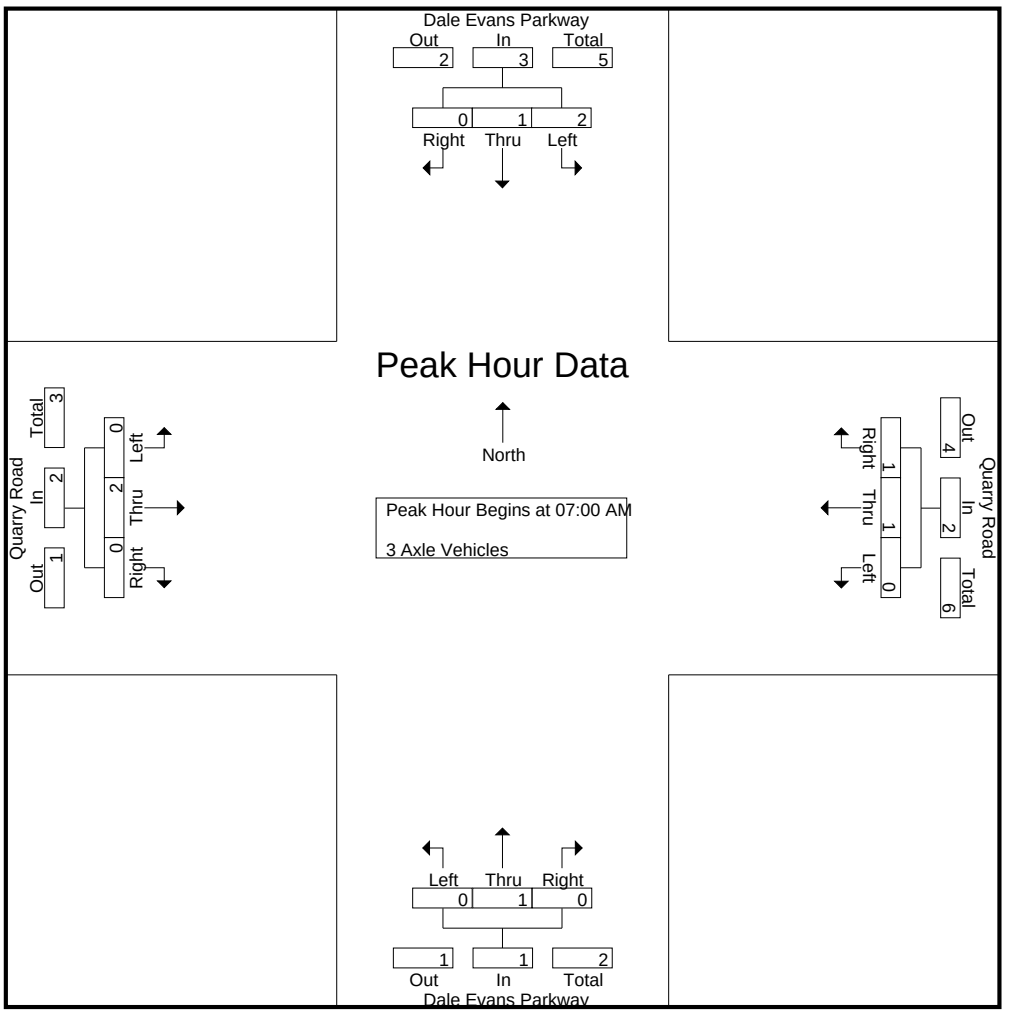
	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	1	0	0	1	0	1	1	2	0	0	0	0	0	1	0	1	4
Total	2	1	0	3	0	1	1	2	0	1	0	1	0	2	0	2	8
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	2	2	0	1	0	1	0	4	0	4	7
Grand Total	2	1	0	3	0	1	3	4	0	2	0	2	0	6	0	6	15
Apprch %	66.7	33.3	0		0	25	75		0	100	0		0	100	0		
Total %	13.3	6.7	0	20	0	6.7	20	26.7	0	13.3	0	13.3	0	40	0	40	

	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	1	0	0	1	0	**1**	**1**	**2**	0	0	0	0	0	1	0	1	**4**
Total Volume	2	1	0	3	0	1	1	2	0	1	0	1	0	2	0	2	8
% App. Total	66.7	33.3	0		0	50	50		0	100	0		0	100	0		
PHF	.500	.250	.000	.375	.000	.250	.250	.250	.000	.250	.000	.250	.000	.500	.000	.500	.500

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

File Name : 08_APV_DEP_Quarry AM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	1	0	0	1	0	**1**	**1**	**2**	0	0	0	0	0	1	0	1
Total Volume	2	1	0	3	0	1	1	2	0	1	0	1	0	2	0	2
% App. Total	66.7	33.3	0		0	50	50		0	100	0		0	100	0	
PHF	.500	.250	.000	.375	.000	.250	.250	.250	.000	.250	.000	.250	.000	.500	.000	.500

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City of Apple Valley
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File Name : 08_APV_DEP_Quarry AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

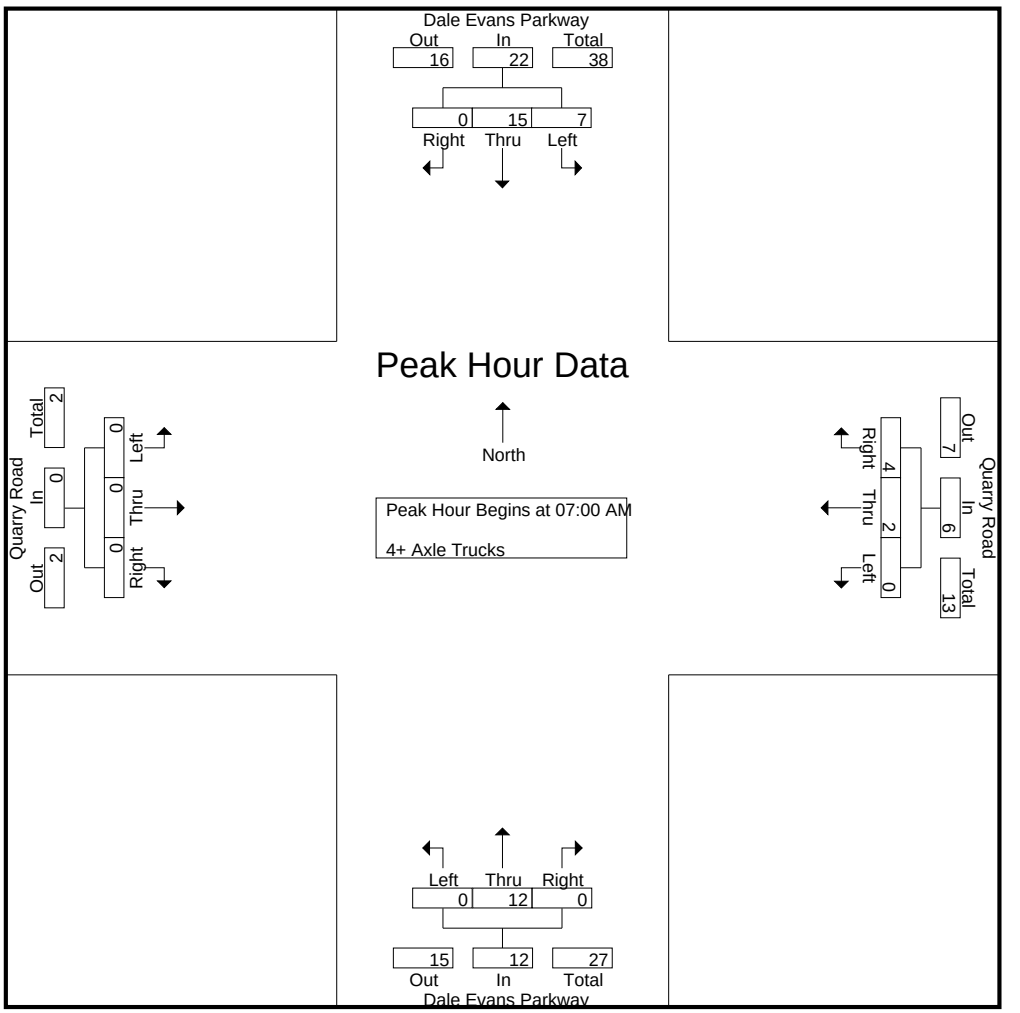
	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	5	0	7	0	1	1	2	0	6	0	6	0	0	0	0	15
07:15 AM	2	4	0	6	0	1	0	1	0	0	0	0	0	0	0	0	7
07:30 AM	0	2	0	2	0	0	1	1	0	4	0	4	0	0	0	0	7
07:45 AM	3	4	0	7	0	0	2	2	0	2	0	2	0	0	0	0	11
Total	7	15	0	22	0	2	4	6	0	12	0	12	0	0	0	0	40
08:00 AM	0	2	0	2	0	0	1	1	0	6	0	6	0	4	0	4	13
08:15 AM	1	1	0	2	0	1	2	3	0	6	0	6	0	3	0	3	14
08:30 AM	0	0	0	0	0	3	0	3	0	7	0	7	0	2	0	2	12
08:45 AM	0	4	0	4	0	2	0	2	0	7	0	7	0	1	0	1	14
Total	1	7	0	8	0	6	3	9	0	26	0	26	0	10	0	10	53
Grand Total	8	22	0	30	0	8	7	15	0	38	0	38	0	10	0	10	93
Apprch %	26.7	73.3	0		0	53.3	46.7		0	100	0		0	100	0		
Total %	8.6	23.7	0	32.3	0	8.6	7.5	16.1	0	40.9	0	40.9	0	10.8	0	10.8	

	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	**5**	0	**7**	0	**1**	1	**2**	0	**6**	0	**6**	0	0	0	0	**15**
07:15 AM	2	4	0	6	0	1	0	1	0	0	0	0	0	0	0	0	7
07:30 AM	0	2	0	2	0	0	1	1	0	4	0	4	0	0	0	0	7
07:45 AM	**3**	4	0	7	0	0	**2**	2	0	2	0	2	0	0	0	0	11
Total Volume	7	15	0	22	0	2	4	6	0	12	0	12	0	0	0	0	40
% App. Total	31.8	68.2	0		0	33.3	66.7		0	100	0		0	0	0		
PHF	.583	.750	.000	.786	.000	.500	.500	.750	.000	.500	.000	.500	.000	.000	.000	.000	.667

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

File Name : 08_APV_DEP_Quarry AM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	**5**	0	**7**	0	**1**	1	**2**	0	**6**	0	**6**	0	0	0	0
+15 mins.	2	4	0	6	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	2	0	0	1	1	0	4	0	4	0	0	0	0
+45 mins.	**3**	4	0	7	0	0	**2**	2	0	2	0	2	0	0	0	0
Total Volume	7	15	0	22	0	2	4	6	0	12	0	12	0	0	0	0
% App. Total	31.8	68.2	0		0	33.3	66.7		0	100	0		0	0	0	
PHF	.583	.750	.000	.786	.000	.500	.500	.750	.000	.500	.000	.500	.000	.000	.000	.000

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

File Name : 08_APV_DEP_Quarry PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

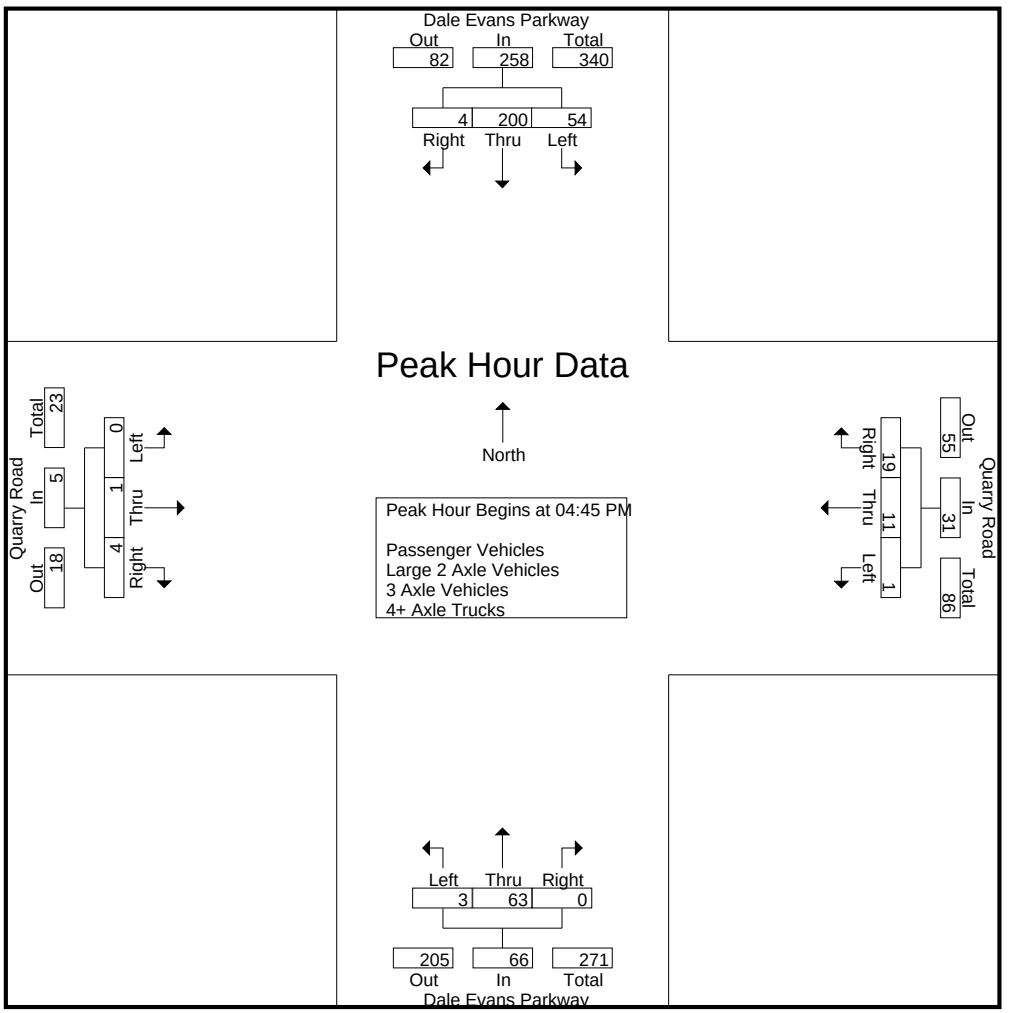
	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	47	0	53	1	6	1	8	1	30	0	31	0	2	0	2	94
04:15 PM	6	39	0	45	0	3	5	8	0	23	0	23	0	1	1	2	78
04:30 PM	8	53	1	62	1	3	1	5	0	17	0	17	0	4	0	4	88
04:45 PM	13	61	1	75	1	3	2	6	1	14	0	15	0	1	0	1	97
Total	33	200	2	235	3	15	9	27	2	84	0	86	0	8	1	9	357
05:00 PM	12	50	2	64	0	4	6	10	2	15	0	17	0	0	1	1	92
05:15 PM	13	40	1	54	0	3	5	8	0	14	0	14	0	0	1	1	77
05:30 PM	16	49	0	65	0	1	6	7	0	20	0	20	0	0	2	2	94
05:45 PM	6	36	0	42	0	0	1	1	0	12	0	12	0	1	1	2	57
Total	47	175	3	225	0	8	18	26	2	61	0	63	0	1	5	6	320
Grand Total	80	375	5	460	3	23	27	53	4	145	0	149	0	9	6	15	677
Apprch %	17.4	81.5	1.1		5.7	43.4	50.9		2.7	97.3	0		0	60	40		
Total %	11.8	55.4	0.7	67.9	0.4	3.4	4	7.8	0.6	21.4	0	22	0	1.3	0.9	2.2	
Passenger Vehicles	79	340	4	423	3	17	26	46	4	136	0	140	0	2	4	6	615
% Passenger Vehicles	98.8	90.7	80	92	100	73.9	96.3	86.8	100	93.8	0	94	0	22.2	66.7	40	90.8
Large 2 Axle Vehicles	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
% Large 2 Axle Vehicles	0	1.1	0	0.9	0	0	0	0	0	0.7	0	0.7	0	0	0	0	0.7
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% 3 Axle Vehicles	0	0	0	0	0	4.3	0	1.9	0	0	0	0	0	11.1	0	6.7	0.3
4+ Axle Trucks	1	31	1	33	0	5	1	6	0	8	0	8	0	6	2	8	55
% 4+ Axle Trucks	1.2	8.3	20	7.2	0	21.7	3.7	11.3	0	5.5	0	5.4	0	66.7	33.3	53.3	8.1

	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	13	**61**	1	**75**	**1**	3	2	6	1	14	0	15	0	**1**	0	1	**97**
05:00 PM	12	50	**2**	64	0	**4**	**6**	**10**	**2**	15	0	17	0	0	1	1	92
05:15 PM	13	40	1	54	0	3	5	8	0	14	0	14	0	0	1	1	77
05:30 PM	**16**	49	0	65	0	1	6	7	0	**20**	0	**20**	0	0	**2**	**2**	94
Total Volume	54	200	4	258	1	11	19	31	3	63	0	66	0	1	4	5	360
% App. Total	20.9	77.5	1.6		3.2	35.5	61.3		4.5	95.5	0		0	20	80		
PHF	.844	.820	.500	.860	.250	.688	.792	.775	.375	.788	.000	.825	.000	.250	.500	.625	.928

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

File Name : 08_APV_DEP_Quarry PM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	13	**61**	1	**75**	**1**	3	2	6	**1**	**30**	0	**31**	0	2	0	2
+15 mins.	12	50	**2**	64	0	**4**	**6**	**10**	0	23	0	23	0	1	**1**	2
+30 mins.	13	40	1	54	0	3	5	8	0	17	0	17	0	**4**	0	**4**
+45 mins.	**16**	49	0	65	0	1	6	7	1	14	0	15	0	1	0	1
Total Volume	54	200	4	258	1	11	19	31	2	84	0	86	0	8	1	9
% App. Total	20.9	77.5	1.6		3.2	35.5	61.3		2.3	97.7	0		0	88.9	11.1	
PHF	.844	.820	.500	.860	.250	.688	.792	.775	.500	.700	.000	.694	.000	.500	.250	.563

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City of Apple Valley
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File Name : 08_APV_DEP_Quarry PM
Site Code : 05124070
Start Date : 1/30/2024
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Groups Printed- Passenger Vehicles

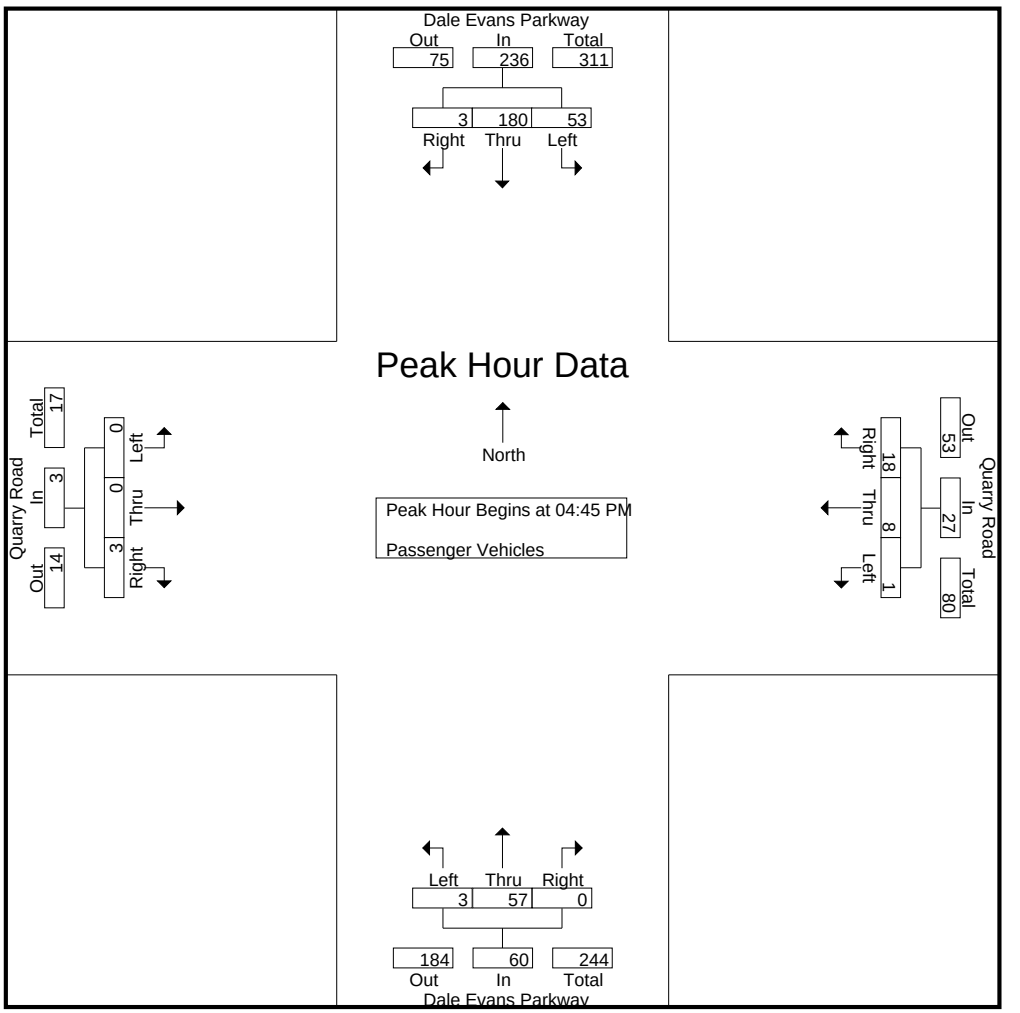
	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	41	0	47	1	4	1	6	1	29	0	30	0	1	0	1	84
04:15 PM	6	38	0	44	0	3	5	8	0	23	0	23	0	0	1	1	76
04:30 PM	8	48	1	57	1	2	1	4	0	16	0	16	0	0	0	0	77
04:45 PM	12	56	0	68	1	3	2	6	1	14	0	15	0	0	0	0	89
Total	32	183	1	216	3	12	9	24	2	82	0	84	0	1	1	2	326
05:00 PM	12	47	2	61	0	3	6	9	2	12	0	14	0	0	1	1	85
05:15 PM	13	33	1	47	0	2	4	6	0	13	0	13	0	0	1	1	67
05:30 PM	16	44	0	60	0	0	6	6	0	18	0	18	0	0	1	1	85
05:45 PM	6	33	0	39	0	0	1	1	0	11	0	11	0	1	0	1	52
Total	47	157	3	207	0	5	17	22	2	54	0	56	0	1	3	4	289
Grand Total	79	340	4	423	3	17	26	46	4	136	0	140	0	2	4	6	615
Apprch %	18.7	80.4	0.9		6.5	37	56.5		2.9	97.1	0		0	33.3	66.7		
Total %	12.8	55.3	0.7	68.8	0.5	2.8	4.2	7.5	0.7	22.1	0	22.8	0	0.3	0.7	1	

	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	12	**56**	0	**68**	**1**	**3**	2	6	1	14	0	15	0	0	0	0	**89**
05:00 PM	12	47	**2**	61	0	3	**6**	**9**	**2**	12	0	14	0	0	**1**	**1**	85
05:15 PM	13	33	1	47	0	2	4	6	0	13	0	13	0	0	1	1	67
05:30 PM	**16**	44	0	60	0	0	6	6	0	**18**	0	**18**	0	0	1	1	85
Total Volume	53	180	3	236	1	8	18	27	3	57	0	60	0	0	3	3	326
% App. Total	22.5	76.3	1.3		3.7	29.6	66.7		5	95	0		0	0	100		
PHF	.828	.804	.375	.868	.250	.667	.750	.750	.375	.792	.000	.833	.000	.000	.750	.750	.916

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File Name : 08_APV_DEP_Quarry PM
Site Code : 05124070
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	12	**56**	0	**68**	**1**	**3**	2	6	1	14	0	15	0	0	0	0
+15 mins.	12	47	**2**	61	0	3	**6**	**9**	**2**	12	0	14	0	0	**1**	**1**
+30 mins.	13	33	1	47	0	2	4	6	0	13	0	13	0	0	1	1
+45 mins.	**16**	44	0	60	0	0	6	6	0	**18**	0	**18**	0	0	1	1
Total Volume	53	180	3	236	1	8	18	27	3	57	0	60	0	0	3	3
% App. Total	22.5	76.3	1.3		3.7	29.6	66.7		5	95	0		0	0	100	
PHF	.828	.804	.375	.868	.250	.667	.750	.750	.375	.792	.000	.833	.000	.000	.750	.750

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File Name : 08_APV_DEP_Quarry PM
Site Code : 05124070
Start Date : 1/30/2024
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Groups Printed- Large 2 Axle Vehicles

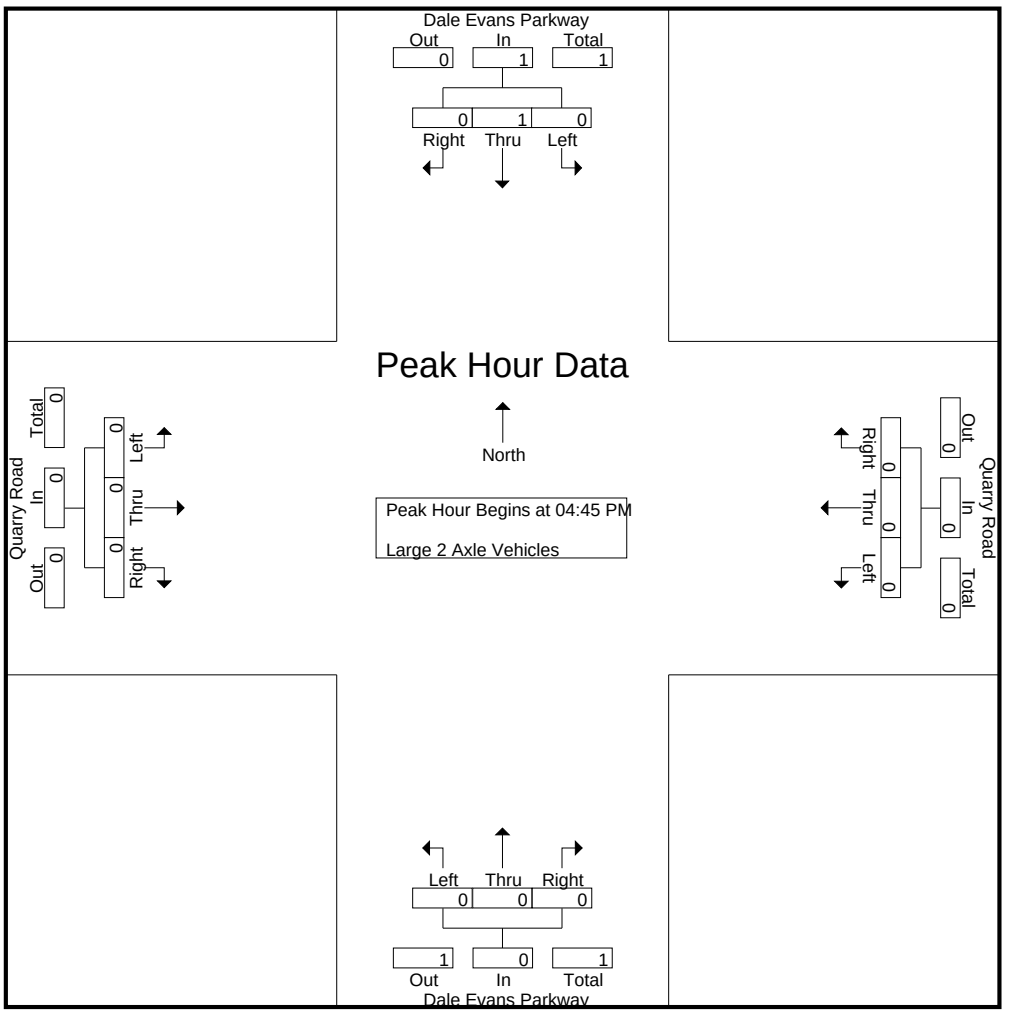
	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	80	0	80	0	0	0	0	0	20	0	20	0	0	0	0	

	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

File Name : 08_APV_DEP_Quarry PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

File Name : 08_APV_DEP_Quarry PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

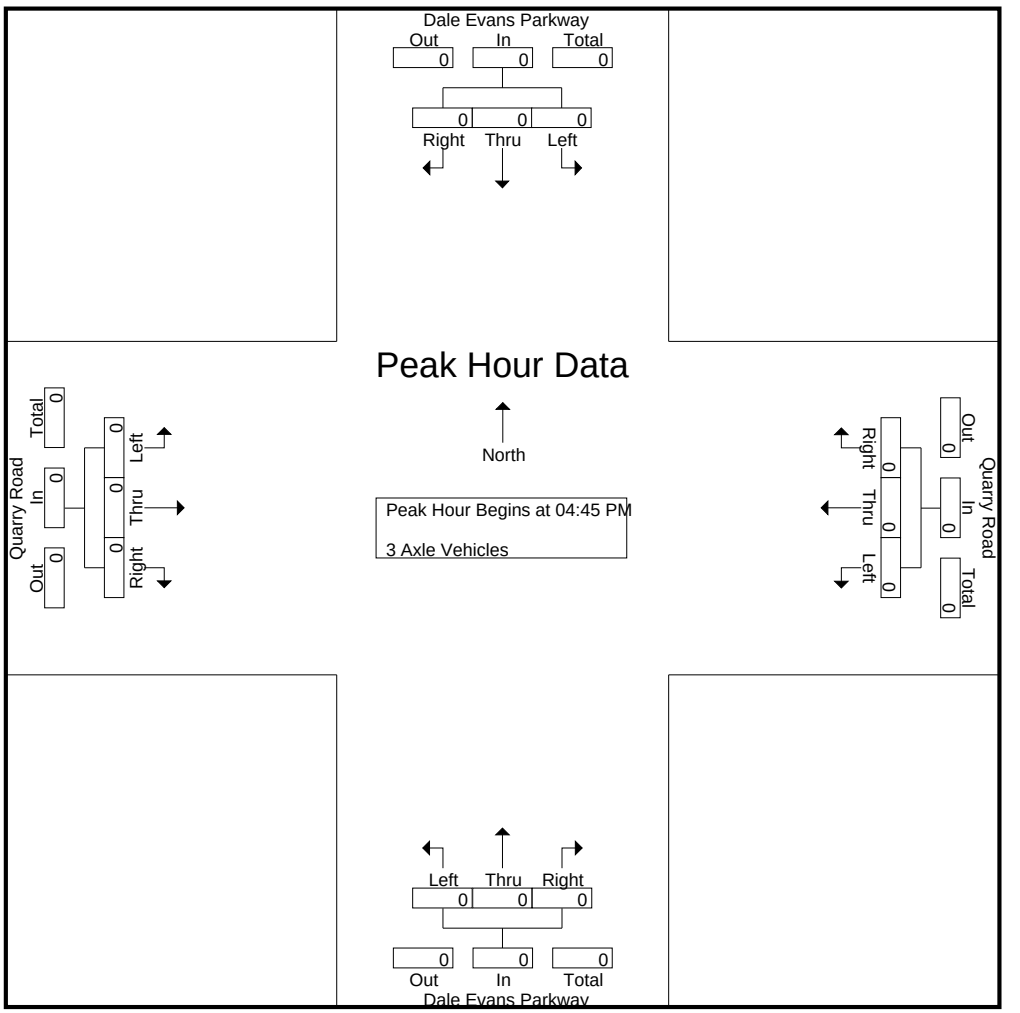
	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0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

	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

File Name : 08_APV_DEP_Quarry PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

File Name : 08_APV_DEP_Quarry PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

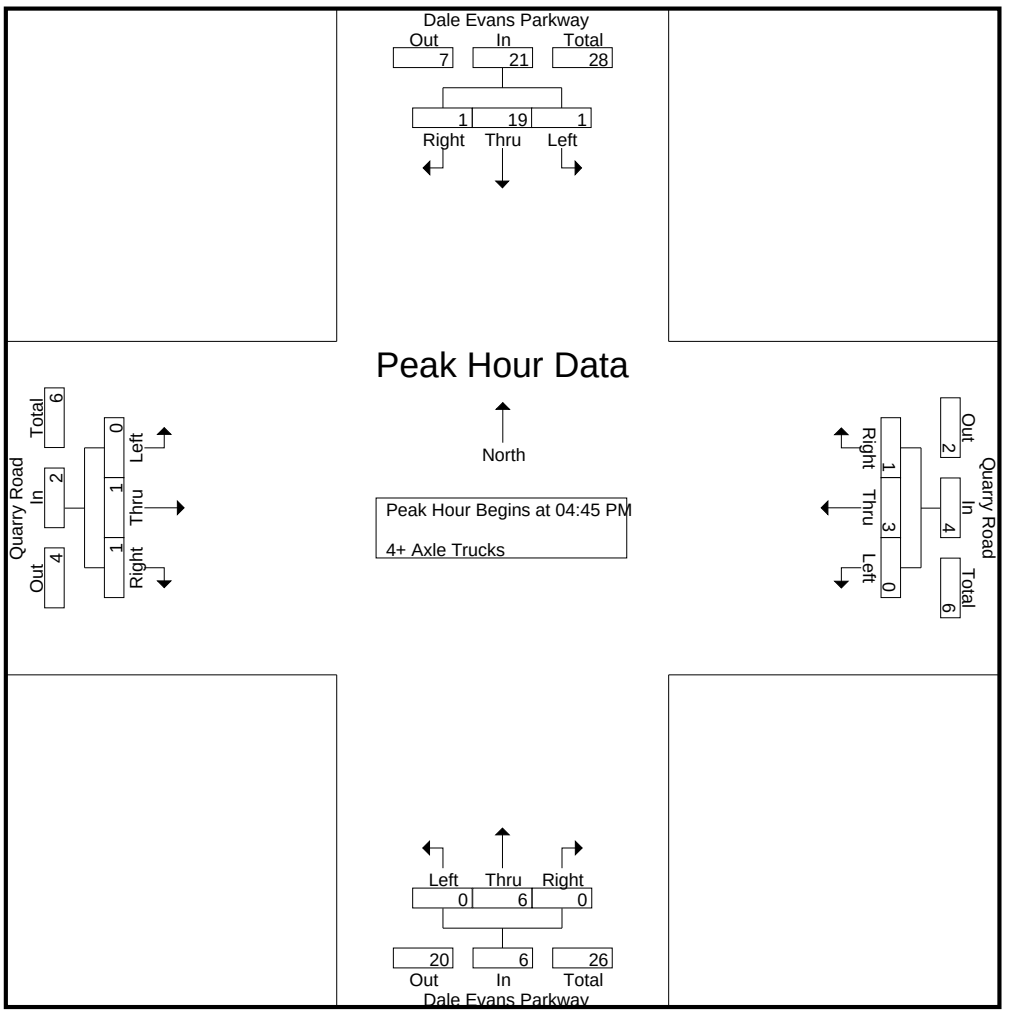
	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	1	0	1	0	0	0	0	0	1	0	1	5
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:30 PM	0	5	0	5	0	1	0	1	0	1	0	1	0	3	0	3	10
04:45 PM	1	4	1	6	0	0	0	0	0	0	0	0	0	1	0	1	7
Total	1	13	1	15	0	2	0	2	0	1	0	1	0	6	0	6	24
05:00 PM	0	3	0	3	0	1	0	1	0	3	0	3	0	0	0	0	7
05:15 PM	0	7	0	7	0	1	1	2	0	1	0	1	0	0	0	0	10
05:30 PM	0	5	0	5	0	1	0	1	0	2	0	2	0	0	1	1	9
05:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	1	1	5
Total	0	18	0	18	0	3	1	4	0	7	0	7	0	0	2	2	31
Grand Total	1	31	1	33	0	5	1	6	0	8	0	8	0	6	2	8	55
Apprch %	3	93.9	3		0	83.3	16.7		0	100	0		0	75	25		
Total %	1.8	56.4	1.8	60	0	9.1	1.8	10.9	0	14.5	0	14.5	0	10.9	3.6	14.5	

	Dale Evans Parkway Southbound				Quarry Road Westbound				Dale Evans Parkway Northbound				Quarry Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	4	**1**	6	0	0	0	0	0	0	0	0	0	**1**	0	**1**	7
05:00 PM	0	3	0	3	0	**1**	0	1	0	**3**	0	**3**	0	0	0	0	7
05:15 PM	0	**7**	0	**7**	0	1	**1**	**2**	0	1	0	1	0	0	0	0	**10**
05:30 PM	0	5	0	5	0	1	0	1	0	2	0	2	0	0	**1**	1	9
Total Volume	1	19	1	21	0	3	1	4	0	6	0	6	0	1	1	2	33
% App. Total	4.8	90.5	4.8		0	75	25		0	100	0		0	50	50		
PHF	.250	.679	.250	.750	.000	.750	.250	.500	.000	.500	.000	.500	.000	.250	.250	.500	.825

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

File Name : 08_APV_DEP_Quarry PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**1**	4	**1**	6	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	3	0	3	0	**1**	0	1	0	**3**	0	**3**	0	0	0	0
+30 mins.	0	**7**	0	**7**	0	1	**1**	**2**	0	1	0	1	0	0	0	0
+45 mins.	0	5	0	5	0	1	0	1	0	2	0	2	0	0	**1**	1
Total Volume	1	19	1	21	0	3	1	4	0	6	0	6	0	1	1	2
% App. Total	4.8	90.5	4.8		0	75	25		0	100	0		0	50	50	
PHF	.250	.679	.250	.750	.000	.750	.250	.500	.000	.500	.000	.500	.000	.250	.250	.500

Location: Apple Valley
N/S: Dale Evans Parkway
E/W: Quarry Road

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg Dale Evans Parkway	East Leg Quarry Road	South Leg Dale Evans Parkway	West Leg Quarry Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dale Evans Parkway	East Leg Quarry Road	South Leg Dale Evans Parkway	West Leg Quarry Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Apple Valley
N/S: Dale Evans Parkway
E/W: Quarry Road

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound Dale Evans Parkway			Westbound Quarry Road			Northbound Dale Evans Parkway			Eastbound Quarry Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dale Evans Parkway			Westbound Quarry Road			Northbound Dale Evans Parkway			Eastbound Quarry Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 09_APV_DEP_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

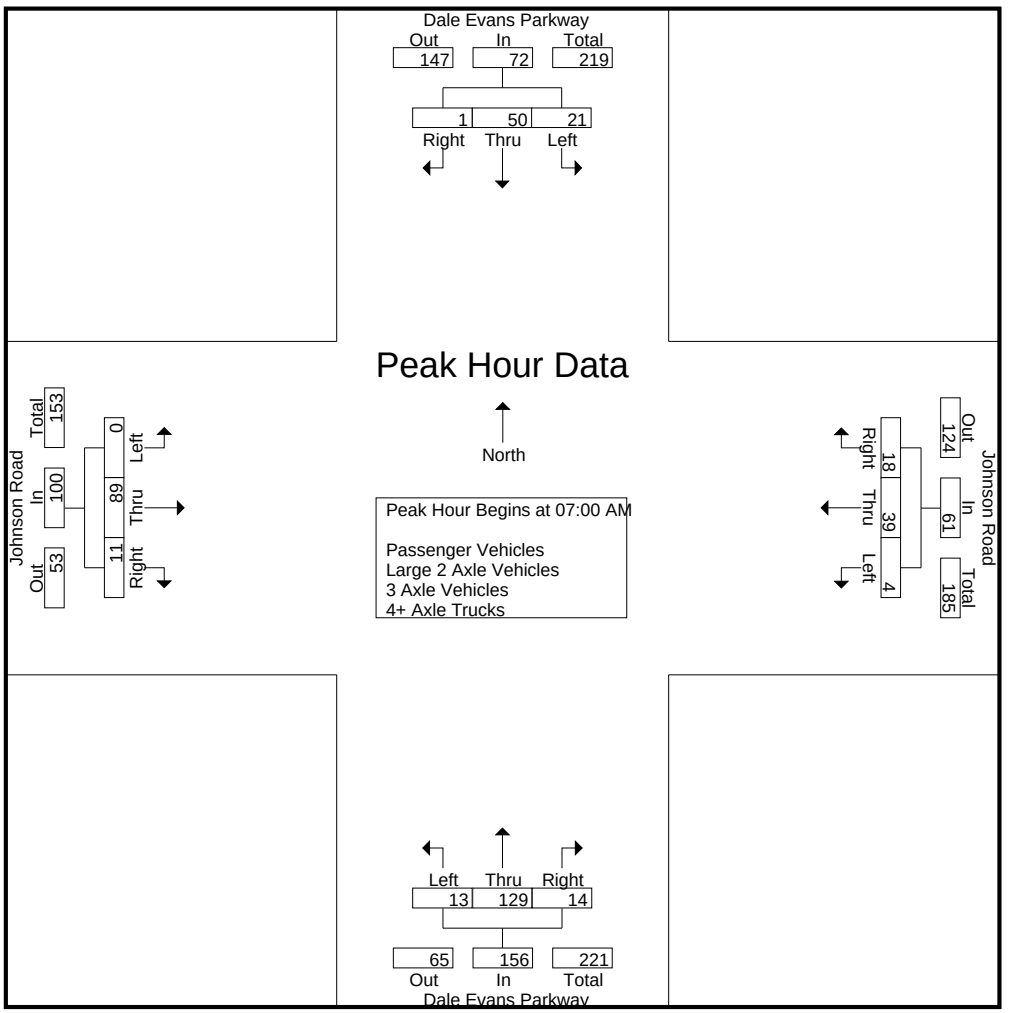
	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	10	0	17	0	8	5	13	3	29	3	35	0	19	3	22	87
07:15 AM	4	16	1	21	1	4	2	7	3	34	3	40	0	15	4	19	87
07:30 AM	4	15	0	19	3	15	5	23	2	40	4	46	0	26	3	29	117
07:45 AM	6	9	0	15	0	12	6	18	5	26	4	35	0	29	1	30	98
Total	21	50	1	72	4	39	18	61	13	129	14	156	0	89	11	100	389
08:00 AM	3	11	0	14	1	10	8	19	2	18	3	23	0	7	3	10	66
08:15 AM	1	15	0	16	1	6	8	15	4	26	2	32	0	10	2	12	75
08:30 AM	0	11	0	11	2	11	10	23	2	24	3	29	0	18	4	22	85
08:45 AM	5	11	0	16	0	9	3	12	1	19	2	22	0	18	5	23	73
Total	9	48	0	57	4	36	29	69	9	87	10	106	0	53	14	67	299
Grand Total	30	98	1	129	8	75	47	130	22	216	24	262	0	142	25	167	688
Apprch %	23.3	76	0.8		6.2	57.7	36.2		8.4	82.4	9.2		0	85	15		
Total %	4.4	14.2	0.1	18.8	1.2	10.9	6.8	18.9	3.2	31.4	3.5	38.1	0	20.6	3.6	24.3	
Passenger Vehicles	6	91	1	98	6	38	11	55	14	205	22	241	0	112	20	132	526
% Passenger Vehicles	20	92.9	100	76	75	50.7	23.4	42.3	63.6	94.9	91.7	92	0	78.9	80	79	76.5
Large 2 Axle Vehicles	1	7	0	8	2	4	3	9	1	5	2	8	0	2	0	2	27
% Large 2 Axle Vehicles	3.3	7.1	0	6.2	25	5.3	6.4	6.9	4.5	2.3	8.3	3.1	0	1.4	0	1.2	3.9
3 Axle Vehicles	1	0	0	1	0	2	0	2	5	2	0	7	0	5	3	8	18
% 3 Axle Vehicles	3.3	0	0	0.8	0	2.7	0	1.5	22.7	0.9	0	2.7	0	3.5	12	4.8	2.6
4+ Axle Trucks	22	0	0	22	0	31	33	64	2	4	0	6	0	23	2	25	117
% 4+ Axle Trucks	73.3	0	0	17.1	0	41.3	70.2	49.2	9.1	1.9	0	2.3	0	16.2	8	15	17

	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**7**	10	0	17	0	8	5	13	3	29	3	35	0	19	3	22	87
07:15 AM	4	**16**	**1**	**21**	1	4	2	7	3	34	3	40	0	15	**4**	19	87
07:30 AM	4	15	0	19	**3**	**15**	5	**23**	2	**40**	**4**	**46**	0	26	3	29	**117**
07:45 AM	6	9	0	15	0	12	**6**	18	**5**	26	4	35	0	**29**	1	**30**	98
Total Volume	21	50	1	72	4	39	18	61	13	129	14	156	0	89	11	100	389
% App. Total	29.2	69.4	1.4		6.6	63.9	29.5		8.3	82.7	9		0	89	11		
PHF	.750	.781	.250	.857	.333	.650	.750	.663	.650	.806	.875	.848	.000	.767	.688	.833	.831

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

File Name : 09_APV_DEP_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:30 AM				07:00 AM				07:00 AM			
+0 mins.	**7**	10	0	17	**3**	**15**	5	**23**	3	29	3	35	0	19	3	22
+15 mins.	4	**16**	**1**	**21**	0	12	6	18	3	34	3	40	0	15	**4**	19
+30 mins.	4	15	0	19	1	10	**8**	19	2	**40**	**4**	**46**	0	26	3	29
+45 mins.	6	9	0	15	1	6	8	15	**5**	26	4	35	0	**29**	1	**30**
Total Volume	21	50	1	72	5	43	27	75	13	129	14	156	0	89	11	100
% App. Total	29.2	69.4	1.4		6.7	57.3	36		8.3	82.7	9		0	89	11	
PHF	.750	.781	.250	.857	.417	.717	.844	.815	.650	.806	.875	.848	.000	.767	.688	.833

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

File Name : 09_APV_DEP_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

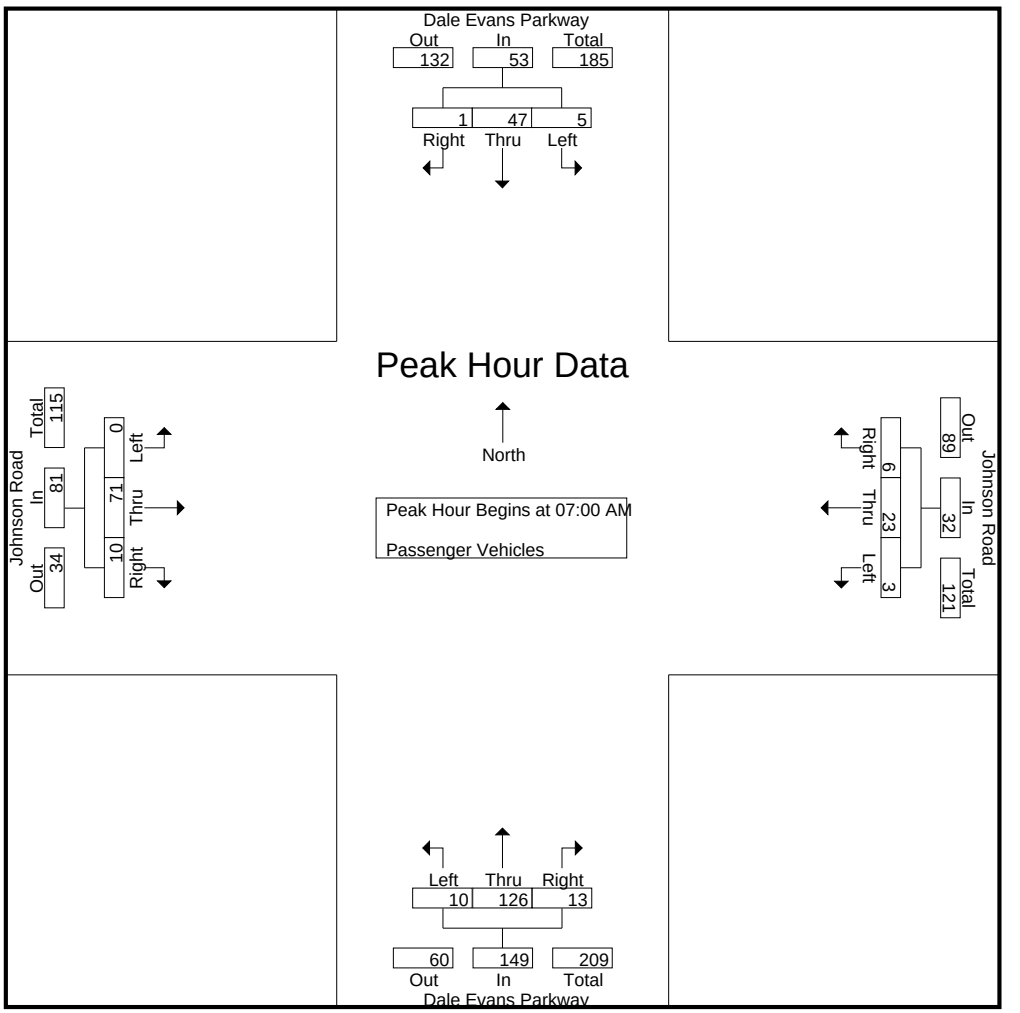
	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	10	0	11	0	5	1	6	3	27	2	32	0	14	3	17	66
07:15 AM	0	16	1	17	1	2	1	4	2	34	3	39	0	9	3	12	72
07:30 AM	2	14	0	16	2	9	1	12	1	39	4	44	0	24	3	27	99
07:45 AM	2	7	0	9	0	7	3	10	4	26	4	34	0	24	1	25	78
Total	5	47	1	53	3	23	6	32	10	126	13	149	0	71	10	81	315
08:00 AM	0	9	0	9	1	3	3	7	1	17	2	20	0	5	2	7	43
08:15 AM	0	14	0	14	1	1	2	4	3	24	2	29	0	6	1	7	54
08:30 AM	0	10	0	10	1	5	0	6	0	22	3	25	0	17	3	20	61
08:45 AM	1	11	0	12	0	6	0	6	0	16	2	18	0	13	4	17	53
Total	1	44	0	45	3	15	5	23	4	79	9	92	0	41	10	51	211
Grand Total	6	91	1	98	6	38	11	55	14	205	22	241	0	112	20	132	526
Apprch %	6.1	92.9	1		10.9	69.1	20		5.8	85.1	9.1		0	84.8	15.2		
Total %	1.1	17.3	0.2	18.6	1.1	7.2	2.1	10.5	2.7	39	4.2	45.8	0	21.3	3.8	25.1	

	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	10	0	11	0	5	1	6	3	27	2	32	0	14	**3**	17	66
07:15 AM	0	**16**	**1**	**17**	1	2	1	4	2	34	3	39	0	9	3	12	72
07:30 AM	**2**	14	0	16	**2**	**9**	1	**12**	1	**39**	**4**	**44**	0	**24**	3	**27**	**99**
07:45 AM	2	7	0	9	0	7	**3**	10	**4**	26	4	34	0	24	1	25	78
Total Volume	5	47	1	53	3	23	6	32	10	126	13	149	0	71	10	81	315
% App. Total	9.4	88.7	1.9		9.4	71.9	18.8		6.7	84.6	8.7		0	87.7	12.3		
PHF	.625	.734	.250	.779	.375	.639	.500	.667	.625	.808	.813	.847	.000	.740	.833	.750	.795

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

File Name : 09_APV_DEP_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	10	0	11	0	5	1	6	3	27	2	32	0	14	**3**	17
+15 mins.	0	**16**	**1**	**17**	1	2	1	4	2	34	3	39	0	9	3	12
+30 mins.	**2**	14	0	16	**2**	**9**	1	**12**	1	**39**	**4**	**44**	0	**24**	3	**27**
+45 mins.	2	7	0	9	0	7	**3**	10	**4**	26	4	34	0	24	1	25
Total Volume	5	47	1	53	3	23	6	32	10	126	13	149	0	71	10	81
% App. Total	9.4	88.7	1.9		9.4	71.9	18.8		6.7	84.6	8.7		0	87.7	12.3	
PHF	.625	.734	.250	.779	.375	.639	.500	.667	.625	.808	.813	.847	.000	.740	.833	.750

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

File Name : 09_APV_DEP_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

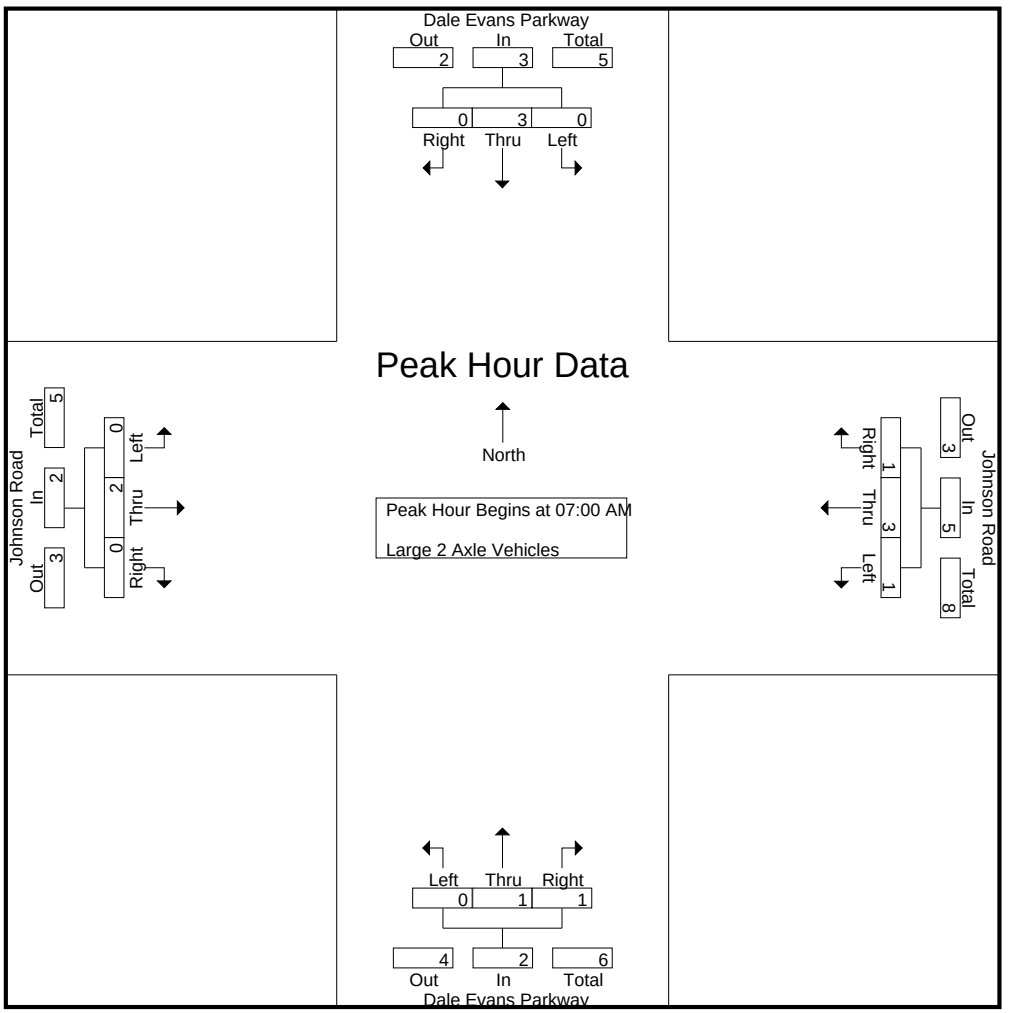
	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	1	1	2	0	1	0	1	4
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	1	1	0	2	0	0	0	0	0	1	0	1	4
07:45 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Total	0	3	0	3	1	3	1	5	0	1	1	2	0	2	0	2	12
08:00 AM	1	2	0	3	0	0	0	0	1	0	1	2	0	0	0	0	5
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:30 AM	0	1	0	1	1	0	2	3	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
Total	1	4	0	5	1	1	2	4	1	4	1	6	0	0	0	0	15
Grand Total	1	7	0	8	2	4	3	9	1	5	2	8	0	2	0	2	27
Apprch %	12.5	87.5	0		22.2	44.4	33.3		12.5	62.5	25		0	100	0		
Total %	3.7	25.9	0	29.6	7.4	14.8	11.1	33.3	3.7	18.5	7.4	29.6	0	7.4	0	7.4	

	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	1	0	**1**	**1**	**2**	0	**1**	0	**1**	**4**
07:15 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	**1**	1	0	**2**	0	0	0	0	0	1	0	1	4
07:45 AM	0	**2**	0	**2**	0	1	0	1	0	0	0	0	0	0	0	0	3
Total Volume	0	3	0	3	1	3	1	5	0	1	1	2	0	2	0	2	12
% App. Total	0	100	0		20	60	20		0	50	50		0	100	0		
PHF	.000	.375	.000	.375	.250	.750	.250	.625	.000	.250	.250	.250	.000	.500	.000	.500	.750

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

File Name : 09_APV_DEP_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	**1**	**1**	**2**	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	**1**	1	0	**2**	0	0	0	0	0	1	0	1
+45 mins.	0	**2**	0	**2**	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	1	3	1	5	0	1	1	2	0	2	0	2
% App. Total	0	100	0		20	60	20		0	50	50		0	100	0	
PHF	.000	.375	.000	.375	.250	.750	.250	.625	.000	.250	.250	.250	.000	.500	.000	.500

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

File Name : 09_APV_DEP_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

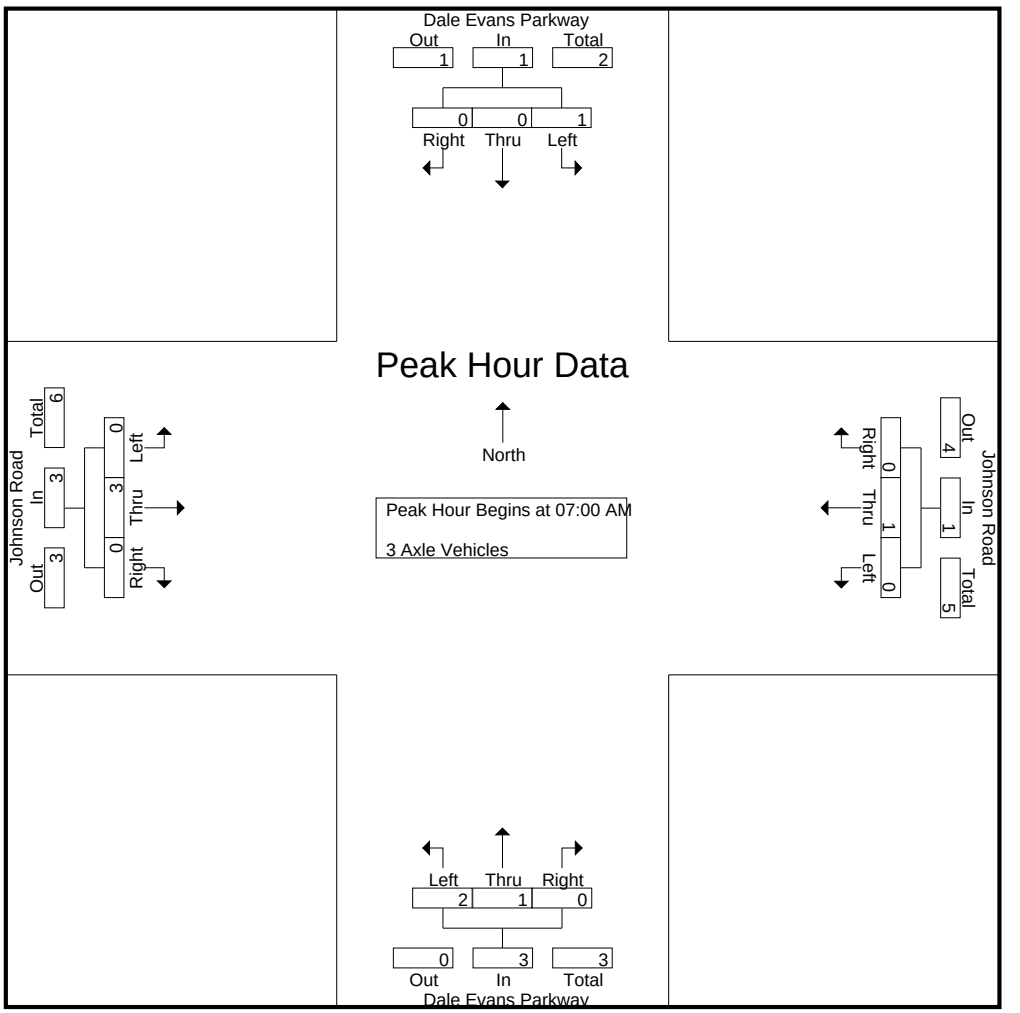
	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
07:30 AM	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	1	0	0	1	0	1	0	1	2	1	0	3	0	3	0	3	8
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	2	3
08:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
Total	0	0	0	0	0	1	0	1	3	1	0	4	0	2	3	5	10
Grand Total	1	0	0	1	0	2	0	2	5	2	0	7	0	5	3	8	18
Apprch %	100	0	0		0	100	0		71.4	28.6	0		0	62.5	37.5		
Total %	5.6	0	0	5.6	0	11.1	0	11.1	27.8	11.1	0	38.9	0	27.8	16.7	44.4	

	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	1	0	1	2
07:30 AM	0	0	0	0	0	**1**	0	**1**	1	**1**	0	**2**	0	0	0	0	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
Total Volume	1	0	0	1	0	1	0	1	2	1	0	3	0	3	0	3	8
% App. Total	100	0	0		0	100	0		66.7	33.3	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.500	.250	.000	.375	.000	.375	.000	.375	.667

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

File Name : 09_APV_DEP_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	**1**	0	**1**	1	**1**	0	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
Total Volume	1	0	0	1	0	1	0	1	2	1	0	3	0	3	0	3
% App. Total	100	0	0		0	100	0		66.7	33.3	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.500	.250	.000	.375	.000	.375	.000	.375

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

File Name : 09_APV_DEP_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

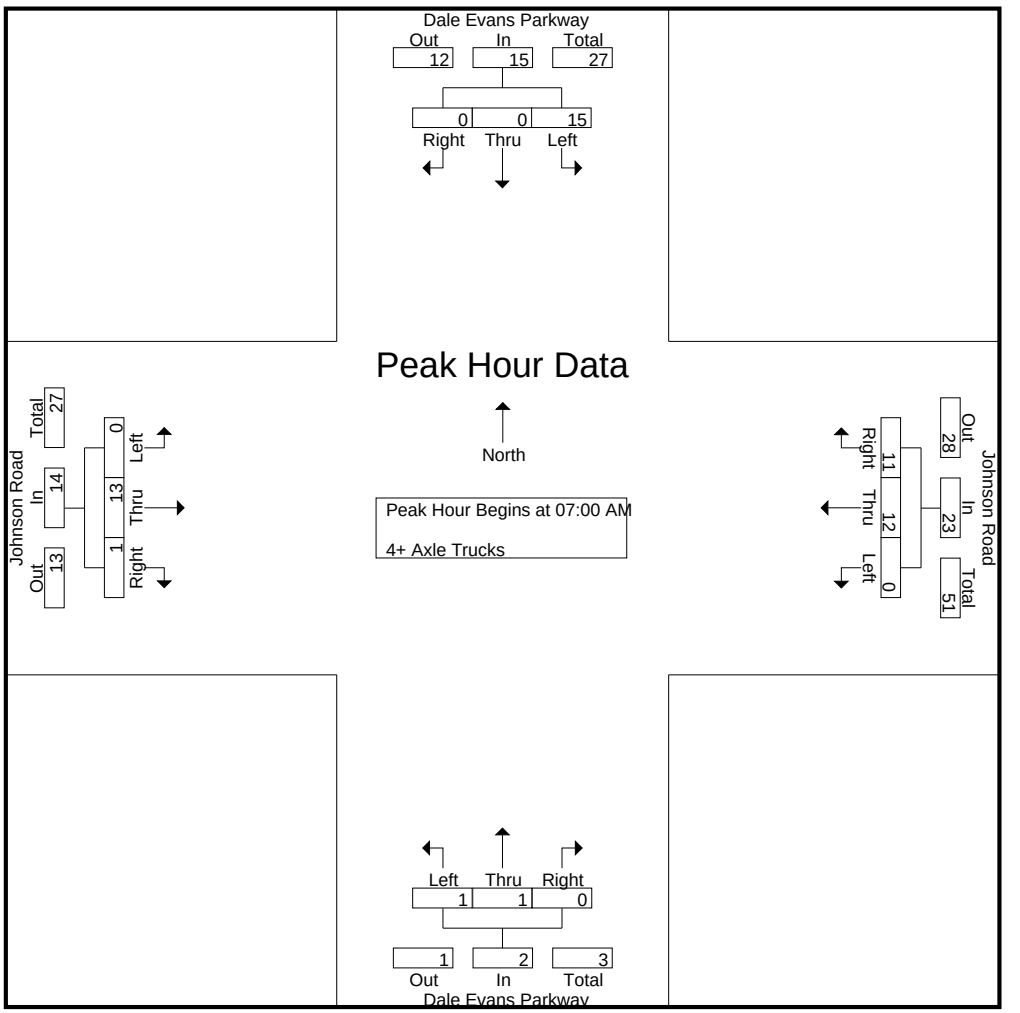
	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	0	0	5	0	2	4	6	0	1	0	1	0	4	0	4	16
07:15 AM	4	0	0	4	0	2	0	2	0	0	0	0	0	5	1	6	12
07:30 AM	2	0	0	2	0	4	4	8	0	0	0	0	0	1	0	1	11
07:45 AM	4	0	0	4	0	4	3	7	1	0	0	1	0	3	0	3	15
Total	15	0	0	15	0	12	11	23	1	1	0	2	0	13	1	14	54
08:00 AM	2	0	0	2	0	7	5	12	0	0	0	0	0	2	0	2	16
08:15 AM	1	0	0	1	0	5	6	11	0	0	0	0	0	3	0	3	15
08:30 AM	0	0	0	0	0	5	8	13	1	2	0	3	0	0	1	1	17
08:45 AM	4	0	0	4	0	2	3	5	0	1	0	1	0	5	0	5	15
Total	7	0	0	7	0	19	22	41	1	3	0	4	0	10	1	11	63
Grand Total	22	0	0	22	0	31	33	64	2	4	0	6	0	23	2	25	117
Apprch %	100	0	0		0	48.4	51.6		33.3	66.7	0		0	92	8		
Total %	18.8	0	0	18.8	0	26.5	28.2	54.7	1.7	3.4	0	5.1	0	19.7	1.7	21.4	

	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**5**	0	0	**5**	0	2	**4**	6	0	**1**	0	**1**	0	4	0	4	**16**
07:15 AM	4	0	0	4	0	2	0	2	0	0	0	0	0	**5**	**1**	**6**	12
07:30 AM	2	0	0	2	0	**4**	4	**8**	0	0	0	0	0	1	0	1	11
07:45 AM	4	0	0	4	0	4	3	7	**1**	0	0	1	0	3	0	3	15
Total Volume	15	0	0	15	0	12	11	23	1	1	0	2	0	13	1	14	54
% App. Total	100	0	0		0	52.2	47.8		50	50	0		0	92.9	7.1		
PHF	.750	.000	.000	.750	.000	.750	.688	.719	.250	.250	.000	.500	.000	.650	.250	.583	.844

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

File Name : 09_APV_DEP_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**5**	0	0	**5**	0	2	**4**	6	0	**1**	0	**1**	0	4	0	4
+15 mins.	4	0	0	4	0	2	0	2	0	0	0	0	0	**5**	**1**	**6**
+30 mins.	2	0	0	2	0	**4**	4	**8**	0	0	0	0	0	1	0	1
+45 mins.	4	0	0	4	0	4	3	7	**1**	0	0	1	0	3	0	3
Total Volume	15	0	0	15	0	12	11	23	1	1	0	2	0	13	1	14
% App. Total	100	0	0		0	52.2	47.8		50	50	0		0	92.9	7.1	
PHF	.750	.000	.000	.750	.000	.750	.688	.719	.250	.250	.000	.500	.000	.650	.250	.583

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

File Name : 09_APV_DEP_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

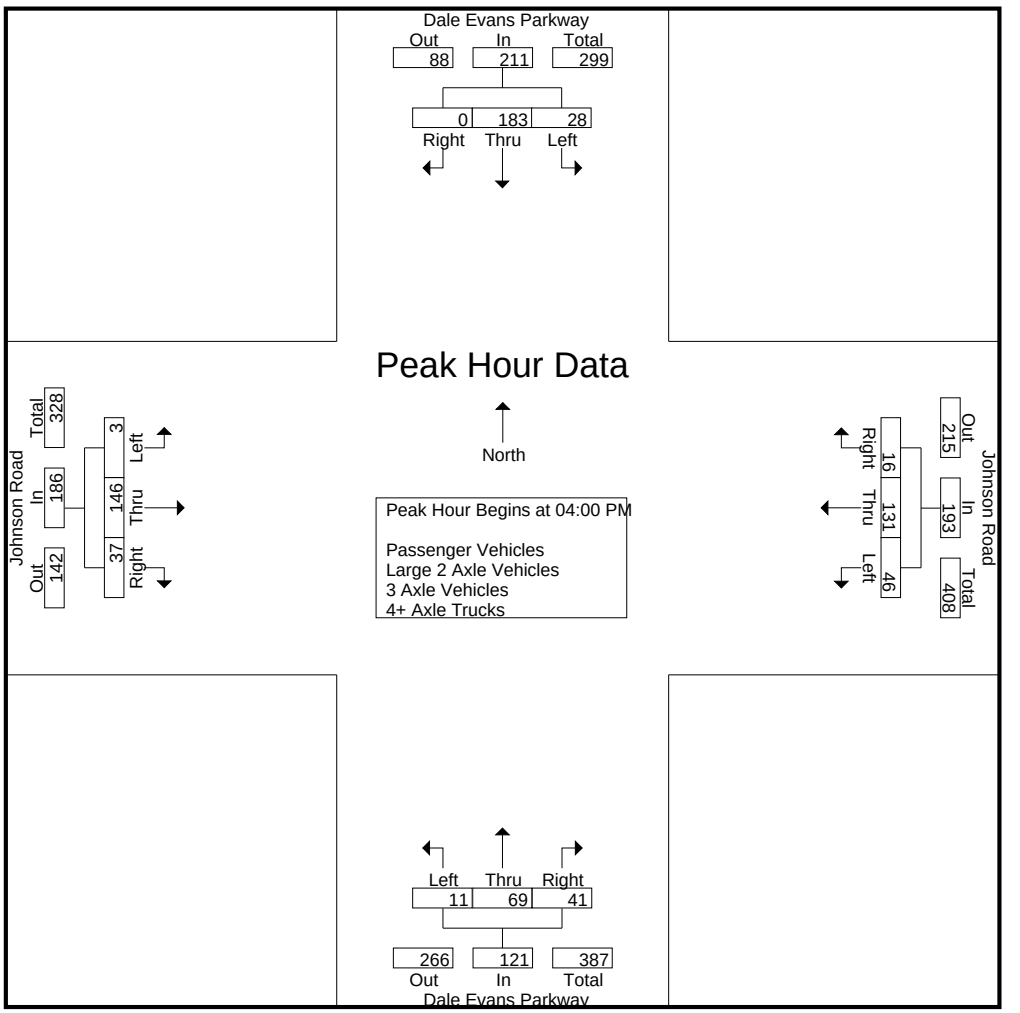
	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	44	0	51	19	79	13	111	3	18	12	33	1	42	10	53	248
04:15 PM	7	37	0	44	9	18	0	27	3	25	25	53	2	72	14	88	212
04:30 PM	7	47	0	54	14	11	1	26	5	14	2	21	0	20	7	27	128
04:45 PM	7	55	0	62	4	23	2	29	0	12	2	14	0	12	6	18	123
Total	28	183	0	211	46	131	16	193	11	69	41	121	3	146	37	186	711
05:00 PM	8	45	0	53	4	31	5	40	3	14	1	18	0	14	8	22	133
05:15 PM	6	32	0	38	4	16	1	21	1	12	1	14	1	14	7	22	95
05:30 PM	12	41	0	53	2	10	4	16	1	17	0	18	1	10	4	15	102
05:45 PM	7	28	0	35	4	7	2	13	1	9	3	13	0	3	4	7	68
Total	33	146	0	179	14	64	12	90	6	52	5	63	2	41	23	66	398
Grand Total	61	329	0	390	60	195	28	283	17	121	46	184	5	187	60	252	1109
Apprch %	15.6	84.4	0		21.2	68.9	9.9		9.2	65.8	25		2	74.2	23.8		
Total %	5.5	29.7	0	35.2	5.4	17.6	2.5	25.5	1.5	10.9	4.1	16.6	0.5	16.9	5.4	22.7	
Passenger Vehicles	32	321	0	353	58	177	18	253	15	121	45	181	5	166	58	229	1016
% Passenger Vehicles	52.5	97.6	0	90.5	96.7	90.8	64.3	89.4	88.2	100	97.8	98.4	100	88.8	96.7	90.9	91.6
Large 2 Axle Vehicles	0	4	0	4	2	1	1	4	0	0	1	1	0	0	0	0	9
% Large 2 Axle Vehicles	0	1.2	0	1	3.3	0.5	3.6	1.4	0	0	2.2	0.5	0	0	0	0	0.8
3 Axle Vehicles	0	1	0	1	0	5	0	5	1	0	0	1	0	1	2	3	10
% 3 Axle Vehicles	0	0.3	0	0.3	0	2.6	0	1.8	5.9	0	0	0.5	0	0.5	3.3	1.2	0.9
4+ Axle Trucks	29	3	0	32	0	12	9	21	1	0	0	1	0	20	0	20	74
% 4+ Axle Trucks	47.5	0.9	0	8.2	0	6.2	32.1	7.4	5.9	0	0	0.5	0	10.7	0	7.9	6.7

	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**7**	44	0	51	**19**	**79**	**13**	**111**	3	18	12	33	1	42	10	53	**248**
04:15 PM	7	37	0	44	9	18	0	27	3	**25**	**25**	**53**	**2**	**72**	**14**	**88**	212
04:30 PM	7	47	0	54	14	11	1	26	**5**	14	2	21	0	20	7	27	128
04:45 PM	7	**55**	0	**62**	4	23	2	29	0	12	2	14	0	12	6	18	123
Total Volume	28	183	0	211	46	131	16	193	11	69	41	121	3	146	37	186	711
% App. Total	13.3	86.7	0		23.8	67.9	8.3		9.1	57	33.9		1.6	78.5	19.9		
PHF	1.00	.832	.000	.851	.605	.415	.308	.435	.550	.690	.410	.571	.375	.507	.661	.528	.717

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

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

File Name : 09_APV_DEP_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:15 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	7	37	0	44	**19**	**79**	**13**	**111**	3	18	12	33	1	42	10	53
+15 mins.	7	47	0	54	9	18	0	27	3	**25**	**25**	**53**	**2**	**72**	**14**	**88**
+30 mins.	7	**55**	0	**62**	14	11	1	26	**5**	14	2	21	0	20	7	27
+45 mins.	**8**	45	0	53	4	23	2	29	0	12	2	14	0	12	6	18
Total Volume	29	184	0	213	46	131	16	193	11	69	41	121	3	146	37	186
% App. Total	13.6	86.4	0		23.8	67.9	8.3		9.1	57	33.9		1.6	78.5	19.9	
PHF	.906	.836	.000	.859	.605	.415	.308	.435	.550	.690	.410	.571	.375	.507	.661	.528

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

File Name : 09_APV_DEP_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

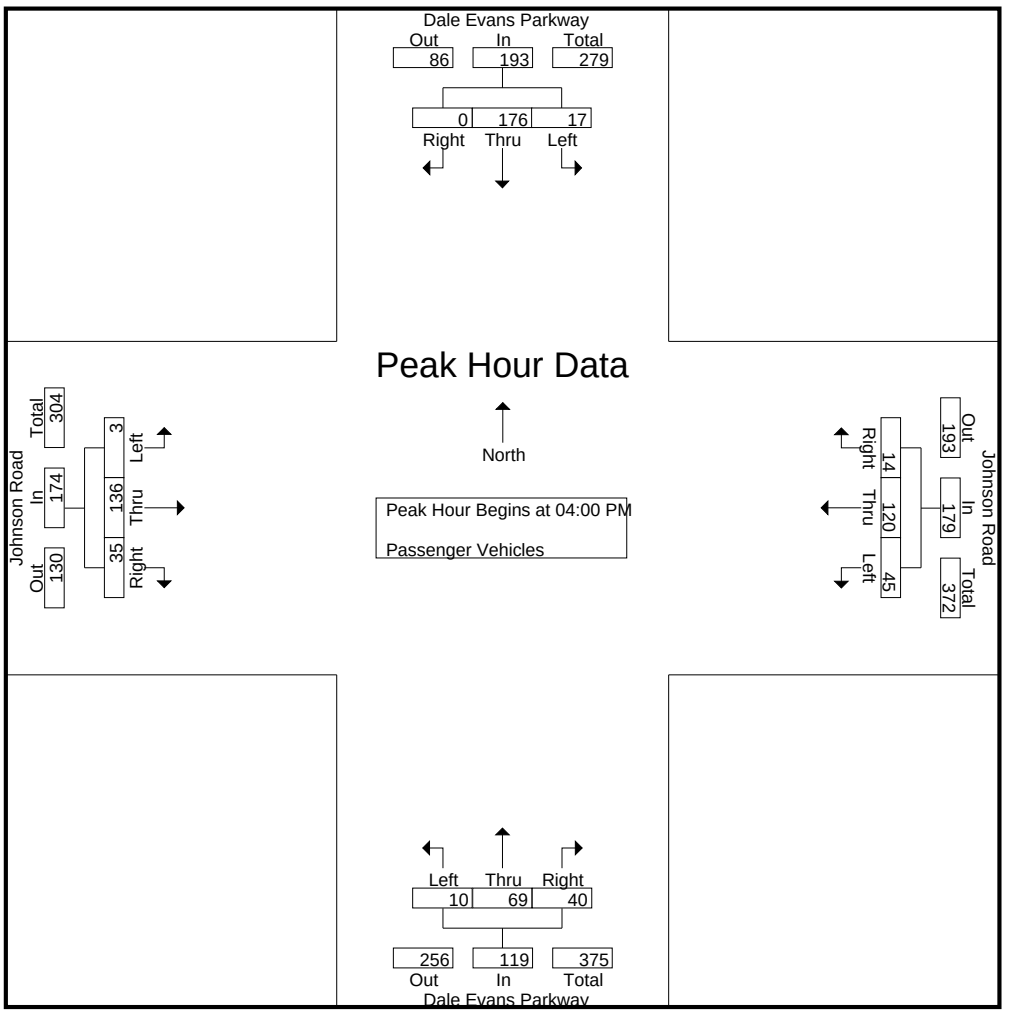
	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	40	0	44	19	75	12	106	3	18	12	33	1	36	9	46	229
04:15 PM	6	37	0	43	9	15	0	24	2	25	24	51	2	70	14	86	204
04:30 PM	4	46	0	50	14	9	0	23	5	14	2	21	0	18	7	25	119
04:45 PM	3	53	0	56	3	21	2	26	0	12	2	14	0	12	5	17	113
Total	17	176	0	193	45	120	14	179	10	69	40	119	3	136	35	174	665
05:00 PM	5	45	0	50	4	28	2	34	3	14	1	18	0	11	8	19	121
05:15 PM	2	32	0	34	4	13	0	17	0	12	1	13	1	13	7	21	85
05:30 PM	5	40	0	45	1	9	1	11	1	17	0	18	1	5	4	10	84
05:45 PM	3	28	0	31	4	7	1	12	1	9	3	13	0	1	4	5	61
Total	15	145	0	160	13	57	4	74	5	52	5	62	2	30	23	55	351
Grand Total	32	321	0	353	58	177	18	253	15	121	45	181	5	166	58	229	1016
Apprch %	9.1	90.9	0		22.9	70	7.1		8.3	66.9	24.9		2.2	72.5	25.3		
Total %	3.1	31.6	0	34.7	5.7	17.4	1.8	24.9	1.5	11.9	4.4	17.8	0.5	16.3	5.7	22.5	

	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	40	0	44	**19**	**75**	**12**	**106**	3	18	12	33	1	36	9	46	**229**
04:15 PM	**6**	37	0	43	9	15	0	24	2	**25**	**24**	**51**	**2**	**70**	**14**	**86**	204
04:30 PM	4	46	0	50	14	9	0	23	**5**	14	2	21	0	18	7	25	119
04:45 PM	3	**53**	0	**56**	3	21	2	26	0	12	2	14	0	12	5	17	113
Total Volume	17	176	0	193	45	120	14	179	10	69	40	119	3	136	35	174	665
% App. Total	8.8	91.2	0		25.1	67	7.8		8.4	58	33.6		1.7	78.2	20.1		
PHF	.708	.830	.000	.862	.592	.400	.292	.422	.500	.690	.417	.583	.375	.486	.625	.506	.726

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

File Name : 09_APV_DEP_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	4	40	0	44	**19**	**75**	**12**	**106**	3	18	12	33	1	36	9	46
+15 mins.	**6**	37	0	43	9	15	0	24	2	**25**	**24**	**51**	**2**	**70**	**14**	**86**
+30 mins.	4	46	0	50	14	9	0	23	**5**	14	2	21	0	18	7	25
+45 mins.	3	**53**	0	**56**	3	21	2	26	0	12	2	14	0	12	5	17
Total Volume	17	176	0	193	45	120	14	179	10	69	40	119	3	136	35	174
% App. Total	8.8	91.2	0		25.1	67	7.8		8.4	58	33.6		1.7	78.2	20.1	
PHF	.708	.830	.000	.862	.592	.400	.292	.422	.500	.690	.417	.583	.375	.486	.625	.506

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

File Name : 09_APV_DEP_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

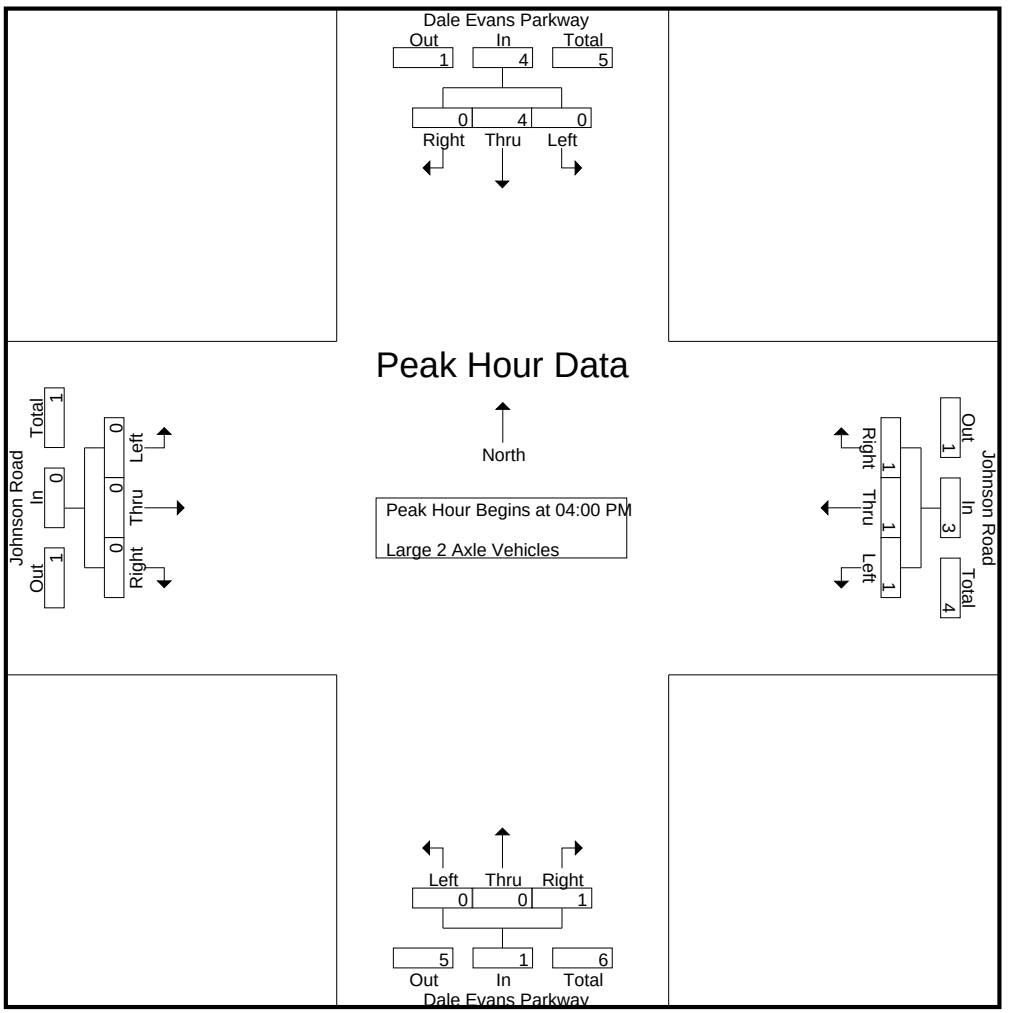
	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	4	0	4	1	1	1	3	0	0	1	1	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	4	0	4	2	1	1	4	0	0	1	1	0	0	0	0	9
Apprch %	0	100	0		50	25	25		0	0	100		0	0	0		
Total %	0	44.4	0	44.4	22.2	11.1	11.1	44.4	0	0	11.1	11.1	0	0	0	0	

	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**3**	0	**3**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**4**
04:15 PM	0	0	0	0	0	**1**	0	1	0	0	**1**	**1**	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	**1**	0	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	4	0	4	1	1	1	3	0	0	1	1	0	0	0	0	8
% App. Total	0	100	0		33.3	33.3	33.3		0	0	100		0	0	0		
PHF	.000	.333	.000	.333	.250	.250	.250	.750	.000	.000	.250	.250	.000	.000	.000	.000	.500

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

File Name : 09_APV_DEP_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**3**	0	**3**	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	1	0	0	**1**	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	**1**	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	1	1	1	3	0	0	1	1	0	0	0	0
% App. Total	0	100	0		33.3	33.3	33.3		0	0	100		0	0	0	
PHF	.000	.333	.000	.333	.250	.250	.250	.750	.000	.000	.250	.250	.000	.000	.000	.000

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

File Name : 09_APV_DEP_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

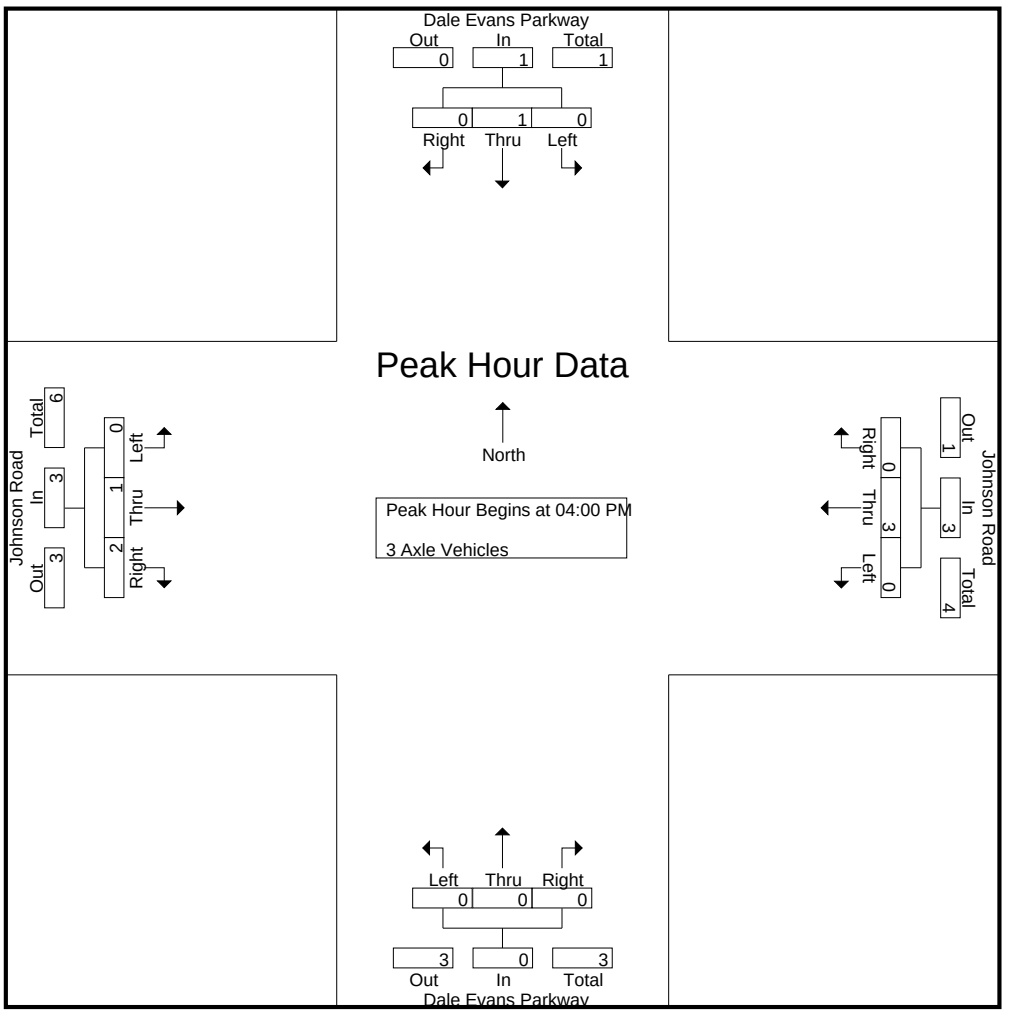
	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	0	1	0	3	0	3	0	0	0	0	0	1	2	3	7
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
Grand Total	0	1	0	1	0	5	0	5	1	0	0	1	0	1	2	3	10
Apprch %	0	100	0		0	100	0		100	0	0		0	33.3	66.7		
Total %	0	10	0	10	0	50	0	50	10	0	0	10	0	10	20	30	

	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	**1**	**2**	**3**
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	1	0	1	0	3	0	3	0	0	0	0	0	1	2	3	7
% App. Total	0	100	0		0	100	0		0	0	0		0	33.3	66.7		
PHF	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.500	.375	.583

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

File Name : 09_APV_DEP_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	**1**	**2**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	1	0	1	0	3	0	3	0	0	0	0	0	1	2	3
% App. Total	0	100	0		0	100	0		0	0	0		0	33.3	66.7	
PHF	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.500	.375

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

File Name : 09_APV_DEP_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

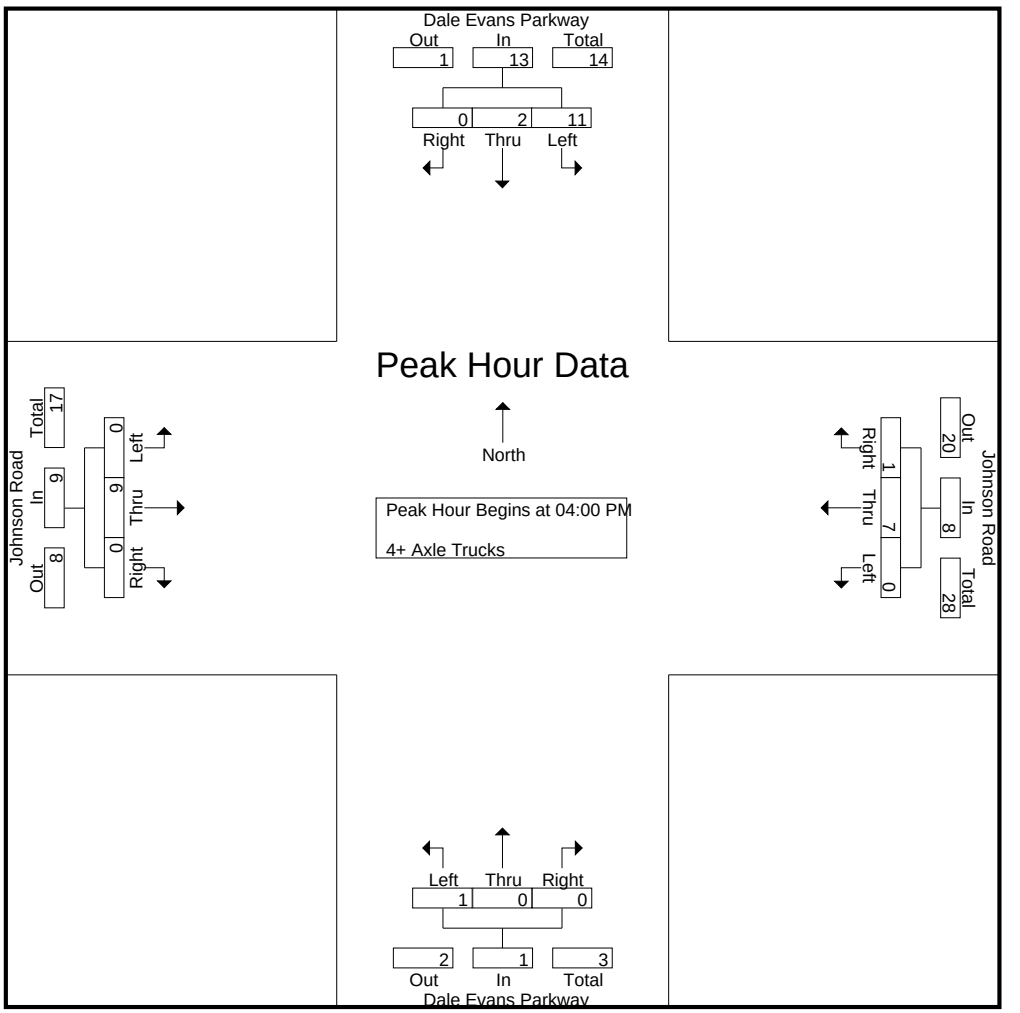
	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	1	0	4	0	3	0	3	0	0	0	0	0	5	0	5	12
04:15 PM	1	0	0	1	0	1	0	1	1	0	0	1	0	2	0	2	5
04:30 PM	3	0	0	3	0	1	1	2	0	0	0	0	0	2	0	2	7
04:45 PM	4	1	0	5	0	2	0	2	0	0	0	0	0	0	0	0	7
Total	11	2	0	13	0	7	1	8	1	0	0	1	0	9	0	9	31
05:00 PM	3	0	0	3	0	2	3	5	0	0	0	0	0	3	0	3	11
05:15 PM	4	0	0	4	0	2	1	3	0	0	0	0	0	1	0	1	8
05:30 PM	7	1	0	8	0	1	3	4	0	0	0	0	0	5	0	5	17
05:45 PM	4	0	0	4	0	0	1	1	0	0	0	0	0	2	0	2	7
Total	18	1	0	19	0	5	8	13	0	0	0	0	0	11	0	11	43
Grand Total	29	3	0	32	0	12	9	21	1	0	0	1	0	20	0	20	74
Apprch %	90.6	9.4	0		0	57.1	42.9		100	0	0		0	100	0		
Total %	39.2	4.1	0	43.2	0	16.2	12.2	28.4	1.4	0	0	1.4	0	27	0	27	

	Dale Evans Parkway Southbound				Johnson Road Westbound				Dale Evans Parkway Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	**1**	0	4	0	**3**	0	**3**	0	0	0	0	0	**5**	0	**5**	**12**
04:15 PM	1	0	0	1	0	1	0	1	**1**	0	0	**1**	0	2	0	2	5
04:30 PM	3	0	0	3	0	1	**1**	2	0	0	0	0	0	2	0	2	7
04:45 PM	**4**	1	0	**5**	0	2	0	2	0	0	0	0	0	0	0	0	7
Total Volume	11	2	0	13	0	7	1	8	1	0	0	1	0	9	0	9	31
% App. Total	84.6	15.4	0		0	87.5	12.5		100	0	0		0	100	0		
PHF	.688	.500	.000	.650	.000	.583	.250	.667	.250	.000	.000	.250	.000	.450	.000	.450	.646

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

File Name : 09_APV_DEP_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	3	**1**	0	4	0	**3**	0	**3**	0	0	0	0	0	**5**	0	**5**
+15 mins.	1	0	0	1	0	1	0	1	**1**	0	0	**1**	0	2	0	2
+30 mins.	3	0	0	3	0	1	**1**	2	0	0	0	0	0	2	0	2
+45 mins.	**4**	1	0	**5**	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	11	2	0	13	0	7	1	8	1	0	0	1	0	9	0	9
% App. Total	84.6	15.4	0		0	87.5	12.5		100	0	0		0	100	0	
PHF	.688	.500	.000	.650	.000	.583	.250	.667	.250	.000	.000	.250	.000	.450	.000	.450

Location: Apple Valley
N/S: Dale Evans Parkway
E/W: Johnson Road

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg Dale Evans Parkway	East Leg Johnson Road	South Leg Dale Evans Parkway	West Leg Johnson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dale Evans Parkway	East Leg Johnson Road	South Leg Dale Evans Parkway	West Leg Johnson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Apple Valley
N/S: Dale Evans Parkway
E/W: Johnson Road

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound Dale Evans Parkway			Westbound Johnson Road			Northbound Dale Evans Parkway			Eastbound Johnson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dale Evans Parkway			Westbound Johnson Road			Northbound Dale Evans Parkway			Eastbound Johnson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 10_APV_DEP S_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

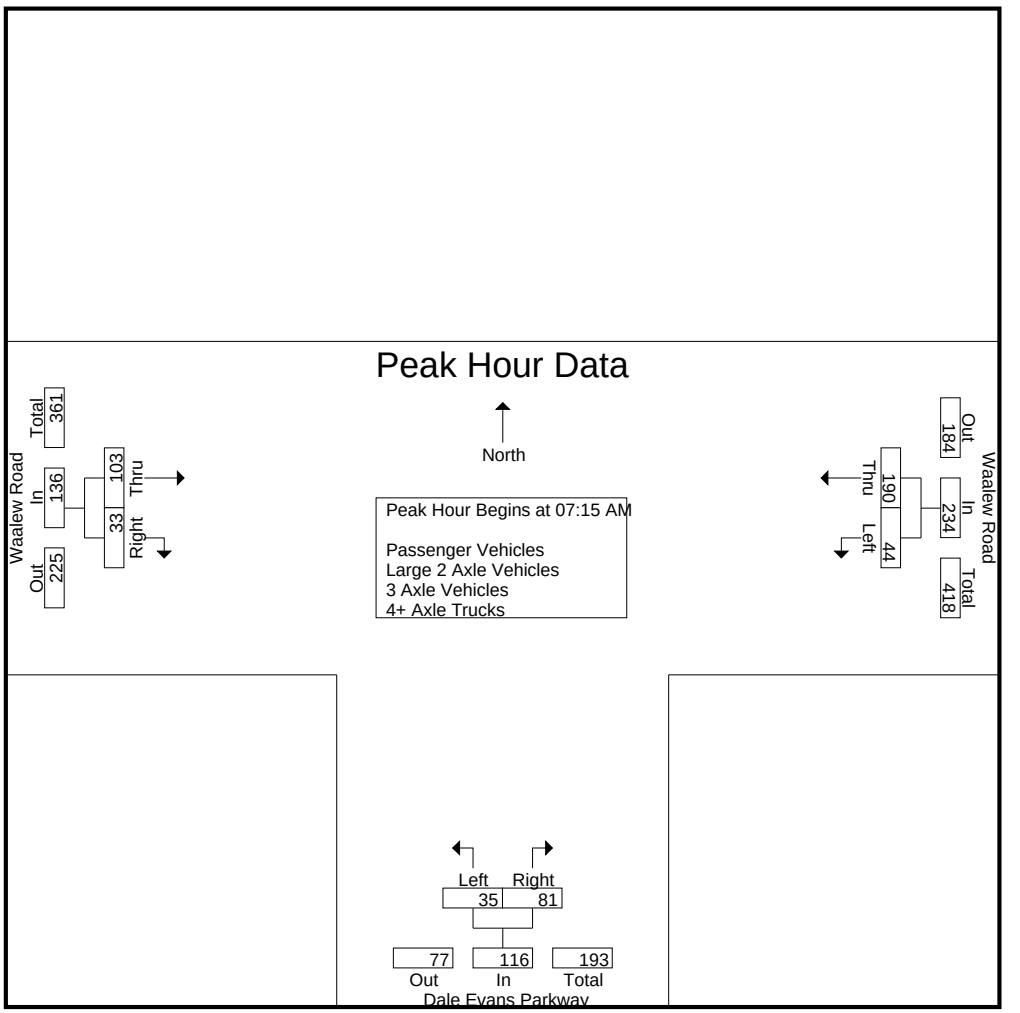
	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	5	42	47	8	14	22	17	7	24	93
07:15 AM	12	44	56	8	28	36	18	9	27	119
07:30 AM	11	43	54	9	19	28	33	9	42	124
07:45 AM	8	57	65	8	23	31	26	8	34	130
Total	36	186	222	33	84	117	94	33	127	466
08:00 AM	13	46	59	10	11	21	26	7	33	113
08:15 AM	7	29	36	15	15	30	26	12	38	104
08:30 AM	9	34	43	9	36	45	30	4	34	122
08:45 AM	13	31	44	9	31	40	32	9	41	125
Total	42	140	182	43	93	136	114	32	146	464
Grand Total	78	326	404	76	177	253	208	65	273	930
Apprch %	19.3	80.7		30	70		76.2	23.8		
Total %	8.4	35.1	43.4	8.2	19	27.2	22.4	7	29.4	
Passenger Vehicles	72	319	391	75	169	244	198	64	262	897
% Passenger Vehicles	92.3	97.9	96.8	98.7	95.5	96.4	95.2	98.5	96	96.5
Large 2 Axle Vehicles	5	5	10	1	4	5	9	0	9	24
% Large 2 Axle Vehicles	6.4	1.5	2.5	1.3	2.3	2	4.3	0	3.3	2.6
3 Axle Vehicles	1	1	2	0	3	3	0	0	0	5
% 3 Axle Vehicles	1.3	0.3	0.5	0	1.7	1.2	0	0	0	0.5
4+ Axle Trucks	0	1	1	0	1	1	1	1	2	4
% 4+ Axle Trucks	0	0.3	0.2	0	0.6	0.4	0.5	1.5	0.7	0.4

	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	12	44	56	8	**28**	**36**	18	**9**	27	119
07:30 AM	11	43	54	9	19	28	**33**	9	**42**	124
07:45 AM	8	**57**	**65**	8	23	31	26	8	34	**130**
08:00 AM	**13**	46	59	**10**	11	21	26	7	33	113
Total Volume	44	190	234	35	81	116	103	33	136	486
% App. Total	18.8	81.2		30.2	69.8		75.7	24.3		
PHF	.846	.833	.900	.875	.723	.806	.780	.917	.810	.935

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

File Name : 10_APV_DEP S_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM			08:00 AM			07:30 AM		
+0 mins.	12	44	56	10	11	21	**33**	9	**42**
+15 mins.	11	43	54	**15**	15	30	26	8	34
+30 mins.	8	**57**	**65**	9	**36**	**45**	26	7	33
+45 mins.	**13**	46	59	9	31	40	26	**12**	38
Total Volume	44	190	234	43	93	136	111	36	147
% App. Total	18.8	81.2		31.6	68.4		75.5	24.5	
PHF	.846	.833	.900	.717	.646	.756	.841	.750	.875

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

File Name : 10_APV_DEP S_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

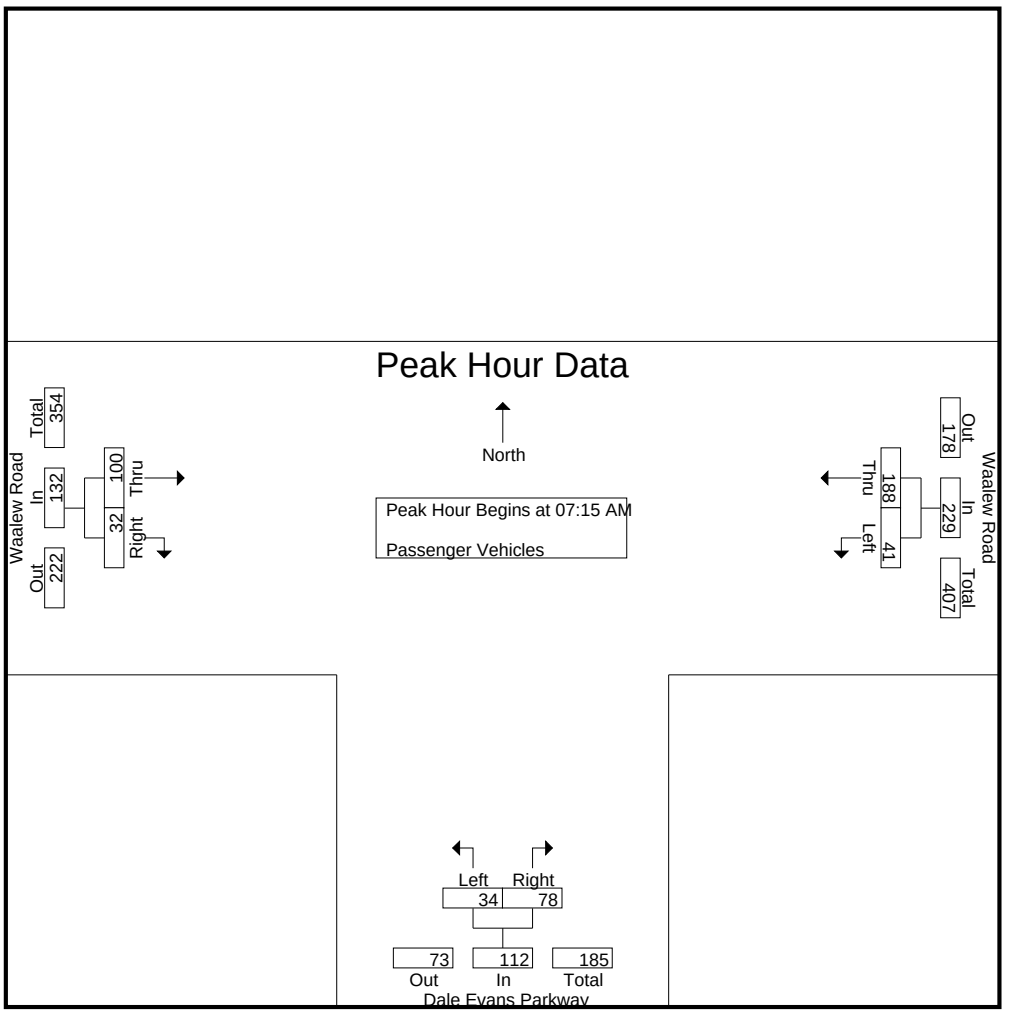
	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	5	39	44	8	13	21	13	7	20	85
07:15 AM	12	43	55	8	26	34	18	8	26	115
07:30 AM	9	43	52	8	19	27	33	9	42	121
07:45 AM	7	56	63	8	22	30	24	8	32	125
Total	33	181	214	32	80	112	88	32	120	446
08:00 AM	13	46	59	10	11	21	25	7	32	112
08:15 AM	5	28	33	15	15	30	25	12	37	100
08:30 AM	8	33	41	9	34	43	30	4	34	118
08:45 AM	13	31	44	9	29	38	30	9	39	121
Total	39	138	177	43	89	132	110	32	142	451
Grand Total	72	319	391	75	169	244	198	64	262	897
Apprch %	18.4	81.6		30.7	69.3		75.6	24.4		
Total %	8	35.6	43.6	8.4	18.8	27.2	22.1	7.1	29.2	

	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	12	43	55	8	**26**	**34**	18	8	26	115
07:30 AM	9	43	52	8	19	27	**33**	**9**	**42**	121
07:45 AM	7	**56**	**63**	8	22	30	24	8	32	**125**
08:00 AM	**13**	46	59	**10**	11	21	25	7	32	112
Total Volume	41	188	229	34	78	112	100	32	132	473
% App. Total	17.9	82.1		30.4	69.6		75.8	24.2		
PHF	.788	.839	.909	.850	.750	.824	.758	.889	.786	.946

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

File Name : 10_APV_DEP S_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	12	43	55	8	**26**	**34**	18	8	26
+15 mins.	9	43	52	8	19	27	**33**	**9**	**42**
+30 mins.	7	**56**	**63**	8	22	30	24	8	32
+45 mins.	**13**	46	59	**10**	11	21	25	7	32
Total Volume	41	188	229	34	78	112	100	32	132
% App. Total	17.9	82.1		30.4	69.6		75.8	24.2	
PHF	.788	.839	.909	.850	.750	.824	.758	.889	.786

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

File Name : 10_APV_DEP S_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

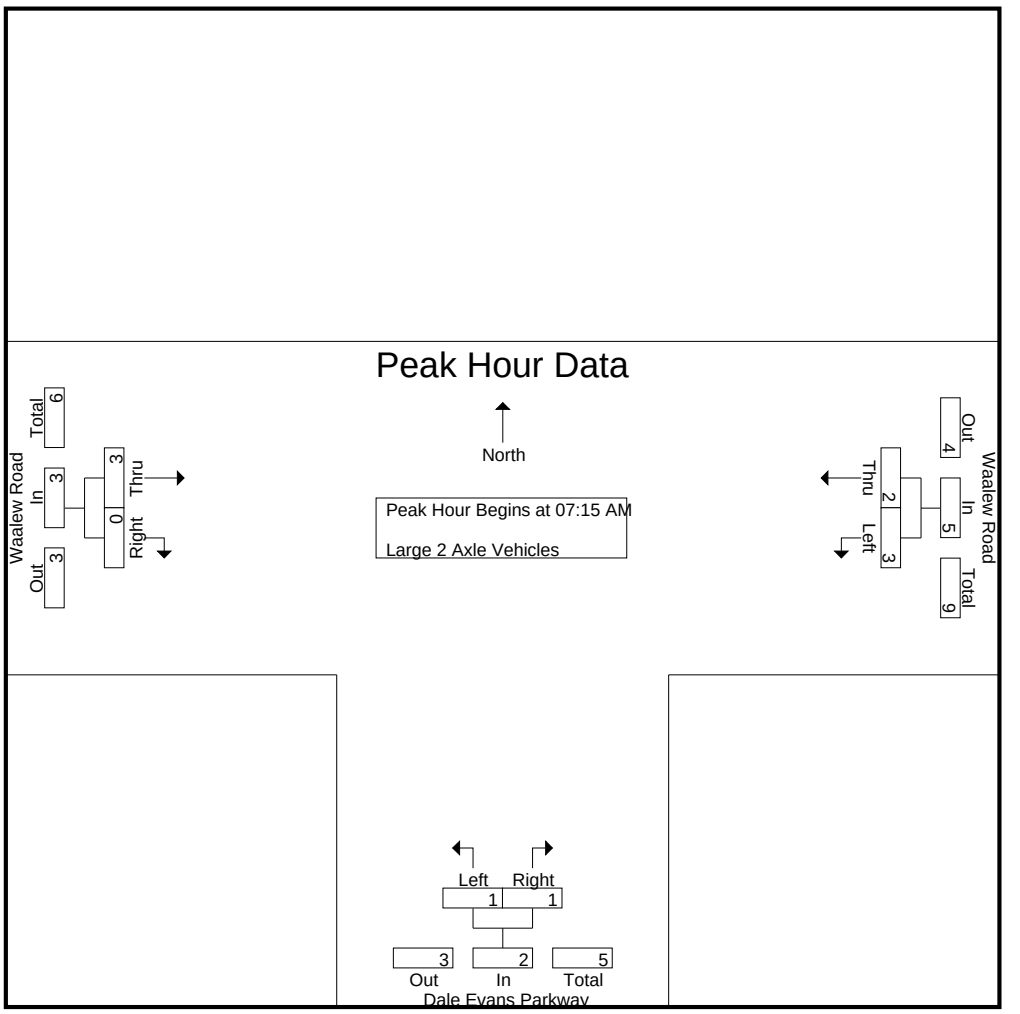
	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	3	0	3	4
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	2	0	2	1	0	1	0	0	0	3
07:45 AM	1	1	2	0	1	1	2	0	2	5
Total	3	3	6	1	1	2	5	0	5	13
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	1	1	2	0	0	0	1	0	1	3
08:30 AM	1	1	2	0	2	2	0	0	0	4
08:45 AM	0	0	0	0	1	1	2	0	2	3
Total	2	2	4	0	3	3	4	0	4	11
Grand Total	5	5	10	1	4	5	9	0	9	24
Apprch %	50	50		20	80		100	0		
Total %	20.8	20.8	41.7	4.2	16.7	20.8	37.5	0	37.5	

	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**1**	1	0	0	0	0	0	0	1
07:30 AM	**2**	0	**2**	**1**	0	**1**	0	0	0	3
07:45 AM	1	1	2	0	**1**	1	**2**	0	**2**	**5**
08:00 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	3	2	5	1	1	2	3	0	3	10
% App. Total	60	40		50	50		100	0		
PHF	.375	.500	.625	.250	.250	.500	.375	.000	.375	.500

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

File Name : 10_APV_DEP S_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	**1**	1	0	0	0	0	0	0
+15 mins.	**2**	0	**2**	**1**	0	**1**	0	0	0
+30 mins.	1	1	2	0	**1**	1	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	3	2	5	1	1	2	3	0	3
% App. Total	60	40		50	50		100	0	
PHF	.375	.500	.625	.250	.250	.500	.375	.000	.375

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

File Name : 10_APV_DEP S_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

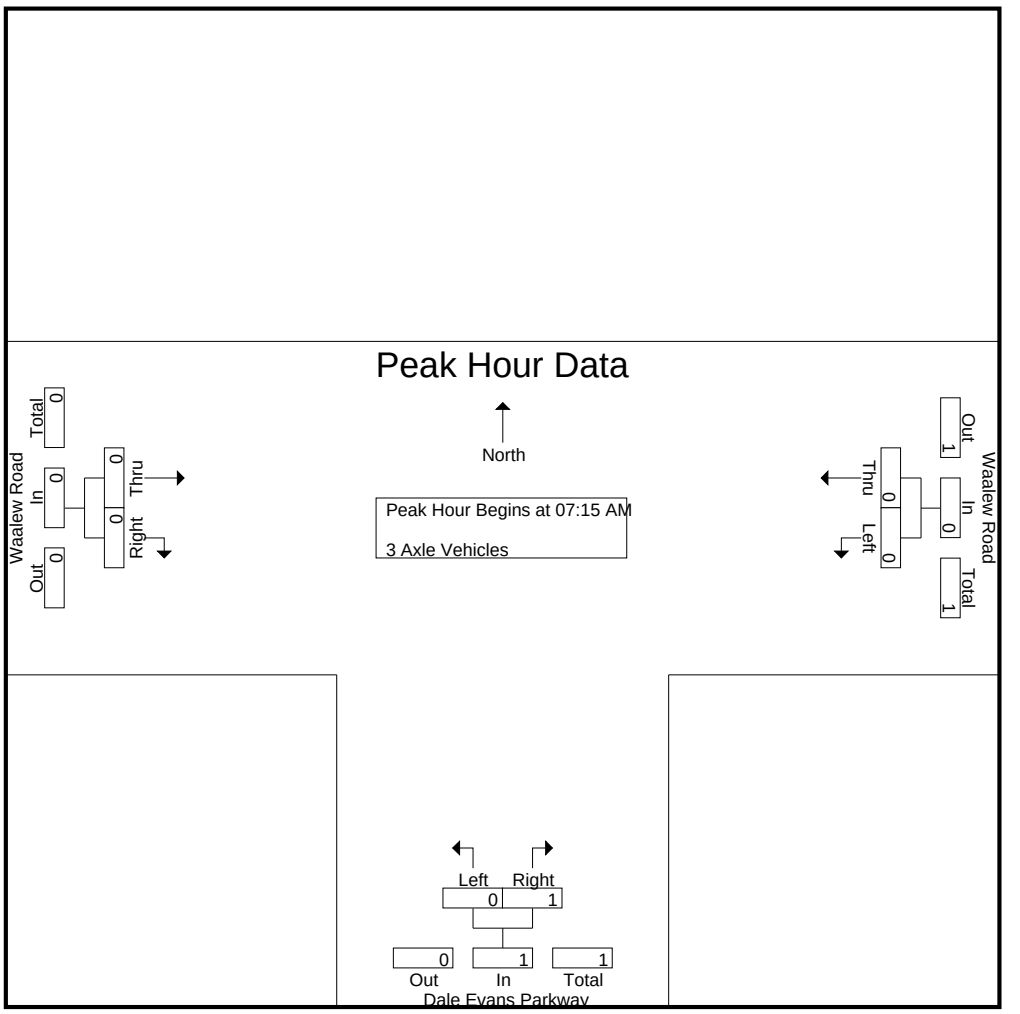
	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	1	1	0	0	0	2
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	2	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	1	0	0	0	1
Total	1	0	1	0	1	1	0	0	0	2
Grand Total	1	1	2	0	3	3	0	0	0	5
Apprch %	50	50		0	100		0	0		
Total %	20	20	40	0	60	60	0	0	0	

	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	**1**	**1**	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

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

File Name : 10_APV_DEP S_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 10_APV_DEP S_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

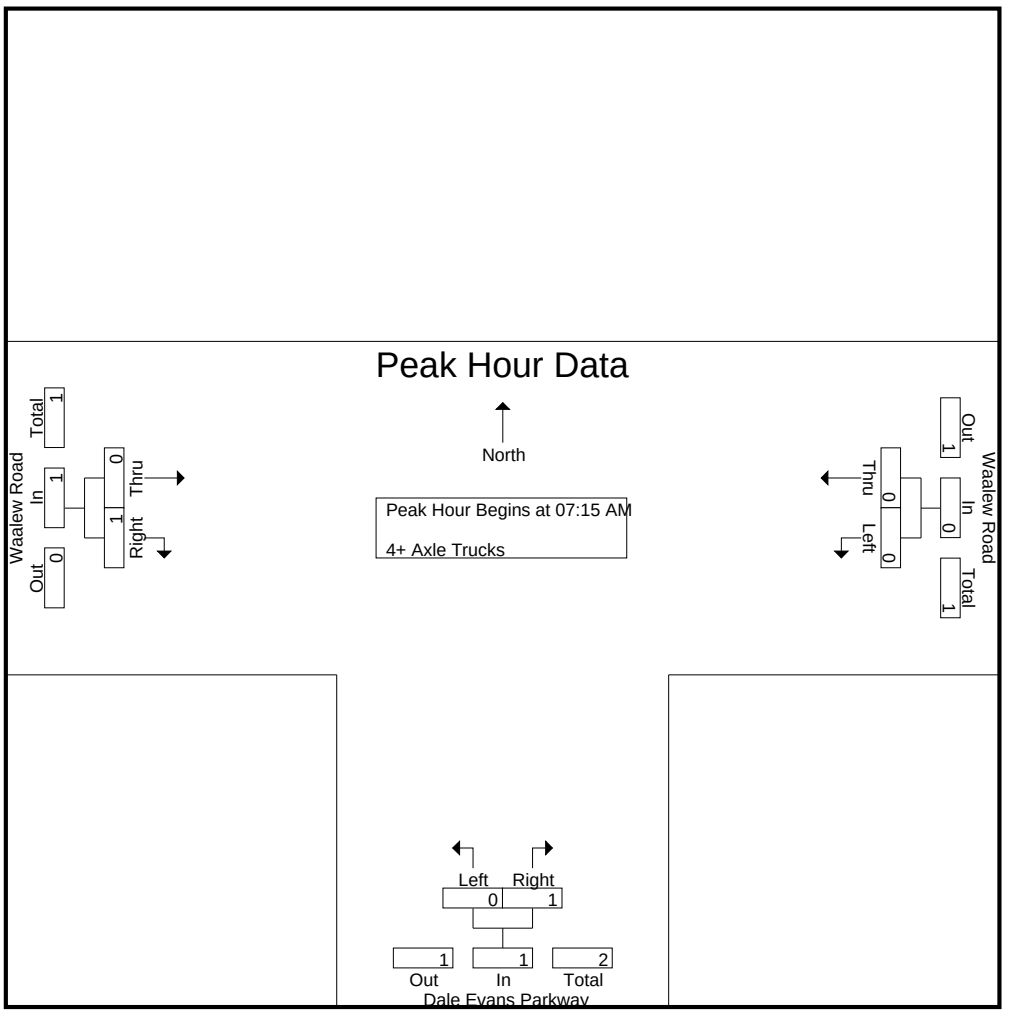
	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	1	1	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	1	1	1	1	2	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	1	1	1	1	2	4
Apprch %	0	100		0	100		50	50		
Total %	0	25	25	0	25	25	25	25	50	

	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	**1**	**1**	0	**1**	**1**	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	1	1	2
% App. Total	0	0		0	100		0	100		
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.250	.250

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

File Name : 10_APV_DEP S_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 10_APV_DEP S_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

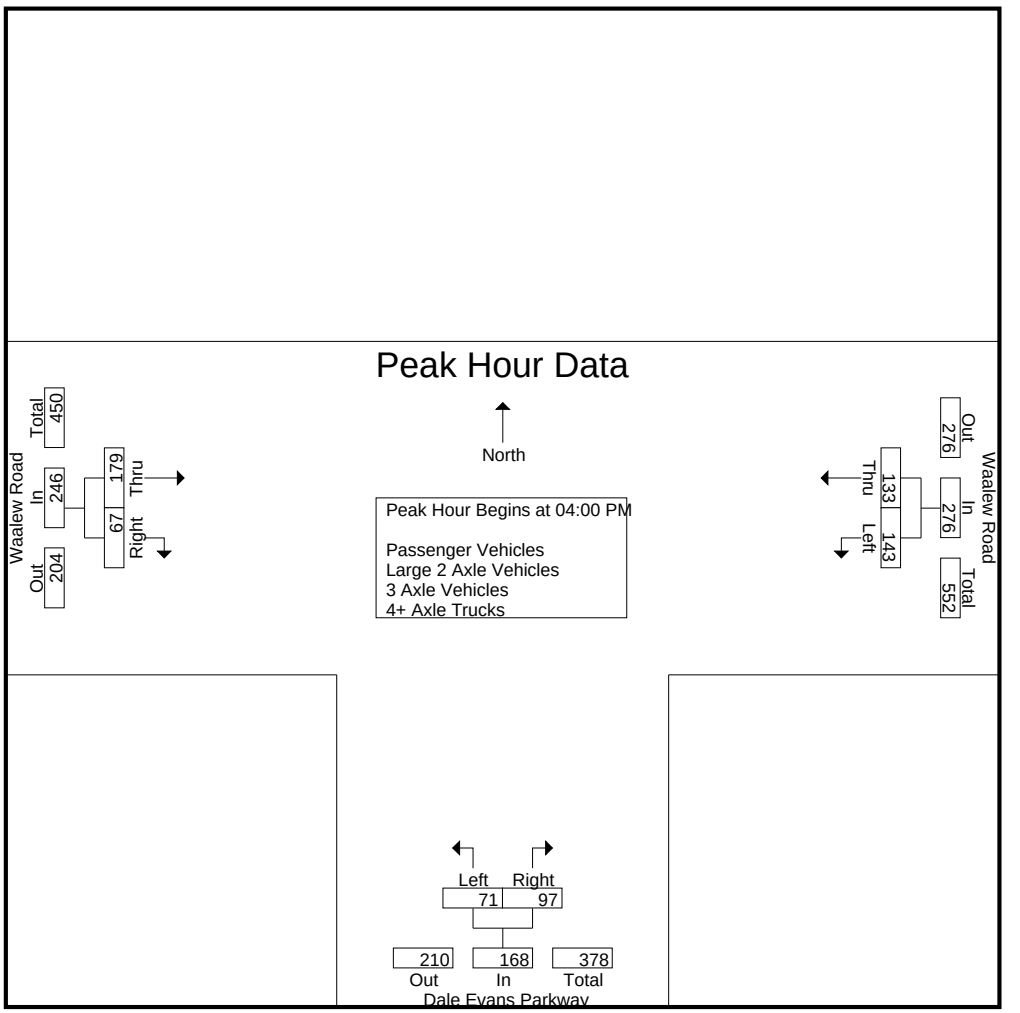
	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	35	37	72	11	29	40	62	15	77	189
04:15 PM	33	33	66	21	29	50	33	12	45	161
04:30 PM	38	30	68	21	22	43	42	17	59	170
04:45 PM	37	33	70	18	17	35	42	23	65	170
Total	143	133	276	71	97	168	179	67	246	690
05:00 PM	39	37	76	22	17	39	37	15	52	167
05:15 PM	29	25	54	14	15	29	42	20	62	145
05:30 PM	22	26	48	16	17	33	41	20	61	142
05:45 PM	35	19	54	20	20	40	21	5	26	120
Total	125	107	232	72	69	141	141	60	201	574
Grand Total	268	240	508	143	166	309	320	127	447	1264
Apprch %	52.8	47.2		46.3	53.7		71.6	28.4		
Total %	21.2	19	40.2	11.3	13.1	24.4	25.3	10	35.4	
Passenger Vehicles	265	237	502	142	164	306	310	127	437	1245
% Passenger Vehicles	98.9	98.8	98.8	99.3	98.8	99	96.9	100	97.8	98.5
Large 2 Axle Vehicles	2	1	3	1	2	3	9	0	9	15
% Large 2 Axle Vehicles	0.7	0.4	0.6	0.7	1.2	1	2.8	0	2	1.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	1	2	3	0	0	0	1	0	1	4
% 4+ Axle Trucks	0.4	0.8	0.6	0	0	0	0.3	0	0.2	0.3

	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	35	**37**	**72**	11	**29**	40	**62**	15	**77**	**189**
04:15 PM	33	33	66	**21**	29	**50**	33	12	45	161
04:30 PM	**38**	30	68	21	22	43	42	17	59	170
04:45 PM	37	33	70	18	17	35	42	**23**	65	170
Total Volume	143	133	276	71	97	168	179	67	246	690
% App. Total	51.8	48.2		42.3	57.7		72.8	27.2		
PHF	.941	.899	.958	.845	.836	.840	.722	.728	.799	.913

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

File Name : 10_APV_DEP S_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			04:00 PM		
+0 mins.	33	33	66	11	**29**	40	**62**	15	**77**
+15 mins.	38	30	68	**21**	29	**50**	33	12	45
+30 mins.	37	33	70	21	22	43	42	17	59
+45 mins.	**39**	**37**	**76**	18	17	35	42	**23**	65
Total Volume	147	133	280	71	97	168	179	67	246
% App. Total	52.5	47.5		42.3	57.7		72.8	27.2	
PHF	.942	.899	.921	.845	.836	.840	.722	.728	.799

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City of Apple Valley
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E/W: Waalew Road
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File Name : 10_APV_DEP S_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

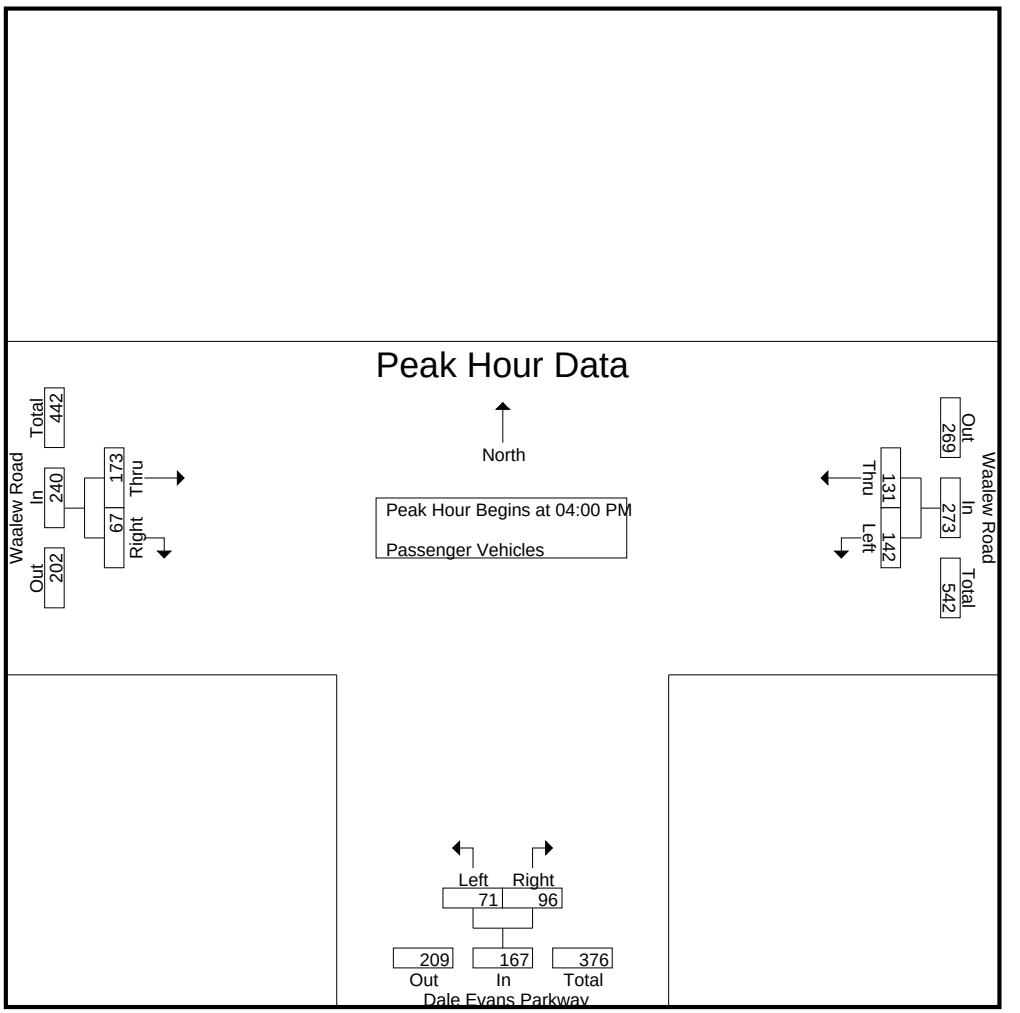
	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	35	36	71	11	29	40	58	15	73	184
04:15 PM	32	33	65	21	28	49	32	12	44	158
04:30 PM	38	30	68	21	22	43	42	17	59	170
04:45 PM	37	32	69	18	17	35	41	23	64	168
Total	142	131	273	71	96	167	173	67	240	680
05:00 PM	37	37	74	22	17	39	36	15	51	164
05:15 PM	29	25	54	14	14	28	42	20	62	144
05:30 PM	22	26	48	16	17	33	40	20	60	141
05:45 PM	35	18	53	19	20	39	19	5	24	116
Total	123	106	229	71	68	139	137	60	197	565
Grand Total	265	237	502	142	164	306	310	127	437	1245
Apprch %	52.8	47.2		46.4	53.6		70.9	29.1		
Total %	21.3	19	40.3	11.4	13.2	24.6	24.9	10.2	35.1	

	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	35	**36**	**71**	11	**29**	40	**58**	15	**73**	**184**
04:15 PM	32	33	65	**21**	28	**49**	32	12	44	158
04:30 PM	**38**	30	68	21	22	43	42	17	59	170
04:45 PM	37	32	69	18	17	35	41	**23**	64	168
Total Volume	142	131	273	71	96	167	173	67	240	680
% App. Total	52	48		42.5	57.5		72.1	27.9		
PHF	.934	.910	.961	.845	.828	.852	.746	.728	.822	.924

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

File Name : 10_APV_DEP S_Waalew PM
Site Code : 05124070
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	35	**36**	**71**	11	**29**	40	**58**	15	**73**
+15 mins.	32	33	65	**21**	28	**49**	32	12	44
+30 mins.	**38**	30	68	21	22	43	42	17	59
+45 mins.	37	32	69	18	17	35	41	**23**	64
Total Volume	142	131	273	71	96	167	173	67	240
% App. Total	52	48		42.5	57.5		72.1	27.9	
PHF	.934	.910	.961	.845	.828	.852	.746	.728	.822

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City of Apple Valley
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File Name : 10_APV_DEP S_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
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Groups Printed- Large 2 Axle Vehicles

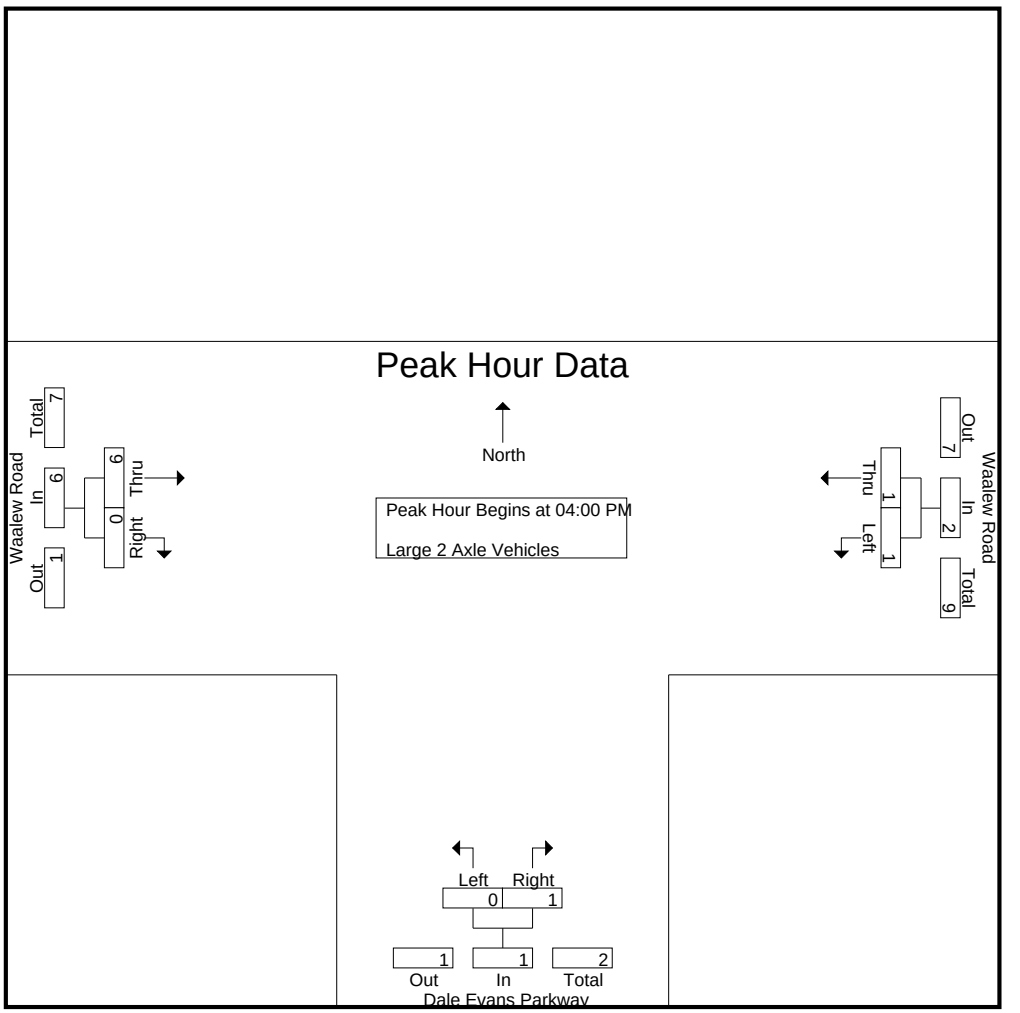
	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	4	0	4	5
04:15 PM	1	0	1	0	1	1	1	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	1	1	2	0	1	1	6	0	6	9
05:00 PM	1	0	1	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	1	0	1	1	0	1	2
Total	1	0	1	1	1	2	3	0	3	6
Grand Total	2	1	3	1	2	3	9	0	9	15
Apprch %	66.7	33.3		33.3	66.7		100	0		
Total %	13.3	6.7	20	6.7	13.3	20	60	0	60	

	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**1**	**1**	0	0	0	**4**	0	**4**	**5**
04:15 PM	**1**	0	1	0	**1**	**1**	1	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	1	1	2	0	1	1	6	0	6	9
% App. Total	50	50		0	100		100	0		
PHF	.250	.250	.500	.000	.250	.250	.375	.000	.375	.450

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City of Apple Valley
N/S: Dale Evans Parkway
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Weather: Clear

File Name : 10_APV_DEP S_Waalew PM
Site Code : 05124070
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**1**	**1**	0	0	0	**4**	0	**4**
+15 mins.	**1**	0	1	0	**1**	**1**	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	1	1	2	0	1	1	6	0	6
% App. Total	50	50		0	100		100	0	
PHF	.250	.250	.500	.000	.250	.250	.375	.000	.375

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

File Name : 10_APV_DEP S_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
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Groups Printed- 3 Axle Vehicles

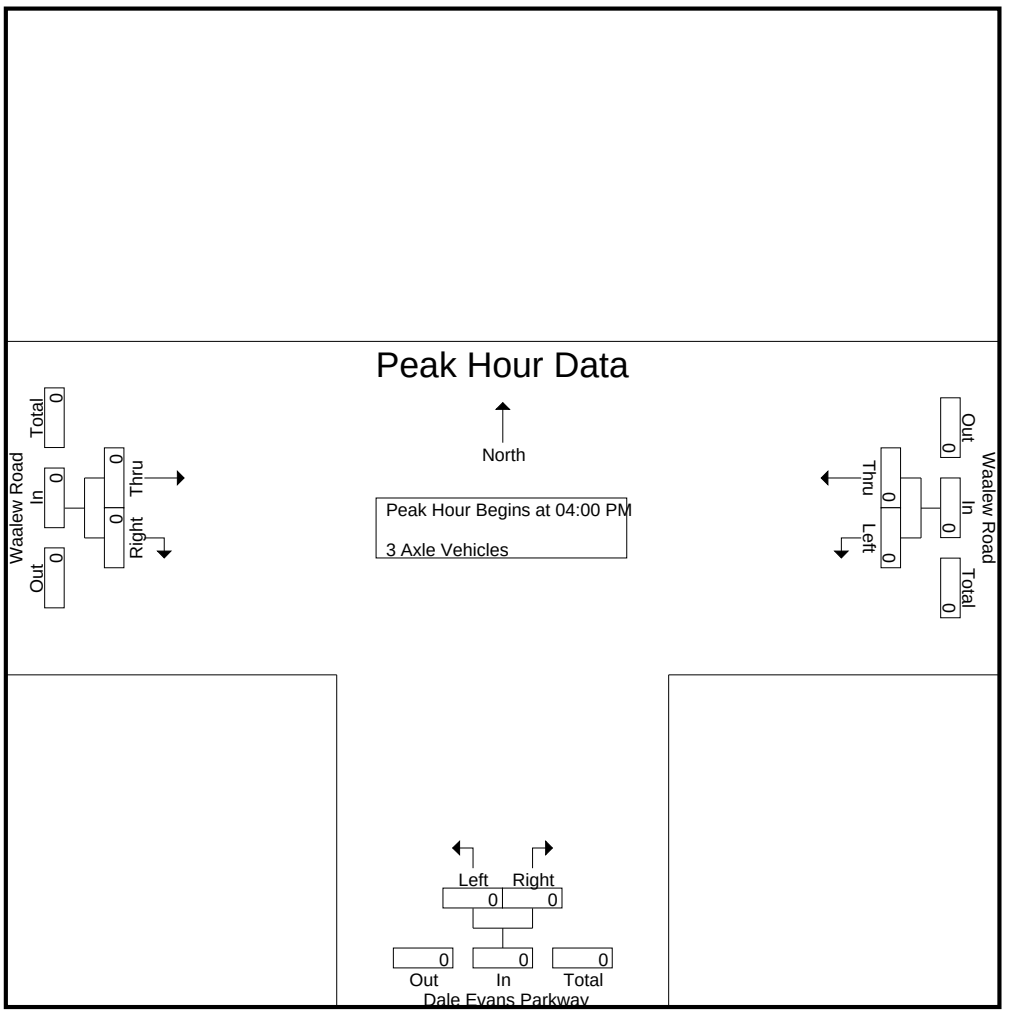
	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0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

	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

File Name : 10_APV_DEP S_Waalew PM
Site Code : 05124070
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Apple Valley
N/S: Dale Evans Parkway
E/W: Waalew Road
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File Name : 10_APV_DEP S_Waalew PM
Site Code : 05124070
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Groups Printed- 4+ Axle Trucks

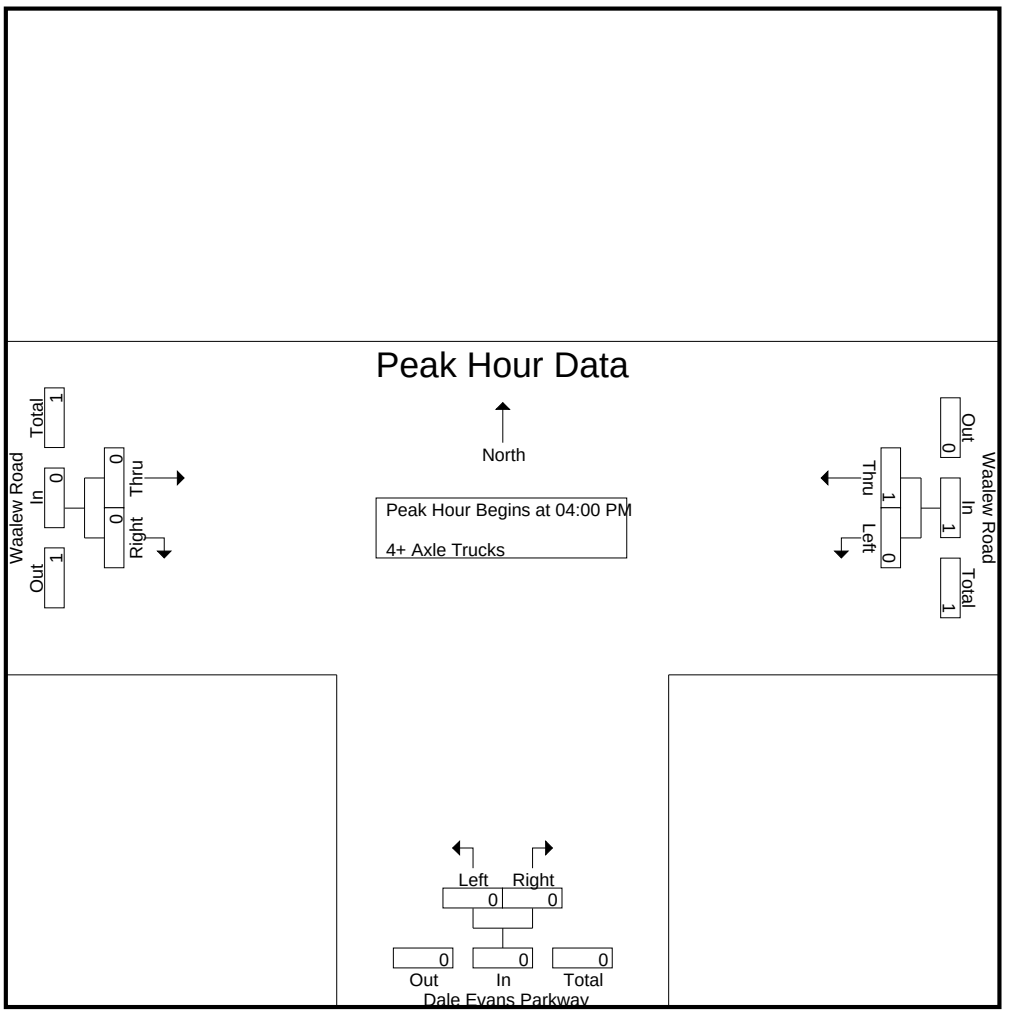
	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	0	0	0	1	0	1	2
Total	1	1	2	0	0	0	1	0	1	3
Grand Total	1	2	3	0	0	0	1	0	1	4
Apprch %	33.3	66.7		0	0		100	0		
Total %	25	50	75	0	0	0	25	0	25	

	Waalew Road Westbound			Dale Evans Parkway Northbound			Waalew Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**1**	**1**	0	0	0	0	0	0	**1**
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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

File Name : 10_APV_DEP S_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

Location: Apple Valley
N/S: Dale Evans Parkway
E/W: Waalew Road

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg Dead End	East Leg Waalew Road	South Leg Dale Evans Parkway	West Leg Waalew Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dead End	East Leg Waalew Road	South Leg Dale Evans Parkway	West Leg Waalew Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	2	0	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	0	3	0	3

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Location: Apple Valley
N/S: Dale Evans Parkway
E/W: Waalew Road

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound Dead End			Westbound Waalew Road			Northbound Dale Evans Parkway			Eastbound Waalew Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dead End			Westbound Waalew Road			Northbound Dale Evans Parkway			Eastbound Waalew Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	0	0	1

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

File Name : 11_APV_DEP N_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

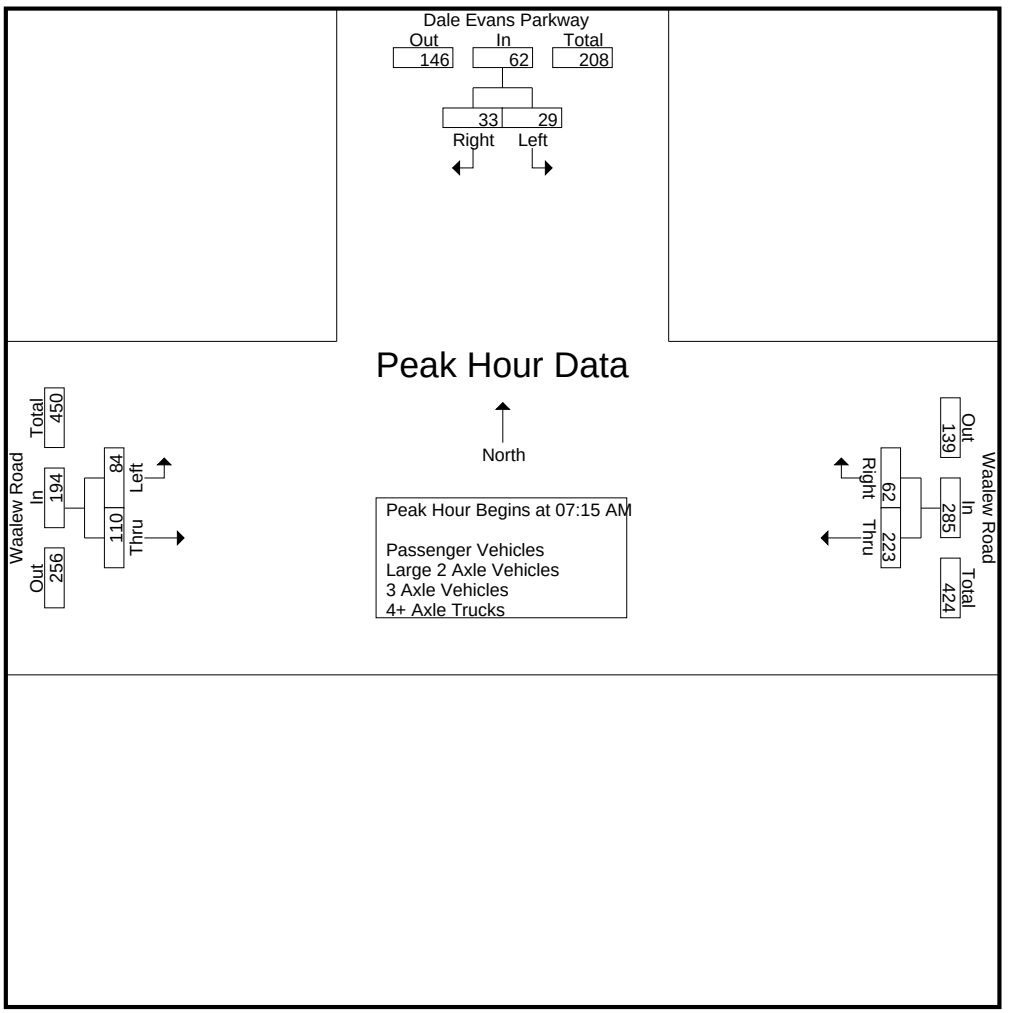
	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	4	4	8	50	14	64	17	13	30	102
07:15 AM	9	11	20	57	17	74	25	22	47	141
07:30 AM	7	6	13	51	18	69	19	37	56	138
07:45 AM	6	8	14	61	15	76	26	27	53	143
Total	26	29	55	219	64	283	87	99	186	524
08:00 AM	7	8	15	54	12	66	14	24	38	119
08:15 AM	4	5	9	34	19	53	15	27	42	104
08:30 AM	5	5	10	38	7	45	16	51	67	122
08:45 AM	9	4	13	45	14	59	19	45	64	136
Total	25	22	47	171	52	223	64	147	211	481
Grand Total	51	51	102	390	116	506	151	246	397	1005
Apprch %	50	50		77.1	22.9		38	62		
Total %	5.1	5.1	10.1	38.8	11.5	50.3	15	24.5	39.5	
Passenger Vehicles	45	44	89	381	107	488	141	238	379	956
% Passenger Vehicles	88.2	86.3	87.3	97.7	92.2	96.4	93.4	96.7	95.5	95.1
Large 2 Axle Vehicles	4	5	9	7	4	11	6	8	14	34
% Large 2 Axle Vehicles	7.8	9.8	8.8	1.8	3.4	2.2	4	3.3	3.5	3.4
3 Axle Vehicles	1	2	3	1	2	3	2	0	2	8
% 3 Axle Vehicles	2	3.9	2.9	0.3	1.7	0.6	1.3	0	0.5	0.8
4+ Axle Trucks	1	0	1	1	3	4	2	0	2	7
% 4+ Axle Trucks	2	0	1	0.3	2.6	0.8	1.3	0	0.5	0.7

	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**9**	**11**	**20**	57	17	74	25	22	47	141
07:30 AM	7	6	13	51	**18**	69	19	**37**	**56**	138
07:45 AM	6	8	14	**61**	15	**76**	**26**	27	53	**143**
08:00 AM	7	8	15	54	12	66	14	24	38	119
Total Volume	29	33	62	223	62	285	84	110	194	541
% App. Total	46.8	53.2		78.2	21.8		43.3	56.7		
PHF	.806	.750	.775	.914	.861	.938	.808	.743	.866	.946

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

File Name : 11_APV_DEP N_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			08:00 AM		
+0 mins.	**9**	**11**	**20**	57	17	74	14	24	38
+15 mins.	7	6	13	51	**18**	69	15	27	42
+30 mins.	6	8	14	**61**	15	**76**	16	**51**	**67**
+45 mins.	7	8	15	54	12	66	**19**	45	64
Total Volume	29	33	62	223	62	285	64	147	211
% App. Total	46.8	53.2		78.2	21.8		30.3	69.7	
PHF	.806	.750	.775	.914	.861	.938	.842	.721	.787

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

File Name : 11_APV_DEP N_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
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Groups Printed- Passenger Vehicles

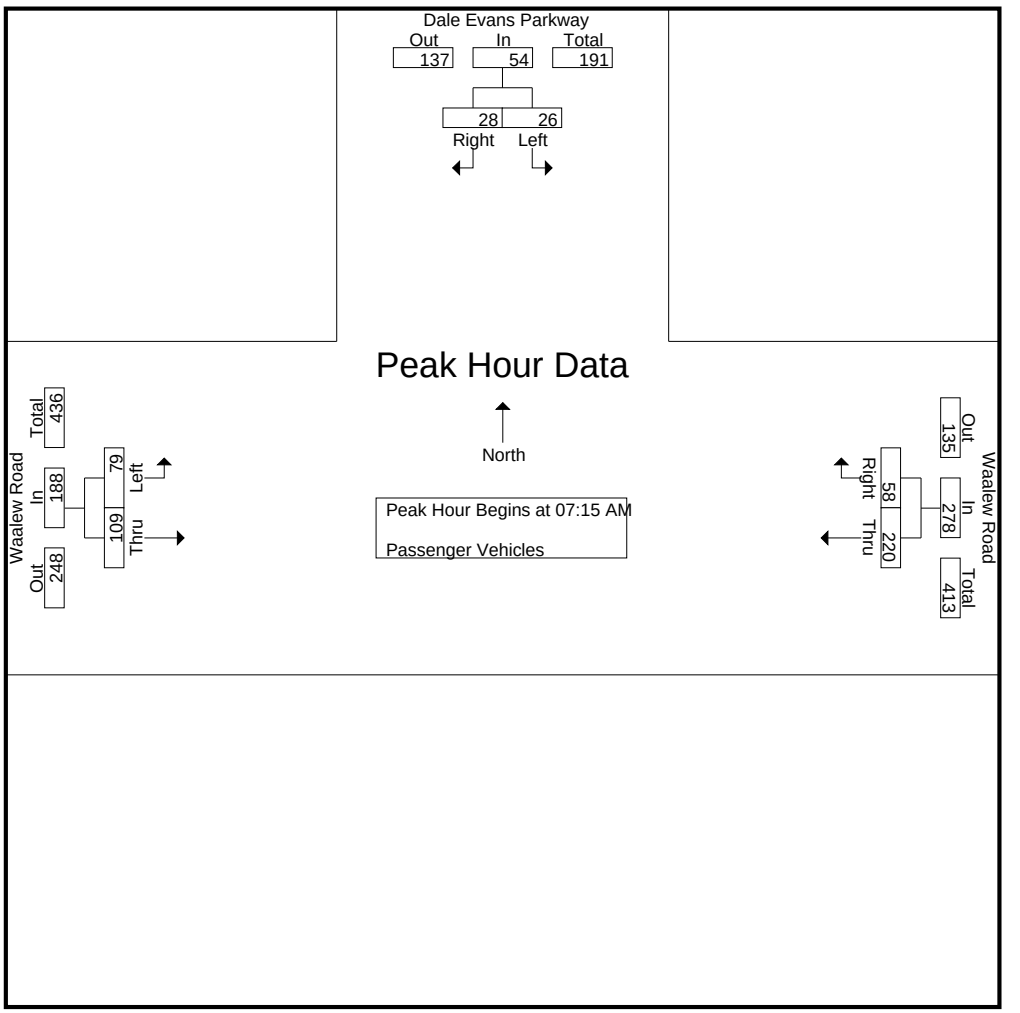
	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	4	4	8	48	13	61	15	10	25	94
07:15 AM	9	9	18	56	15	71	23	22	45	134
07:30 AM	7	5	12	50	18	68	19	37	56	136
07:45 AM	5	7	12	60	14	74	24	26	50	136
Total	25	25	50	214	60	274	81	95	176	500
08:00 AM	5	7	12	54	11	65	13	24	37	114
08:15 AM	4	3	7	31	19	50	14	27	41	98
08:30 AM	3	5	8	37	5	42	16	49	65	115
08:45 AM	8	4	12	45	12	57	17	43	60	129
Total	20	19	39	167	47	214	60	143	203	456
Grand Total	45	44	89	381	107	488	141	238	379	956
Apprch %	50.6	49.4		78.1	21.9		37.2	62.8		
Total %	4.7	4.6	9.3	39.9	11.2	51	14.7	24.9	39.6	

	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**9**	**9**	**18**	56	15	71	23	22	45	134
07:30 AM	7	5	12	50	**18**	68	19	**37**	**56**	**136**
07:45 AM	5	7	12	**60**	14	**74**	**24**	26	50	136
08:00 AM	5	7	12	54	11	65	13	24	37	114
Total Volume	26	28	54	220	58	278	79	109	188	520
% App. Total	48.1	51.9		79.1	20.9		42	58		
PHF	.722	.778	.750	.917	.806	.939	.823	.736	.839	.956

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File Name : 11_APV_DEP N_Waalew AM
Site Code : 05124070
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**9**	**9**	**18**	56	15	71	23	22	45
+15 mins.	7	5	12	50	**18**	68	19	**37**	**56**
+30 mins.	5	7	12	**60**	14	**74**	**24**	26	50
+45 mins.	5	7	12	54	11	65	13	24	37
Total Volume	26	28	54	220	58	278	79	109	188
% App. Total	48.1	51.9		79.1	20.9		42	58	
PHF	.722	.778	.750	.917	.806	.939	.823	.736	.839

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City of Apple Valley
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Weather: Clear

File Name : 11_APV_DEP N_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

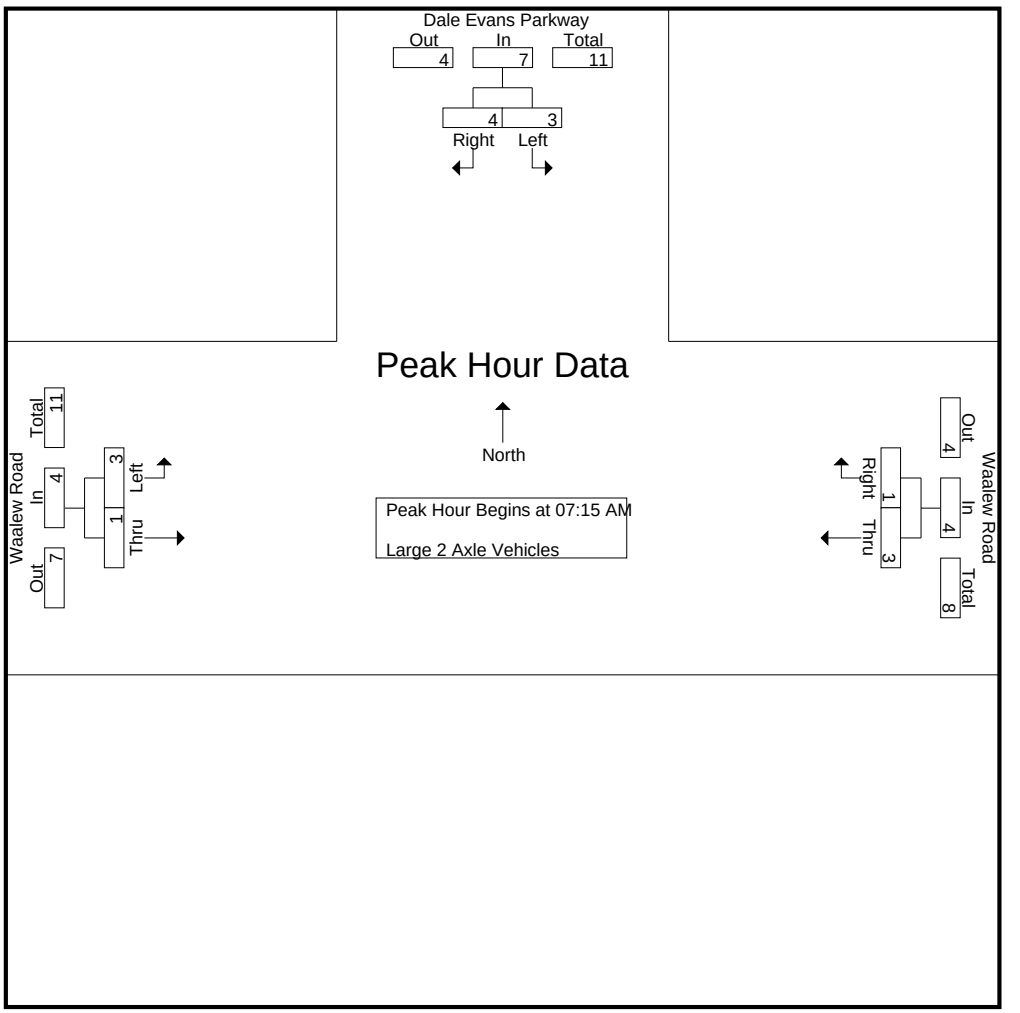
	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	1	3	4	5
07:15 AM	0	1	1	1	1	2	0	0	0	3
07:30 AM	0	1	1	1	0	1	0	0	0	2
07:45 AM	1	1	2	1	0	1	2	1	3	6
Total	1	3	4	3	2	5	3	4	7	16
08:00 AM	2	1	3	0	0	0	1	0	1	4
08:15 AM	0	1	1	3	0	3	1	0	1	5
08:30 AM	1	0	1	1	0	1	0	2	2	4
08:45 AM	0	0	0	0	2	2	1	2	3	5
Total	3	2	5	4	2	6	3	4	7	18
Grand Total	4	5	9	7	4	11	6	8	14	34
Apprch %	44.4	55.6		63.6	36.4		42.9	57.1		
Total %	11.8	14.7	26.5	20.6	11.8	32.4	17.6	23.5	41.2	

	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**1**	1	**1**	**1**	**2**	0	0	0	3
07:30 AM	0	1	1	1	0	1	0	0	0	2
07:45 AM	1	1	2	1	0	1	**2**	**1**	**3**	**6**
08:00 AM	**2**	1	**3**	0	0	0	1	0	1	4
Total Volume	3	4	7	3	1	4	3	1	4	15
% App. Total	42.9	57.1		75	25		75	25		
PHF	.375	1.00	.583	.750	.250	.500	.375	.250	.333	.625

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File Name : 11_APV_DEP N_Waalew AM
Site Code : 05124070
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	**1**	1	**1**	**1**	**2**	0	0	0
+15 mins.	0	1	1	1	0	1	0	0	0
+30 mins.	1	1	2	1	0	1	**2**	**1**	**3**
+45 mins.	**2**	1	**3**	0	0	0	1	0	1
Total Volume	3	4	7	3	1	4	3	1	4
% App. Total	42.9	57.1		75	25		75	25	
PHF	.375	1.000	.583	.750	.250	.500	.375	.250	.333

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City of Apple Valley
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File Name : 11_APV_DEP N_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
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Groups Printed- 3 Axle Vehicles

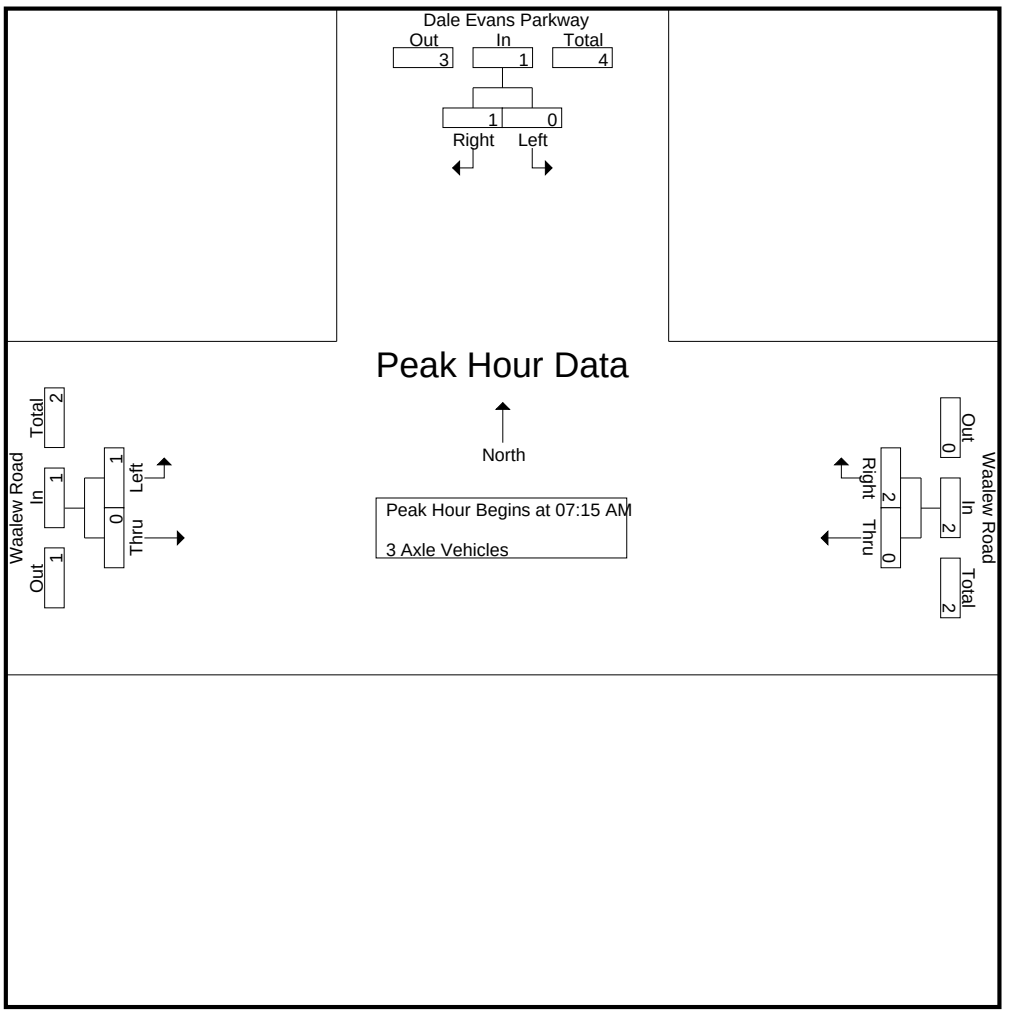
	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	0	0	0	1
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	1	1	1	1	2	1	0	1	4
08:00 AM	0	0	0	0	1	1	0	0	0	1
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	1	0	0	0	1	0	1	2
Total	1	1	2	0	1	1	1	0	1	4
Grand Total	1	2	3	1	2	3	2	0	2	8
Apprch %	33.3	66.7		33.3	66.7		100	0		
Total %	12.5	25	37.5	12.5	25	37.5	25	0	25	

	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**1**	**1**	0	0	0	**1**	0	**1**	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	**1**	**1**	0	0	0	1
08:00 AM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	1	1	0	2	2	1	0	1	4
% App. Total	0	100		0	100		100	0		
PHF	.000	.250	.250	.000	.500	.500	.250	.000	.250	.500

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Weather: Clear

File Name : 11_APV_DEP N_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Apple Valley
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File Name : 11_APV_DEP N_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

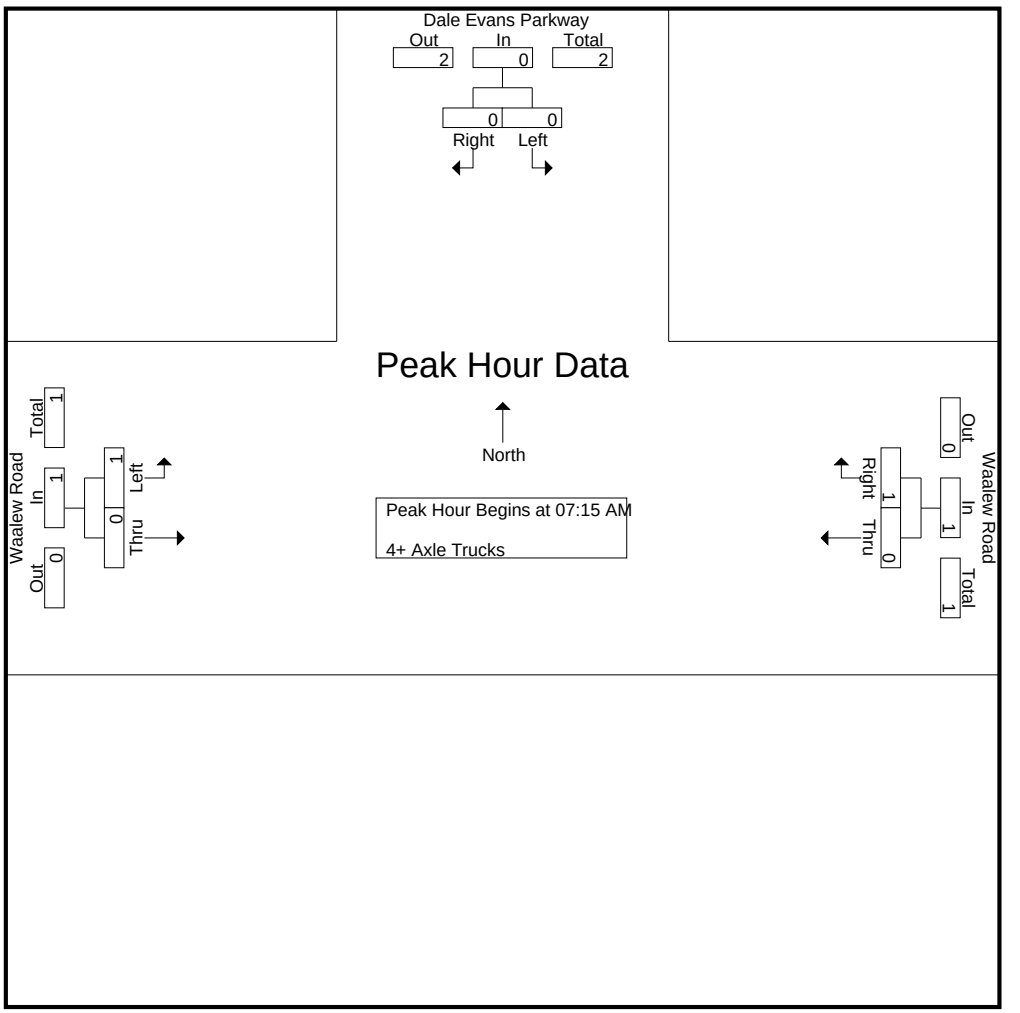
	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	1	0	1	2
07:15 AM	0	0	0	0	1	1	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	2	2	0	2	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	1	0	2	2	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	2	2	0	0	0	3
Grand Total	1	0	1	1	3	4	2	0	2	7
Apprch %	100	0		25	75		100	0		
Total %	14.3	0	14.3	14.3	42.9	57.1	28.6	0	28.6	

	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	**1**	**1**	**1**	0	**1**	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	1	0	1	2
% App. Total	0	0		0	100		100	0		
PHF	.000	.000	.000	.000	.250	.250	.250	.000	.250	.250

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City of Apple Valley
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File Name : 11_APV_DEP N_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Apple Valley
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File Name : 11_APV_DEP N_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

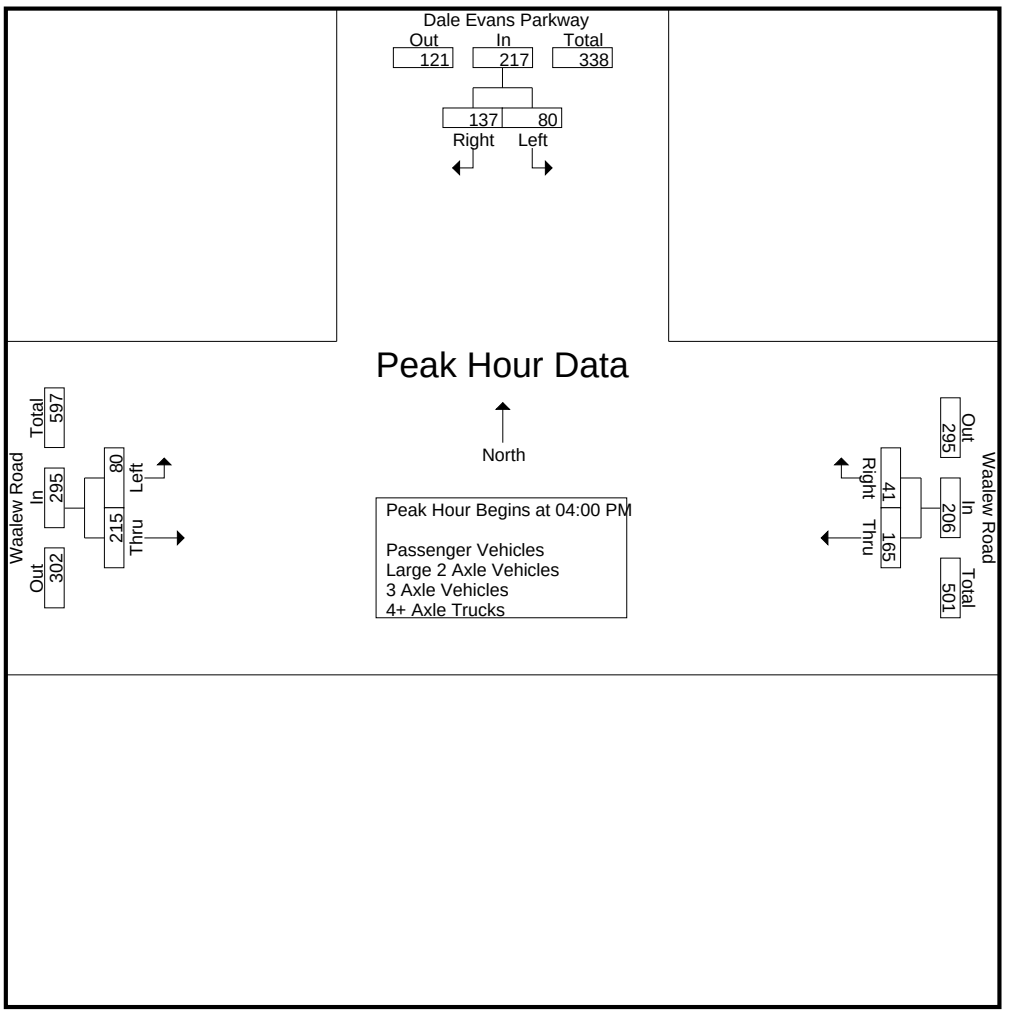
	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	22	33	55	44	10	54	27	66	93	202
04:15 PM	17	29	46	44	18	62	27	42	69	177
04:30 PM	17	43	60	33	5	38	12	52	64	162
04:45 PM	24	32	56	44	8	52	14	55	69	177
Total	80	137	217	165	41	206	80	215	295	718
05:00 PM	30	39	69	52	4	56	9	50	59	184
05:15 PM	19	27	46	34	6	40	8	53	61	147
05:30 PM	19	18	37	34	5	39	6	50	56	132
05:45 PM	25	28	53	32	3	35	14	33	47	135
Total	93	112	205	152	18	170	37	186	223	598
Grand Total	173	249	422	317	59	376	117	401	518	1316
Apprch %	41	59		84.3	15.7		22.6	77.4		
Total %	13.1	18.9	32.1	24.1	4.5	28.6	8.9	30.5	39.4	
Passenger Vehicles	169	247	416	314	59	373	112	395	507	1296
% Passenger Vehicles	97.7	99.2	98.6	99.1	100	99.2	95.7	98.5	97.9	98.5
Large 2 Axle Vehicles	2	1	3	1	0	1	5	5	10	14
% Large 2 Axle Vehicles	1.2	0.4	0.7	0.3	0	0.3	4.3	1.2	1.9	1.1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	2	1	3	2	0	2	0	1	1	6
% 4+ Axle Trucks	1.2	0.4	0.7	0.6	0	0.5	0	0.2	0.2	0.5

	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	22	33	55	**44**	10	54	**27**	**66**	**93**	**202**
04:15 PM	17	29	46	44	**18**	**62**	27	42	69	177
04:30 PM	17	**43**	**60**	33	5	38	12	52	64	162
04:45 PM	**24**	32	56	44	8	52	14	55	69	177
Total Volume	80	137	217	165	41	206	80	215	295	718
% App. Total	36.9	63.1		80.1	19.9		27.1	72.9		
PHF	.833	.797	.904	.938	.569	.831	.741	.814	.793	.889

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E/W: Waalew Road
Weather: Clear

File Name : 11_APV_DEP N_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:15 PM			04:15 PM			04:00 PM		
+0 mins.	17	29	46	44	**18**	**62**	**27**	**66**	**93**
+15 mins.	17	**43**	60	33	5	38	27	42	69
+30 mins.	24	32	56	44	8	52	12	52	64
+45 mins.	**30**	39	**69**	**52**	4	56	14	55	69
Total Volume	88	143	231	173	35	208	80	215	295
% App. Total	38.1	61.9		83.2	16.8		27.1	72.9	
PHF	.733	.831	.837	.832	.486	.839	.741	.814	.793

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

File Name : 11_APV_DEP N_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

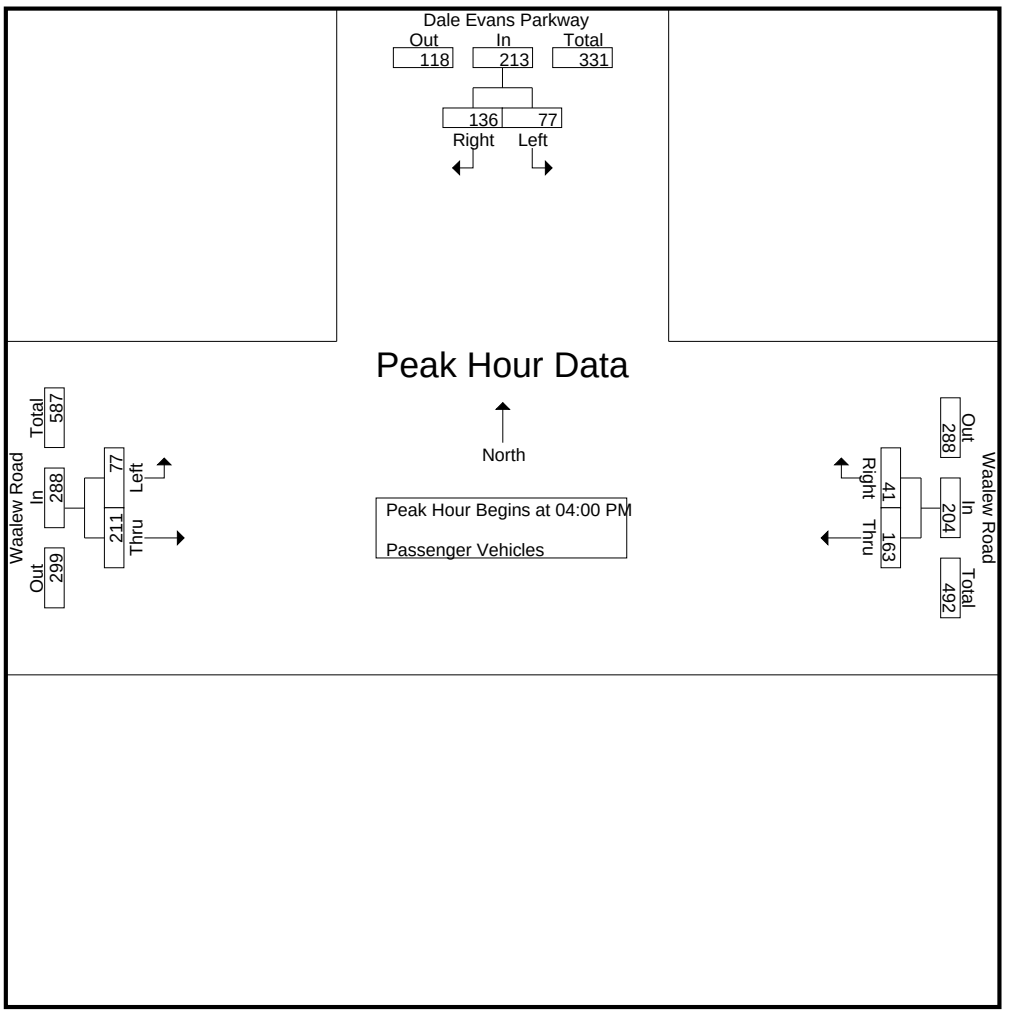
	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	21	33	54	44	10	54	25	64	89	197
04:15 PM	16	29	45	43	18	61	27	40	67	173
04:30 PM	17	43	60	33	5	38	12	52	64	162
04:45 PM	23	31	54	43	8	51	13	55	68	173
Total	77	136	213	163	41	204	77	211	288	705
05:00 PM	30	38	68	52	4	56	8	50	58	182
05:15 PM	19	27	46	34	6	40	8	52	60	146
05:30 PM	19	18	37	34	5	39	6	50	56	132
05:45 PM	24	28	52	31	3	34	13	32	45	131
Total	92	111	203	151	18	169	35	184	219	591
Grand Total	169	247	416	314	59	373	112	395	507	1296
Apprch %	40.6	59.4		84.2	15.8		22.1	77.9		
Total %	13	19.1	32.1	24.2	4.6	28.8	8.6	30.5	39.1	

	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	21	33	54	**44**	10	54	25	**64**	**89**	**197**
04:15 PM	16	29	45	43	**18**	**61**	**27**	40	67	173
04:30 PM	17	**43**	**60**	33	5	38	12	52	64	162
04:45 PM	**23**	31	54	43	8	51	13	55	68	173
Total Volume	77	136	213	163	41	204	77	211	288	705
% App. Total	36.2	63.8		79.9	20.1		26.7	73.3		
PHF	.837	.791	.888	.926	.569	.836	.713	.824	.809	.895

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

File Name : 11_APV_DEP N_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	21	33	54	**44**	10	54	25	**64**	**89**
+15 mins.	16	29	45	43	**18**	**61**	**27**	40	67
+30 mins.	17	**43**	**60**	33	5	38	12	52	64
+45 mins.	**23**	31	54	43	8	51	13	55	68
Total Volume	77	136	213	163	41	204	77	211	288
% App. Total	36.2	63.8		79.9	20.1		26.7	73.3	
PHF	.837	.791	.888	.926	.569	.836	.713	.824	.809

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

File Name : 11_APV_DEP N_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

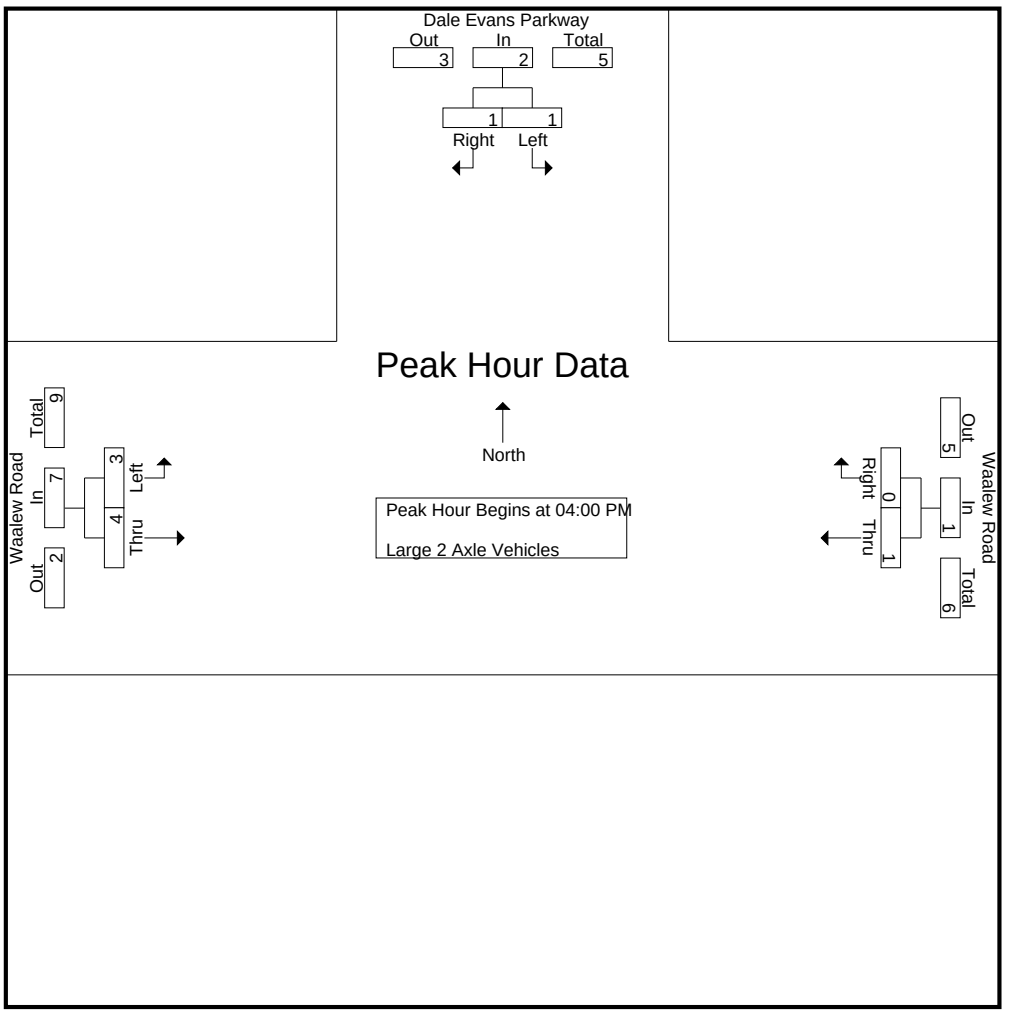
	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	2	4	4
04:15 PM	1	0	1	1	0	1	0	2	2	4
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	1	0	1	2
Total	1	1	2	1	0	1	3	4	7	10
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	1	0	0	0	1	0	1	2
Total	1	0	1	0	0	0	2	1	3	4
Grand Total	2	1	3	1	0	1	5	5	10	14
Apprch %	66.7	33.3		100	0		50	50		
Total %	14.3	7.1	21.4	7.1	0	7.1	35.7	35.7	71.4	

	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	**2**	**2**	**4**	**4**
04:15 PM	**1**	0	**1**	**1**	0	**1**	0	2	2	4
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**1**	1	0	0	0	1	0	1	2
Total Volume	1	1	2	1	0	1	3	4	7	10
% App. Total	50	50		100	0		42.9	57.1		
PHF	.250	.250	.500	.250	.000	.250	.375	.500	.438	.625

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

File Name : 11_APV_DEP N_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	**2**	**2**	**4**
+15 mins.	**1**	0	**1**	**1**	0	**1**	0	2	2
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	1	0	0	0	1	0	1
Total Volume	1	1	2	1	0	1	3	4	7
% App. Total	50	50		100	0		42.9	57.1	
PHF	.250	.250	.500	.250	.000	.250	.375	.500	.438

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

File Name : 11_APV_DEP N_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

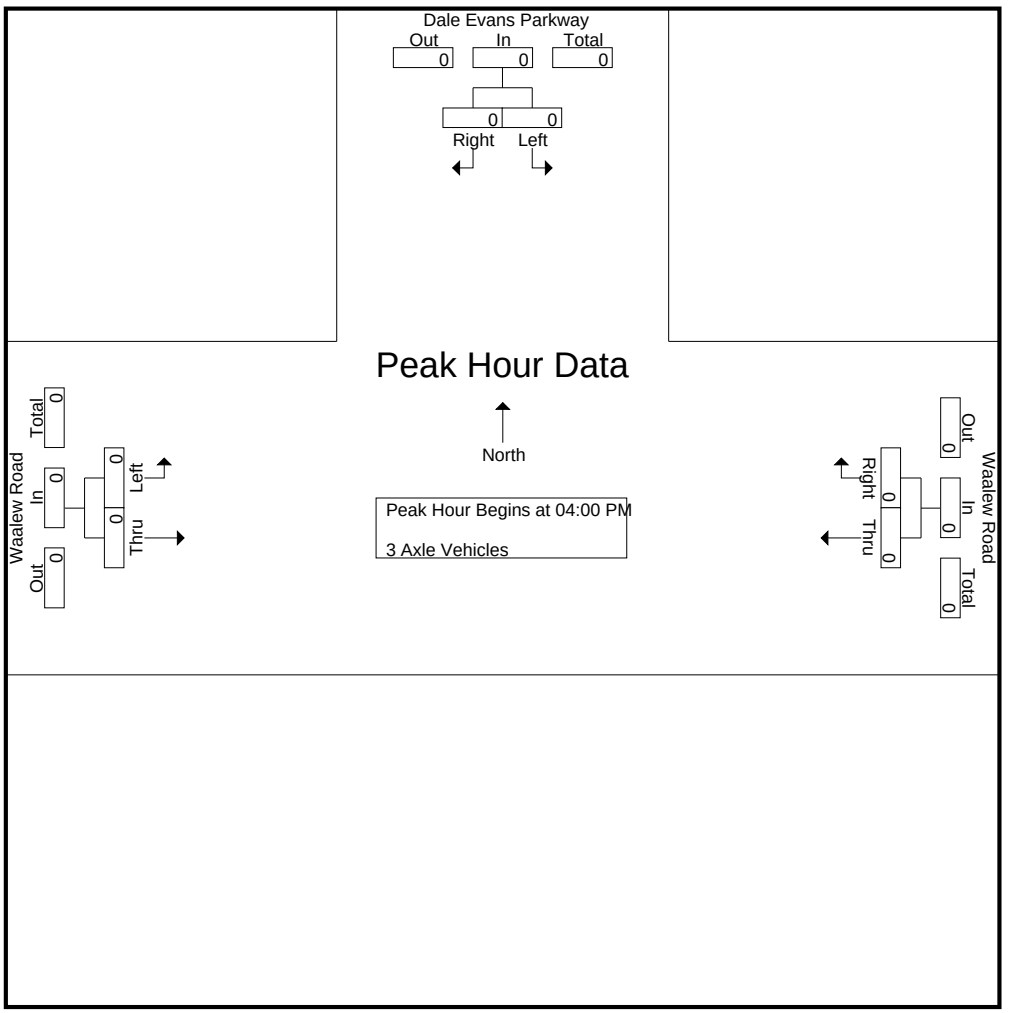
	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0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

	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

File Name : 11_APV_DEP N_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 11_APV_DEP N_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

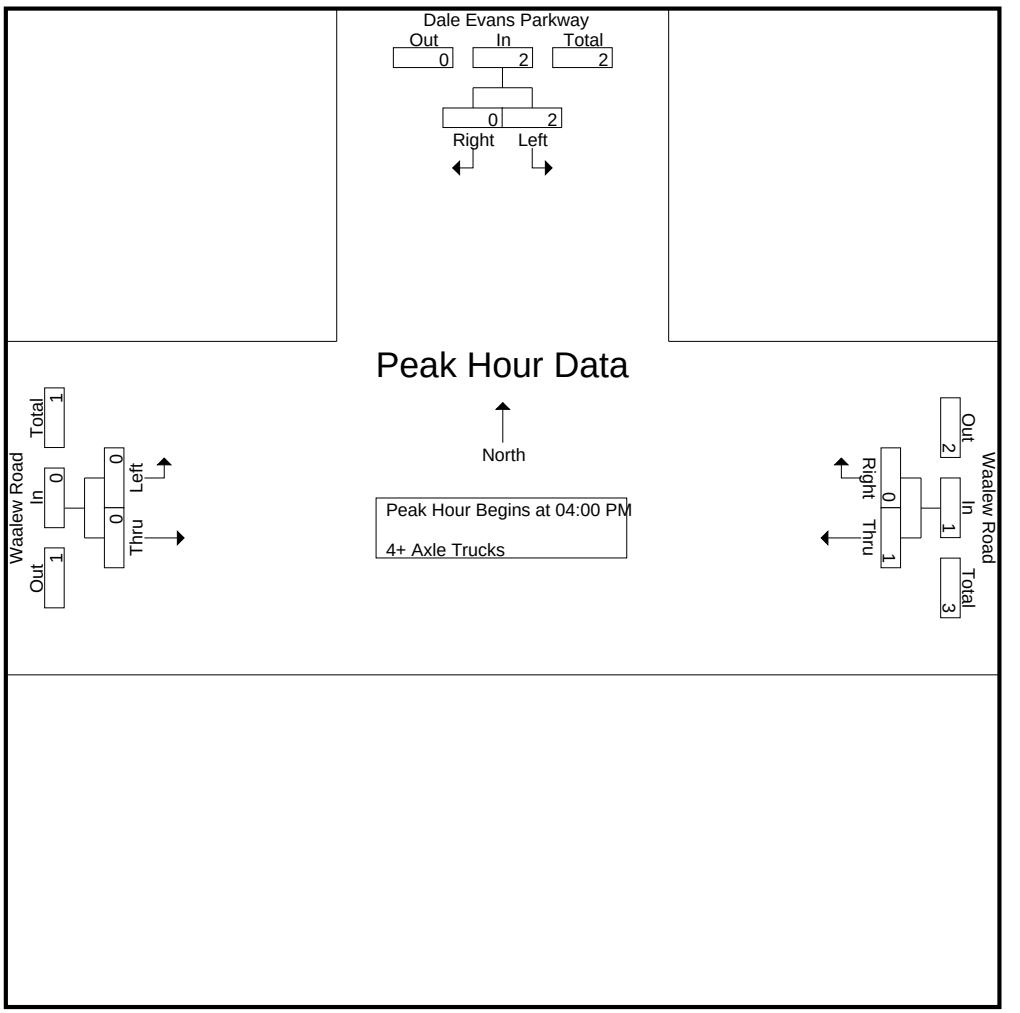
	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	0	1	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	1	1	0	1	0	0	0	2
Total	2	0	2	1	0	1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

	Dale Evans Parkway Southbound			Waalew Road Westbound			Waalew Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	0	**1**	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	1	**1**	0	**1**	0	0	0	**2**
Total Volume	2	0	2	1	0	1	0	0	0	3
% App. Total	100	0		100	0		0	0		
PHF	.500	.000	.500	.250	.000	.250	.000	.000	.000	.375

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

File Name : 11_APV_DEP N_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

Location: Apple Valley
N/S: Dale Evans Parkway
E/W: Waalew Road

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg Dale Evans Parkway	East Leg Waalew Road	South Leg Dead End	West Leg Waalew Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dale Evans Parkway	East Leg Waalew Road	South Leg Dead End	West Leg Waalew Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Apple Valley
N/S: Dale Evans Parkway
E/W: Waalew Road

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound Dale Evans Parkway			Westbound Waalew Road			Northbound Dead End			Eastbound Waalew Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dale Evans Parkway			Westbound Waalew Road			Northbound Dead End			Eastbound Waalew Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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

File Name : 12_APV_Cen_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

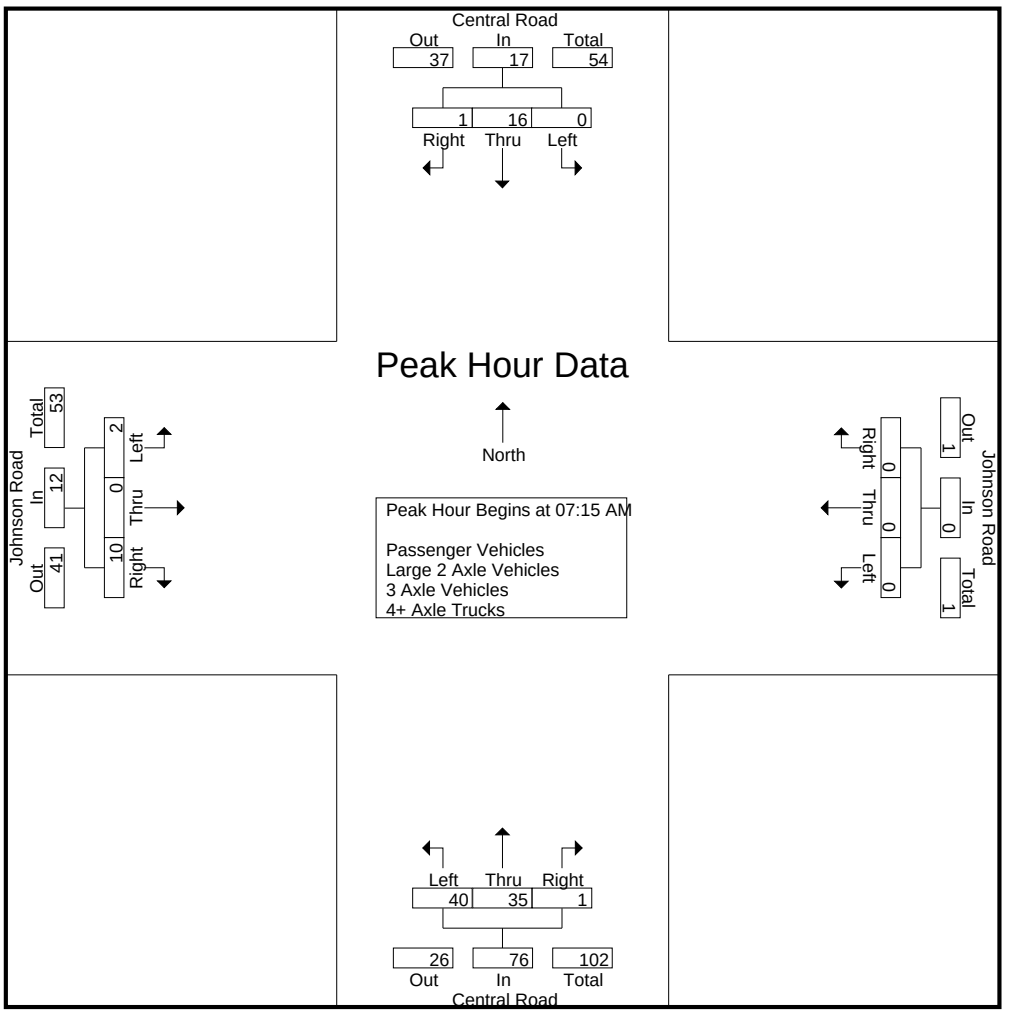
	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	1	6	0	0	0	0	6	11	0	17	0	0	1	1	24
07:15 AM	0	5	0	5	0	0	0	0	6	8	0	14	0	0	0	0	19
07:30 AM	0	2	0	2	0	0	0	0	12	8	0	20	1	0	5	6	28
07:45 AM	0	5	0	5	0	0	0	0	14	12	0	26	0	0	2	2	33
Total	0	17	1	18	0	0	0	0	38	39	0	77	1	0	8	9	104
08:00 AM	0	4	1	5	0	0	0	0	8	7	1	16	1	0	3	4	25
08:15 AM	0	1	0	1	0	0	0	0	3	8	0	11	0	0	1	1	13
08:30 AM	0	4	0	4	1	0	0	1	10	4	0	14	0	0	4	4	23
08:45 AM	0	1	0	1	0	0	0	0	5	6	0	11	0	0	2	2	14
Total	0	10	1	11	1	0	0	1	26	25	1	52	1	0	10	11	75
Grand Total	0	27	2	29	1	0	0	1	64	64	1	129	2	0	18	20	179
Apprch %	0	93.1	6.9		100	0	0		49.6	49.6	0.8		10	0	90		
Total %	0	15.1	1.1	16.2	0.6	0	0	0.6	35.8	35.8	0.6	72.1	1.1	0	10.1	11.2	
Passenger Vehicles	0	26	2	28	1	0	0	1	58	63	1	122	2	0	18	20	171
% Passenger Vehicles	0	96.3	100	96.6	100	0	0	100	90.6	98.4	100	94.6	100	0	100	100	95.5
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	4.7	0	0	2.3	0	0	0	0	1.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	1.6	0	0	0.8	0	0	0	0	0.6
4+ Axle Trucks	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0	4
% 4+ Axle Trucks	0	3.7	0	3.4	0	0	0	0	3.1	1.6	0	2.3	0	0	0	0	2.2

	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**5**	0	**5**	0	0	0	0	6	8	0	14	0	0	0	0	19
07:30 AM	0	2	0	2	0	0	0	0	12	8	0	20	**1**	0	**5**	**6**	28
07:45 AM	0	5	0	5	0	0	0	0	**14**	**12**	0	**26**	0	0	2	2	**33**
08:00 AM	0	4	**1**	5	0	0	0	0	8	7	**1**	16	1	0	3	4	25
Total Volume	0	16	1	17	0	0	0	0	40	35	1	76	2	0	10	12	105
% App. Total	0	94.1	5.9		0	0	0		52.6	46.1	1.3		16.7	0	83.3		
PHF	.000	.800	.250	.850	.000	.000	.000	.000	.714	.729	.250	.731	.500	.000	.500	.500	.795

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

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

File Name : 12_APV_Cen_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:45 AM				07:00 AM				07:30 AM			
+0 mins.	0	**5**	**1**	**6**	0	0	0	0	6	11	0	17	**1**	0	**5**	**6**
+15 mins.	0	5	0	5	0	0	0	0	6	8	0	14	0	0	2	2
+30 mins.	0	2	0	2	0	0	0	0	12	8	0	20	1	0	3	4
+45 mins.	0	5	0	5	**1**	0	0	**1**	**14**	**12**	0	**26**	0	0	1	1
Total Volume	0	17	1	18	1	0	0	1	38	39	0	77	2	0	11	13
% App. Total	0	94.4	5.6		100	0	0		49.4	50.6	0		15.4	0	84.6	
PHF	.000	.850	.250	.750	.250	.000	.000	.250	.679	.813	.000	.740	.500	.000	.550	.542

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

File Name : 12_APV_Cen_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

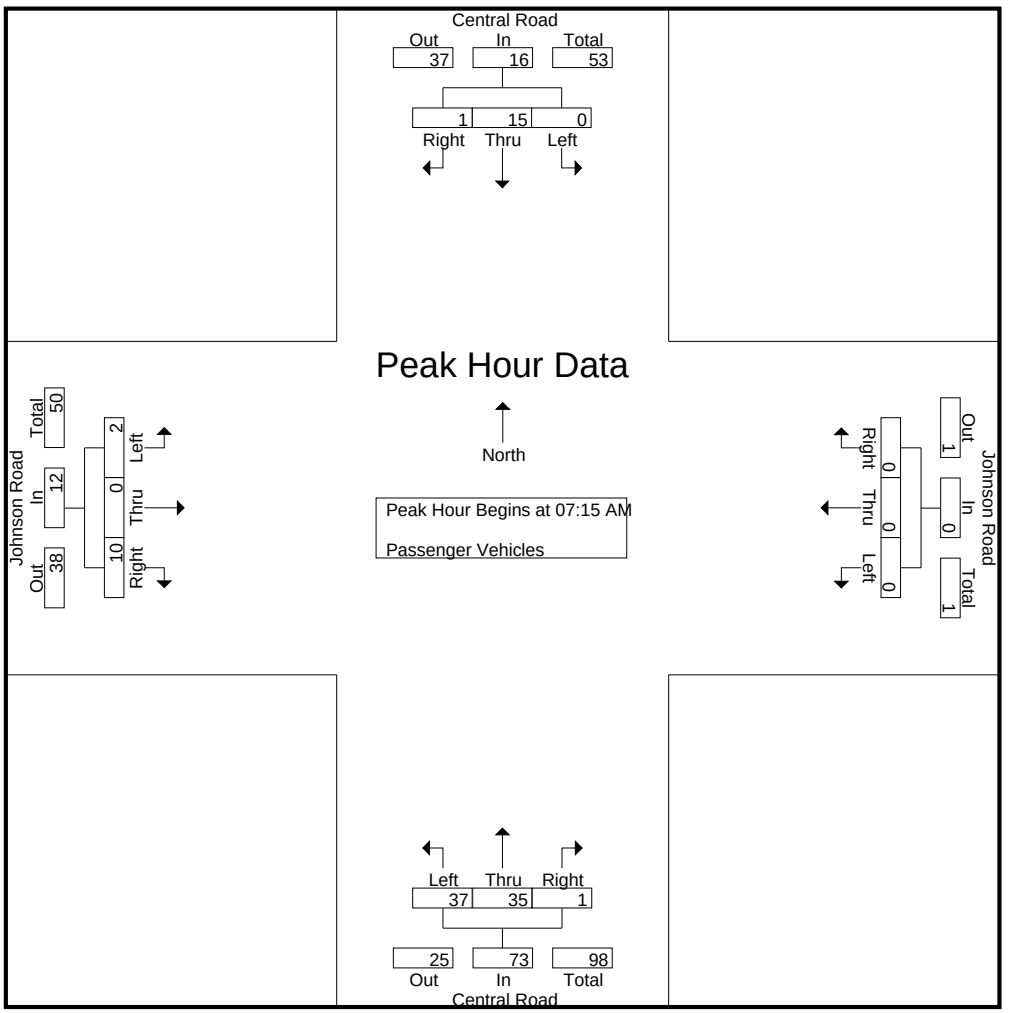
	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	1	6	0	0	0	0	6	11	0	17	0	0	1	1	24
07:15 AM	0	5	0	5	0	0	0	0	5	8	0	13	0	0	0	0	18
07:30 AM	0	2	0	2	0	0	0	0	11	8	0	19	1	0	5	6	27
07:45 AM	0	5	0	5	0	0	0	0	14	12	0	26	0	0	2	2	33
Total	0	17	1	18	0	0	0	0	36	39	0	75	1	0	8	9	102
08:00 AM	0	3	1	4	0	0	0	0	7	7	1	15	1	0	3	4	23
08:15 AM	0	1	0	1	0	0	0	0	2	7	0	9	0	0	1	1	11
08:30 AM	0	4	0	4	1	0	0	1	8	4	0	12	0	0	4	4	21
08:45 AM	0	1	0	1	0	0	0	0	5	6	0	11	0	0	2	2	14
Total	0	9	1	10	1	0	0	1	22	24	1	47	1	0	10	11	69
Grand Total	0	26	2	28	1	0	0	1	58	63	1	122	2	0	18	20	171
Apprch %	0	92.9	7.1		100	0	0		47.5	51.6	0.8		10	0	90		
Total %	0	15.2	1.2	16.4	0.6	0	0	0.6	33.9	36.8	0.6	71.3	1.2	0	10.5	11.7	

	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**5**	0	**5**	0	0	0	0	5	8	0	13	0	0	0	0	18
07:30 AM	0	2	0	2	0	0	0	0	11	8	0	19	**1**	0	**5**	**6**	27
07:45 AM	0	5	0	5	0	0	0	0	**14**	**12**	0	**26**	0	0	2	2	**33**
08:00 AM	0	3	**1**	4	0	0	0	0	7	7	**1**	15	1	0	3	4	23
Total Volume	0	15	1	16	0	0	0	0	37	35	1	73	2	0	10	12	101
% App. Total	0	93.8	6.2		0	0	0		50.7	47.9	1.4		16.7	0	83.3		
PHF	.000	.750	.250	.800	.000	.000	.000	.000	.661	.729	.250	.702	.500	.000	.500	.500	.765

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

File Name : 12_APV_Cen_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**5**	0	**5**	0	0	0	0	5	8	0	13	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	11	8	0	19	**1**	0	**5**	**6**
+30 mins.	0	5	0	5	0	0	0	0	**14**	**12**	0	**26**	0	0	2	2
+45 mins.	0	3	**1**	4	0	0	0	0	7	7	**1**	15	1	0	3	4
Total Volume	0	15	1	16	0	0	0	0	37	35	1	73	2	0	10	12
% App. Total	0	93.8	6.2		0	0	0		50.7	47.9	1.4		16.7	0	83.3	
PHF	.000	.750	.250	.800	.000	.000	.000	.000	.661	.729	.250	.702	.500	.000	.500	.500

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

File Name : 12_APV_Cen_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

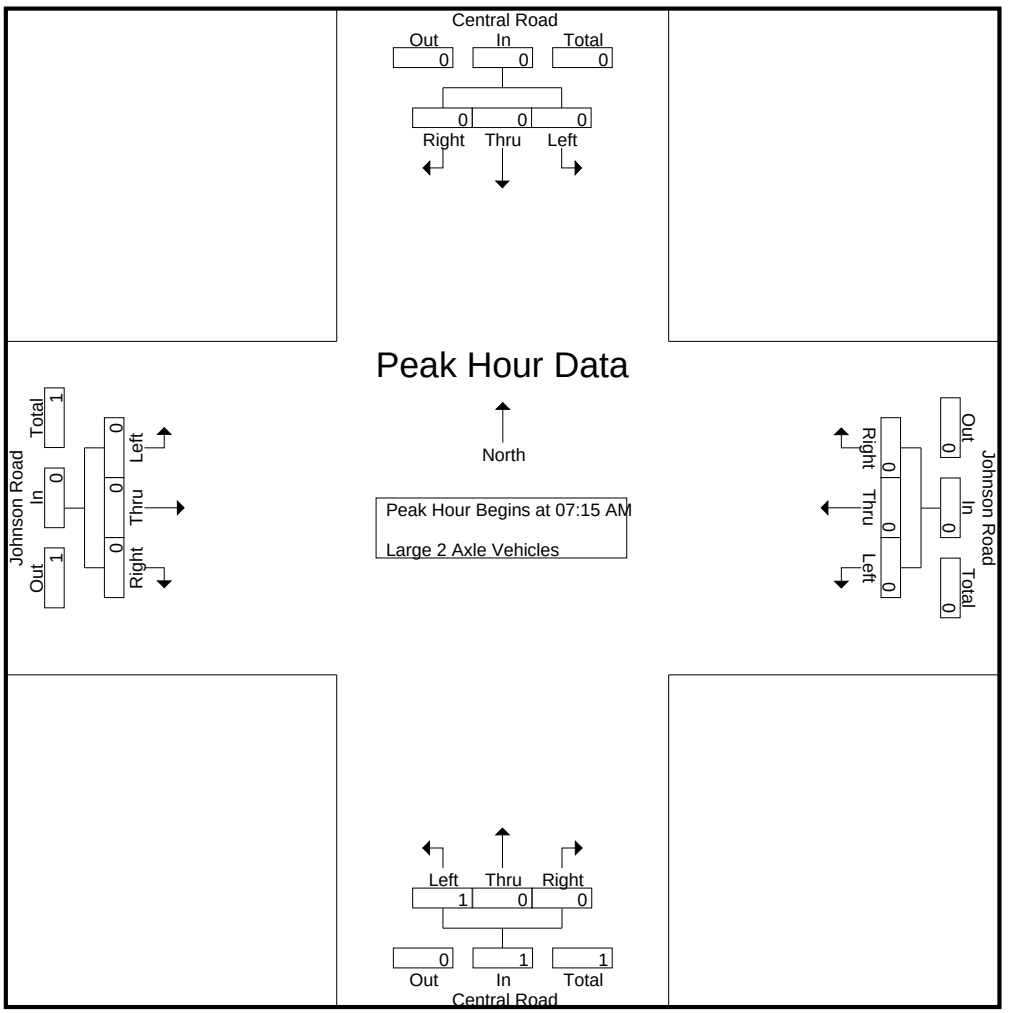
	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
Apprch %	0	0	0		0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	

	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

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

File Name : 12_APV_Cen_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 12_APV_Cen_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

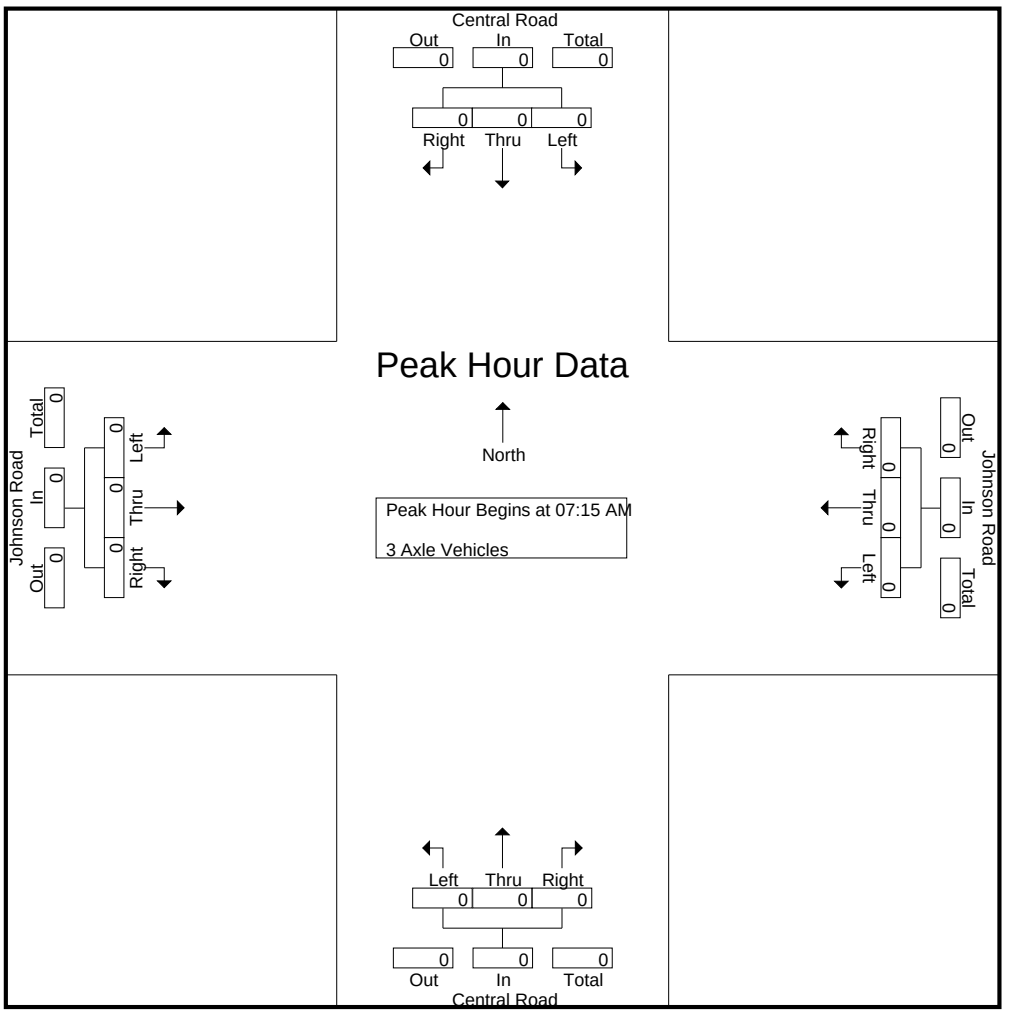
	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0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

	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

File Name : 12_APV_Cen_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 12_APV_Cen_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

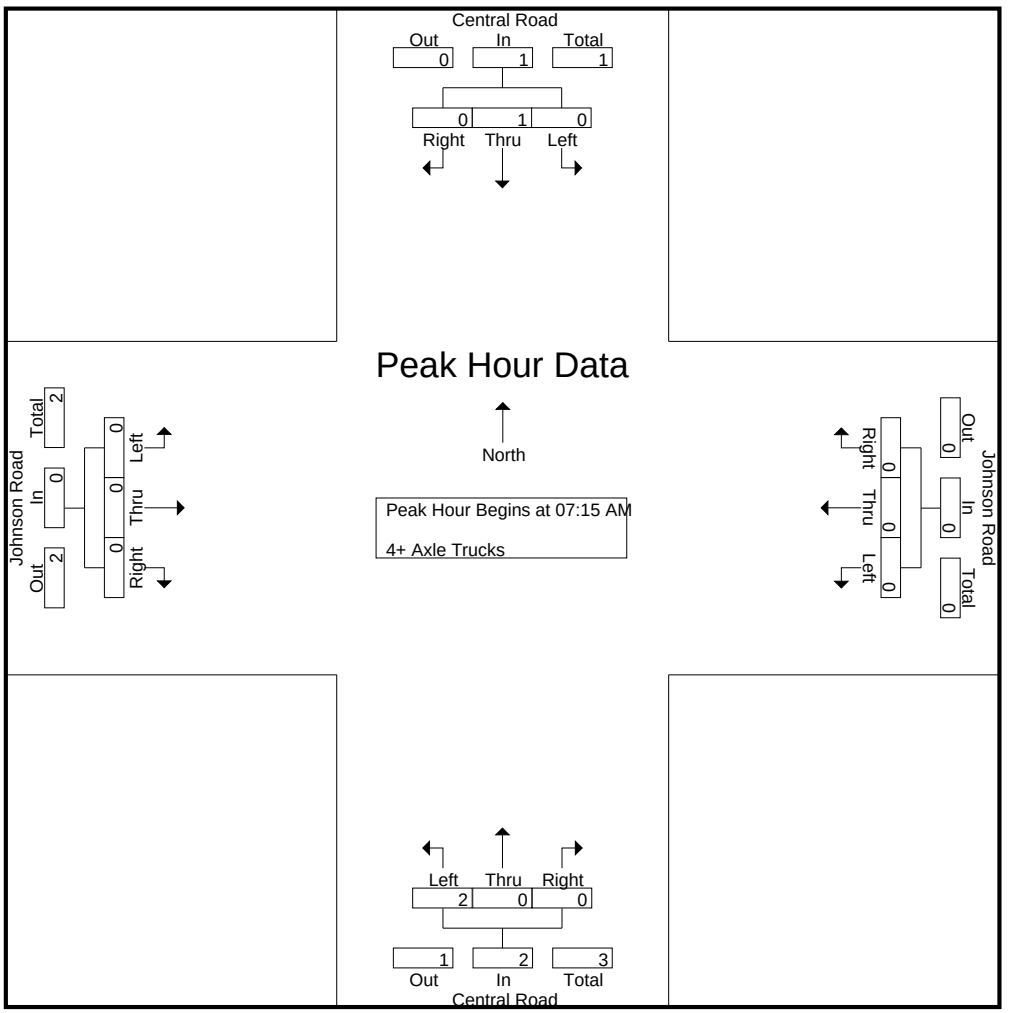
	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
Grand Total	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0	4
Apprch %	0	100	0		0	0	0		66.7	33.3	0		0	0	0		
Total %	0	25	0	25	0	0	0	0	50	25	0	75	0	0	0	0	

	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	0	**1**	0	0	0	0	1	0	0	1	0	0	0	0	**2**
Total Volume	0	1	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.375

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

File Name : 12_APV_Cen_John AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 12_APV_Cen_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

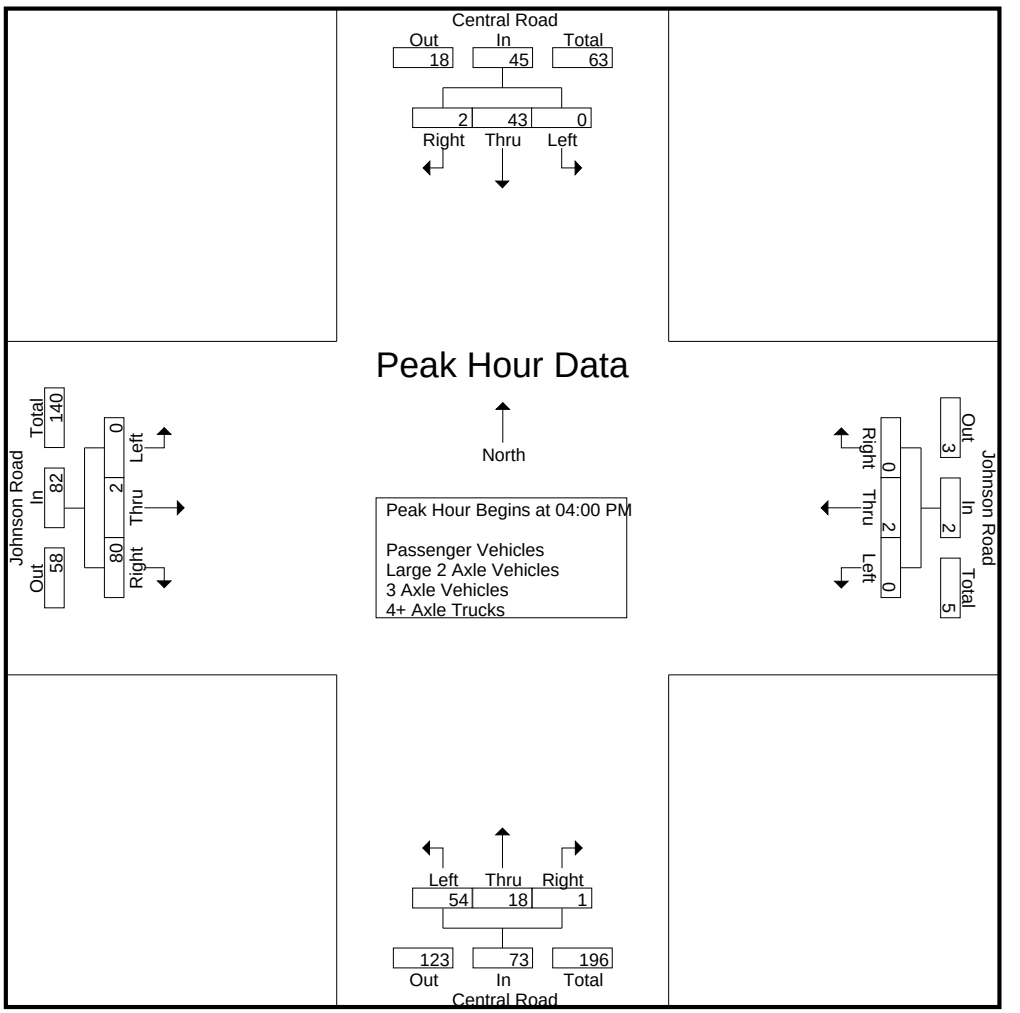
	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	7	0	7	0	0	0	0	19	5	1	25	0	0	24	24	56
04:15 PM	0	14	1	15	0	0	0	0	21	7	0	28	0	0	13	13	56
04:30 PM	0	9	1	10	0	0	0	0	7	2	0	9	0	0	20	20	39
04:45 PM	0	13	0	13	0	2	0	2	7	4	0	11	0	2	23	25	51
Total	0	43	2	45	0	2	0	2	54	18	1	73	0	2	80	82	202
05:00 PM	0	16	0	16	0	0	0	0	1	8	0	9	0	0	17	17	42
05:15 PM	0	13	0	13	0	1	0	1	7	2	0	9	0	1	13	14	37
05:30 PM	0	21	0	21	1	0	0	1	2	5	0	7	0	1	14	15	44
05:45 PM	0	5	0	5	0	0	0	0	4	2	0	6	0	0	6	6	17
Total	0	55	0	55	1	1	0	2	14	17	0	31	0	2	50	52	140
Grand Total	0	98	2	100	1	3	0	4	68	35	1	104	0	4	130	134	342
Apprch %	0	98	2		25	75	0		65.4	33.7	1		0	3	97		
Total %	0	28.7	0.6	29.2	0.3	0.9	0	1.2	19.9	10.2	0.3	30.4	0	1.2	38	39.2	
Passenger Vehicles	0	97	1	98	1	3	0	4	62	34	1	97	0	4	128	132	331
% Passenger Vehicles	0	99	50	98	100	100	0	100	91.2	97.1	100	93.3	0	100	98.5	98.5	96.8
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	2.9	0	0	1.9	0	0	0	0	0.6
3 Axle Vehicles	0	1	1	2	0	0	0	0	3	0	0	3	0	0	2	2	7
% 3 Axle Vehicles	0	1	50	2	0	0	0	0	4.4	0	0	2.9	0	0	1.5	1.5	2
4+ Axle Trucks	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	1.5	2.9	0	1.9	0	0	0	0	0.6

	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	7	0	7	0	0	0	0	19	5	**1**	25	0	0	**24**	24	**56**
04:15 PM	0	**14**	**1**	**15**	0	0	0	0	**21**	**7**	0	**28**	0	0	13	13	56
04:30 PM	0	9	1	10	0	0	0	0	7	2	0	9	0	0	20	20	39
04:45 PM	0	13	0	13	0	**2**	0	**2**	7	4	0	11	0	**2**	23	**25**	51
Total Volume	0	43	2	45	0	2	0	2	54	18	1	73	0	2	80	82	202
% App. Total	0	95.6	4.4		0	100	0		74	24.7	1.4		0	2.4	97.6		
PHF	.000	.768	.500	.750	.000	.250	.000	.250	.643	.643	.250	.652	.000	.250	.833	.820	.902

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

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

File Name : 12_APV_Cen_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:45 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	0	13	0	13	0	**2**	0	**2**	19	5	**1**	25	0	0	**24**	24
+15 mins.	0	16	0	16	0	0	0	0	**21**	**7**	0	**28**	0	0	13	13
+30 mins.	0	13	0	13	0	1	0	1	7	2	0	9	0	0	20	20
+45 mins.	0	**21**	0	**21**	**1**	0	0	1	7	4	0	11	0	**2**	23	**25**
Total Volume	0	63	0	63	1	3	0	4	54	18	1	73	0	2	80	82
% App. Total	0	100	0		25	75	0		74	24.7	1.4		0	2.4	97.6	
PHF	.000	.750	.000	.750	.250	.375	.000	.500	.643	.643	.250	.652	.000	.250	.833	.820

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

File Name : 12_APV_Cen_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

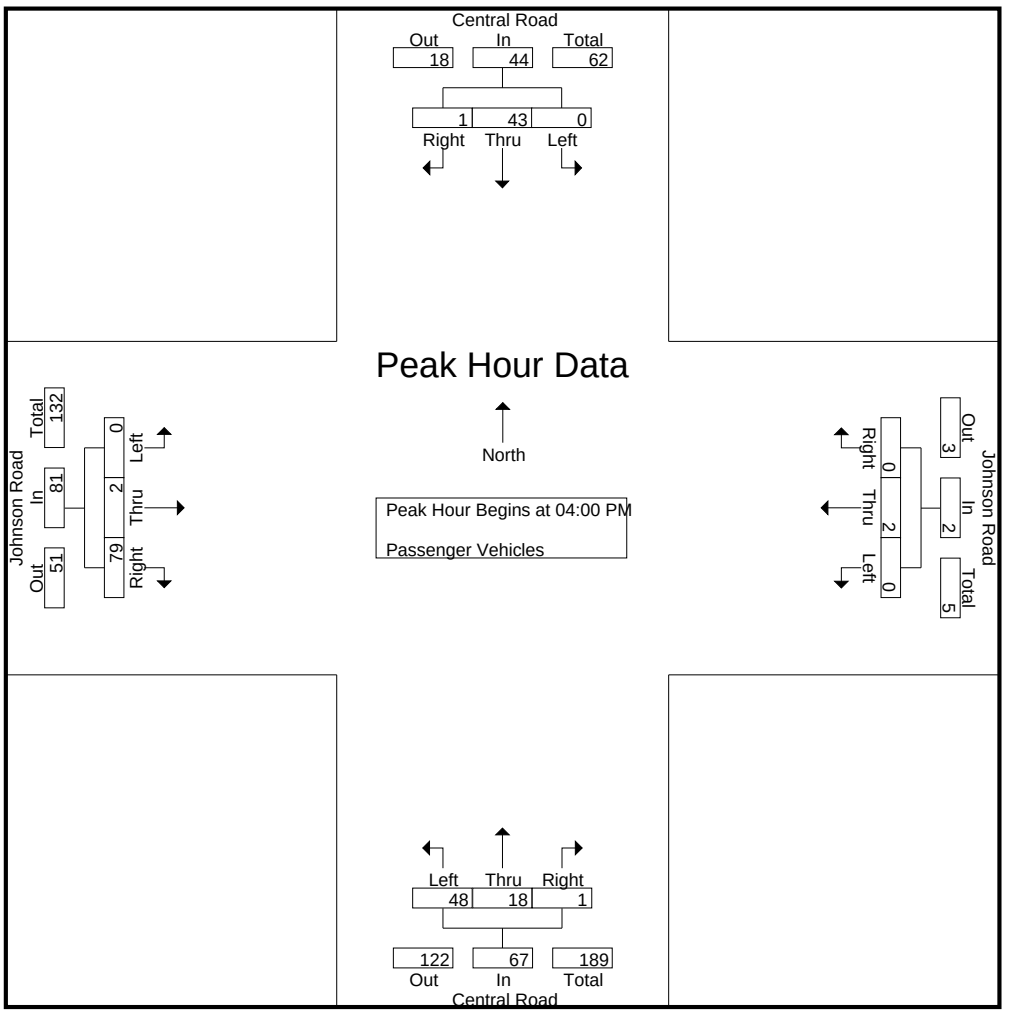
	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	7	0	7	0	0	0	0	15	5	1	21	0	0	24	24	52
04:15 PM	0	14	1	15	0	0	0	0	20	7	0	27	0	0	12	12	54
04:30 PM	0	9	0	9	0	0	0	0	6	2	0	8	0	0	20	20	37
04:45 PM	0	13	0	13	0	2	0	2	7	4	0	11	0	2	23	25	51
Total	0	43	1	44	0	2	0	2	48	18	1	67	0	2	79	81	194
05:00 PM	0	15	0	15	0	0	0	0	1	8	0	9	0	0	17	17	41
05:15 PM	0	13	0	13	0	1	0	1	7	2	0	9	0	1	13	14	37
05:30 PM	0	21	0	21	1	0	0	1	2	4	0	6	0	1	14	15	43
05:45 PM	0	5	0	5	0	0	0	0	4	2	0	6	0	0	5	5	16
Total	0	54	0	54	1	1	0	2	14	16	0	30	0	2	49	51	137
Grand Total	0	97	1	98	1	3	0	4	62	34	1	97	0	4	128	132	331
Apprch %	0	99	1		25	75	0		63.9	35.1	1		0	3	97		
Total %	0	29.3	0.3	29.6	0.3	0.9	0	1.2	18.7	10.3	0.3	29.3	0	1.2	38.7	39.9	

	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	7	0	7	0	0	0	0	15	5	**1**	21	0	0	**24**	24	52
04:15 PM	0	**14**	**1**	**15**	0	0	0	0	**20**	**7**	0	**27**	0	0	12	12	**54**
04:30 PM	0	9	0	9	0	0	0	0	6	2	0	8	0	0	20	20	37
04:45 PM	0	13	0	13	0	**2**	0	**2**	7	4	0	11	0	**2**	23	**25**	51
Total Volume	0	43	1	44	0	2	0	2	48	18	1	67	0	2	79	81	194
% App. Total	0	97.7	2.3		0	100	0		71.6	26.9	1.5		0	2.5	97.5		
PHF	.000	.768	.250	.733	.000	.250	.000	.250	.600	.643	.250	.620	.000	.250	.823	.810	.898

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

File Name : 12_APV_Cen_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	7	0	7	0	0	0	0	15	5	**1**	21	0	0	**24**	24
+15 mins.	0	**14**	**1**	**15**	0	0	0	0	**20**	**7**	0	**27**	0	0	12	12
+30 mins.	0	9	0	9	0	0	0	0	6	2	0	8	0	0	20	20
+45 mins.	0	13	0	13	0	**2**	0	**2**	7	4	0	11	0	**2**	23	**25**
Total Volume	0	43	1	44	0	2	0	2	48	18	1	67	0	2	79	81
% App. Total	0	97.7	2.3		0	100	0		71.6	26.9	1.5		0	2.5	97.5	
PHF	.000	.768	.250	.733	.000	.250	.000	.250	.600	.643	.250	.620	.000	.250	.823	.810

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

File Name : 12_APV_Cen_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

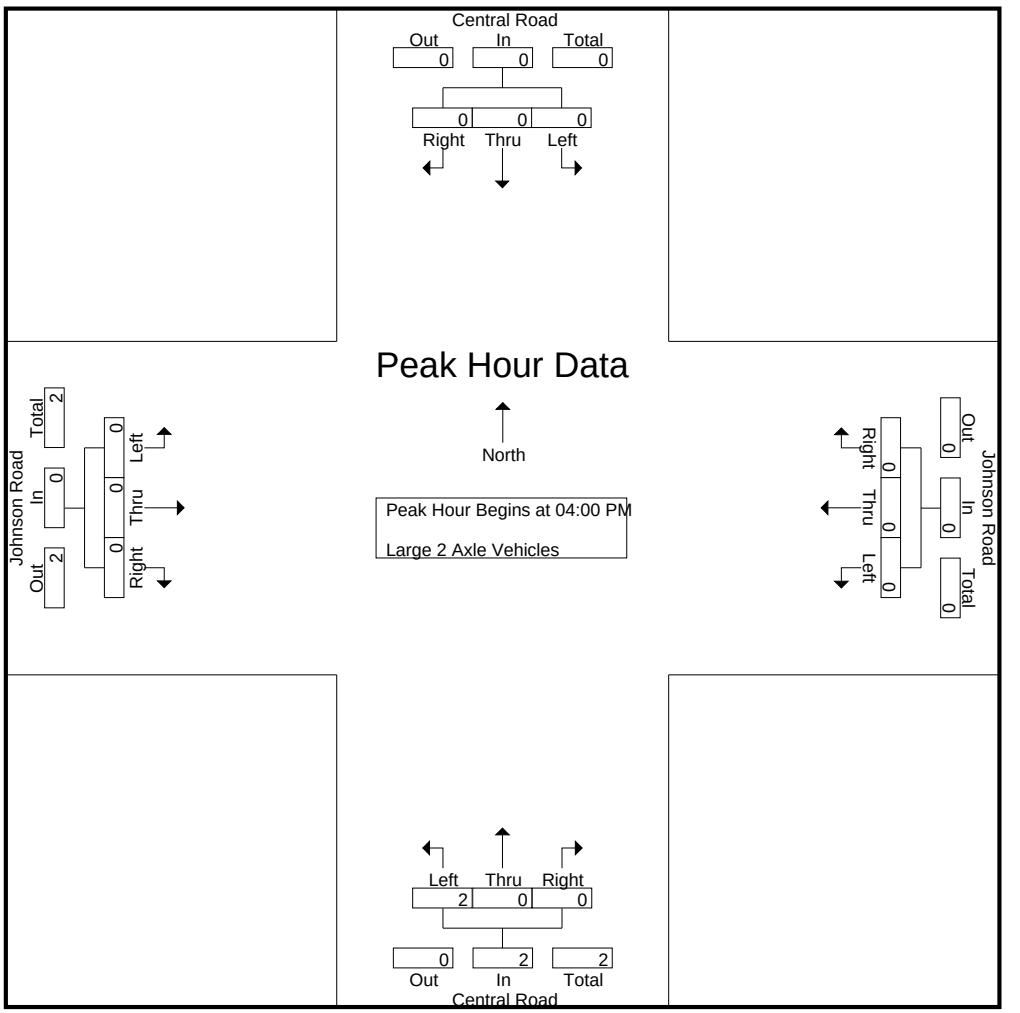
	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Apprch %	0	0	0		0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	

	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

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

File Name : 12_APV_Cen_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 12_APV_Cen_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

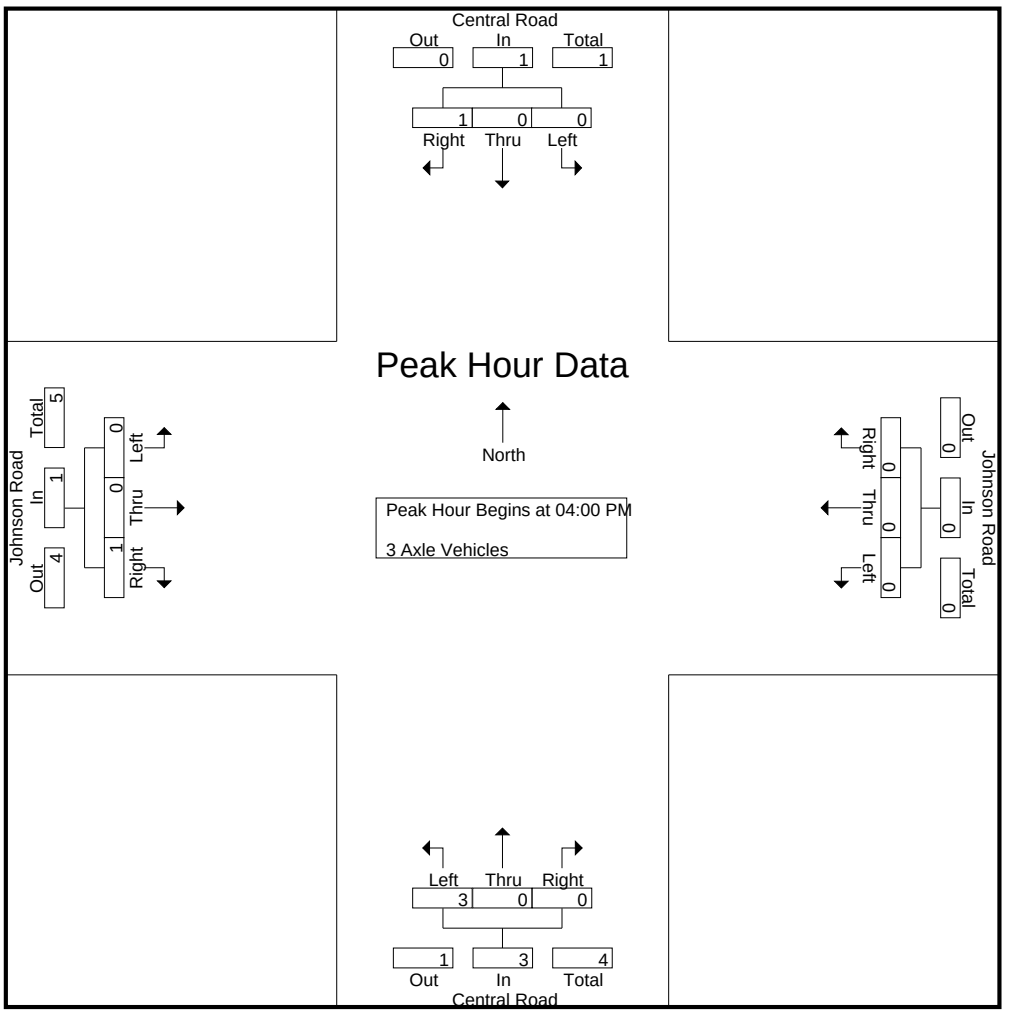
	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	3	0	0	3	0	0	1	1	5
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	1	1	2	0	0	0	0	3	0	0	3	0	0	2	2	7
Apprch %	0	50	50		0	0	0		100	0	0		0	0	100		
Total %	0	14.3	14.3	28.6	0	0	0	0	42.9	0	0	42.9	0	0	28.6	28.6	

	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	**1**	**1**	2
04:30 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	3	0	0	3	0	0	1	1	5
% App. Total	0	0	100		0	0	0		100	0	0		0	0	100		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.250	.250	.625

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

File Name : 12_APV_Cen_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 12_APV_Cen_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

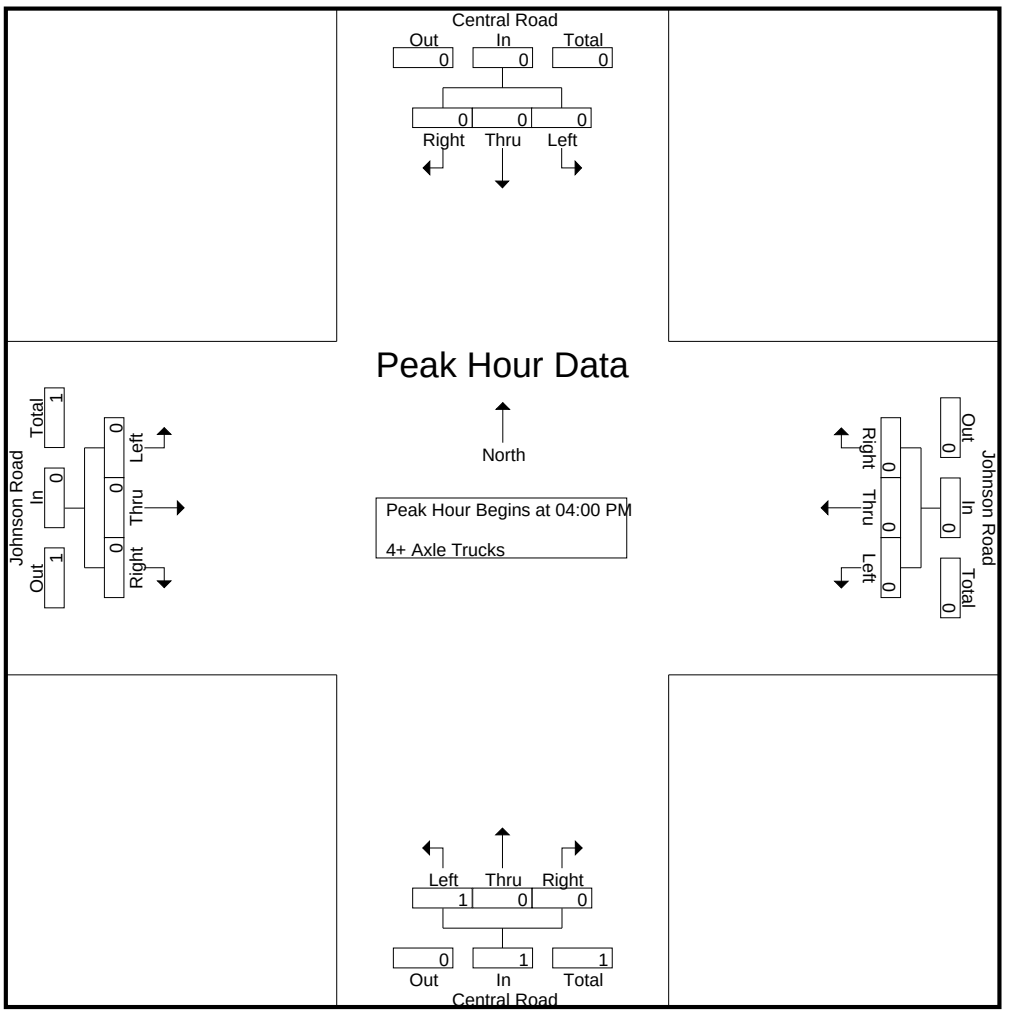
	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0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

	Central Road Southbound				Johnson Road Westbound				Central Road Northbound				Johnson Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

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PO Box 1178
Corona, CA 92878
(951) 268-6268

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

File Name : 12_APV_Cen_John PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

Location: Apple Valley
N/S: Central Road
E/W: Johnson Road

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg Central Road	East Leg Johnson Road	South Leg Central Road	West Leg Johnson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Central Road	East Leg Johnson Road	South Leg Central Road	West Leg Johnson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Apple Valley
N/S: Central Road
E/W: Johnson Road

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound Central Road			Westbound Johnson Road			Northbound Central Road			Eastbound Johnson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Central Road			Westbound Johnson Road			Northbound Central Road			Eastbound Johnson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Apple Valley
N/S: Central Road
E/W: Gustine Street
Weather: Clear

File Name : 13_APV_Cen_Gus AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

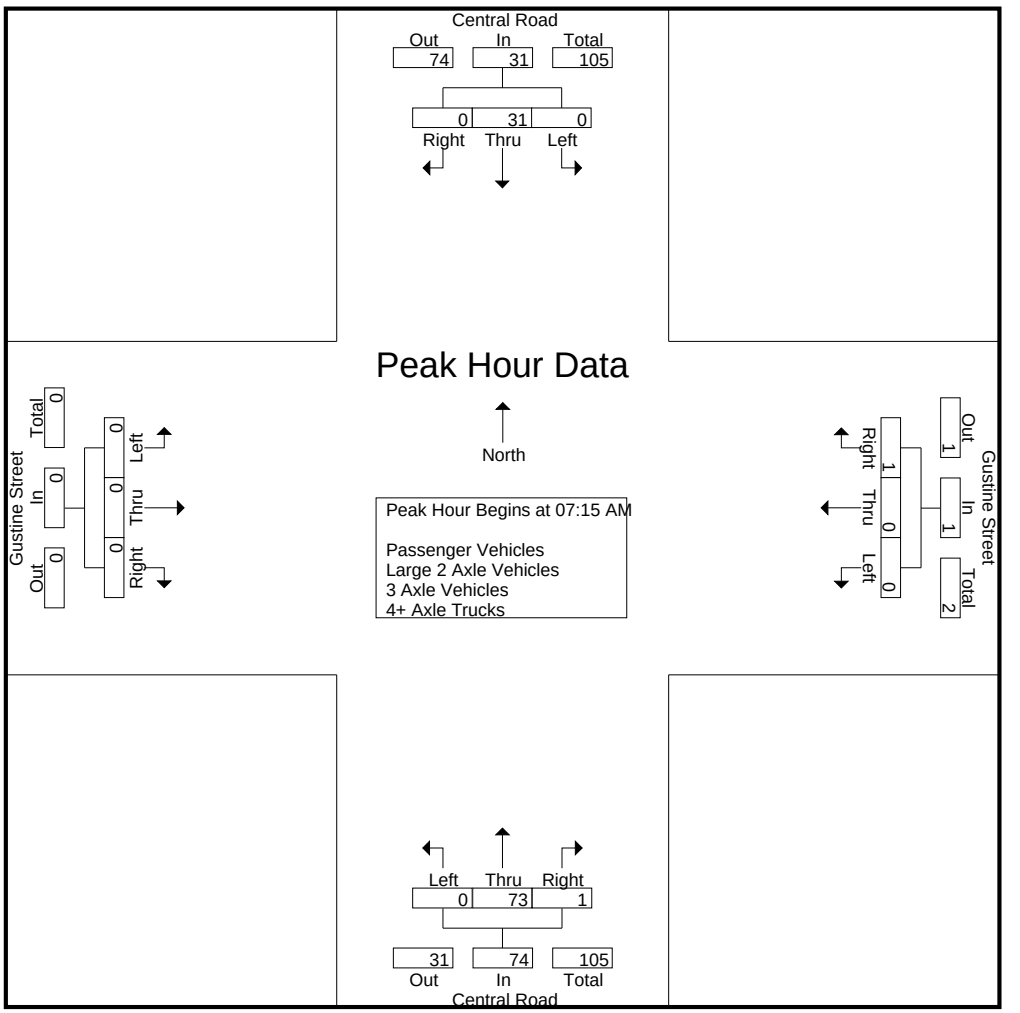
	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	0	16	0	16	0	0	0	0	21
07:15 AM	0	5	0	5	0	0	0	0	0	18	1	19	0	0	0	0	24
07:30 AM	0	12	0	12	0	0	0	0	0	17	0	17	0	0	0	0	29
07:45 AM	0	7	0	7	0	0	0	0	0	23	0	23	0	0	0	0	30
Total	0	29	0	29	0	0	0	0	0	74	1	75	0	0	0	0	104
08:00 AM	0	7	0	7	0	0	1	1	0	15	0	15	0	0	0	0	23
08:15 AM	0	2	0	2	0	0	0	0	0	13	0	13	0	0	0	0	15
08:30 AM	0	8	0	8	0	0	0	0	0	13	0	13	0	0	0	0	21
08:45 AM	0	4	0	4	0	0	0	0	0	10	0	10	0	0	0	0	14
Total	0	21	0	21	0	0	1	1	0	51	0	51	0	0	0	0	73
Grand Total	0	50	0	50	0	0	1	1	0	125	1	126	0	0	0	0	177
Apprch %	0	100	0		0	0	100		0	99.2	0.8		0	0	0		
Total %	0	28.2	0	28.2	0	0	0.6	0.6	0	70.6	0.6	71.2	0	0	0	0	
Passenger Vehicles	0	48	0	48	0	0	1	1	0	118	1	119	0	0	0	0	168
% Passenger Vehicles	0	96	0	96	0	0	100	100	0	94.4	100	94.4	0	0	0	0	94.9
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	3.2	0	3.2	0	0	0	0	2.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% 4+ Axle Trucks	0	4	0	4	0	0	0	0	0	2.4	0	2.4	0	0	0	0	2.8

	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	5	0	5	0	0	0	0	0	18	**1**	19	0	0	0	0	24
07:30 AM	0	**12**	0	**12**	0	0	0	0	0	17	0	17	0	0	0	0	29
07:45 AM	0	7	0	7	0	0	0	0	0	**23**	0	**23**	0	0	0	0	**30**
08:00 AM	0	7	0	7	0	0	**1**	**1**	0	15	0	15	0	0	0	0	23
Total Volume	0	31	0	31	0	0	1	1	0	73	1	74	0	0	0	0	106
% App. Total	0	100	0		0	0	100		0	98.6	1.4		0	0	0		
PHF	.000	.646	.000	.646	.000	.000	.250	.250	.000	.793	.250	.804	.000	.000	.000	.000	.883

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City of Apple Valley
N/S: Central Road
E/W: Gustine Street
Weather: Clear

File Name : 13_APV_Cen_Gus AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	0	5	0	5	0	0	0	0	0	16	0	16	0	0	0	0
+15 mins.	0	**12**	0	**12**	0	0	0	0	0	18	**1**	19	0	0	0	0
+30 mins.	0	7	0	7	0	0	0	0	0	17	0	17	0	0	0	0
+45 mins.	0	7	0	7	0	0	**1**	**1**	0	**23**	0	**23**	0	0	0	0
Total Volume	0	31	0	31	0	0	1	1	0	74	1	75	0	0	0	0
% App. Total	0	100	0		0	0	100		0	98.7	1.3		0	0	0	
PHF	.000	.646	.000	.646	.000	.000	.250	.250	.000	.804	.250	.815	.000	.000	.000	.000

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City of Apple Valley
N/S: Central Road
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Weather: Clear

File Name : 13_APV_Cen_Gus AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

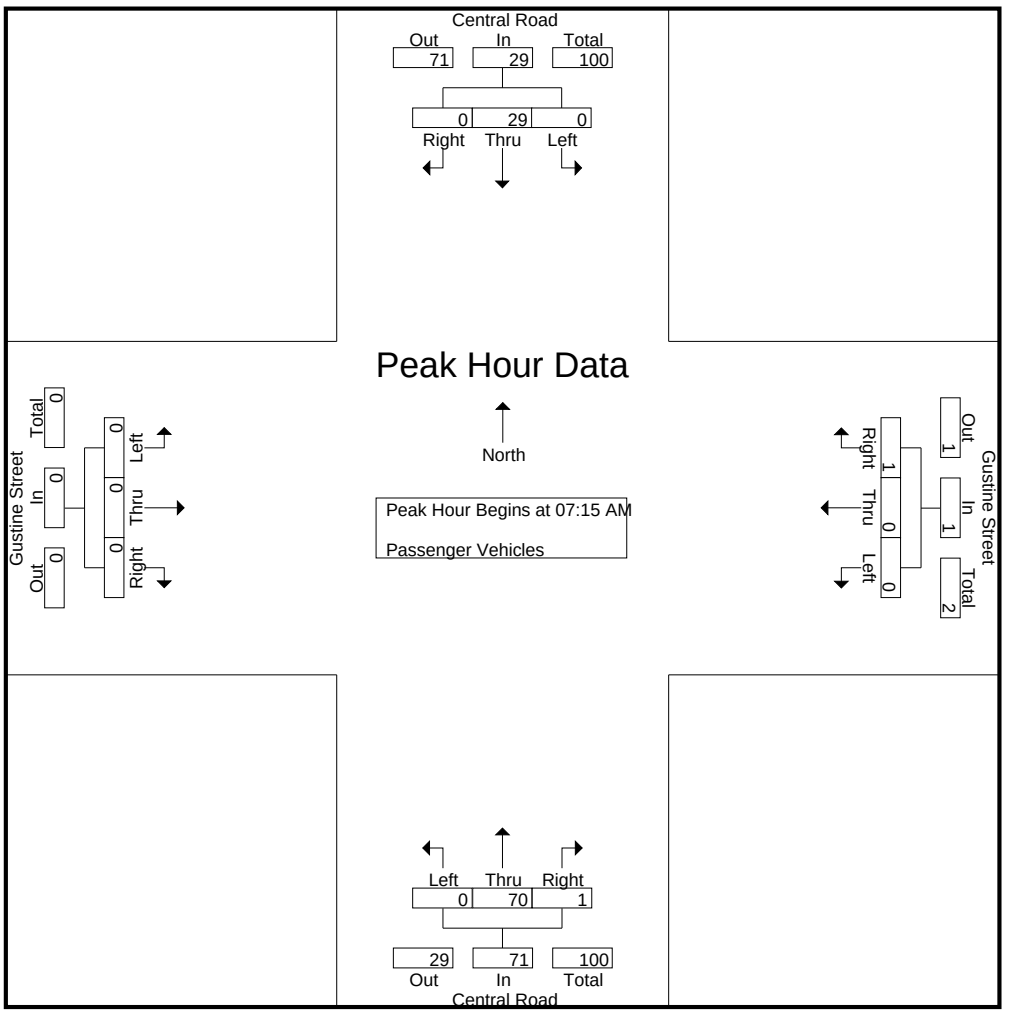
	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	0	16	0	16	0	0	0	0	21
07:15 AM	0	5	0	5	0	0	0	0	0	17	1	18	0	0	0	0	23
07:30 AM	0	11	0	11	0	0	0	0	0	16	0	16	0	0	0	0	27
07:45 AM	0	7	0	7	0	0	0	0	0	22	0	22	0	0	0	0	29
Total	0	28	0	28	0	0	0	0	0	71	1	72	0	0	0	0	100
08:00 AM	0	6	0	6	0	0	1	1	0	15	0	15	0	0	0	0	22
08:15 AM	0	2	0	2	0	0	0	0	0	11	0	11	0	0	0	0	13
08:30 AM	0	8	0	8	0	0	0	0	0	11	0	11	0	0	0	0	19
08:45 AM	0	4	0	4	0	0	0	0	0	10	0	10	0	0	0	0	14
Total	0	20	0	20	0	0	1	1	0	47	0	47	0	0	0	0	68
Grand Total	0	48	0	48	0	0	1	1	0	118	1	119	0	0	0	0	168
Apprch %	0	100	0		0	0	100		0	99.2	0.8		0	0	0		
Total %	0	28.6	0	28.6	0	0	0.6	0.6	0	70.2	0.6	70.8	0	0	0	0	

	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	5	0	5	0	0	0	0	0	17	**1**	18	0	0	0	0	23
07:30 AM	0	**11**	0	**11**	0	0	0	0	0	16	0	16	0	0	0	0	27
07:45 AM	0	7	0	7	0	0	0	0	0	**22**	0	**22**	0	0	0	0	**29**
08:00 AM	0	6	0	6	0	0	**1**	**1**	0	15	0	15	0	0	0	0	22
Total Volume	0	29	0	29	0	0	1	1	0	70	1	71	0	0	0	0	101
% App. Total	0	100	0		0	0	100		0	98.6	1.4		0	0	0		
PHF	.000	.659	.000	.659	.000	.000	.250	.250	.000	.795	.250	.807	.000	.000	.000	.000	.871

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City of Apple Valley
N/S: Central Road
E/W: Gustine Street
Weather: Clear

File Name : 13_APV_Cen_Gus AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	5	0	5	0	0	0	0	0	17	**1**	18	0	0	0	0
+15 mins.	0	**11**	0	**11**	0	0	0	0	0	16	0	16	0	0	0	0
+30 mins.	0	7	0	7	0	0	0	0	0	**22**	0	**22**	0	0	0	0
+45 mins.	0	6	0	6	0	0	**1**	**1**	0	15	0	15	0	0	0	0
Total Volume	0	29	0	29	0	0	1	1	0	70	1	71	0	0	0	0
% App. Total	0	100	0		0	0	100		0	98.6	1.4		0	0	0	
PHF	.000	.659	.000	.659	.000	.000	.250	.250	.000	.795	.250	.807	.000	.000	.000	.000

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City of Apple Valley
N/S: Central Road
E/W: Gustine Street
Weather: Clear

File Name : 13_APV_Cen_Gus AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

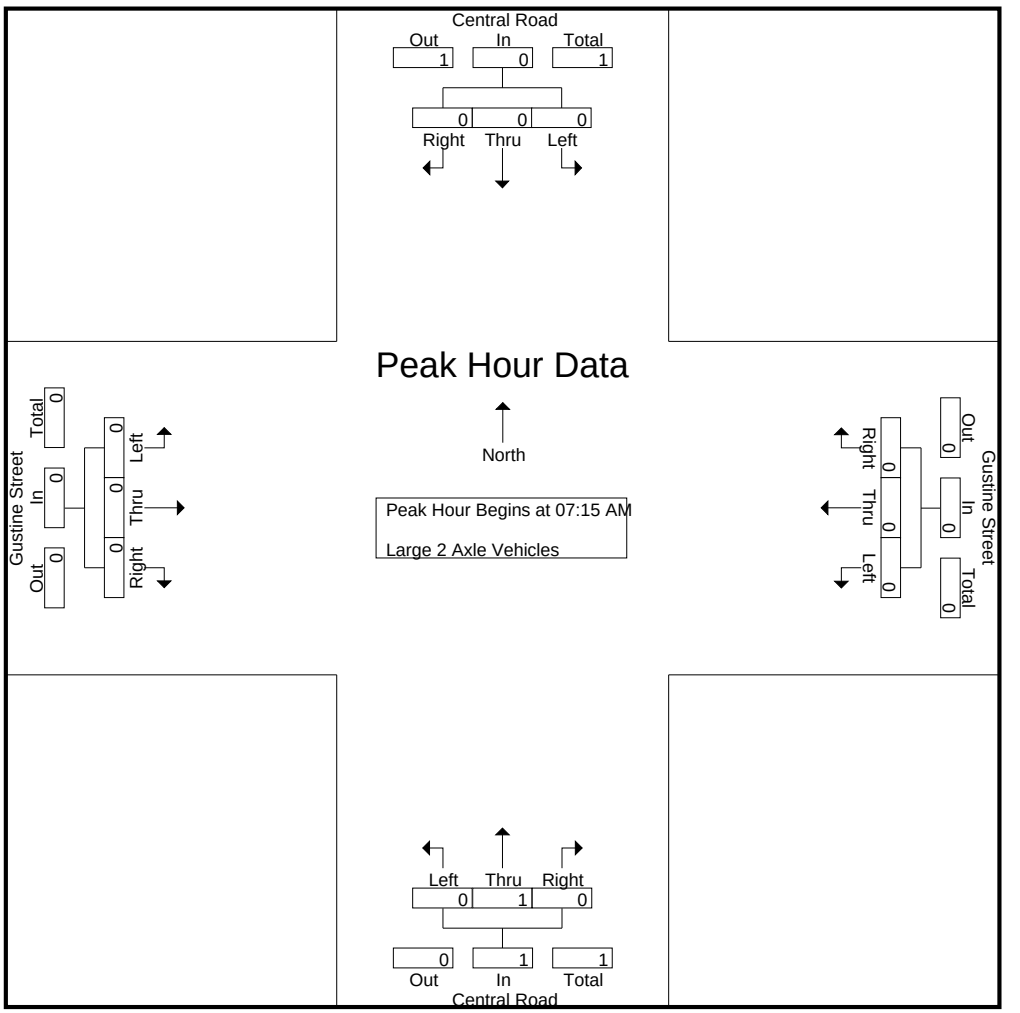
	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Grand Total	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	

	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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File Name : 13_APV_Cen_Gus AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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Weather: Clear

File Name : 13_APV_Cen_Gus AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

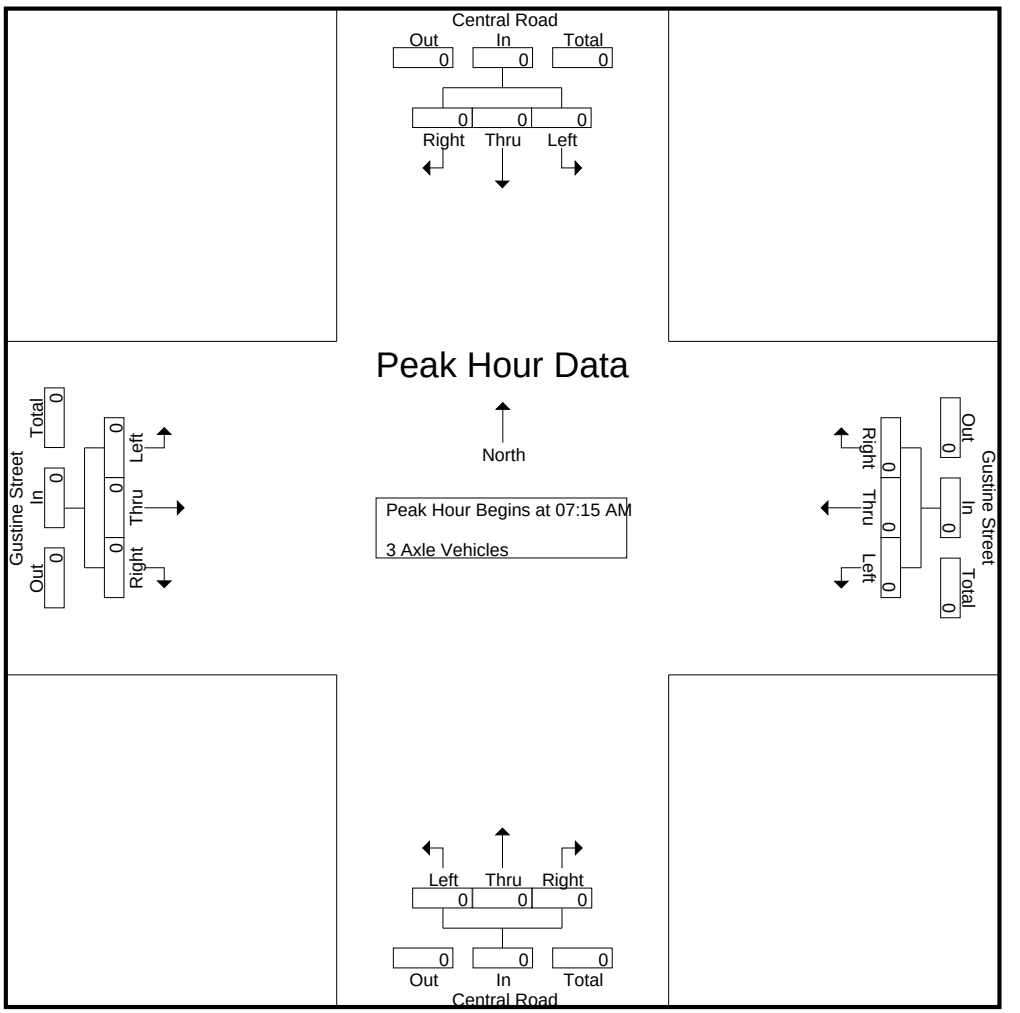
	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0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

	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Central Road
E/W: Gustine Street
Weather: Clear

File Name : 13_APV_Cen_Gus AM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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File Name : 13_APV_Cen_Gus AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

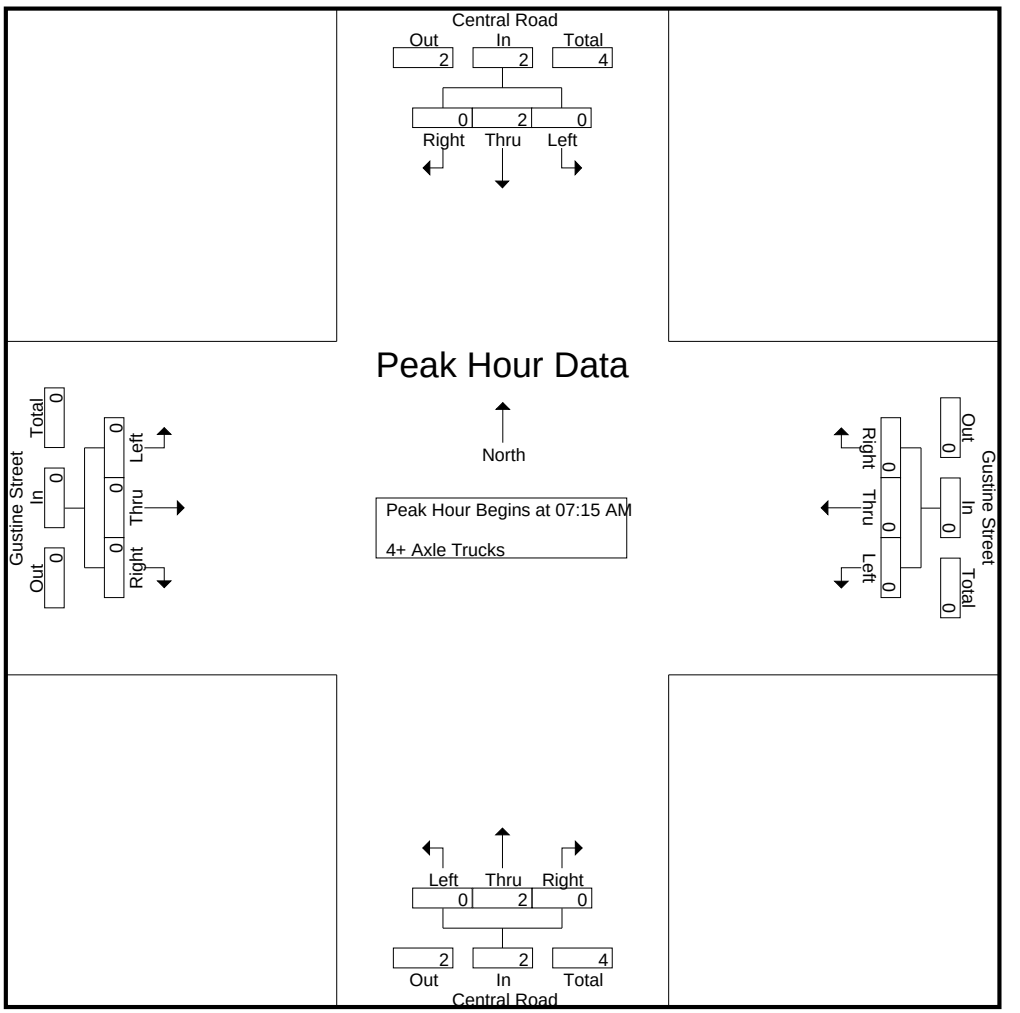
	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	40	0	40	0	0	0	0	0	60	0	60	0	0	0	0	

	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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N/S: Central Road
E/W: Gustine Street
Weather: Clear

File Name : 13_APV_Cen_Gus AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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City of Apple Valley
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E/W: Gustine Street
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File Name : 13_APV_Cen_Gus PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

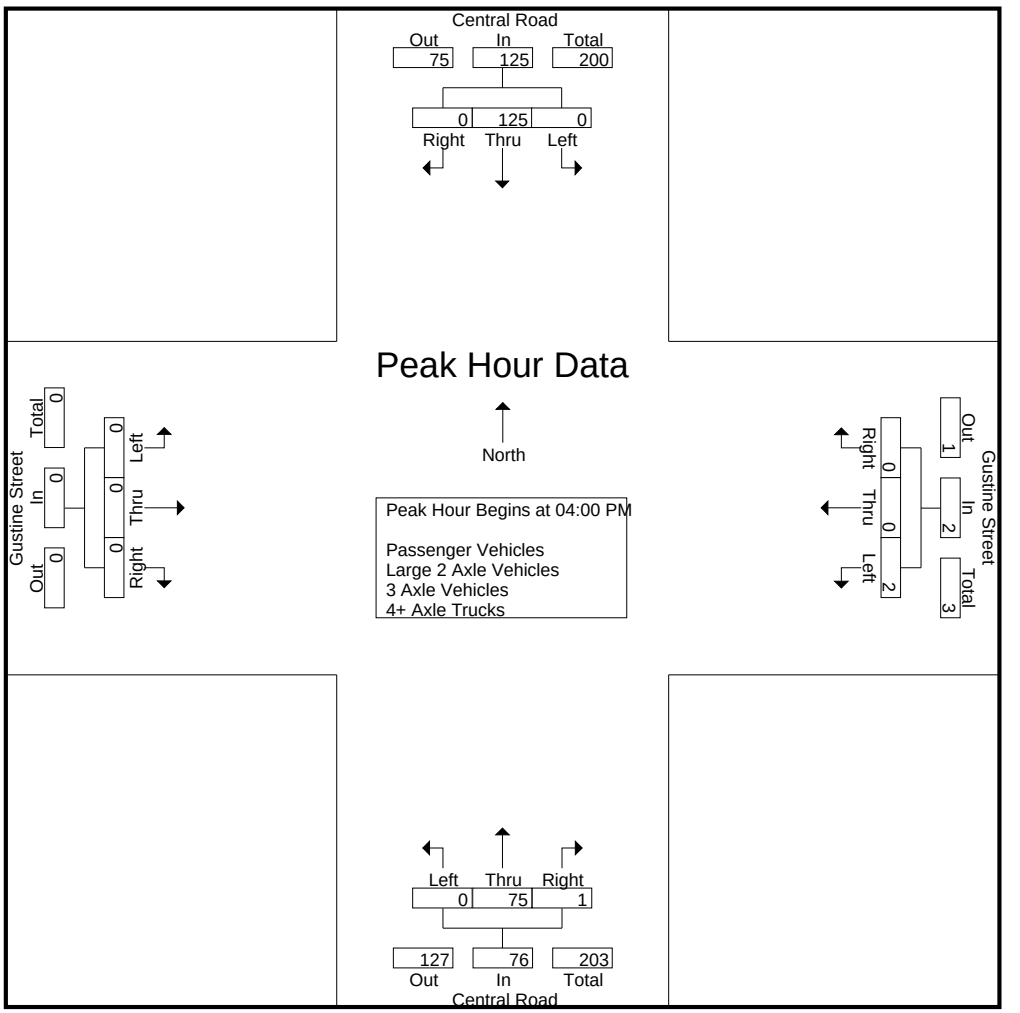
	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	33	0	33	0	0	0	0	0	28	1	29	0	0	0	0	62
04:15 PM	0	24	0	24	2	0	0	2	0	28	0	28	0	0	0	0	54
04:30 PM	0	28	0	28	0	0	0	0	0	8	0	8	0	0	0	0	36
04:45 PM	0	40	0	40	0	0	0	0	0	11	0	11	0	0	0	0	51
Total	0	125	0	125	2	0	0	2	0	75	1	76	0	0	0	0	203
05:00 PM	0	32	0	32	0	0	0	0	0	11	0	11	0	0	0	0	43
05:15 PM	0	35	0	35	0	0	1	1	0	5	0	5	0	0	0	0	41
05:30 PM	0	29	0	29	0	0	0	0	0	7	0	7	0	0	0	0	36
05:45 PM	0	14	0	14	1	0	0	1	0	5	0	5	0	0	0	0	20
Total	0	110	0	110	1	0	1	2	0	28	0	28	0	0	0	0	140
Grand Total	0	235	0	235	3	0	1	4	0	103	1	104	0	0	0	0	343
Apprch %	0	100	0		75	0	25		0	99	1		0	0	0		
Total %	0	68.5	0	68.5	0.9	0	0.3	1.2	0	30	0.3	30.3	0	0	0	0	
Passenger Vehicles	0	231	0	231	3	0	1	4	0	96	1	97	0	0	0	0	332
% Passenger Vehicles	0	98.3	0	98.3	100	0	100	100	0	93.2	100	93.3	0	0	0	0	96.8
Large 2 Axle Vehicles	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% Large 2 Axle Vehicles	0	0.4	0	0.4	0	0	0	0	0	1.9	0	1.9	0	0	0	0	0.9
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% 3 Axle Vehicles	0	0.4	0	0.4	0	0	0	0	0	2.9	0	2.9	0	0	0	0	1.2
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
% 4+ Axle Trucks	0	0.9	0	0.9	0	0	0	0	0	1.9	0	1.9	0	0	0	0	1.2

	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	33	0	33	0	0	0	0	0	**28**	**1**	**29**	0	0	0	0	**62**
04:15 PM	0	24	0	24	**2**	0	0	**2**	0	28	0	28	0	0	0	0	54
04:30 PM	0	28	0	28	0	0	0	0	0	8	0	8	0	0	0	0	36
04:45 PM	0	**40**	0	**40**	0	0	0	0	0	11	0	11	0	0	0	0	51
Total Volume	0	125	0	125	2	0	0	2	0	75	1	76	0	0	0	0	203
% App. Total	0	100	0		100	0	0		0	98.7	1.3		0	0	0		
PHF	.000	.781	.000	.781	.250	.000	.000	.250	.000	.670	.250	.655	.000	.000	.000	.000	.819

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City of Apple Valley
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Weather: Clear

File Name : 13_APV_Cen_Gus PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**40**	0	**40**	0	0	0	0	0	**28**	**1**	**29**	0	0	0	0
+15 mins.	0	32	0	32	**2**	0	0	**2**	0	28	0	28	0	0	0	0
+30 mins.	0	35	0	35	0	0	0	0	0	8	0	8	0	0	0	0
+45 mins.	0	29	0	29	0	0	0	0	0	11	0	11	0	0	0	0
Total Volume	0	136	0	136	2	0	0	2	0	75	1	76	0	0	0	0
% App. Total	0	100	0		100	0	0		0	98.7	1.3		0	0	0	
PHF	.000	.850	.000	.850	.250	.000	.000	.250	.000	.670	.250	.655	.000	.000	.000	.000

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City of Apple Valley
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Weather: Clear

File Name : 13_APV_Cen_Gus PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

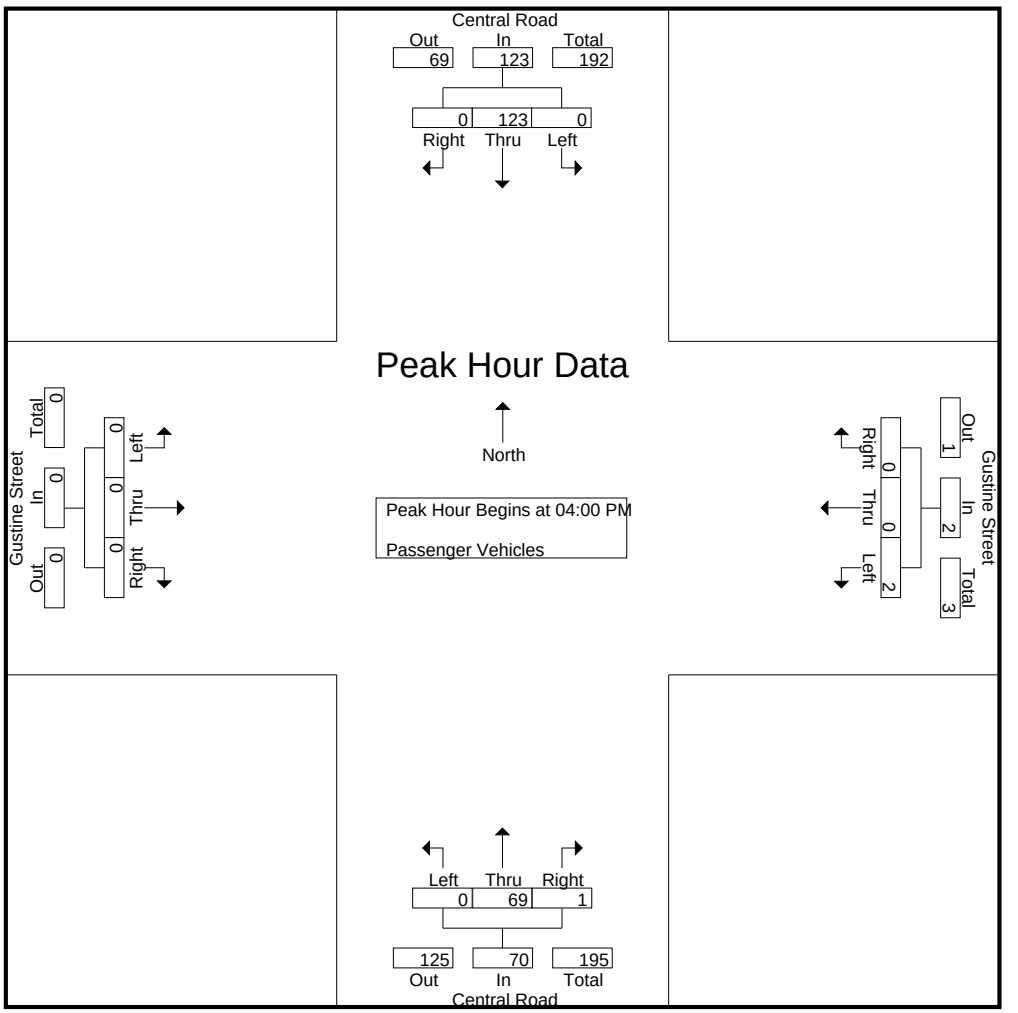
	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	33	0	33	0	0	0	0	0	24	1	25	0	0	0	0	58
04:15 PM	0	22	0	22	2	0	0	2	0	27	0	27	0	0	0	0	51
04:30 PM	0	28	0	28	0	0	0	0	0	7	0	7	0	0	0	0	35
04:45 PM	0	40	0	40	0	0	0	0	0	11	0	11	0	0	0	0	51
Total	0	123	0	123	2	0	0	2	0	69	1	70	0	0	0	0	195
05:00 PM	0	31	0	31	0	0	0	0	0	11	0	11	0	0	0	0	42
05:15 PM	0	35	0	35	0	0	1	1	0	5	0	5	0	0	0	0	41
05:30 PM	0	29	0	29	0	0	0	0	0	6	0	6	0	0	0	0	35
05:45 PM	0	13	0	13	1	0	0	1	0	5	0	5	0	0	0	0	19
Total	0	108	0	108	1	0	1	2	0	27	0	27	0	0	0	0	137
Grand Total	0	231	0	231	3	0	1	4	0	96	1	97	0	0	0	0	332
Apprch %	0	100	0		75	0	25		0	99	1		0	0	0		
Total %	0	69.6	0	69.6	0.9	0	0.3	1.2	0	28.9	0.3	29.2	0	0	0	0	

	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	33	0	33	0	0	0	0	0	24	**1**	25	0	0	0	0	**58**
04:15 PM	0	22	0	22	**2**	0	0	**2**	0	**27**	0	**27**	0	0	0	0	51
04:30 PM	0	28	0	28	0	0	0	0	0	7	0	7	0	0	0	0	35
04:45 PM	0	**40**	0	**40**	0	0	0	0	0	11	0	11	0	0	0	0	51
Total Volume	0	123	0	123	2	0	0	2	0	69	1	70	0	0	0	0	195
% App. Total	0	100	0		100	0	0		0	98.6	1.4		0	0	0		
PHF	.000	.769	.000	.769	.250	.000	.000	.250	.000	.639	.250	.648	.000	.000	.000	.000	.841

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File Name : 13_APV_Cen_Gus PM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	33	0	33	0	0	0	0	0	24	**1**	25	0	0	0	0
+15 mins.	0	22	0	22	**2**	0	0	**2**	0	**27**	0	**27**	0	0	0	0
+30 mins.	0	28	0	28	0	0	0	0	0	7	0	7	0	0	0	0
+45 mins.	0	**40**	0	**40**	0	0	0	0	0	11	0	11	0	0	0	0
Total Volume	0	123	0	123	2	0	0	2	0	69	1	70	0	0	0	0
% App. Total	0	100	0		100	0	0		0	98.6	1.4		0	0	0	
PHF	.000	.769	.000	.769	.250	.000	.000	.250	.000	.639	.250	.648	.000	.000	.000	.000

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City of Apple Valley
N/S: Central Road
E/W: Gustine Street
Weather: Clear

File Name : 13_APV_Cen_Gus PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

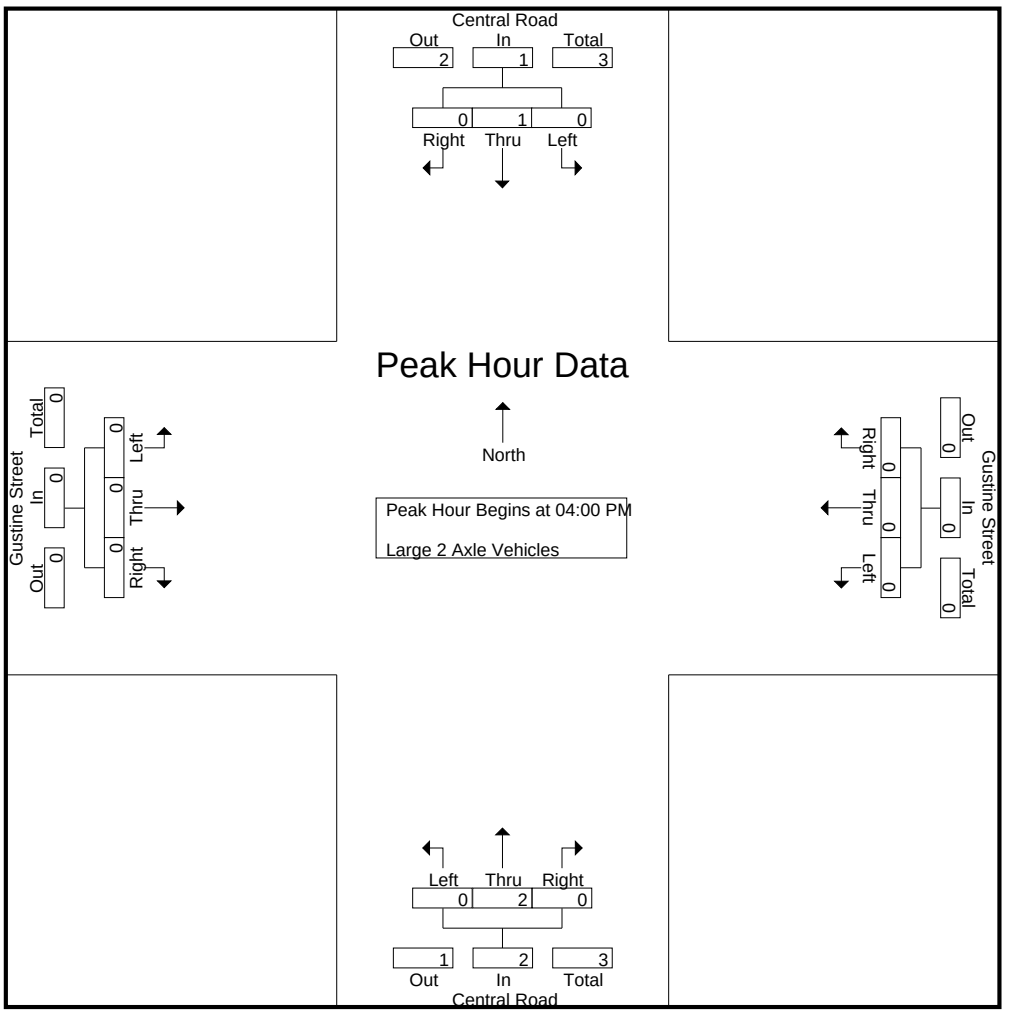
	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	33.3	0	33.3	0	0	0	0	0	66.7	0	66.7	0	0	0	0	

	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

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City of Apple Valley
N/S: Central Road
E/W: Gustine Street
Weather: Clear

File Name : 13_APV_Cen_Gus PM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Apple Valley
N/S: Central Road
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Weather: Clear

File Name : 13_APV_Cen_Gus PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

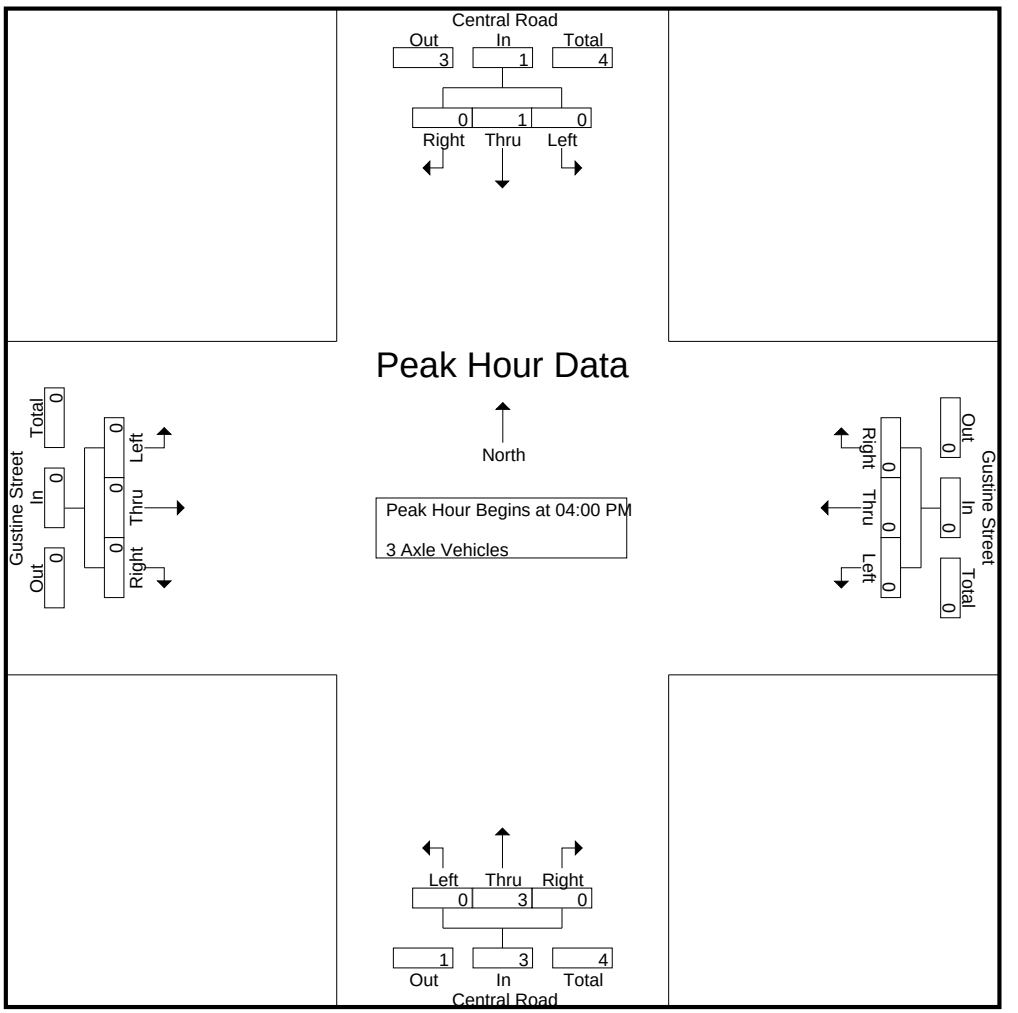
	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	25	0	25	0	0	0	0	0	75	0	75	0	0	0	0	

	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.500

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(951) 268-6268

City of Apple Valley
N/S: Central Road
E/W: Gustine Street
Weather: Clear

File Name : 13_APV_Cen_Gus PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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City of Apple Valley
N/S: Central Road
E/W: Gustine Street
Weather: Clear

File Name : 13_APV_Cen_Gus PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

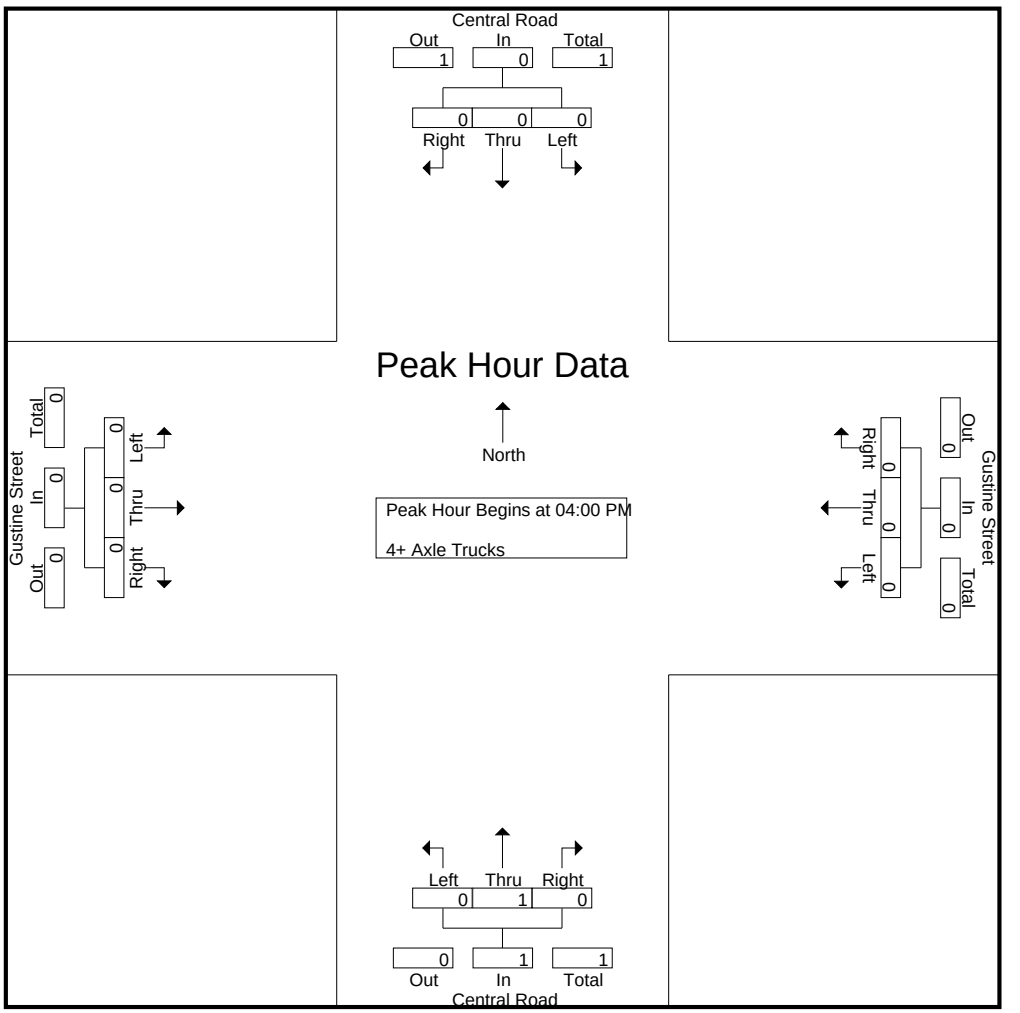
	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Grand Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	50	0	50	0	0	0	0	0	50	0	50	0	0	0	0	

	Central Road Southbound				Gustine Street Westbound				Central Road Northbound				Gustine Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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City of Apple Valley
N/S: Central Road
E/W: Gustine Street
Weather: Clear

File Name : 13_APV_Cen_Gus PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

Location: Apple Valley
N/S: Central Road
E/W: Gustine Street

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg Central Road	East Leg Gustine Street	South Leg Central Road	West Leg Gustine Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Central Road	East Leg Gustine Street	South Leg Central Road	West Leg Gustine Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Apple Valley
N/S: Central Road
E/W: Gustine Street

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound Central Road			Westbound Gustine Street			Northbound Central Road			Eastbound Gustine Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Central Road			Westbound Gustine Street			Northbound Central Road			Eastbound Gustine Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 14_APV_Cen_Cor AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

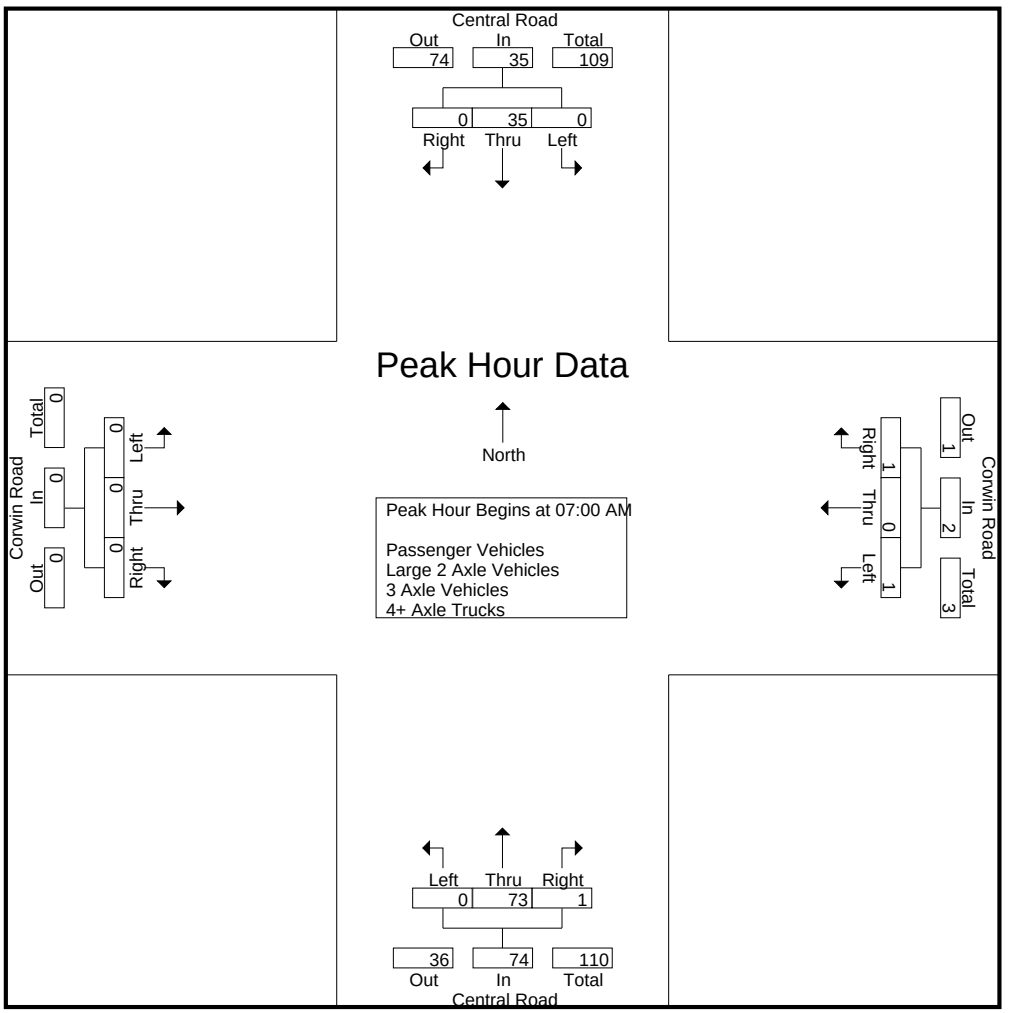
	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	0	6	0	0	0	0	0	17	1	18	0	0	0	0	24
07:15 AM	0	4	0	4	1	0	0	1	0	18	0	18	0	0	0	0	23
07:30 AM	0	18	0	18	0	0	0	0	0	14	0	14	0	0	0	0	32
07:45 AM	0	7	0	7	0	0	1	1	0	24	0	24	0	0	0	0	32
Total	0	35	0	35	1	0	1	2	0	73	1	74	0	0	0	0	111
08:00 AM	2	5	0	7	0	0	0	0	0	16	0	16	0	0	0	0	23
08:15 AM	0	3	0	3	0	0	0	0	0	12	0	12	0	0	0	0	15
08:30 AM	0	8	0	8	1	0	0	1	0	13	1	14	0	0	0	0	23
08:45 AM	0	4	0	4	0	0	0	0	0	10	0	10	0	0	0	0	14
Total	2	20	0	22	1	0	0	1	0	51	1	52	0	0	0	0	75
Grand Total	2	55	0	57	2	0	1	3	0	124	2	126	0	0	0	0	186
Apprch %	3.5	96.5	0		66.7	0	33.3		0	98.4	1.6		0	0	0		
Total %	1.1	29.6	0	30.6	1.1	0	0.5	1.6	0	66.7	1.1	67.7	0	0	0	0	
Passenger Vehicles	2	52	0	54	2	0	1	3	0	116	2	118	0	0	0	0	175
% Passenger Vehicles	100	94.5	0	94.7	100	0	100	100	0	93.5	100	93.7	0	0	0	0	94.1
Large 2 Axle Vehicles	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
% Large 2 Axle Vehicles	0	1.8	0	1.8	0	0	0	0	0	4	0	4	0	0	0	0	3.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% 4+ Axle Trucks	0	3.6	0	3.5	0	0	0	0	0	2.4	0	2.4	0	0	0	0	2.7

	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	6	0	6	0	0	0	0	0	17	**1**	18	0	0	0	0	24
07:15 AM	0	4	0	4	**1**	0	0	**1**	0	18	0	18	0	0	0	0	23
07:30 AM	0	**18**	0	**18**	0	0	0	0	0	14	0	14	0	0	0	0	**32**
07:45 AM	0	7	0	7	0	0	**1**	1	0	**24**	0	**24**	0	0	0	0	32
Total Volume	0	35	0	35	1	0	1	2	0	73	1	74	0	0	0	0	111
% App. Total	0	100	0		50	0	50		0	98.6	1.4		0	0	0		
PHF	.000	.486	.000	.486	.250	.000	.250	.500	.000	.760	.250	.771	.000	.000	.000	.000	.867

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

File Name : 14_APV_Cen_Cor AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	4	0	4	0	0	0	0	0	17	**1**	18	0	0	0	0
+15 mins.	0	**18**	0	**18**	**1**	0	0	**1**	0	18	0	18	0	0	0	0
+30 mins.	0	7	0	7	0	0	0	0	0	14	0	14	0	0	0	0
+45 mins.	**2**	5	0	7	0	0	**1**	1	0	**24**	0	**24**	0	0	0	0
Total Volume	2	34	0	36	1	0	1	2	0	73	1	74	0	0	0	0
% App. Total	5.6	94.4	0		50	0	50		0	98.6	1.4		0	0	0	
PHF	.250	.472	.000	.500	.250	.000	.250	.500	.000	.760	.250	.771	.000	.000	.000	.000

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

File Name : 14_APV_Cen_Cor AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

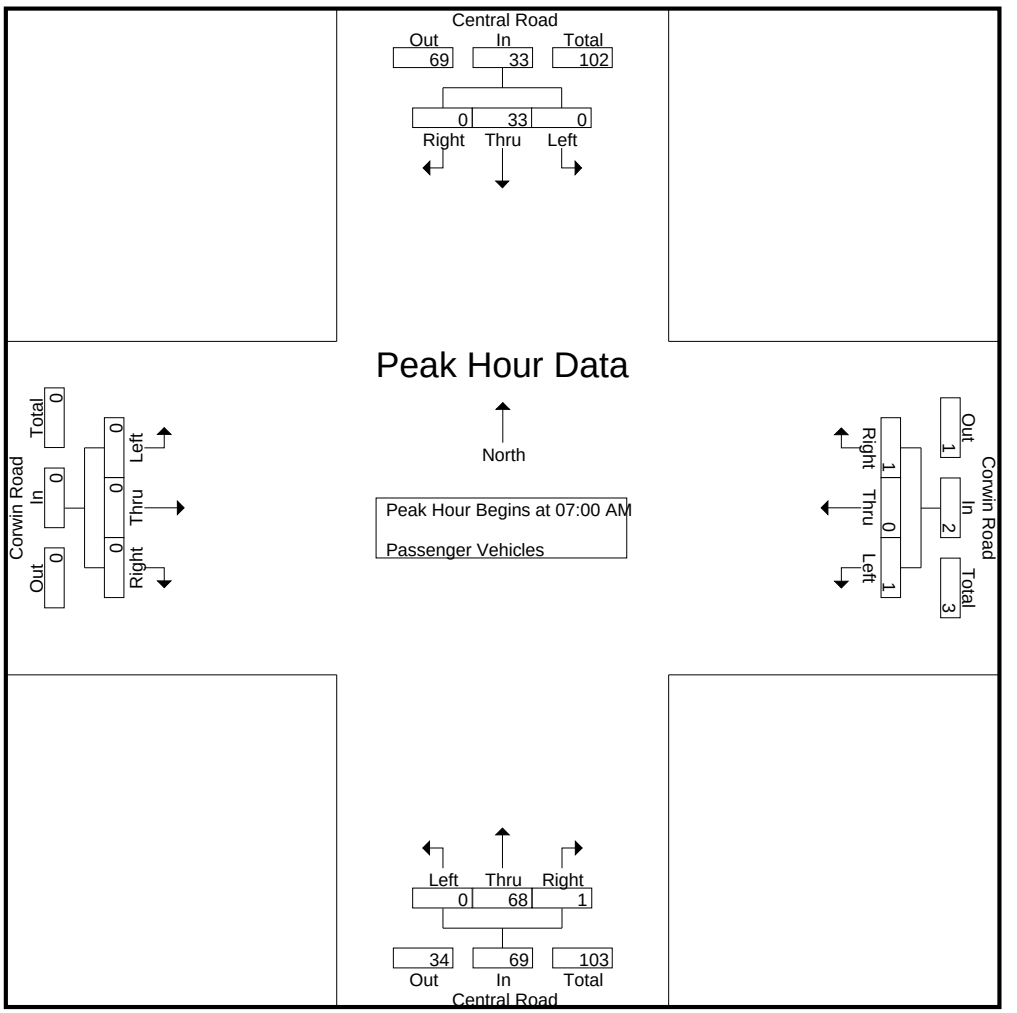
	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	0	6	0	0	0	0	0	17	1	18	0	0	0	0	24
07:15 AM	0	4	0	4	1	0	0	1	0	16	0	16	0	0	0	0	21
07:30 AM	0	16	0	16	0	0	0	0	0	13	0	13	0	0	0	0	29
07:45 AM	0	7	0	7	0	0	1	1	0	22	0	22	0	0	0	0	30
Total	0	33	0	33	1	0	1	2	0	68	1	69	0	0	0	0	104
08:00 AM	2	4	0	6	0	0	0	0	0	16	0	16	0	0	0	0	22
08:15 AM	0	3	0	3	0	0	0	0	0	11	0	11	0	0	0	0	14
08:30 AM	0	8	0	8	1	0	0	1	0	11	1	12	0	0	0	0	21
08:45 AM	0	4	0	4	0	0	0	0	0	10	0	10	0	0	0	0	14
Total	2	19	0	21	1	0	0	1	0	48	1	49	0	0	0	0	71
Grand Total	2	52	0	54	2	0	1	3	0	116	2	118	0	0	0	0	175
Apprch %	3.7	96.3	0		66.7	0	33.3		0	98.3	1.7		0	0	0		
Total %	1.1	29.7	0	30.9	1.1	0	0.6	1.7	0	66.3	1.1	67.4	0	0	0	0	

	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	6	0	6	0	0	0	0	0	17	**1**	18	0	0	0	0	24
07:15 AM	0	4	0	4	**1**	0	0	**1**	0	16	0	16	0	0	0	0	21
07:30 AM	0	**16**	0	**16**	0	0	0	0	0	13	0	13	0	0	0	0	29
07:45 AM	0	7	0	7	0	0	**1**	1	0	**22**	0	**22**	0	0	0	0	**30**
Total Volume	0	33	0	33	1	0	1	2	0	68	1	69	0	0	0	0	104
% App. Total	0	100	0		50	0	50		0	98.6	1.4		0	0	0		
PHF	.000	.516	.000	.516	.250	.000	.250	.500	.000	.773	.250	.784	.000	.000	.000	.000	.867

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City of Apple Valley
N/S: Central Road
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File Name : 14_APV_Cen_Cor AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	6	0	6	0	0	0	0	0	17	**1**	18	0	0	0	0
+15 mins.	0	4	0	4	**1**	0	0	**1**	0	16	0	16	0	0	0	0
+30 mins.	0	**16**	0	**16**	0	0	0	0	0	13	0	13	0	0	0	0
+45 mins.	0	7	0	7	0	0	**1**	1	0	**22**	0	**22**	0	0	0	0
Total Volume	0	33	0	33	1	0	1	2	0	68	1	69	0	0	0	0
% App. Total	0	100	0		50	0	50		0	98.6	1.4		0	0	0	
PHF	.000	.516	.000	.516	.250	.000	.250	.500	.000	.773	.250	.784	.000	.000	.000	.000

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

File Name : 14_APV_Cen_Cor AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

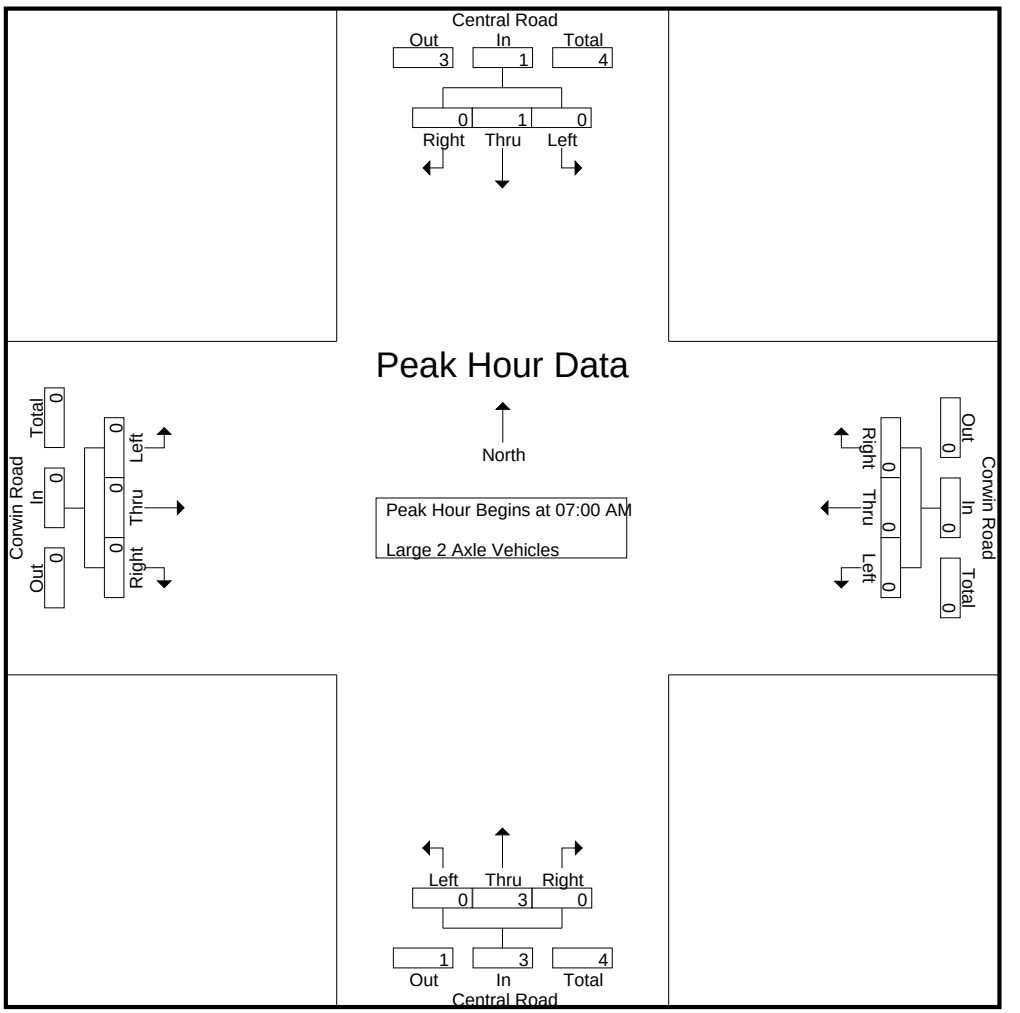
	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Grand Total	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	16.7	0	16.7	0	0	0	0	0	83.3	0	83.3	0	0	0	0	

	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.500

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City of Apple Valley
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File Name : 14_APV_Cen_Cor AM
Site Code : 05124070
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

File Name : 14_APV_Cen_Cor AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

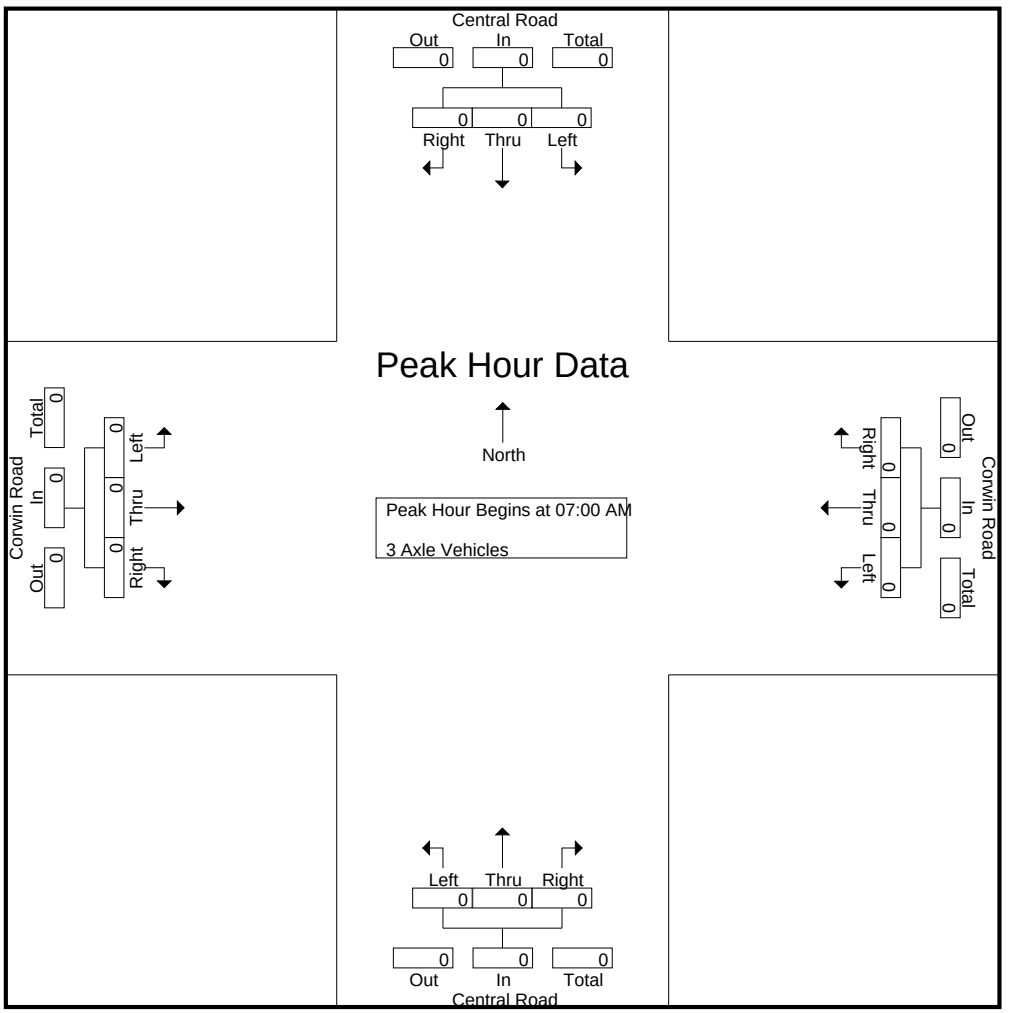
	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
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File Name : 14_APV_Cen_Cor AM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

File Name : 14_APV_Cen_Cor AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

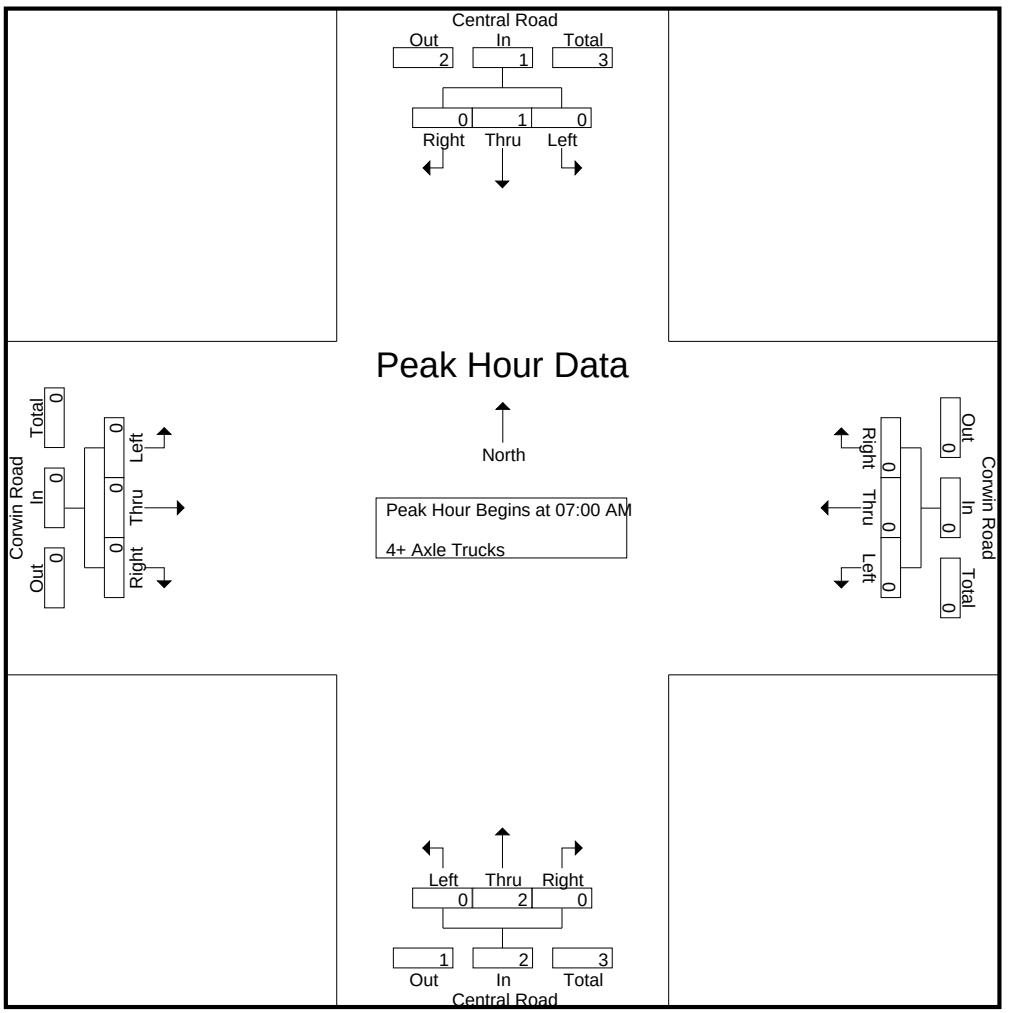
	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	40	0	40	0	0	0	0	0	60	0	60	0	0	0	0	

	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.375

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

File Name : 14_APV_Cen_Cor AM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

File Name : 14_APV_Cen_Cor PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

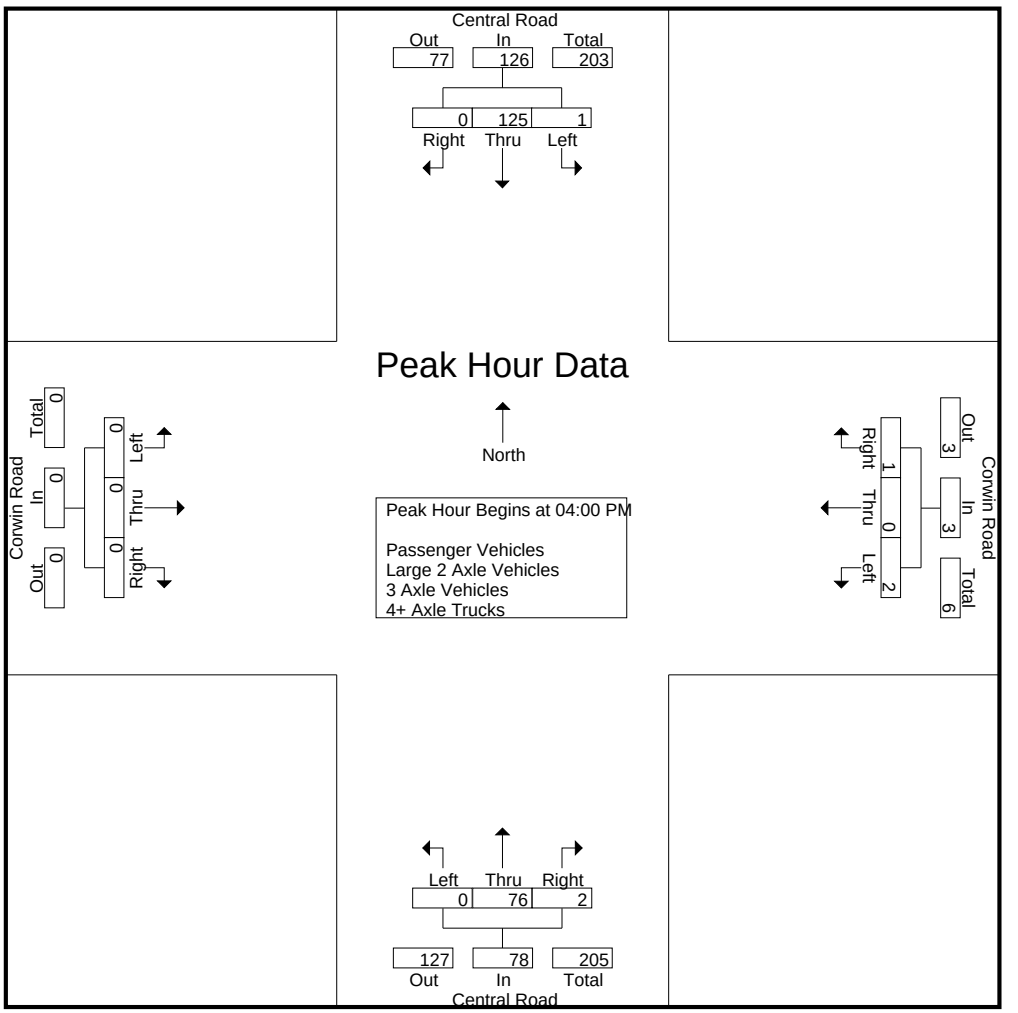
	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	34	0	34	2	0	1	3	0	29	0	29	0	0	0	0	66
04:15 PM	0	25	0	25	0	0	0	0	0	28	1	29	0	0	0	0	54
04:30 PM	0	28	0	28	0	0	0	0	0	10	1	11	0	0	0	0	39
04:45 PM	1	38	0	39	0	0	0	0	0	9	0	9	0	0	0	0	48
Total	1	125	0	126	2	0	1	3	0	76	2	78	0	0	0	0	207
05:00 PM	0	34	0	34	0	0	0	0	0	10	0	10	0	0	0	0	44
05:15 PM	0	34	0	34	0	0	0	0	0	6	0	6	0	0	0	0	40
05:30 PM	0	30	0	30	0	0	0	0	0	6	0	6	0	0	0	0	36
05:45 PM	0	14	0	14	0	0	0	0	0	5	0	5	0	0	0	0	19
Total	0	112	0	112	0	0	0	0	0	27	0	27	0	0	0	0	139
Grand Total	1	237	0	238	2	0	1	3	0	103	2	105	0	0	0	0	346
Apprch %	0.4	99.6	0		66.7	0	33.3		0	98.1	1.9		0	0	0		
Total %	0.3	68.5	0	68.8	0.6	0	0.3	0.9	0	29.8	0.6	30.3	0	0	0	0	
Passenger Vehicles	1	232	0	233	2	0	0	2	0	97	2	99	0	0	0	0	334
% Passenger Vehicles	100	97.9	0	97.9	100	0	0	66.7	0	94.2	100	94.3	0	0	0	0	96.5
Large 2 Axle Vehicles	0	2	0	2	0	0	1	1	0	3	0	3	0	0	0	0	6
% Large 2 Axle Vehicles	0	0.8	0	0.8	0	0	100	33.3	0	2.9	0	2.9	0	0	0	0	1.7
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% 3 Axle Vehicles	0	0.4	0	0.4	0	0	0	0	0	1.9	0	1.9	0	0	0	0	0.9
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 4+ Axle Trucks	0	0.8	0	0.8	0	0	0	0	0	1	0	1	0	0	0	0	0.9

	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	34	0	34	**2**	0	**1**	**3**	0	**29**	0	**29**	0	0	0	0	**66**
04:15 PM	0	25	0	25	0	0	0	0	0	28	**1**	29	0	0	0	0	54
04:30 PM	0	28	0	28	0	0	0	0	0	10	1	11	0	0	0	0	39
04:45 PM	**1**	**38**	0	**39**	0	0	0	0	0	9	0	9	0	0	0	0	48
Total Volume	1	125	0	126	2	0	1	3	0	76	2	78	0	0	0	0	207
% App. Total	0.8	99.2	0		66.7	0	33.3		0	97.4	2.6		0	0	0		
PHF	.250	.822	.000	.808	.250	.000	.250	.250	.000	.655	.500	.672	.000	.000	.000	.000	.784

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Weather: Clear

File Name : 14_APV_Cen_Cor PM
Site Code : 05124070
Start Date : 1/30/2024
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	**38**	0	**39**	**2**	0	**1**	**3**	0	**29**	0	**29**	0	0	0	0
+15 mins.	0	34	0	34	0	0	0	0	0	28	**1**	29	0	0	0	0
+30 mins.	0	34	0	34	0	0	0	0	0	10	1	11	0	0	0	0
+45 mins.	0	30	0	30	0	0	0	0	0	9	0	9	0	0	0	0
Total Volume	1	136	0	137	2	0	1	3	0	76	2	78	0	0	0	0
% App. Total	0.7	99.3	0		66.7	0	33.3		0	97.4	2.6		0	0	0	
PHF	.250	.895	.000	.878	.250	.000	.250	.250	.000	.655	.500	.672	.000	.000	.000	.000

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

File Name : 14_APV_Cen_Cor PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

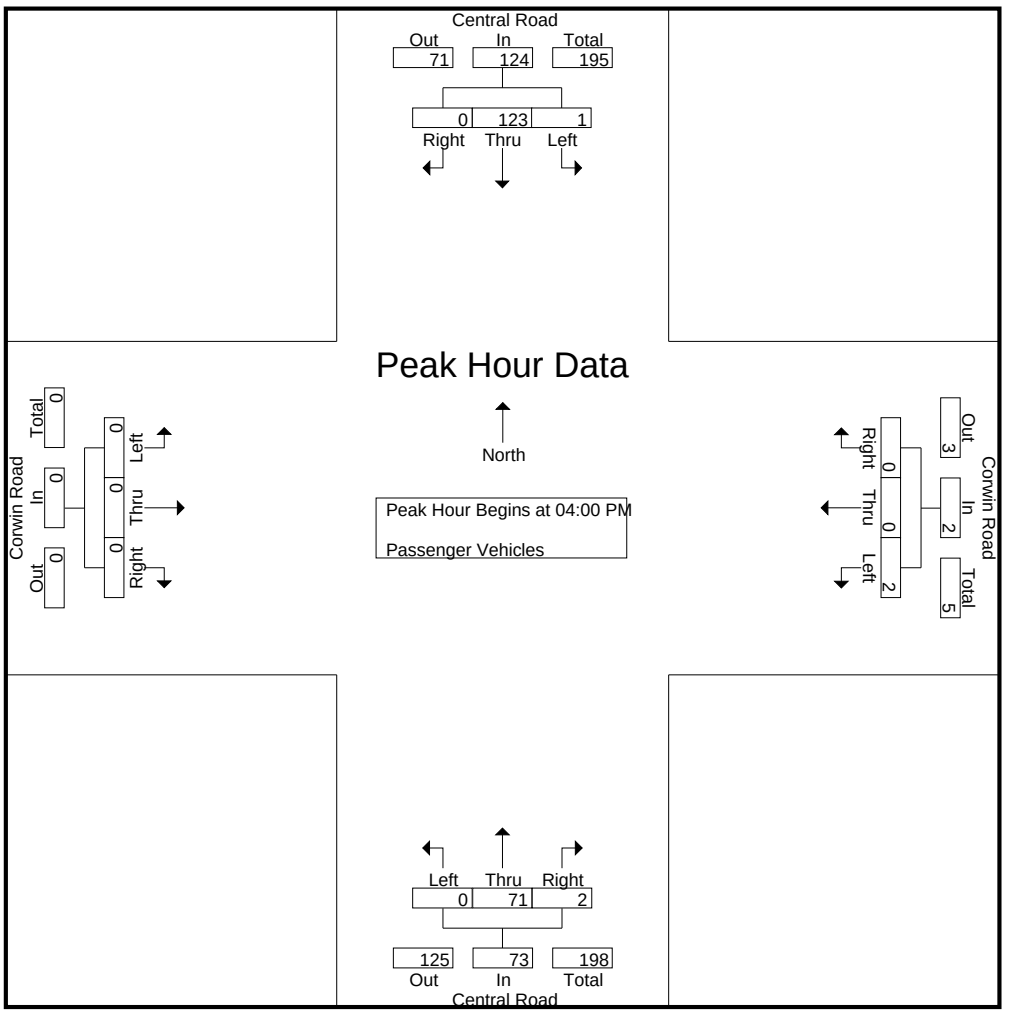
	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	34	0	34	2	0	0	2	0	26	0	26	0	0	0	0	62
04:15 PM	0	23	0	23	0	0	0	0	0	27	1	28	0	0	0	0	51
04:30 PM	0	28	0	28	0	0	0	0	0	9	1	10	0	0	0	0	38
04:45 PM	1	38	0	39	0	0	0	0	0	9	0	9	0	0	0	0	48
Total	1	123	0	124	2	0	0	2	0	71	2	73	0	0	0	0	199
05:00 PM	0	33	0	33	0	0	0	0	0	10	0	10	0	0	0	0	43
05:15 PM	0	34	0	34	0	0	0	0	0	5	0	5	0	0	0	0	39
05:30 PM	0	29	0	29	0	0	0	0	0	6	0	6	0	0	0	0	35
05:45 PM	0	13	0	13	0	0	0	0	0	5	0	5	0	0	0	0	18
Total	0	109	0	109	0	0	0	0	0	26	0	26	0	0	0	0	135
Grand Total	1	232	0	233	2	0	0	2	0	97	2	99	0	0	0	0	334
Apprch %	0.4	99.6	0		100	0	0		0	98	2		0	0	0		
Total %	0.3	69.5	0	69.8	0.6	0	0	0.6	0	29	0.6	29.6	0	0	0	0	

	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	34	0	34	**2**	0	0	**2**	0	26	0	26	0	0	0	0	**62**
04:15 PM	0	23	0	23	0	0	0	0	0	**27**	**1**	**28**	0	0	0	0	51
04:30 PM	0	28	0	28	0	0	0	0	0	9	1	10	0	0	0	0	38
04:45 PM	**1**	**38**	0	**39**	0	0	0	0	0	9	0	9	0	0	0	0	48
Total Volume	1	123	0	124	2	0	0	2	0	71	2	73	0	0	0	0	199
% App. Total	0.8	99.2	0		100	0	0		0	97.3	2.7		0	0	0		
PHF	.250	.809	.000	.795	.250	.000	.000	.250	.000	.657	.500	.652	.000	.000	.000	.000	.802

Counts Unlimited, Inc.
PO Box 1178
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City of Apple Valley
N/S: Central Road
E/W: Corwin Road
Weather: Clear

File Name : 14_APV_Cen_Cor PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	34	0	34	**2**	0	0	**2**	0	26	0	26	0	0	0	0
+15 mins.	0	23	0	23	0	0	0	0	0	**27**	**1**	**28**	0	0	0	0
+30 mins.	0	28	0	28	0	0	0	0	0	9	1	10	0	0	0	0
+45 mins.	**1**	**38**	0	**39**	0	0	0	0	0	9	0	9	0	0	0	0
Total Volume	1	123	0	124	2	0	0	2	0	71	2	73	0	0	0	0
% App. Total	0.8	99.2	0		100	0	0		0	97.3	2.7		0	0	0	
PHF	.250	.809	.000	.795	.250	.000	.000	.250	.000	.657	.500	.652	.000	.000	.000	.000

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

File Name : 14_APV_Cen_Cor PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

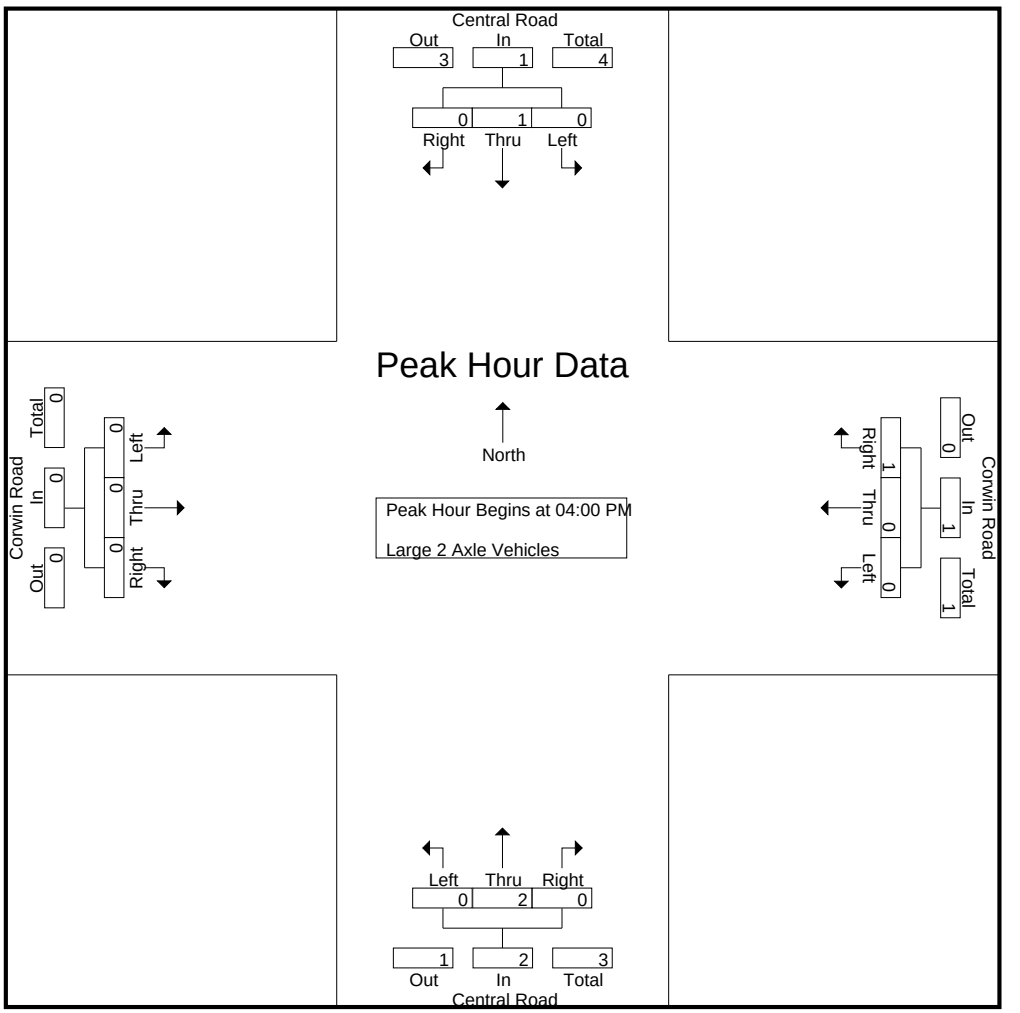
	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	2	0	2	0	0	1	1	0	3	0	3	0	0	0	0	6
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	33.3	0	33.3	0	0	16.7	16.7	0	50	0	50	0	0	0	0	

	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	**1**	**1**	0	**2**	0	**2**	0	0	0	0	**3**
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.333

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

File Name : 14_APV_Cen_Cor PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 14_APV_Cen_Cor PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

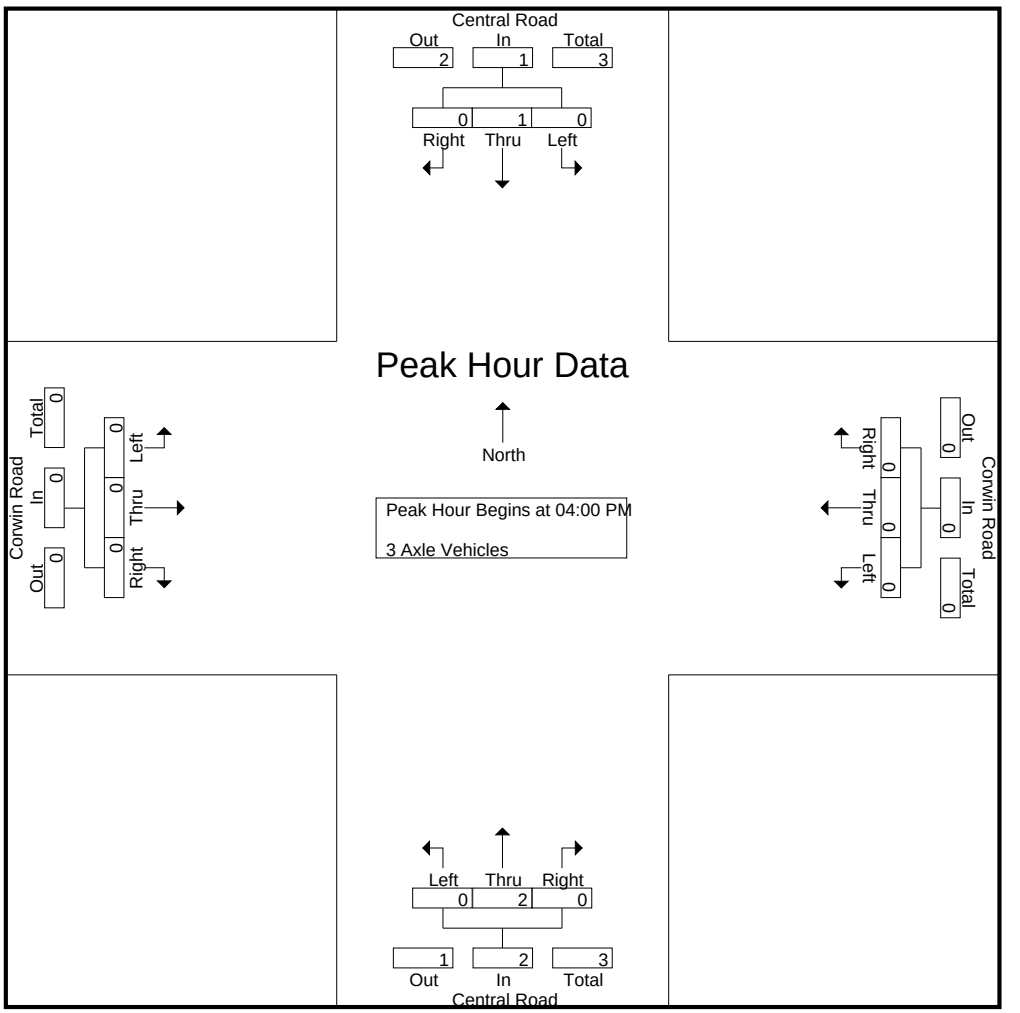
	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0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

	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.375

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

File Name : 14_APV_Cen_Cor PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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

File Name : 14_APV_Cen_Cor PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

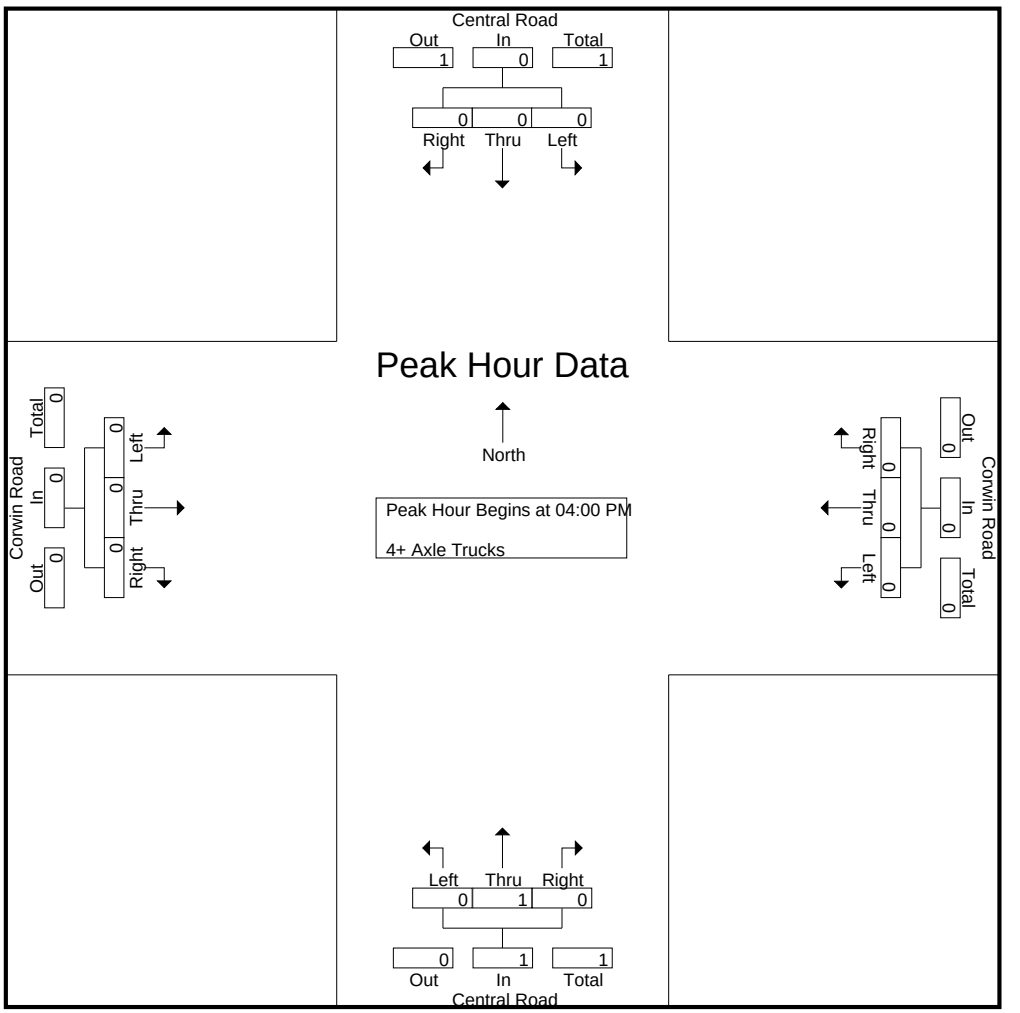
	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0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

	Central Road Southbound				Corwin Road Westbound				Central Road Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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

File Name : 14_APV_Cen_Cor PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

Location: Apple Valley
N/S: Central Road
E/W: Corwin Road

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg Central Road	East Leg Corwin Road	South Leg Central Road	West Leg Corwin Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Central Road	East Leg Corwin Road	South Leg Central Road	West Leg Corwin Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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PO Box 1178
Corona, CA 92878
951-268-6268

Location: Apple Valley
N/S: Central Road
E/W: Corwin Road

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound Central Road			Westbound Corwin Road			Northbound Central Road			Eastbound Corwin Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Central Road			Westbound Corwin Road			Northbound Central Road			Eastbound Corwin Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

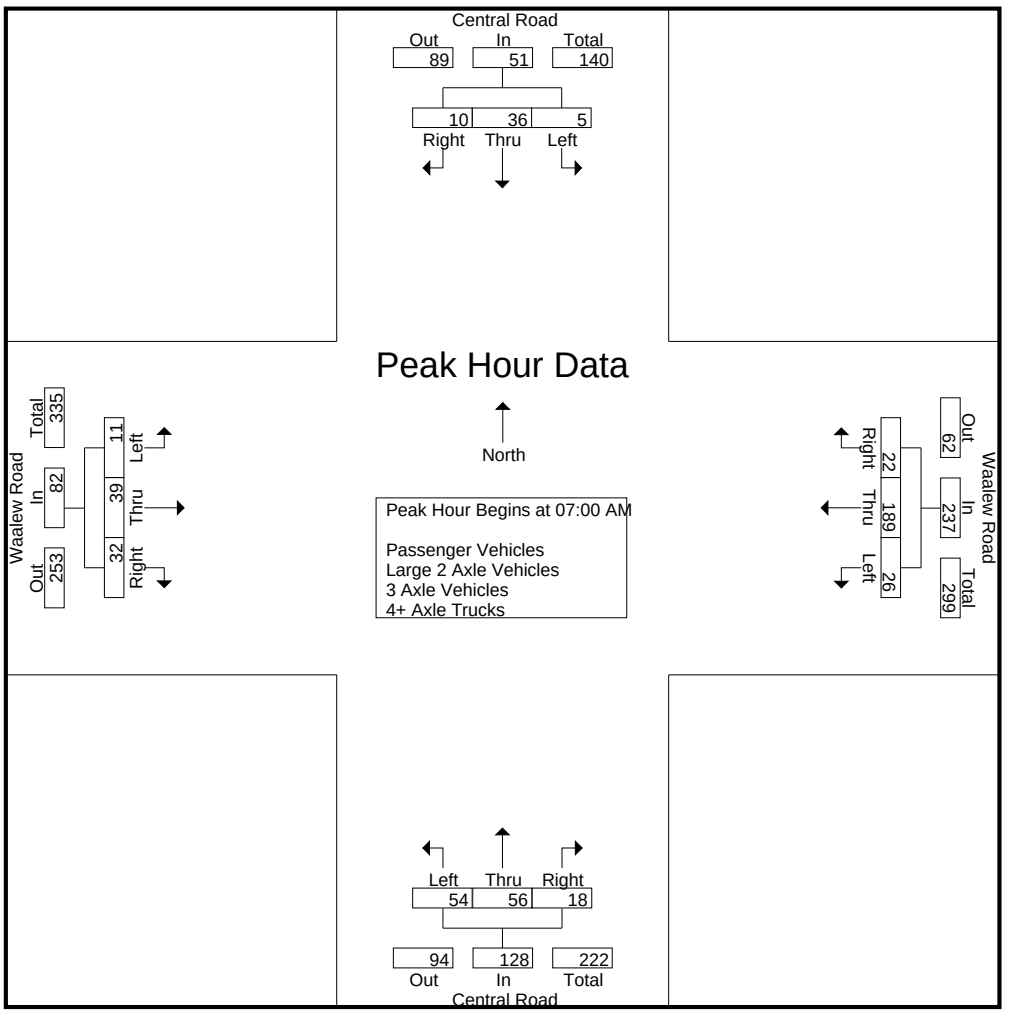
	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	8	1	11	8	74	11	93	13	11	5	29	4	5	10	19	152
07:15 AM	0	6	3	9	5	41	4	50	11	15	3	29	2	9	6	17	105
07:30 AM	3	16	3	22	11	23	4	38	13	12	5	30	2	9	13	24	114
07:45 AM	0	6	3	9	2	51	3	56	17	18	5	40	3	16	3	22	127
Total	5	36	10	51	26	189	22	237	54	56	18	128	11	39	32	82	498
08:00 AM	2	3	5	10	7	30	6	43	7	13	6	26	3	19	8	30	109
08:15 AM	1	1	4	6	6	17	1	24	8	7	4	19	2	19	6	27	76
08:30 AM	2	8	7	17	5	28	3	36	10	13	1	24	2	39	8	49	126
08:45 AM	2	6	2	10	7	48	6	61	6	6	4	16	1	48	12	61	148
Total	7	18	18	43	25	123	16	164	31	39	15	85	8	125	34	167	459
Grand Total	12	54	28	94	51	312	38	401	85	95	33	213	19	164	66	249	957
Apprch %	12.8	57.4	29.8		12.7	77.8	9.5		39.9	44.6	15.5		7.6	65.9	26.5		
Total %	1.3	5.6	2.9	9.8	5.3	32.6	4	41.9	8.9	9.9	3.4	22.3	2	17.1	6.9	26	
Passenger Vehicles	12	51	28	91	50	311	38	399	79	85	30	194	18	158	62	238	922
% Passenger Vehicles	100	94.4	100	96.8	98	99.7	100	99.5	92.9	89.5	90.9	91.1	94.7	96.3	93.9	95.6	96.3
Large 2 Axle Vehicles	0	2	0	2	0	0	0	0	4	7	2	13	1	6	4	11	26
% Large 2 Axle Vehicles	0	3.7	0	2.1	0	0	0	0	4.7	7.4	6.1	6.1	5.3	3.7	6.1	4.4	2.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	1.2	0	3	0.9	0	0	0	0	0.2
4+ Axle Trucks	0	1	0	1	1	1	0	2	1	3	0	4	0	0	0	0	7
% 4+ Axle Trucks	0	1.9	0	1.1	2	0.3	0	0.5	1.2	3.2	0	1.9	0	0	0	0	0.7

	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	8	1	11	8	**74**	**11**	**93**	13	11	**5**	29	**4**	5	10	19	**152**
07:15 AM	0	6	**3**	9	5	41	4	50	11	15	3	29	2	9	6	17	105
07:30 AM	**3**	**16**	3	**22**	**11**	23	4	38	13	12	5	30	2	9	**13**	**24**	114
07:45 AM	0	6	3	9	2	51	3	56	**17**	**18**	5	**40**	3	**16**	3	22	127
Total Volume	5	36	10	51	26	189	22	237	54	56	18	128	11	39	32	82	498
% App. Total	9.8	70.6	19.6		11	79.7	9.3		42.2	43.8	14.1		13.4	47.6	39		
PHF	.417	.563	.833	.580	.591	.639	.500	.637	.794	.778	.900	.800	.688	.609	.615	.854	.819

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

City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	2	8	1	11	8	**74**	**11**	**93**	13	11	**5**	29	**3**	19	8	30
+15 mins.	0	6	**3**	9	5	41	4	50	11	15	3	29	2	19	6	27
+30 mins.	**3**	**16**	3	**22**	**11**	23	4	38	13	12	5	30	2	39	8	49
+45 mins.	0	6	3	9	2	51	3	56	**17**	**18**	5	**40**	1	**48**	**12**	**61**
Total Volume	5	36	10	51	26	189	22	237	54	56	18	128	8	125	34	167
% App. Total	9.8	70.6	19.6		11	79.7	9.3		42.2	43.8	14.1		4.8	74.9	20.4	
PHF	.417	.563	.833	.580	.591	.639	.500	.637	.794	.778	.900	.800	.667	.651	.708	.684

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City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

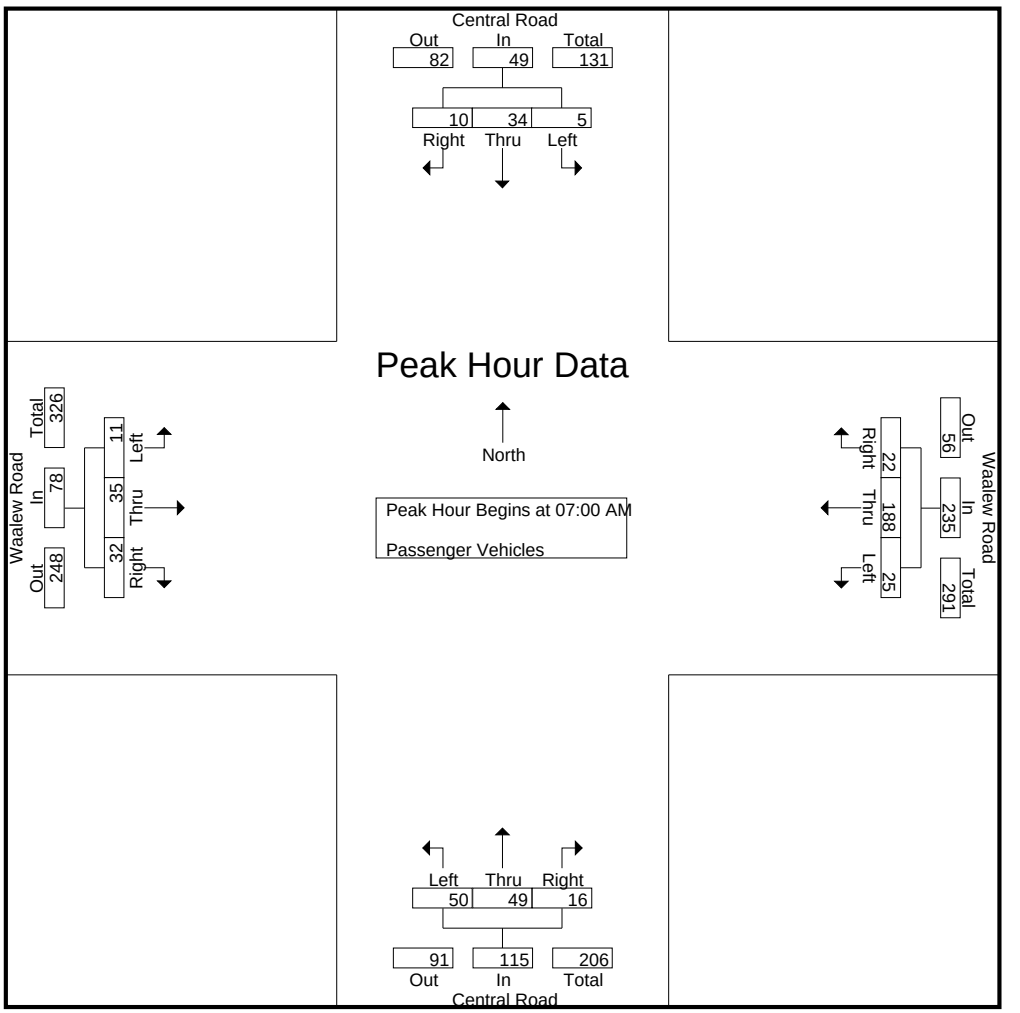
	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	8	1	11	7	73	11	91	12	9	3	24	4	2	10	16	142
07:15 AM	0	6	3	9	5	41	4	50	10	13	3	26	2	9	6	17	102
07:30 AM	3	14	3	20	11	23	4	38	11	10	5	26	2	9	13	24	108
07:45 AM	0	6	3	9	2	51	3	56	17	17	5	39	3	15	3	21	125
Total	5	34	10	49	25	188	22	235	50	49	16	115	11	35	32	78	477
08:00 AM	2	3	5	10	7	30	6	43	7	13	6	26	3	19	7	29	108
08:15 AM	1	1	4	6	6	17	1	24	8	6	4	18	2	19	6	27	75
08:30 AM	2	7	7	16	5	28	3	36	8	11	1	20	1	38	7	46	118
08:45 AM	2	6	2	10	7	48	6	61	6	6	3	15	1	47	10	58	144
Total	7	17	18	42	25	123	16	164	29	36	14	79	7	123	30	160	445
Grand Total	12	51	28	91	50	311	38	399	79	85	30	194	18	158	62	238	922
Apprch %	13.2	56	30.8		12.5	77.9	9.5		40.7	43.8	15.5		7.6	66.4	26.1		
Total %	1.3	5.5	3	9.9	5.4	33.7	4.1	43.3	8.6	9.2	3.3	21	2	17.1	6.7	25.8	

	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	8	1	11	7	**73**	**11**	**91**	12	9	3	24	**4**	2	10	16	**142**
07:15 AM	0	6	**3**	9	5	41	4	50	10	13	3	26	2	9	6	17	102
07:30 AM	**3**	**14**	3	**20**	**11**	23	4	38	11	10	**5**	26	2	9	**13**	**24**	108
07:45 AM	0	6	3	9	2	51	3	56	**17**	**17**	5	**39**	3	**15**	3	21	125
Total Volume	5	34	10	49	25	188	22	235	50	49	16	115	11	35	32	78	477
% App. Total	10.2	69.4	20.4		10.6	80	9.4		43.5	42.6	13.9		14.1	44.9	41		
PHF	.417	.607	.833	.613	.568	.644	.500	.646	.735	.721	.800	.737	.688	.583	.615	.813	.840

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(951) 268-6268

City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	8	1	11	7	**73**	**11**	**91**	12	9	3	24	**4**	2	10	16
+15 mins.	0	6	**3**	9	5	41	4	50	10	13	3	26	2	9	6	17
+30 mins.	**3**	**14**	3	**20**	**11**	23	4	38	11	10	**5**	26	2	9	**13**	**24**
+45 mins.	0	6	3	9	2	51	3	56	**17**	**17**	5	**39**	3	**15**	3	21
Total Volume	5	34	10	49	25	188	22	235	50	49	16	115	11	35	32	78
% App. Total	10.2	69.4	20.4		10.6	80	9.4		43.5	42.6	13.9		14.1	44.9	41	
PHF	.417	.607	.833	.613	.568	.644	.500	.646	.735	.721	.800	.737	.688	.583	.615	.813

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City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

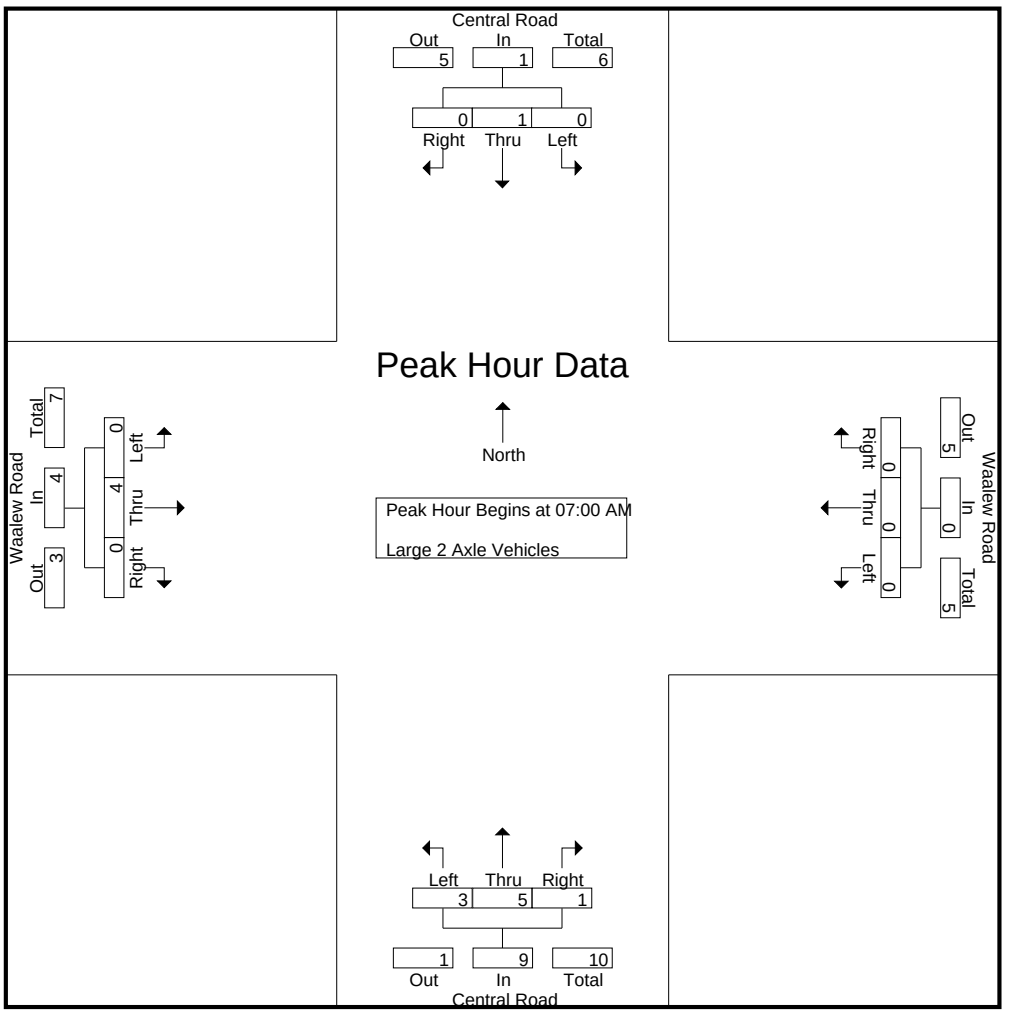
	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	2	1	3	0	3	0	3	6
07:15 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
07:30 AM	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	1	0	0	0	0	3	5	1	9	0	4	0	4	14
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	1	2	0	3	1	1	1	3	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	2	3	4
Total	0	1	0	1	0	0	0	0	1	2	1	4	1	2	4	7	12
Grand Total	0	2	0	2	0	0	0	0	4	7	2	13	1	6	4	11	26
Apprch %	0	100	0		0	0	0		30.8	53.8	15.4		9.1	54.5	36.4		
Total %	0	7.7	0	7.7	0	0	0	0	15.4	26.9	7.7	50	3.8	23.1	15.4	42.3	

	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	**2**	**1**	**3**	0	**3**	0	**3**	**6**
07:15 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
07:30 AM	0	**1**	0	**1**	0	0	0	0	**2**	1	0	3	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	0	1	0	0	0	0	3	5	1	9	0	4	0	4	14
% App. Total	0	100	0		0	0	0		33.3	55.6	11.1		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.375	.625	.250	.750	.000	.333	.000	.333	.583

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

City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**2**	**1**	**3**	0	**3**	0	**3**
+15 mins.	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	**2**	1	0	3	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	1	0	1	0	0	0	0	3	5	1	9	0	4	0	4
% App. Total	0	100	0		0	0	0		33.3	55.6	11.1		0	100	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.375	.625	.250	.750	.000	.333	.000	.333

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Corona, CA 92878
(951) 268-6268

City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

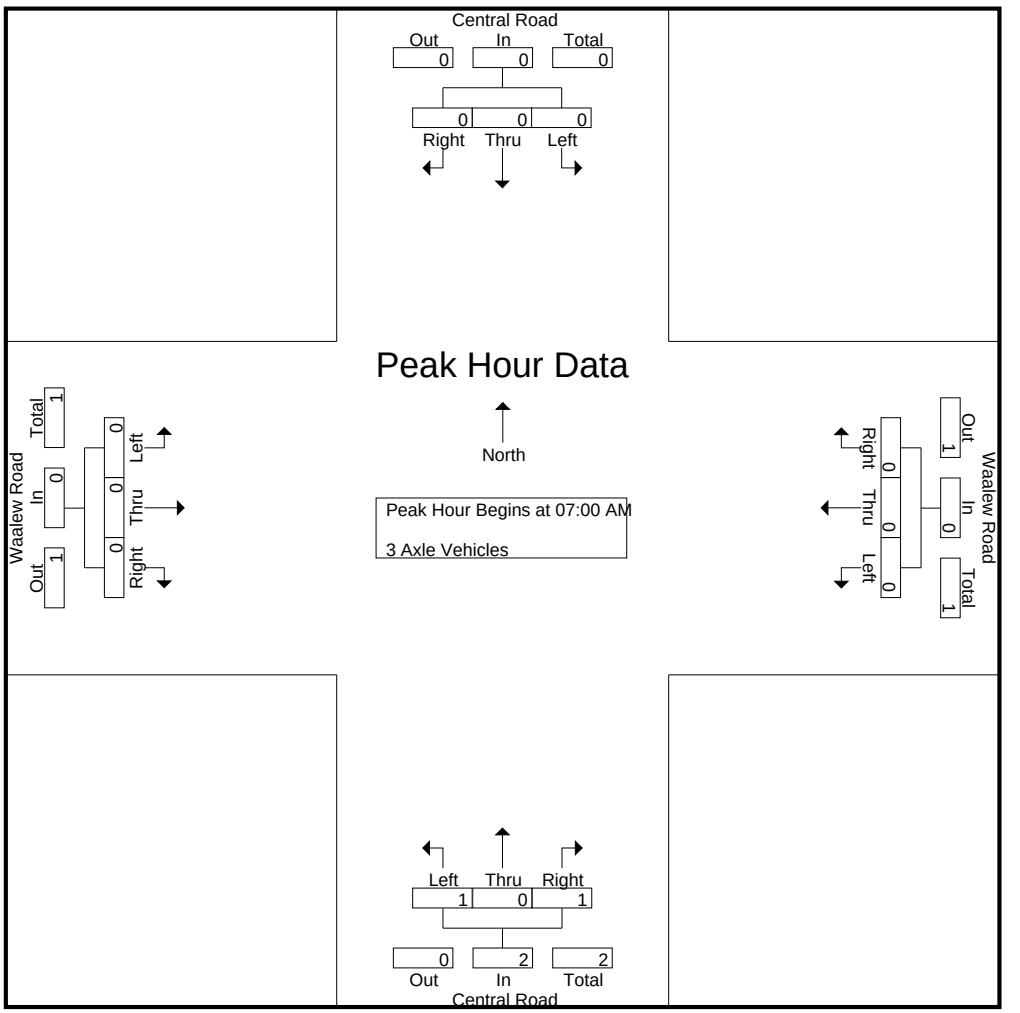
	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0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

	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		50	0	50		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.000	.000	.250

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City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
% App. Total	0	0	0		0	0	0		50	0	50		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.000	.000

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City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

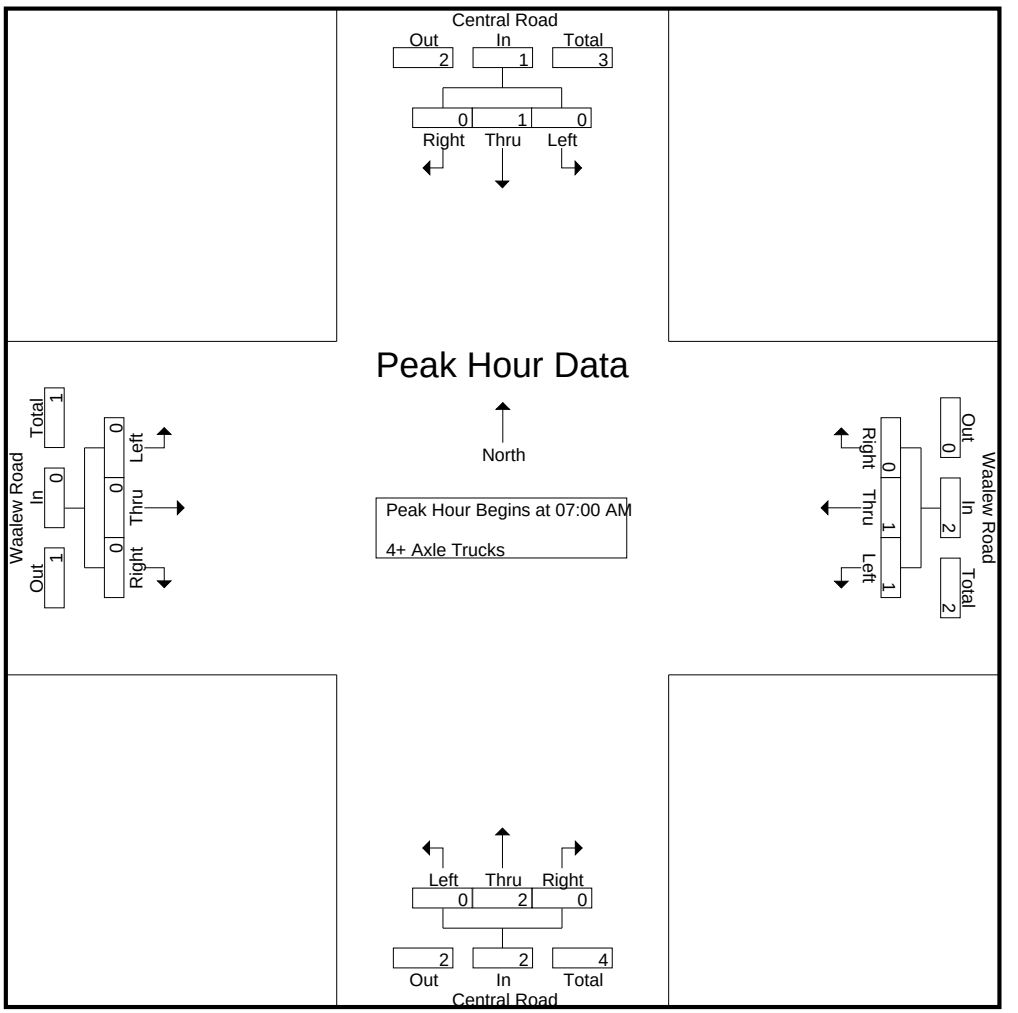
	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	1	1	0	2	0	2	0	2	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
Grand Total	0	1	0	1	1	1	0	2	1	3	0	4	0	0	0	0	7
Apprch %	0	100	0		50	50	0		25	75	0		0	0	0		
Total %	0	14.3	0	14.3	14.3	14.3	0	28.6	14.3	42.9	0	57.1	0	0	0	0	

	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	1	1	0	2	0	2	0	2	0	0	0	0	5
% App. Total	0	100	0		50	50	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.625

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City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew AM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	1	1	0	2	0	2	0	2	0	0	0	0
% App. Total	0	100	0		50	50	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.250	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000

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City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

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

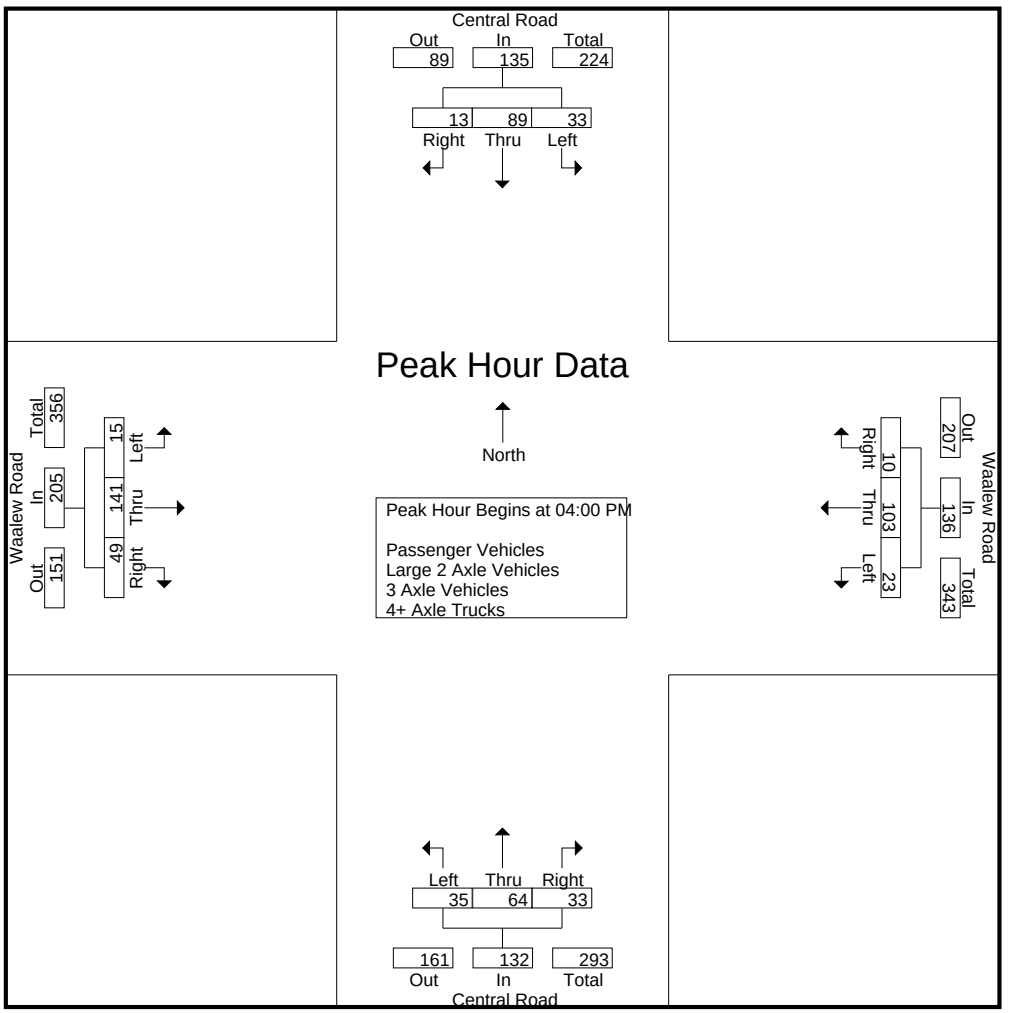
	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	26	2	36	7	31	3	41	14	24	6	44	6	36	16	58	179
04:15 PM	6	23	2	31	6	23	3	32	7	23	6	36	3	25	12	40	139
04:30 PM	9	13	5	27	4	23	4	31	6	7	8	21	3	34	12	49	128
04:45 PM	10	27	4	41	6	26	0	32	8	10	13	31	3	46	9	58	162
Total	33	89	13	135	23	103	10	136	35	64	33	132	15	141	49	205	608
05:00 PM	5	26	3	34	10	33	1	44	11	12	9	32	2	35	11	48	158
05:15 PM	6	22	3	31	5	22	2	29	7	13	7	27	4	29	9	42	129
05:30 PM	12	20	1	33	5	15	1	21	9	9	7	25	13	41	5	59	138
05:45 PM	5	13	4	22	10	23	3	36	8	4	4	16	1	37	8	46	120
Total	28	81	11	120	30	93	7	130	35	38	27	100	20	142	33	195	545
Grand Total	61	170	24	255	53	196	17	266	70	102	60	232	35	283	82	400	1153
Apprch %	23.9	66.7	9.4		19.9	73.7	6.4		30.2	44	25.9		8.8	70.8	20.5		
Total %	5.3	14.7	2.1	22.1	4.6	17	1.5	23.1	6.1	8.8	5.2	20.1	3	24.5	7.1	34.7	
Passenger Vehicles	60	168	24	252	51	195	16	262	67	97	59	223	35	282	80	397	1134
% Passenger Vehicles	98.4	98.8	100	98.8	96.2	99.5	94.1	98.5	95.7	95.1	98.3	96.1	100	99.6	97.6	99.2	98.4
Large 2 Axle Vehicles	0	0	0	0	1	1	0	2	0	1	1	2	0	1	1	2	6
% Large 2 Axle Vehicles	0	0	0	0	1.9	0.5	0	0.8	0	1	1.7	0.9	0	0.4	1.2	0.5	0.5
3 Axle Vehicles	0	1	0	1	0	0	1	1	1	2	0	3	0	0	0	0	5
% 3 Axle Vehicles	0	0.6	0	0.4	0	0	5.9	0.4	1.4	2	0	1.3	0	0	0	0	0.4
4+ Axle Trucks	1	1	0	2	1	0	0	1	2	2	0	4	0	0	1	1	8
% 4+ Axle Trucks	1.6	0.6	0	0.8	1.9	0	0	0.4	2.9	2	0	1.7	0	0	1.2	0.2	0.7

	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	8	26	2	36	**7**	**31**	3	**41**	**14**	**24**	6	**44**	**6**	36	**16**	**58**	**179**
04:15 PM	6	23	2	31	6	23	3	32	7	23	6	36	3	25	12	40	139
04:30 PM	9	13	**5**	27	4	23	**4**	31	6	7	8	21	3	34	12	49	128
04:45 PM	**10**	**27**	4	**41**	6	26	0	32	8	10	**13**	31	3	**46**	9	58	162
Total Volume	33	89	13	135	23	103	10	136	35	64	33	132	15	141	49	205	608
% App. Total	24.4	65.9	9.6		16.9	75.7	7.4		26.5	48.5	25		7.3	68.8	23.9		
PHF	.825	.824	.650	.823	.821	.831	.625	.829	.625	.667	.635	.750	.625	.766	.766	.884	.849

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City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:45 PM				04:15 PM				04:00 PM				04:45 PM			
+0 mins.	10	**27**	**4**	**41**	6	23	3	32	**14**	**24**	6	**44**	3	**46**	9	58
+15 mins.	5	26	3	34	4	23	**4**	31	7	23	6	36	2	35	**11**	48
+30 mins.	6	22	3	31	6	26	0	32	6	7	8	21	4	29	9	42
+45 mins.	**12**	20	1	33	**10**	**33**	1	**44**	8	10	**13**	31	**13**	41	5	**59**
Total Volume	33	95	11	139	26	105	8	139	35	64	33	132	22	151	34	207
% App. Total	23.7	68.3	7.9		18.7	75.5	5.8		26.5	48.5	25		10.6	72.9	16.4	
PHF	.688	.880	.688	.848	.650	.795	.500	.790	.625	.667	.635	.750	.423	.821	.773	.877

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City of Apple Valley
N/S: Central Road
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File Name : 15_APV_Cen_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Passenger Vehicles

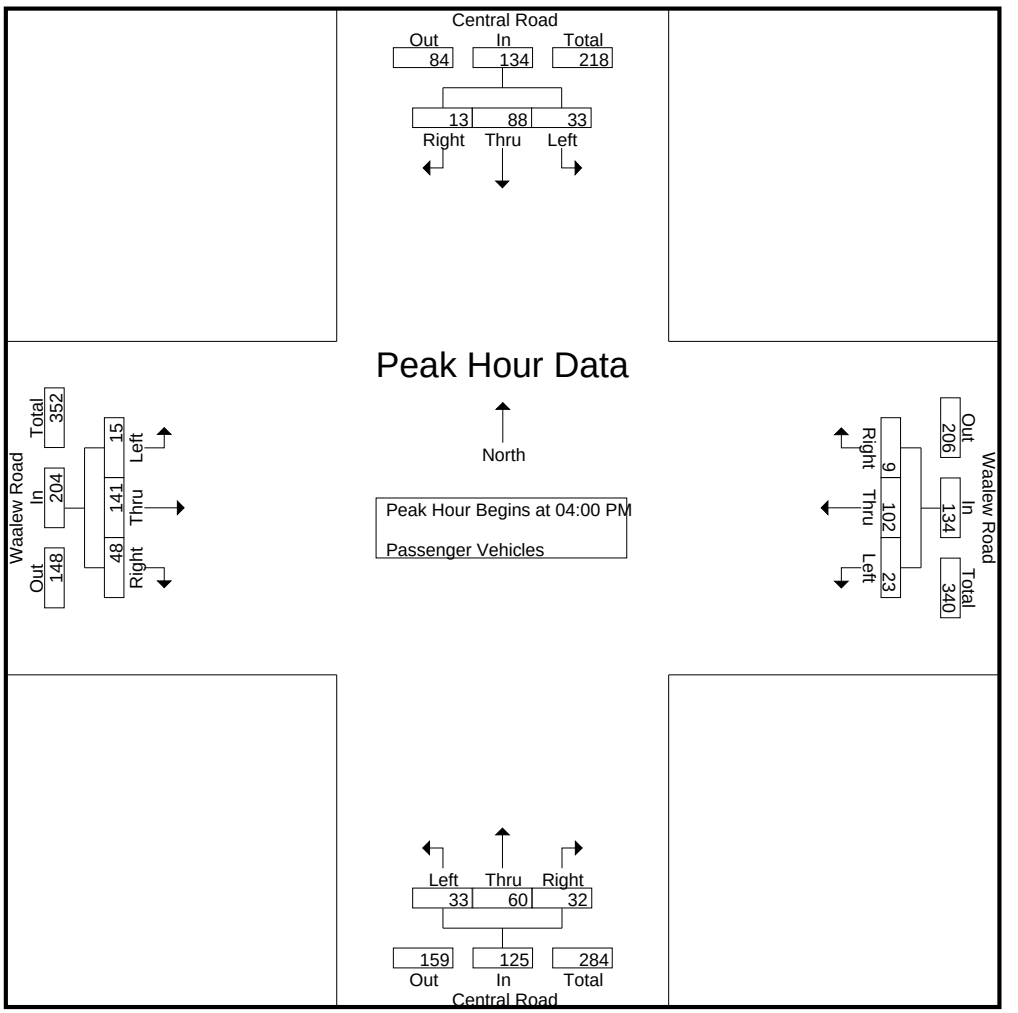
	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	26	2	36	7	30	3	40	14	21	6	41	6	36	16	58	175
04:15 PM	6	22	2	30	6	23	2	31	7	23	6	36	3	25	11	39	136
04:30 PM	9	13	5	27	4	23	4	31	6	6	7	19	3	34	12	49	126
04:45 PM	10	27	4	41	6	26	0	32	6	10	13	29	3	46	9	58	160
Total	33	88	13	134	23	102	9	134	33	60	32	125	15	141	48	204	597
05:00 PM	5	25	3	33	9	33	1	43	11	12	9	32	2	35	11	48	156
05:15 PM	6	22	3	31	5	22	2	29	7	12	7	26	4	29	9	42	128
05:30 PM	12	20	1	33	5	15	1	21	9	9	7	25	13	40	5	58	137
05:45 PM	4	13	4	21	9	23	3	35	7	4	4	15	1	37	7	45	116
Total	27	80	11	118	28	93	7	128	34	37	27	98	20	141	32	193	537
Grand Total	60	168	24	252	51	195	16	262	67	97	59	223	35	282	80	397	1134
Apprch %	23.8	66.7	9.5		19.5	74.4	6.1		30	43.5	26.5		8.8	71	20.2		
Total %	5.3	14.8	2.1	22.2	4.5	17.2	1.4	23.1	5.9	8.6	5.2	19.7	3.1	24.9	7.1	35	

	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	8	26	2	36	**7**	**30**	3	**40**	**14**	21	6	**41**	**6**	36	**16**	**58**	**175**
04:15 PM	6	22	2	30	6	23	2	31	7	**23**	6	36	3	25	11	39	136
04:30 PM	9	13	**5**	27	4	23	**4**	31	6	6	7	19	3	34	12	49	126
04:45 PM	**10**	**27**	4	**41**	6	26	0	32	6	10	**13**	29	3	**46**	9	58	160
Total Volume	33	88	13	134	23	102	9	134	33	60	32	125	15	141	48	204	597
% App. Total	24.6	65.7	9.7		17.2	76.1	6.7		26.4	48	25.6		7.4	69.1	23.5		
PHF	.825	.815	.650	.817	.821	.850	.563	.838	.589	.652	.615	.762	.625	.766	.750	.879	.853

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City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	8	26	2	36	**7**	**30**	3	**40**	**14**	21	6	**41**	**6**	36	**16**	**58**
+15 mins.	6	22	2	30	6	23	2	31	7	**23**	6	36	3	25	11	39
+30 mins.	9	13	**5**	27	4	23	**4**	31	6	6	7	19	3	34	12	49
+45 mins.	**10**	**27**	4	**41**	6	26	0	32	6	10	**13**	29	3	**46**	9	58
Total Volume	33	88	13	134	23	102	9	134	33	60	32	125	15	141	48	204
% App. Total	24.6	65.7	9.7		17.2	76.1	6.7		26.4	48	25.6		7.4	69.1	23.5	
PHF	.825	.815	.650	.817	.821	.850	.563	.838	.589	.652	.615	.762	.625	.766	.750	.879

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City of Apple Valley
N/S: Central Road
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Weather: Clear

File Name : 15_APV_Cen_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

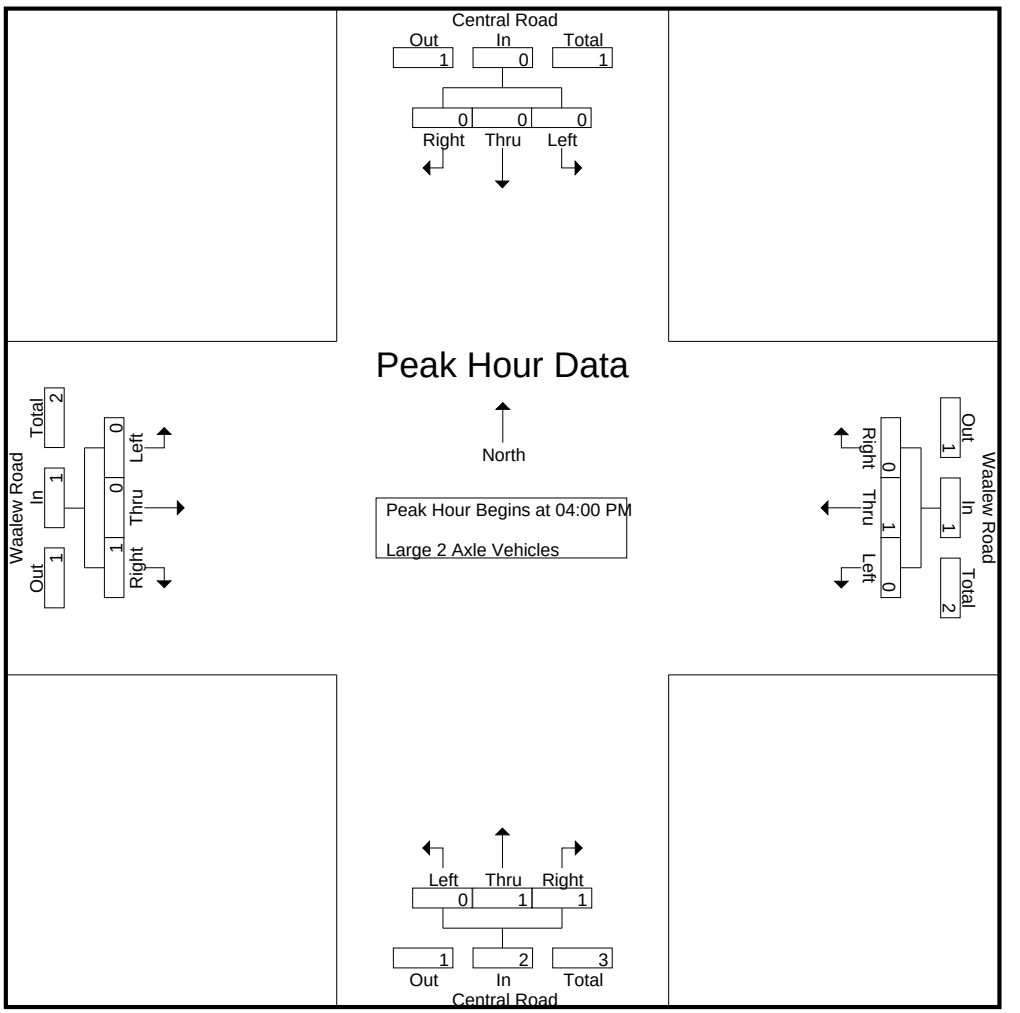
	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	1	1	2	0	0	1	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	1	1	0	2	0	1	1	2	0	1	1	2	6
Apprch %	0	0	0		50	50	0		0	50	50		0	50	50		
Total %	0	0	0	0	16.7	16.7	0	33.3	0	16.7	16.7	33.3	0	16.7	16.7	33.3	

	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	1	1	2	0	0	1	1	4
% App. Total	0	0	0		0	100	0		0	50	50		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500	.000	.000	.250	.250	.500

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City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

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City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

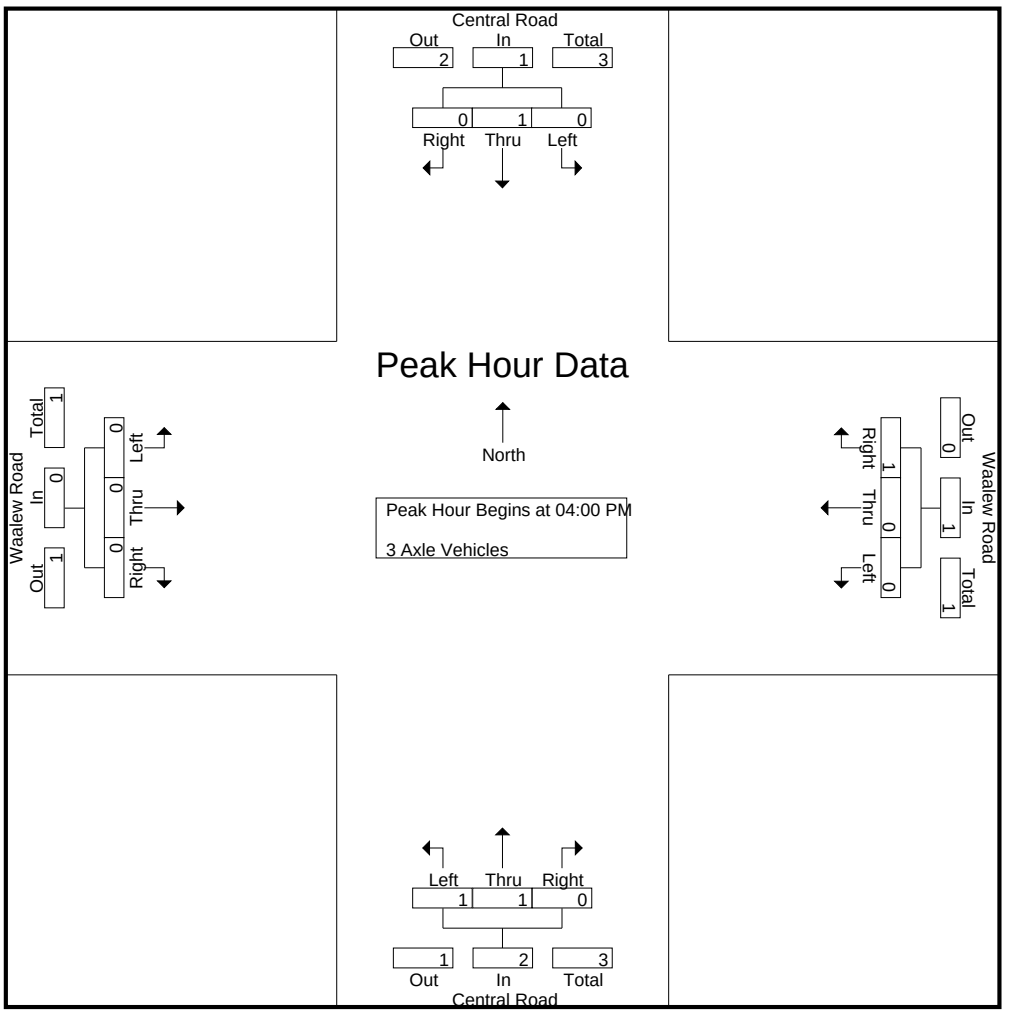
	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	1	1	1	1	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	1	0	1	0	0	1	1	1	2	0	3	0	0	0	0	5
Apprch %	0	100	0		0	0	100		33.3	66.7	0		0	0	0		
Total %	0	20	0	20	0	0	20	20	20	40	0	60	0	0	0	0	

	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:15 PM	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	1	1	1	1	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	100		50	50	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.250	.250	.000	.500	.000	.000	.000	.000	.500

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City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

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

Counts Unlimited, Inc.
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(951) 268-6268

City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

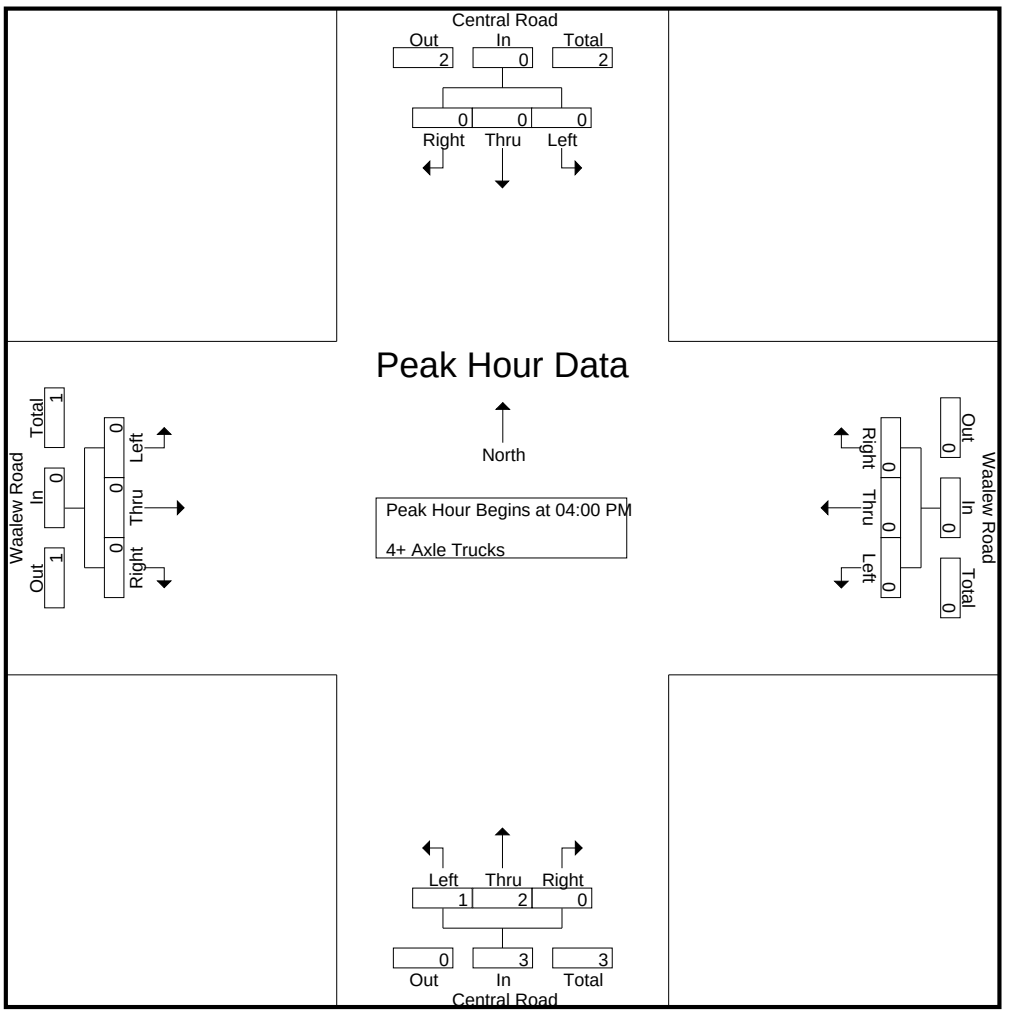
	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
05:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
Total	1	1	0	2	1	0	0	1	1	0	0	1	0	0	1	1	5
Grand Total	1	1	0	2	1	0	0	1	2	2	0	4	0	0	1	1	8
Apprch %	50	50	0		100	0	0		50	50	0		0	0	100		
Total %	12.5	12.5	0	25	12.5	0	0	12.5	25	25	0	50	0	0	12.5	12.5	

	Central Road Southbound				Waalew Road Westbound				Central Road Northbound				Waalew Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		33.3	66.7	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.000	.000	.750

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City of Apple Valley
N/S: Central Road
E/W: Waalew Road
Weather: Clear

File Name : 15_APV_Cen_Waalew PM
Site Code : 05124070
Start Date : 1/30/2024
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0
% App. Total	0	0	0		0	0	0		33.3	66.7	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.000	.000

Location: Apple Valley
N/S: Central Road
E/W: Waalew Road

Date: 1/30/2024
Day: Tuesday

PEDESTRIANS

	North Leg Central Road	East Leg Waalew Road	South Leg Central Road	West Leg Waalew Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Central Road	East Leg Waalew Road	South Leg Central Road	West Leg Waalew Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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

Location: Apple Valley
N/S: Central Road
E/W: Waalew Road

Date: 1/30/2024
Day: Tuesday

BICYCLES

	Southbound Central Road			Westbound Waalew Road			Northbound Central Road			Eastbound Waalew Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Central Road			Westbound Waalew Road			Northbound Central Road			Eastbound Waalew Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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Town of Apple Valley
Central Road
N/ Gustine Street
24 Hour Directional Classification Count

APV004
Site Code: 051-24070

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	0	0	0	0	0	**1**	0	0	0	0	0	4
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
04:00	0	55	**20**	0	0	0	0	1	2	0	0	0	0	78
05:00	0	**98**	20	0	0	0	0	1	2	0	0	0	0	**121**
06:00	0	64	20	0	0	0	0	0	2	0	0	0	0	86
07:00	0	60	12	1	0	0	0	0	2	0	0	0	0	75
08:00	**1**	36	14	**2**	1	0	0	0	1	0	0	0	0	55
09:00	0	26	13	0	1	**1**	0	1	0	0	0	0	0	42
10:00	0	21	4	0	2	1	0	0	1	0	0	0	0	29
11:00	1	16	6	0	**4**	0	0	0	**3**	0	0	0	0	30
12 PM	**1**	22	5	0	0	0	0	0	0	0	0	0	0	28
13:00	1	27	7	0	0	0	0	0	0	0	0	0	0	35
14:00	1	31	8	0	0	0	0	0	**1**	0	0	0	0	41
15:00	0	28	**16**	**1**	1	1	0	0	1	0	0	0	0	48
16:00	1	**55**	13	0	**2**	**3**	0	0	1	0	0	0	0	**75**
17:00	0	25	2	0	0	0	0	0	1	0	0	0	0	28
18:00	0	23	1	0	0	0	0	0	1	0	0	0	0	25
19:00	0	5	0	0	0	0	0	0	1	0	0	0	0	6
20:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Total	6	640	161	4	11	6	0	4	19	0	0	0	0	851
Percent	0.7%	75.2%	18.9%	0.5%	1.3%	0.7%	0.0%	0.5%	2.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	05:00	04:00	08:00	11:00	09:00		01:00	11:00					05:00
Vol.	1	98	20	2	4	1		1	3					121
PM Peak	12:00	16:00	15:00	15:00	16:00	16:00			14:00					16:00
Vol.	1	55	16	1	2	3			1					75
Grand Total	6	640	161	4	11	6	0	4	19	0	0	0	0	851
Percent	0.7%	75.2%	18.9%	0.5%	1.3%	0.7%	0.0%	0.5%	2.2%	0.0%	0.0%	0.0%	0.0%	

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Town of Apple Valley
Central Road
N/ Gustine Street
24 Hour Directional Classification Count

APV004
Site Code: 051-24070

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	12	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	14	1	0	0	0	0	0	1	0	0	0	0	16
02:00	0	8	0	0	0	0	0	0	1	0	0	0	0	9
03:00	0	**25**	3	0	0	0	0	0	0	0	0	0	0	28
04:00	0	8	0	0	0	0	0	0	1	0	0	0	0	9
05:00	0	14	0	0	0	0	0	0	**2**	0	0	0	0	16
06:00	0	17	6	0	0	**1**	0	**1**	0	0	0	0	0	25
07:00	0	23	5	0	0	0	0	0	1	0	0	0	0	29
08:00	**1**	16	4	0	0	0	0	0	1	0	0	0	0	22
09:00	0	12	4	0	0	1	0	0	0	0	0	0	0	17
10:00	0	19	2	**1**	**1**	0	0	0	1	0	0	0	0	24
11:00	0	21	**7**	0	1	1	0	0	2	0	0	0	0	**32**
12 PM	0	29	8	0	**2**	0	0	0	0	0	0	0	0	39
13:00	0	29	6	0	2	0	0	0	**3**	0	0	0	0	40
14:00	0	51	14	0	0	**3**	0	**1**	1	0	0	0	0	70
15:00	**1**	**105**	**27**	0	1	0	0	0	1	0	0	0	0	**135**
16:00	0	102	22	0	1	1	0	0	0	0	0	0	0	126
17:00	0	97	14	0	0	0	0	0	2	0	0	0	0	113
18:00	0	42	11	0	0	0	0	1	1	0	0	0	0	55
19:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26
20:00	0	17	0	0	0	0	0	0	1	0	0	0	0	18
21:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
22:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Total	2	727	138	1	8	7	0	3	19	0	0	0	0	905
Percent	0.2%	80.3%	15.2%	0.1%	0.9%	0.8%	0.0%	0.3%	2.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	03:00	11:00	10:00	10:00	06:00		06:00	05:00					11:00
Vol.	1	25	7	1	1	1		1	2					32
PM Peak	15:00	15:00	15:00		12:00	14:00		14:00	13:00					15:00
Vol.	1	105	27		2	3		1	3					135
Grand Total	2	727	138	1	8	7	0	3	19	0	0	0	0	905
Percent	0.2%	80.3%	15.2%	0.1%	0.9%	0.8%	0.0%	0.3%	2.1%	0.0%	0.0%	0.0%	0.0%	

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Town of Apple Valley
Central Road
N/ Gustine Street
24 Hour Directional Classification Count
Northbound, Southbound

APV004
Site Code: 051-24070

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	14	0	0	0	0	0	0	0	0	0	0	0	14
01:00	0	17	1	0	0	0	0	**1**	1	0	0	0	0	20
02:00	0	14	0	0	0	0	0	0	1	0	0	0	0	15
03:00	0	36	3	0	0	0	0	0	0	0	0	0	0	39
04:00	0	63	20	0	0	0	0	1	3	0	0	0	0	87
05:00	0	**112**	20	0	0	0	0	1	4	0	0	0	0	**137**
06:00	0	81	**26**	0	0	1	0	1	2	0	0	0	0	111
07:00	0	83	17	1	0	0	0	0	3	0	0	0	0	104
08:00	**2**	52	18	**2**	1	0	0	0	2	0	0	0	0	77
09:00	0	38	17	0	1	**2**	0	1	0	0	0	0	0	59
10:00	0	40	6	1	3	1	0	0	2	0	0	0	0	53
11:00	1	37	13	0	**5**	1	0	0	**5**	0	0	0	0	62
12 PM	**1**	51	13	0	2	0	0	0	0	0	0	0	0	67
13:00	1	56	13	0	2	0	0	0	**3**	0	0	0	0	75
14:00	1	82	22	0	0	3	0	**1**	2	0	0	0	0	111
15:00	1	133	**43**	**1**	2	1	0	0	2	0	0	0	0	183
16:00	1	**157**	35	0	**3**	**4**	0	0	1	0	0	0	0	**201**
17:00	0	122	16	0	0	0	0	0	3	0	0	0	0	141
18:00	0	65	12	0	0	0	0	1	2	0	0	0	0	80
19:00	0	30	1	0	0	0	0	0	1	0	0	0	0	32
20:00	0	23	0	0	0	0	0	0	1	0	0	0	0	24
21:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
22:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26
23:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
Total	8	1367	299	5	19	13	0	7	38	0	0	0	0	1756
Percent	0.5%	77.8%	17.0%	0.3%	1.1%	0.7%	0.0%	0.4%	2.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	05:00	06:00	08:00	11:00	09:00		01:00	11:00					05:00
Vol.	2	112	26	2	5	2		1	5					137
PM Peak	12:00	16:00	15:00	15:00	16:00	16:00		14:00	13:00					16:00
Vol.	1	157	43	1	3	4		1	3					201
Grand Total	8	1367	299	5	19	13	0	7	38	0	0	0	0	1756
Percent	0.5%	77.8%	17.0%	0.3%	1.1%	0.7%	0.0%	0.4%	2.2%	0.0%	0.0%	0.0%	0.0%	

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Town of Apple Valley
Dale Evans Parkway
S/ Johnson Road
24 Hour Directional Classification Count

APV002
Site Code: 051-24070

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	24	0	0	0	0	0	0	0	0	0	0	0	24
01:00	0	26	0	0	0	0	0	0	0	0	0	0	0	26
02:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	17	1	0	0	0	0	0	2	0	0	0	0	20
04:00	0	70	14	0	1	0	0	0	1	0	0	0	0	86
05:00	0	**153**	15	0	0	1	0	0	1	0	0	0	0	**170**
06:00	0	114	12	1	1	0	0	0	2	0	0	0	0	130
07:00	0	119	**20**	1	1	2	**1**	0	1	0	0	**1**	0	146
08:00	0	75	13	**4**	2	**3**	0	1	**4**	0	0	0	0	102
09:00	0	39	13	1	0	1	0	0	1	0	0	0	0	55
10:00	0	47	18	1	**5**	1	0	**2**	2	0	0	0	0	76
11:00	0	58	9	1	1	0	0	1	0	0	0	0	0	70
12 PM	0	66	6	1	**1**	0	0	**1**	0	0	0	0	0	75
13:00	0	86	11	2	1	0	0	0	**2**	0	0	0	0	102
14:00	**1**	**112**	11	**4**	0	0	0	1	2	0	0	0	0	**131**
15:00	0	78	**12**	3	1	0	0	1	0	0	0	0	0	95
16:00	1	107	12	1	0	0	0	0	1	0	0	0	0	122
17:00	0	53	8	1	0	0	0	1	0	0	0	0	0	63
18:00	1	37	2	1	0	0	0	0	0	0	0	0	0	41
19:00	0	31	0	1	0	0	0	0	0	0	0	0	0	32
20:00	0	27	0	2	0	0	0	0	0	0	0	0	0	29
21:00	0	41	0	0	0	0	0	0	0	0	0	0	0	41
22:00	0	18	0	0	0	0	0	0	1	0	0	0	0	19
23:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
Total	3	1422	177	25	14	8	1	8	20	0	0	1	0	1679
Percent	0.2%	84.7%	10.5%	1.5%	0.8%	0.5%	0.1%	0.5%	1.2%	0.0%	0.0%	0.1%	0.0%	
AM Peak		05:00	07:00	08:00	10:00	08:00	07:00	10:00	08:00			07:00		05:00
Vol.		153	20	4	5	3	1	2	4			1		170
PM Peak	14:00	14:00	15:00	14:00	12:00			12:00	13:00					14:00
Vol.	1	112	12	4	1			1	2					131
Grand Total	3	1422	177	25	14	8	1	8	20	0	0	1	0	1679
Percent	0.2%	84.7%	10.5%	1.5%	0.8%	0.5%	0.1%	0.5%	1.2%	0.0%	0.0%	0.1%	0.0%	

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Town of Apple Valley
Dale Evans Parkway
S/ Johnson Road
24 Hour Directional Classification Count

APV002
Site Code: 051-24070

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	14	0	0	0	0	**1**	**3**	0	0	0	0	0	18
01:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	19	0	0	0	1	0	1	0	0	0	0	0	21
03:00	0	56	1	0	0	0	0	0	0	0	0	0	0	57
04:00	0	53	0	0	0	0	0	0	**1**	0	0	0	0	54
05:00	0	50	0	0	0	0	0	0	0	0	0	0	0	50
06:00	0	46	3	2	1	0	0	0	0	0	0	0	0	52
07:00	0	50	9	2	1	0	0	0	1	0	0	0	0	63
08:00	0	47	9	**3**	1	**3**	0	0	1	0	0	0	0	64
09:00	0	54	14	1	1	1	0	0	1	0	0	0	0	72
10:00	**1**	50	6	0	**3**	1	0	1	1	0	0	0	0	63
11:00	0	**60**	**18**	2	1	0	0	0	1	0	0	0	0	**82**
12 PM	0	52	13	1	2	1	0	2	0	0	0	0	0	71
13:00	1	82	14	**3**	0	0	0	1	0	0	0	0	0	101
14:00	**2**	98	28	3	**3**	**2**	0	**4**	0	0	0	0	0	140
15:00	0	174	39	3	1	0	0	0	**4**	0	0	0	0	221
16:00	1	**199**	**50**	2	3	1	0	1	3	0	0	0	0	**260**
17:00	0	154	26	1	0	0	0	0	1	0	0	0	0	182
18:00	0	85	5	1	0	0	0	0	4	0	0	0	0	95
19:00	0	49	1	1	0	0	0	0	2	0	0	0	0	53
20:00	0	42	2	1	0	0	0	1	0	0	0	0	0	46
21:00	0	32	1	0	0	0	0	0	0	0	0	0	0	33
22:00	0	17	0	0	0	0	0	0	0	**1**	0	0	0	18
23:00	0	32	0	0	0	0	0	0	0	1	0	0	0	33
Total	5	1526	239	26	17	10	1	14	20	2	0	0	0	1860
Percent	0.3%	82.0%	12.8%	1.4%	0.9%	0.5%	0.1%	0.8%	1.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	10:00	08:00	00:00	00:00	04:00					11:00
Vol.	1	60	18	3	3	3	1	3	1					82
PM Peak	14:00	16:00	16:00	13:00	14:00	14:00		14:00	15:00	22:00				16:00
Vol.	2	199	50	3	3	2		4	4	1				260
Grand Total	5	1526	239	26	17	10	1	14	20	2	0	0	0	1860
Percent	0.3%	82.0%	12.8%	1.4%	0.9%	0.5%	0.1%	0.8%	1.1%	0.1%	0.0%	0.0%	0.0%	

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Town of Apple Valley
Dale Evans Parkway
S/ Johnson Road
24 Hour Directional Classification Count
Northbound, Southbound

APV002
Site Code: 051-24070

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	38	0	0	0	0	**1**	**3**	0	0	0	0	0	42
01:00	0	37	0	0	0	0	0	0	0	0	0	0	0	37
02:00	0	30	0	0	0	1	0	1	0	0	0	0	0	32
03:00	0	73	2	0	0	0	0	0	2	0	0	0	0	77
04:00	0	123	14	0	1	0	0	0	2	0	0	0	0	140
05:00	0	**203**	15	0	0	1	0	0	1	0	0	0	0	**220**
06:00	0	160	15	3	2	0	0	0	2	0	0	0	0	182
07:00	0	169	**29**	3	2	2	1	0	2	0	0	**1**	0	209
08:00	0	122	22	**7**	3	**6**	0	1	**5**	0	0	0	0	166
09:00	0	93	27	2	1	2	0	0	2	0	0	0	0	127
10:00	**1**	97	24	1	**8**	2	0	3	3	0	0	0	0	139
11:00	0	118	27	3	2	0	0	1	1	0	0	0	0	152
12 PM	0	118	19	2	**3**	1	0	3	0	0	0	0	0	146
13:00	1	168	25	5	1	0	0	1	2	0	0	0	0	203
14:00	**3**	210	39	**7**	3	**2**	0	**5**	2	0	0	0	0	271
15:00	0	252	51	6	2	0	0	1	**4**	0	0	0	0	316
16:00	2	**306**	**62**	3	3	1	0	1	4	0	0	0	0	**382**
17:00	0	207	34	2	0	0	0	1	1	0	0	0	0	245
18:00	1	122	7	2	0	0	0	0	4	0	0	0	0	136
19:00	0	80	1	2	0	0	0	0	2	0	0	0	0	85
20:00	0	69	2	3	0	0	0	1	0	0	0	0	0	75
21:00	0	73	1	0	0	0	0	0	0	0	0	0	0	74
22:00	0	35	0	0	0	0	0	0	1	**1**	0	0	0	37
23:00	0	45	0	0	0	0	0	0	0	1	0	0	0	46
Total	8	2948	416	51	31	18	2	22	40	2	0	1	0	3539
Percent	0.2%	83.3%	11.8%	1.4%	0.9%	0.5%	0.1%	0.6%	1.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	10:00	05:00	07:00	08:00	10:00	08:00	00:00	00:00	08:00			07:00		05:00
Vol.	1	203	29	7	8	6	1	3	5			1		220
PM Peak	14:00	16:00	16:00	14:00	12:00	14:00		14:00	15:00	22:00				16:00
Vol.	3	306	62	7	3	2		5	4	1				382
Grand Total	8	2948	416	51	31	18	2	22	40	2	0	1	0	3539
Percent	0.2%	83.3%	11.8%	1.4%	0.9%	0.5%	0.1%	0.6%	1.1%	0.1%	0.0%	0.0%	0.0%	

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Town of Apple Valley
Johnson Road
W/ Central Road
24 Hour Directional Classification Count

APV003
Site Code: 051-24070

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	10	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	13	0	0	0	0	0	0	1	0	0	0	0	14
02:00	0	5	0	0	0	0	0	0	1	0	0	0	0	6
03:00	0	**17**	2	0	0	0	0	0	0	0	0	0	0	**19**
04:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
05:00	0	7	1	0	0	0	0	**1**	1	0	0	0	0	10
06:00	0	11	6	0	0	**1**	0	1	0	0	0	0	0	19
07:00	0	7	4	0	0	0	0	0	1	0	0	0	0	12
08:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
09:00	0	6	1	0	0	1	0	0	0	0	0	0	0	8
10:00	**1**	9	5	0	0	0	0	0	**2**	0	0	0	0	17
11:00	0	2	**8**	0	**1**	0	0	1	2	0	0	0	0	14
12 PM	0	18	5	0	**2**	0	0	0	0	0	0	0	0	25
13:00	0	20	8	0	1	0	0	0	**1**	0	0	0	0	30
14:00	0	21	9	0	1	0	0	**1**	0	0	0	0	0	32
15:00	**1**	52	17	0	2	0	0	1	1	0	0	0	0	74
16:00	0	**56**	**25**	0	0	**1**	0	0	0	0	0	0	0	**82**
17:00	0	43	11	0	0	0	0	0	1	0	0	0	0	55
18:00	0	26	2	0	0	0	0	1	1	0	0	0	0	30
19:00	0	14	0	0	0	0	0	0	1	0	0	0	0	15
20:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Total	2	386	107	0	7	3	0	6	14	0	0	0	0	525
Percent	0.4%	73.5%	20.4%	0.0%	1.3%	0.6%	0.0%	1.1%	2.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	03:00	11:00		11:00	06:00		05:00	10:00					03:00
Vol.	1	17	8		1	1		1	2					19
PM Peak	15:00	16:00	16:00		12:00	16:00		14:00	13:00					16:00
Vol.	1	56	25		2	1		1	1					82
Grand Total	2	386	107	0	7	3	0	6	14	0	0	0	0	525
Percent	0.4%	73.5%	20.4%	0.0%	1.3%	0.6%	0.0%	1.1%	2.7%	0.0%	0.0%	0.0%	0.0%	

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Town of Apple Valley
Johnson Road
W/ Central Road
24 Hour Directional Classification Count

APV003
Site Code: 051-24070

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:00	0	32	7	0	0	0	0	**1**	0	0	0	0	0	40
05:00	0	**42**	**14**	0	0	0	0	0	0	0	0	0	0	**56**
06:00	0	28	5	1	0	0	0	0	**1**	0	0	0	0	35
07:00	0	31	5	1	0	0	0	0	1	0	0	0	0	38
08:00	0	17	6	**2**	1	0	0	0	1	0	0	0	0	27
09:00	0	16	3	0	0	0	0	1	0	0	0	0	0	20
10:00	**1**	9	3	0	2	0	0	0	0	0	0	0	0	15
11:00	1	8	2	0	**3**	0	0	0	1	0	0	0	0	15
12 PM	0	13	6	0	0	0	0	0	**2**	0	0	0	0	21
13:00	**1**	13	**9**	0	0	0	0	0	0	0	0	0	0	23
14:00	0	10	6	0	**1**	0	0	0	1	0	0	0	0	18
15:00	0	18	9	**1**	0	1	0	0	1	0	0	0	0	30
16:00	0	**40**	9	0	1	**2**	0	**2**	1	0	0	0	0	**55**
17:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
18:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
19:00	1	7	0	0	0	0	0	0	2	0	0	0	0	10
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	324	87	5	9	3	0	4	11	0	0	0	0	447
Percent	0.9%	72.5%	19.5%	1.1%	2.0%	0.7%	0.0%	0.9%	2.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	05:00	05:00	08:00	11:00			04:00	06:00					05:00
Vol.	1	42	14	2	3			1	1					56
PM Peak	13:00	16:00	13:00	15:00	14:00	16:00		16:00	12:00					16:00
Vol.	1	40	9	1	1	2		2	2					55
Grand Total	4	324	87	5	9	3	0	4	11	0	0	0	0	447
Percent	0.9%	72.5%	19.5%	1.1%	2.0%	0.7%	0.0%	0.9%	2.5%	0.0%	0.0%	0.0%	0.0%	

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Town of Apple Valley
Johnson Road
W/ Central Road
24 Hour Directional Classification Count

APV003
Site Code: 051-24070

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	11	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	13	0	0	1	0	0	0	1	0	0	0	0	15
02:00	0	9	0	0	0	0	0	0	1	0	0	0	0	10
03:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
04:00	0	39	8	0	0	0	0	**1**	1	0	0	0	0	49
05:00	0	**49**	**15**	0	0	0	0	1	1	0	0	0	0	**66**
06:00	0	39	11	1	0	**1**	0	1	1	0	0	0	0	54
07:00	0	38	9	1	0	0	0	0	2	0	0	0	0	50
08:00	0	26	8	**2**	1	0	0	0	1	0	0	0	0	38
09:00	0	22	4	0	0	1	0	1	0	0	0	0	0	28
10:00	**2**	18	8	0	2	0	0	0	2	0	0	0	0	32
11:00	1	10	10	0	**4**	0	0	1	**3**	0	0	0	0	29
12 PM	0	31	11	0	**2**	0	0	0	2	0	0	0	0	46
13:00	**1**	33	17	0	1	0	0	0	1	0	0	0	0	53
14:00	0	31	15	0	2	0	0	1	1	0	0	0	0	50
15:00	1	70	26	**1**	2	1	0	1	2	0	0	0	0	104
16:00	0	**96**	**34**	0	1	**3**	0	**2**	1	0	0	0	0	**137**
17:00	0	56	13	0	0	0	0	0	1	0	0	0	0	70
18:00	0	30	2	0	0	0	0	1	1	0	0	0	0	34
19:00	1	21	0	0	0	0	0	0	**3**	0	0	0	0	25
20:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
21:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Total	6	710	194	5	16	6	0	10	25	0	0	0	0	972
Percent	0.6%	73.0%	20.0%	0.5%	1.6%	0.6%	0.0%	1.0%	2.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	05:00	05:00	08:00	11:00	06:00		04:00	11:00					05:00
Vol.	2	49	15	2	4	1		1	3					66
PM Peak	13:00	16:00	16:00	15:00	12:00	16:00		16:00	19:00					16:00
Vol.	1	96	34	1	2	3		2	3					137
Grand Total	6	710	194	5	16	6	0	10	25	0	0	0	0	972
Percent	0.6%	73.0%	20.0%	0.5%	1.6%	0.6%	0.0%	1.0%	2.6%	0.0%	0.0%	0.0%	0.0%	

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Town of Apple Valley
Stoddard Wells Road
E/ Interstate 15 Northbound Ramps
24 Hour Directional Classification Count

APV001
Site Code: 051-24070

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	4	0	0	0	0	0	**3**	5	0	0	0	0	12
01:00	0	8	0	0	1	0	0	1	2	0	0	0	0	12
02:00	0	15	1	0	0	0	0	1	5	0	0	0	0	22
03:00	0	36	1	0	0	0	0	0	2	0	0	0	0	39
04:00	0	**142**	2	0	1	0	0	0	10	0	0	0	0	155
05:00	0	131	5	0	**2**	3	0	1	16	0	0	0	0	**158**
06:00	0	84	7	0	2	1	0	1	13	0	1	0	0	109
07:00	0	71	12	0	1	3	0	2	15	0	1	0	0	105
08:00	0	47	11	0	0	**5**	**1**	2	18	0	3	0	0	87
09:00	0	25	**15**	0	2	5	0	1	26	0	4	0	0	78
10:00	0	20	7	0	0	2	0	2	**32**	0	1	0	0	64
11:00	0	32	9	0	1	4	0	1	25	0	**5**	0	0	77
12 PM	0	46	0	0	**5**	2	0	2	**23**	0	**5**	0	0	83
13:00	0	41	9	0	0	**6**	0	1	14	0	3	0	0	74
14:00	**2**	36	12	0	2	1	0	0	17	**1**	2	0	0	73
15:00	0	109	25	0	1	2	0	1	18	0	1	0	0	157
16:00	0	**140**	**28**	0	2	0	0	**3**	6	0	0	0	0	**179**
17:00	0	38	13	0	0	0	0	0	11	0	0	0	0	62
18:00	0	29	8	0	1	0	0	0	10	0	0	0	0	48
19:00	0	16	2	0	0	0	0	0	6	0	0	0	0	24
20:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
21:00	0	16	0	0	0	0	0	0	9	0	0	0	0	25
22:00	0	6	1	0	0	0	0	0	5	0	0	0	0	12
23:00	1	6	2	0	0	0	0	0	10	0	0	0	0	19
Total	3	1109	171	0	21	34	1	22	298	1	26	0	0	1686
Percent	0.2%	65.8%	10.1%	0.0%	1.2%	2.0%	0.1%	1.3%	17.7%	0.1%	1.5%	0.0%	0.0%	
AM Peak		04:00	09:00		05:00	08:00	08:00	00:00	10:00		11:00			05:00
Vol.		142	15		2	5	1	3	32		5			158
PM Peak	14:00	16:00	16:00		12:00	13:00		16:00	12:00	14:00	12:00			16:00
Vol.	2	140	28		5	6		3	23	1	5			179
Grand Total	3	1109	171	0	21	34	1	22	298	1	26	0	0	1686
Percent	0.2%	65.8%	10.1%	0.0%	1.2%	2.0%	0.1%	1.3%	17.7%	0.1%	1.5%	0.0%	0.0%	

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Town of Apple Valley
Stoddard Wells Road
E/ Interstate 15 Northbound Ramps
24 Hour Directional Classification Count

APV001
Site Code: 051-24070

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	30	0	0	0	2	0	0	5	0	0	0	0	37
01:00	0	36	1	0	1	0	0	0	8	0	0	0	0	46
02:00	0	17	0	0	0	2	0	0	4	0	0	0	0	23
03:00	0	**60**	5	0	0	0	0	0	5	0	0	0	0	70
04:00	0	12	4	0	1	1	0	0	6	0	0	0	0	24
05:00	0	13	3	0	0	1	0	0	6	0	0	0	0	23
06:00	0	26	5	0	0	2	0	0	8	0	0	0	0	41
07:00	0	35	10	0	3	3	0	0	16	0	1	0	0	68
08:00	0	22	7	0	3	4	0	0	22	0	**5**	0	0	63
09:00	0	20	13	0	1	6	0	0	17	0	1	0	0	58
10:00	0	18	**17**	0	2	8	0	**1**	23	0	4	0	0	73
11:00	0	30	15	0	**5**	**16**	0	0	**32**	0	2	0	0	**100**
12 PM	0	34	9	0	**2**	**11**	0	0	**25**	0	**5**	0	0	86
13:00	**1**	48	18	0	1	4	0	0	18	0	4	0	0	94
14:00	0	100	16	0	2	3	0	1	23	0	4	0	0	**149**
15:00	0	112	**21**	0	1	1	0	**3**	10	0	1	0	0	149
16:00	0	**122**	15	0	2	1	0	3	6	0	0	0	0	149
17:00	0	58	7	0	0	0	0	2	10	0	0	0	0	77
18:00	0	55	2	0	0	0	0	2	9	0	0	0	0	68
19:00	0	29	0	0	0	0	0	1	8	0	0	0	0	38
20:00	0	16	0	0	0	0	0	2	5	0	0	0	0	23
21:00	0	9	0	0	0	0	0	0	3	0	0	0	0	12
22:00	0	17	0	0	0	0	0	0	7	0	0	0	0	24
23:00	0	8	0	0	0	0	0	0	6	0	0	0	0	14
Total	1	927	168	0	24	65	0	15	282	0	27	0	0	1509
Percent	0.1%	61.4%	11.1%	0.0%	1.6%	4.3%	0.0%	1.0%	18.7%	0.0%	1.8%	0.0%	0.0%	
AM Peak		03:00	10:00		11:00	11:00		10:00	11:00		08:00			11:00
Vol.		60	17		5	16		1	32		5			100
PM Peak	13:00	16:00	15:00		12:00	12:00		15:00	12:00		12:00			14:00
Vol.	1	122	21		2	11		3	25		5			149
Grand Total	1	927	168	0	24	65	0	15	282	0	27	0	0	1509
Percent	0.1%	61.4%	11.1%	0.0%	1.6%	4.3%	0.0%	1.0%	18.7%	0.0%	1.8%	0.0%	0.0%	

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Town of Apple Valley
Stoddard Wells Road
E/ Interstate 15 Northbound Ramps
24 Hour Directional Classification Count
Eastbound, Westbound

APV001
Site Code: 051-24070

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	34	0	0	0	2	0	**3**	10	0	0	0	0	49
01:00	0	44	1	0	2	0	0	1	10	0	0	0	0	58
02:00	0	32	1	0	0	2	0	1	9	0	0	0	0	45
03:00	0	96	6	0	0	0	0	0	7	0	0	0	0	109
04:00	0	**154**	6	0	2	1	0	0	16	0	0	0	0	179
05:00	0	144	8	0	2	4	0	1	22	0	0	0	0	**181**
06:00	0	110	12	0	2	3	0	1	21	0	1	0	0	150
07:00	0	106	22	0	4	6	0	2	31	0	2	0	0	173
08:00	0	69	18	0	3	9	**1**	2	40	0	**8**	0	0	150
09:00	0	45	**28**	0	3	11	0	1	43	0	5	0	0	136
10:00	0	38	24	0	2	10	0	3	55	0	5	0	0	137
11:00	0	62	24	0	**6**	**20**	0	1	**57**	0	7	0	0	177
12 PM	0	80	9	0	**7**	**13**	0	2	**48**	0	**10**	0	0	169
13:00	1	89	27	0	1	10	0	1	32	0	7	0	0	168
14:00	**2**	136	28	0	4	4	0	1	40	**1**	6	0	0	222
15:00	0	221	**46**	0	2	3	0	4	28	0	2	0	0	306
16:00	0	**262**	43	0	4	1	0	**6**	12	0	0	0	0	**328**
17:00	0	96	20	0	0	0	0	2	21	0	0	0	0	139
18:00	0	84	10	0	1	0	0	2	19	0	0	0	0	116
19:00	0	45	2	0	0	0	0	1	14	0	0	0	0	62
20:00	0	27	1	0	0	0	0	2	5	0	0	0	0	35
21:00	0	25	0	0	0	0	0	0	12	0	0	0	0	37
22:00	0	23	1	0	0	0	0	0	12	0	0	0	0	36
23:00	1	14	2	0	0	0	0	0	16	0	0	0	0	33
Total	4	2036	339	0	45	99	1	37	580	1	53	0	0	3195
Percent	0.1%	63.7%	10.6%	0.0%	1.4%	3.1%	0.0%	1.2%	18.2%	0.0%	1.7%	0.0%	0.0%	
AM Peak		04:00	09:00		11:00	11:00	08:00	00:00	11:00		08:00			05:00
Vol.		154	28		6	20	1	3	57		8			181
PM Peak	14:00	16:00	15:00		12:00	12:00		16:00	12:00	14:00	12:00			16:00
Vol.	2	262	46		7	13		6	48	1	10			328
Grand Total	4	2036	339	0	45	99	1	37	580	1	53	0	0	3195
Percent	0.1%	63.7%	10.6%	0.0%	1.4%	3.1%	0.0%	1.2%	18.2%	0.0%	1.7%	0.0%	0.0%	

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Town of Apple Valley
Waalew Road
W/ Central Road
24 Hour Directional Classification Count

APV005
Site Code: 051-24070

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
05:00	0	24	3	0	0	**1**	0	**1**	0	0	0	0	0	29
06:00	0	53	5	5	0	0	0	1	0	0	0	0	0	64
07:00	0	67	8	0	**4**	0	0	0	0	0	0	0	0	79
08:00	0	**144**	14	**6**	1	0	0	1	0	0	0	0	0	**166**
09:00	0	69	9	0	2	0	0	0	0	0	0	0	0	80
10:00	0	75	12	0	3	0	0	0	0	0	0	0	0	90
11:00	**3**	99	**16**	0	2	0	0	0	0	0	0	0	0	120
12 PM	0	104	11	0	1	0	0	0	0	0	0	0	0	116
13:00	1	95	14	2	1	0	0	0	0	0	0	0	0	113
14:00	**2**	119	13	2	1	**1**	0	0	0	0	0	0	0	138
15:00	0	171	**20**	**9**	**2**	0	0	0	0	0	0	0	0	202
16:00	0	**189**	18	1	0	0	0	0	0	0	0	0	0	**208**
17:00	1	174	12	0	0	0	0	0	**1**	0	0	0	0	188
18:00	1	102	8	0	2	0	0	0	0	0	0	0	0	113
19:00	0	74	6	0	1	0	0	0	0	0	0	0	0	81
20:00	0	76	6	0	0	0	0	0	0	0	0	0	0	82
21:00	0	52	3	0	0	0	0	0	0	0	0	0	0	55
22:00	0	26	1	0	0	0	0	0	0	0	0	0	0	27
23:00	0	14	0	0	0	0	0	**1**	0	0	0	0	0	15
Total	8	1758	181	25	20	2	0	4	1	0	0	0	0	1999
Percent	0.4%	87.9%	9.1%	1.3%	1.0%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	11:00	08:00	07:00	05:00		05:00						08:00
Vol.	3	144	16	6	4	1		1						166
PM Peak	14:00	16:00	15:00	15:00	15:00	14:00		23:00	17:00					16:00
Vol.	2	189	20	9	2	1		1	1					208
Grand Total	8	1758	181	25	20	2	0	4	1	0	0	0	0	1999
Percent	0.4%	87.9%	9.1%	1.3%	1.0%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

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Town of Apple Valley
Waalew Road
W/ Central Road
24 Hour Directional Classification Count

APV005
Site Code: 051-24070

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	3	1	0	0	0	0	0	**1**	0	0	0	0	5
02:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
03:00	0	33	4	0	0	0	0	0	0	0	0	0	0	37
04:00	0	54	8	0	0	0	0	0	0	0	0	0	0	62
05:00	0	66	8	0	0	0	0	0	0	0	0	0	0	74
06:00	0	93	10	1	0	0	0	0	0	0	0	0	0	104
07:00	**1**	**178**	**40**	**3**	0	0	0	**1**	1	0	0	0	0	**224**
08:00	0	144	28	1	0	0	0	0	1	0	0	0	0	174
09:00	1	96	18	0	2	0	0	0	1	0	0	0	0	118
10:00	0	76	26	0	0	0	0	0	0	0	0	0	0	102
11:00	0	74	20	0	**6**	0	0	0	1	0	0	0	0	101
12 PM	0	107	19	0	**3**	0	0	0	**1**	0	0	0	0	130
13:00	0	84	13	**3**	2	0	**1**	**1**	0	0	0	0	0	104
14:00	**2**	104	21	1	0	**1**	0	0	0	0	0	0	0	129
15:00	0	**163**	18	1	1	0	0	0	0	0	0	0	0	**183**
16:00	1	122	**26**	1	0	1	0	0	1	0	0	0	0	152
17:00	0	119	20	0	0	0	0	0	1	0	0	0	0	140
18:00	0	76	16	0	1	0	0	1	0	0	0	0	0	94
19:00	0	32	9	0	0	0	0	0	0	0	0	0	0	41
20:00	0	27	7	0	0	0	0	0	0	0	0	0	0	34
21:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
22:00	0	19	0	0	0	0	0	0	1	0	0	0	0	20
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Total	5	1709	317	11	15	2	1	3	9	0	0	0	0	2072
Percent	0.2%	82.5%	15.3%	0.5%	0.7%	0.1%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	11:00			07:00	01:00					07:00
Vol.	1	178	40	3	6			1	1					224
PM Peak	14:00	15:00	16:00	13:00	12:00	14:00	13:00	13:00	12:00					15:00
Vol.	2	163	26	3	3	1	1	1	1					183
Grand Total	5	1709	317	11	15	2	1	3	9	0	0	0	0	2072
Percent	0.2%	82.5%	15.3%	0.5%	0.7%	0.1%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	

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Town of Apple Valley
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24 Hour Directional Classification Count

APV005
Site Code: 051-24070

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	9	1	0	0	0	0	0	0	0	0	0	0	10
01:00	0	6	1	0	0	0	0	0	**1**	0	0	0	0	8
02:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
03:00	0	39	5	0	0	0	0	0	0	0	0	0	0	44
04:00	0	64	8	0	0	0	0	0	0	0	0	0	0	72
05:00	0	90	11	0	0	**1**	0	**1**	0	0	0	0	0	103
06:00	0	146	15	6	0	0	0	1	0	0	0	0	0	168
07:00	1	245	**48**	3	4	0	0	1	1	0	0	0	0	303
08:00	0	**288**	42	**7**	1	0	0	1	1	0	0	0	0	**340**
09:00	1	165	27	0	4	0	0	0	1	0	0	0	0	198
10:00	0	151	38	0	3	0	0	0	0	0	0	0	0	192
11:00	**3**	173	36	0	**8**	0	0	0	1	0	0	0	0	221
12 PM	0	211	30	0	**4**	0	0	0	1	0	0	0	0	246
13:00	1	179	27	5	3	0	**1**	**1**	0	0	0	0	0	217
14:00	**4**	223	34	3	1	**2**	0	0	0	0	0	0	0	267
15:00	0	**334**	38	**10**	3	0	0	0	0	0	0	0	0	**385**
16:00	1	311	**44**	2	0	1	0	0	1	0	0	0	0	360
17:00	1	293	32	0	0	0	0	0	**2**	0	0	0	0	328
18:00	1	178	24	0	3	0	0	1	0	0	0	0	0	207
19:00	0	106	15	0	1	0	0	0	0	0	0	0	0	122
20:00	0	103	13	0	0	0	0	0	0	0	0	0	0	116
21:00	0	66	5	0	0	0	0	0	0	0	0	0	0	71
22:00	0	45	1	0	0	0	0	0	1	0	0	0	0	47
23:00	0	22	1	0	0	0	0	1	0	0	0	0	0	24
Total	13	3467	498	36	35	4	1	7	10	0	0	0	0	4071
Percent	0.3%	85.2%	12.2%	0.9%	0.9%	0.1%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	07:00	08:00	11:00	05:00		05:00	01:00					08:00
Vol.	3	288	48	7	8	1		1	1					340
PM Peak	14:00	15:00	16:00	15:00	12:00	14:00	13:00	13:00	17:00					15:00
Vol.	4	334	44	10	4	2	1	1	2					385
Grand Total	13	3467	498	36	35	4	1	7	10	0	0	0	0	4071
Percent	0.3%	85.2%	12.2%	0.9%	0.9%	0.1%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

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APPENDIX 3.2: EXISTING (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	0	4	110	0	4
Future Vol, veh/h	23	0	4	110	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	0	5	134	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	77	72	0	0	139	0
Stage 1	72	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	931	996	-	-	1457	-
Stage 1	956	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	931	996	-	-	1457	-
Mov Cap-2 Maneuver	931	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.99	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	931	1457	-
HCM Lane V/C Ratio	-	-	0.03	-	-
HCM Control Delay (s/veh)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	13	33	112	27	0
Future Vol, veh/h	2	13	33	112	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	15	37	126	30	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	37	0	-	0	119	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	19	-
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	-	-	-	881	961
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	880	961
Mov Cap-2 Maneuver	-	-	-	-	880	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	1009	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.97	0	9.24
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	240	-	-	-	880
HCM Lane V/C Ratio	0.001	-	-	-	0.034
HCM Control Delay (s/veh)	7.3	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	4	26	5	131	0	2	24	3	142	0	12
Future Vol, veh/h	10	4	26	5	131	0	2	24	3	142	0	12
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	5	30	6	152	0	2	28	3	165	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	35	0	0	207	207	20	206	222	152
Stage 1	-	-	-	-	-	-	43	43	-	164	164	-
Stage 2	-	-	-	-	-	-	164	164	-	42	58	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1441	-	-	1589	-	-	755	693	1064	756	680	899
Stage 1	-	-	-	-	-	-	976	863	-	843	766	-
Stage 2	-	-	-	-	-	-	843	766	-	978	850	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1441	-	-	1589	-	-	734	685	1064	715	672	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	734	685	-	715	672	-
Stage 1	-	-	-	-	-	-	968	856	-	839	763	-
Stage 2	-	-	-	-	-	-	826	763	-	935	843	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.88	0.27	10.29	11.57
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	714	384	-	-	66	-	-	726
HCM Lane V/C Ratio	0.047	0.008	-	-	0.004	-	-	0.247
HCM Control Delay (s/veh)	10.3	7.5	0	-	7.3	0	-	11.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	1

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	106	0	13	136	1	30
Future Vol, veh/h	106	0	13	136	1	30
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	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	138	0	17	177	1	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	147	105	0	0	194	0
Stage 1	105	-	-	-	-	-
Stage 2	42	-	-	-	-	-
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	850	955	-	-	1392	-
Stage 1	924	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	849	955	-	-	1392	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.06	0	0.24
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	849	58	-
HCM Lane V/C Ratio	-	-	0.162	0.001	-
HCM Control Delay (s/veh)	-	-	10.1	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	9	14	24	9	0	0	0	0	103	15	8
Future Vol, veh/h	0	9	14	24	9	0	0	0	0	103	15	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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	17	29	11	0	0	0	0	124	18	10

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	28	0	0	80	96	11
Stage 1	-	-	-	-	-	-	69	69	-
Stage 2	-	-	-	-	-	-	11	28	-
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	-	-	1599	-	0	928	797	1076
Stage 1	0	-	-	-	-	0	959	842	-
Stage 2	0	-	-	-	-	0	1017	876	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1599	-	-	911	0	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	911	0	-
Stage 1	-	-	-	-	-	-	959	0	-
Stage 2	-	-	-	-	-	-	999	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	5.3	9.68
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1309	-	921
HCM Lane V/C Ratio	-	-	0.018	-	0.165
HCM Control Delay (s/veh)	-	-	7.3	0	9.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.6

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	107	0	0	28	176	5	4	46	0	0	0
Future Vol, veh/h	5	107	0	0	28	176	5	4	46	0	0	0
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	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	6	120	0	0	31	198	6	4	52	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	229	0	-	-	-	0	163	361	120
Stage 1	-	-	-	-	-	-	131	131	-
Stage 2	-	-	-	-	-	-	31	229	-
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	1351	-	0	0	-	-	833	570	937
Stage 1	-	-	0	0	-	-	900	791	-
Stage 2	-	-	0	0	-	-	996	718	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1351	-	-	-	-	-	829	0	937
Mov Cap-2 Maneuver	-	-	-	-	-	-	829	0	-
Stage 1	-	-	-	-	-	-	896	0	-
Stage 2	-	-	-	-	-	-	996	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.34	0	9.17
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	925	80	-	-	-
HCM Lane V/C Ratio	0.067	0.004	-	-	-
HCM Control Delay (s/veh)	9.2	7.7	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	2	0	0	0	218	1	0	139	3
Future Vol, veh/h	0	1	0	2	0	0	0	218	1	0	139	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	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	1	0	2	0	0	0	248	1	0	158	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	407	409	160	407	410	248	161	0	0	249	0	0
Stage 1	160	160	-	248	248	-	-	-	-	-	-	-
Stage 2	248	249	-	159	161	-	-	-	-	-	-	-
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	558	535	891	558	535	795	1430	-	-	1329	-	-
Stage 1	847	770	-	760	705	-	-	-	-	-	-	-
Stage 2	761	704	-	848	768	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	558	535	891	557	535	795	1430	-	-	1329	-	-
Mov Cap-2 Maneuver	558	535	-	557	535	-	-	-	-	-	-	-
Stage 1	847	770	-	760	705	-	-	-	-	-	-	-
Stage 2	761	704	-	847	768	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.74	11.49	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1430	-	-	535	557	1329	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.004	-	-	-
HCM Control Delay (s/veh)	0	-	-	11.7	11.5	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	1	1	16	45	1	174	0	38	103	0
Future Vol, veh/h	0	7	1	1	16	45	1	174	0	38	103	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	8	1	1	18	50	1	193	0	42	114	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	403	394	114	398	394	193	114	0	0	193	0	0
Stage 1	199	199	-	196	196	-	-	-	-	-	-	-
Stage 2	204	196	-	203	199	-	-	-	-	-	-	-
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	561	545	944	566	545	853	1487	-	-	1392	-	-
Stage 1	808	740	-	811	743	-	-	-	-	-	-	-
Stage 2	802	743	-	804	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	494	527	944	538	527	853	1487	-	-	1392	-	-
Mov Cap-2 Maneuver	494	527	-	538	527	-	-	-	-	-	-	-
Stage 1	781	716	-	810	742	-	-	-	-	-	-	-
Stage 2	736	742	-	768	716	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.56	10.45	0.04	2.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	558	730	485	-	-
HCM Lane V/C Ratio	0.001	-	-	0.016	0.094	0.03	-	-
HCM Control Delay (s/veh)	7.4	0	-	11.6	10.4	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	-	-

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	124	13	5	83	43	22	133	15	52	52	1
Future Vol, veh/h	0	124	13	5	83	43	22	133	15	52	52	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	149	16	6	100	52	27	160	18	63	63	1
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	10.8	9.5	10.3	9.8
HCM LOS	B	A	B	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	6%	0%	100%	0%
Vol Thru, %	0%	100%	0%	91%	94%	0%	0%	98%
Vol Right, %	0%	0%	100%	9%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	133	15	137	88	43	52	53
LT Vol	22	0	0	0	5	0	52	0
Through Vol	0	133	0	124	83	0	0	52
RT Vol	0	0	15	13	0	43	0	1
Lane Flow Rate	27	160	18	165	106	52	63	64
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.047	0.262	0.026	0.269	0.177	0.076	0.114	0.107
Departure Headway (Hd)	6.386	5.88	5.173	5.864	5.999	5.266	6.562	6.042
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	562	612	692	612	599	680	546	593
Service Time	4.115	3.61	2.903	3.595	3.731	2.998	4.299	3.778
HCM Lane V/C Ratio	0.048	0.261	0.026	0.27	0.177	0.076	0.115	0.108
HCM Control Delay, s/veh	9.4	10.7	8	10.8	10	8.4	10.1	9.5
HCM Lane LOS	A	B	A	B	A	A	B	A
HCM 95th-tile Q	0.1	1	0.1	1.1	0.6	0.2	0.4	0.4

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	35	46	191	36	85
Future Vol, veh/h	105	35	46	191	36	85
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	112	37	49	203	38	90

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	151	0	433	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	301	-
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	-	-	1442	-	583	922
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1440	-	560	921
Mov Cap-2 Maneuver	-	-	-	-	560	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.47	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	560	921	-	-	349	-
HCM Lane V/C Ratio	0.068	0.098	-	-	0.034	-
HCM Control Delay (s/veh)	11.9	9.3	-	-	7.6	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	89	111	225	67	31	36
Future Vol, veh/h	89	111	225	67	31	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	94	117	237	71	33	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	307	0	-	0	576	272
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	304	-
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	1265	-	-	-	482	771
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1265	-	-	-	444	771
Mov Cap-2 Maneuver	-	-	-	-	444	-
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	753	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.59	0	12.13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	801	-	-	-	575
HCM Lane V/C Ratio	0.074	-	-	-	0.123
HCM Control Delay (s/veh)	8.1	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

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	2	0	13	0	0	0	46	35	1	0	27	1
Future Vol, veh/h	2	0	13	0	0	0	46	35	1	0	27	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	16	0	0	0	58	44	1	0	34	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	193	194	34	193	194	44	35	0	0	45	0	0
Stage 1	34	34	-	159	159	-	-	-	-	-	-	-
Stage 2	159	160	-	34	35	-	-	-	-	-	-	-
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	771	704	1044	771	704	1031	1589	-	-	1576	-	-
Stage 1	987	870	-	848	770	-	-	-	-	-	-	-
Stage 2	848	769	-	987	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	742	678	1044	731	678	1031	1589	-	-	1576	-	-
Mov Cap-2 Maneuver	742	678	-	731	678	-	-	-	-	-	-	-
Stage 1	987	870	-	816	741	-	-	-	-	-	-	-
Stage 2	817	741	-	972	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.7	0	4.12	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1004	-	-	991	-	1576	-	-
HCM Lane V/C Ratio	0.036	-	-	0.019	-	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	8.7	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	1	0	81	1	0	40	0
Future Vol, veh/h	0	0	0	0	0	1	0	81	1	0	40	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	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	0	0	0	0	1	0	92	1	0	45	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	138	139	45	138	138	93	45	0	0	93	0	0
Stage 1	45	45	-	93	93	-	-	-	-	-	-	-
Stage 2	92	93	-	45	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	838	756	1030	837	757	970	1575	-	-	1514	-	-
Stage 1	974	861	-	919	822	-	-	-	-	-	-	-
Stage 2	920	822	-	974	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	837	756	1030	837	757	970	1575	-	-	1514	-	-
Mov Cap-2 Maneuver	837	756	-	837	757	-	-	-	-	-	-	-
Stage 1	974	861	-	919	822	-	-	-	-	-	-	-
Stage 2	919	822	-	974	861	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.72	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1575	-	-	-	970	1514	-	-
HCM Lane V/C Ratio	-	-	-	-	0.001	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.7	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	1	0	81	1	0	40	0
Future Vol, veh/h	0	0	0	1	0	1	0	81	1	0	40	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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	0	1	0	93	1	0	46	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	139	140	46	140	140	94	46	0	0	94	0	0
Stage 1	46	46	-	94	94	-	-	-	-	-	-	-
Stage 2	93	94	-	46	46	-	-	-	-	-	-	-
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	836	755	1029	835	755	969	1575	-	-	1513	-	-
Stage 1	973	861	-	918	821	-	-	-	-	-	-	-
Stage 2	919	821	-	973	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	835	755	1029	835	755	969	1575	-	-	1513	-	-
Mov Cap-2 Maneuver	835	755	-	835	755	-	-	-	-	-	-	-
Stage 1	973	861	-	918	821	-	-	-	-	-	-	-
Stage 2	918	821	-	973	861	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	9.02	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1575	-	-	-	897	1513	-	-
HCM Lane V/C Ratio	-	-	-	-	0.003	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

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	11	41	32	28	191	22	57	63	20	5	39	10
Future Vol, veh/h	11	41	32	28	191	22	57	63	20	5	39	10
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	50	39	34	233	27	70	77	24	6	48	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	10.4	9.4	8.5
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	41%	13%	12%	9%
Vol Thru, %	45%	49%	79%	72%
Vol Right, %	14%	38%	9%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	84	241	54
LT Vol	57	11	28	5
Through Vol	63	41	191	39
RT Vol	20	32	22	10
Lane Flow Rate	171	102	294	66
Geometry Grp	1	1	1	1
Degree of Util (X)	0.232	0.132	0.374	0.091
Departure Headway (Hd)	4.898	4.631	4.575	4.955
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	769	785	718
Service Time	2.954	2.686	2.618	3.019
HCM Lane V/C Ratio	0.235	0.133	0.375	0.092
HCM Control Delay, s/veh	9.4	8.4	10.4	8.5
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.9	0.5	1.7	0.3

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	2	3	175	1	1
Future Vol, veh/h	40	2	3	175	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	80	4	6	350	2	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	187	181	0	0	356	0
Stage 1	181	-	-	-	-	-
Stage 2	6	-	-	-	-	-
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	807	867	-	-	1214	-
Stage 1	855	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	805	867	-	-	1214	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.97	0	3.99
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	808	900	-
HCM Lane V/C Ratio	-	-	0.104	0.002	-
HCM Control Delay (s/veh)	-	-	10	8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	18	24	171	39	2
Future Vol, veh/h	7	18	24	171	39	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	33	44	317	72	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	44	0	-	0	262	203
Stage 1	-	-	-	-	203	-
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	1577	-	-	-	731	843
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1577	-	-	-	725	843
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	968	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.04	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	504	-	-	-	730
HCM Lane V/C Ratio	0.008	-	-	-	0.104
HCM Control Delay (s/veh)	7.3	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	15.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	8	46	10	189	1	1	22	13	222	1	5
Future Vol, veh/h	4	8	46	10	189	1	1	22	13	222	1	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	58	58	58	58	58	58	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	14	79	17	326	2	2	38	22	383	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	328	0	0	93	0	0	428	429	53	408	468	327
Stage 1	-	-	-	-	-	-	67	67	-	361	361	-
Stage 2	-	-	-	-	-	-	361	362	-	47	107	-
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	1243	-	-	1514	-	-	540	521	1020	557	496	719
Stage 1	-	-	-	-	-	-	948	843	-	661	629	-
Stage 2	-	-	-	-	-	-	661	629	-	972	811	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1243	-	-	1514	-	-	521	511	1020	496	486	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	521	511	-	496	486	-
Stage 1	-	-	-	-	-	-	943	838	-	652	620	-
Stage 2	-	-	-	-	-	-	643	620	-	902	806	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.55	0.37	11.41	34.04
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	624	106	-	-	90	-	-	499
HCM Lane V/C Ratio	0.1	0.006	-	-	0.011	-	-	0.788
HCM Control Delay (s/veh)	11.4	7.9	0	-	7.4	0	-	34
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	7.2

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	174	1	31	212	1	26
Future Vol, veh/h	174	1	31	212	1	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	295	2	53	359	2	44

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	280	232	0	0	412	0
Stage 1	232	-	-	-	-	-
Stage 2	47	-	-	-	-	-
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	715	812	-	-	1158	-
Stage 1	811	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	812	-	-	1158	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.58	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	714	67	-
HCM Lane V/C Ratio	-	-	0.415	0.001	-
HCM Control Delay (s/veh)	-	-	13.6	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	2.1	0	-

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	2	34	1	1	0	0	0	250	18	4
Future Vol, veh/h	0	3	2	34	1	1	0	0	0	250	18	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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	4	2	41	1	1	0	0	0	301	22	5

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	6	0	0			87	90	2
Stage 1	-	-	-	-	-	-			84	84	-
Stage 2	-	-	-	-	-	-			4	6	-
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	-	-	1628	-	-			919	804	1088
Stage 1	0	-	-	-	-	-			945	829	-
Stage 2	0	-	-	-	-	-			1025	895	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	-	-	-	1628	-	-			895	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-			895	0	-
Stage 1	-	-	-	-	-	-			945	0	-
Stage 2	-	-	-	-	-	-			999	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	6.86	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1545	-	-	898
HCM Lane V/C Ratio	-	-	0.025	-	-	0.365
HCM Control Delay (s/veh)	-	-	7.3	0	-	11.3
HCM Lane LOS	-	-	A	A	-	B
HCM 95th %tile Q(veh)	-	-	0.1	-	-	1.7

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	251	0	0	34	81	2	17	24	0	0	0
Future Vol, veh/h	2	251	0	0	34	81	2	17	24	0	0	0
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	292	0	0	40	94	2	20	28	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	134	0	-	-	-	0	336	430	292
Stage 1	-	-	-	-	-	-	297	297	-
Stage 2	-	-	-	-	-	-	40	134	-
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	1463	-	0	0	-	-	663	521	752
Stage 1	-	-	0	0	-	-	759	672	-
Stage 2	-	-	0	0	-	-	988	790	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1463	-	-	-	-	-	662	0	752
Mov Cap-2 Maneuver	-	-	-	-	-	-	662	0	-
Stage 1	-	-	-	-	-	-	757	0	-
Stage 2	-	-	-	-	-	-	988	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.06	0	10.18
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	744	14	-	-	-
HCM Lane V/C Ratio	0.067	0.002	-	-	-
HCM Control Delay (s/veh)	10.2	7.5	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	2	2	1	2	0	0	114	4	0	307	1
Future Vol, veh/h	3	2	2	1	2	0	0	114	4	0	307	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	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	3	2	2	1	2	0	0	128	4	0	345	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	475	478	346	476	476	130	346	0	0	133	0	0
Stage 1	346	346	-	130	130	-	-	-	-	-	-	-
Stage 2	129	133	-	346	346	-	-	-	-	-	-	-
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	489	702	502	490	925	1224	-	-	1465	-	-
Stage 1	674	639	-	878	792	-	-	-	-	-	-	-
Stage 2	879	790	-	674	639	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	501	489	702	498	490	925	1224	-	-	1465	-	-
Mov Cap-2 Maneuver	501	489	-	498	490	-	-	-	-	-	-	-
Stage 1	674	639	-	878	792	-	-	-	-	-	-	-
Stage 2	877	790	-	669	639	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.74	12.35	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1224	-	-	542	493	1465	-	-
HCM Lane V/C Ratio	-	-	-	0.015	0.007	-	-	-
HCM Control Delay (s/veh)	0	-	-	11.7	12.4	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	3	6	1	17	21	4	97	0	57	247	6
Future Vol, veh/h	0	3	6	1	17	21	4	97	0	57	247	6
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	3	6	1	18	23	4	104	0	61	266	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	513	504	269	503	508	104	272	0	0	104	0	0
Stage 1	391	391	-	113	113	-	-	-	-	-	-	-
Stage 2	122	113	-	390	395	-	-	-	-	-	-	-
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	475	473	775	482	471	956	1303	-	-	1500	-	-
Stage 1	637	610	-	897	806	-	-	-	-	-	-	-
Stage 2	887	806	-	638	608	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	422	449	775	451	447	956	1303	-	-	1500	-	-
Mov Cap-2 Maneuver	422	449	-	451	447	-	-	-	-	-	-	-
Stage 1	606	581	-	894	803	-	-	-	-	-	-	-
Stage 2	843	803	-	599	579	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.86	11.16	0.31	1.38
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	71	-	-	624	627	329	-	-
HCM Lane V/C Ratio	0.003	-	-	0.016	0.067	0.041	-	-
HCM Control Delay (s/veh)	7.8	0	-	10.9	11.2	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

Intersection	
Intersection Delay, s/veh	18.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	170	40	47	161	29	14	69	42	62	192	0
Future Vol, veh/h	3	170	40	47	161	29	14	69	42	62	192	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	236	56	65	224	40	19	96	58	86	267	0
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	21.5	20.5	12.4	18.2
HCM LOS	C	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	23%	0%	100%	0%
Vol Thru, %	0%	100%	0%	80%	77%	0%	0%	100%
Vol Right, %	0%	0%	100%	19%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	69	42	213	208	29	62	192
LT Vol	14	0	0	3	47	0	62	0
Through Vol	0	69	0	170	161	0	0	192
RT Vol	0	0	42	40	0	29	0	0
Lane Flow Rate	19	96	58	296	289	40	86	267
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.047	0.217	0.121	0.614	0.614	0.076	0.195	0.564
Departure Headway (Hd)	8.686	8.17	7.447	7.467	7.649	6.82	8.134	7.618
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	410	437	479	482	471	523	440	472
Service Time	6.475	5.958	5.235	5.241	5.423	4.593	5.909	5.393
HCM Lane V/C Ratio	0.046	0.22	0.121	0.614	0.614	0.076	0.195	0.566
HCM Control Delay, s/veh	11.9	13.2	11.3	21.5	21.9	10.2	12.9	19.9
HCM Lane LOS	B	B	B	C	C	B	B	C
HCM 95th-tile Q	0.1	0.8	0.4	4.1	4	0.2	0.7	3.4

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	182	67	144	136	71	98
Future Vol, veh/h	182	67	144	136	71	98
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	200	74	158	149	78	108

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	276	0	705	239
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	466	-
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	-	-	1299	-	406	805
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	636	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1297	-	351	804
Mov Cap-2 Maneuver	-	-	-	-	351	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.2	13.53
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	351	804	-	-	926	-
HCM Lane V/C Ratio	0.222	0.134	-	-	0.122	-
HCM Control Delay (s/veh)	18.2	10.2	-	-	8.2	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	0.5	-	-	0.4	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	82	217	168	41	85	138
Future Vol, veh/h	82	217	168	41	85	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	92	244	189	46	96	155

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	235	0	-	0	640	212
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	428	-
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	1344	-	-	-	443	833
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1344	-	-	-	408	833
Mov Cap-2 Maneuver	-	-	-	-	408	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.16	0	15.34
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	494	-	-	-	596
HCM Lane V/C Ratio	0.069	-	-	-	0.42
HCM Control Delay (s/veh)	7.9	0	-	-	15.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	2.1

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	83	0	2	0	63	19	1	0	43	3
Future Vol, veh/h	0	2	83	0	2	0	63	19	1	0	43	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	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	2	92	0	2	0	70	21	1	0	48	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	212	212	49	211	213	22	51	0	0	22	0	0
Stage 1	49	49	-	162	162	-	-	-	-	-	-	-
Stage 2	162	162	-	49	51	-	-	-	-	-	-	-
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	750	689	1025	751	688	1061	1568	-	-	1606	-	-
Stage 1	969	858	-	845	768	-	-	-	-	-	-	-
Stage 2	845	768	-	969	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	713	658	1025	650	657	1061	1568	-	-	1606	-	-
Mov Cap-2 Maneuver	713	658	-	650	657	-	-	-	-	-	-	-
Stage 1	969	858	-	807	733	-	-	-	-	-	-	-
Stage 2	804	733	-	880	856	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.93	10.5	5.62	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1353	-	-	1011	657	1606	-	-
HCM Lane V/C Ratio	0.045	-	-	0.093	0.003	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	8.9	10.5	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	2	0	0	0	83	1	0	126	0
Future Vol, veh/h	0	0	0	2	0	0	0	83	1	0	126	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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	2	0	0	0	99	1	0	150	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	249	250	150	249	249	99	150	0	0	100	0	0
Stage 1	150	150	-	99	99	-	-	-	-	-	-	-
Stage 2	99	100	-	150	150	-	-	-	-	-	-	-
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	709	656	902	708	657	962	1444	-	-	1505	-	-
Stage 1	857	777	-	912	817	-	-	-	-	-	-	-
Stage 2	912	816	-	857	777	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	709	656	902	708	657	962	1444	-	-	1505	-	-
Mov Cap-2 Maneuver	709	656	-	708	657	-	-	-	-	-	-	-
Stage 1	857	777	-	912	817	-	-	-	-	-	-	-
Stage 2	912	816	-	857	777	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	10.1	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1444	-	-	-	708	1505	-	-
HCM Lane V/C Ratio	-	-	-	-	0.003	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	10.1	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	2	0	2	0	82	2	1	127	0
Future Vol, veh/h	0	0	0	2	0	2	0	82	2	1	127	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	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	0	0	0	3	0	3	0	105	3	1	163	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	271	273	163	272	272	106	163	0	0	108	0	0
Stage 1	165	165	-	106	106	-	-	-	-	-	-	-
Stage 2	105	108	-	165	165	-	-	-	-	-	-	-
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	686	637	887	685	638	953	1428	-	-	1496	-	-
Stage 1	841	765	-	904	811	-	-	-	-	-	-	-
Stage 2	905	810	-	841	765	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	684	637	887	684	638	953	1428	-	-	1496	-	-
Mov Cap-2 Maneuver	684	637	-	684	638	-	-	-	-	-	-	-
Stage 1	841	765	-	904	811	-	-	-	-	-	-	-
Stage 2	903	810	-	841	765	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	9.55	0	0.06
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1428	-	-	-	797	14	-	-
HCM Lane V/C Ratio	-	-	-	-	0.006	0.001	-	-
HCM Control Delay (s/veh)	0	-	-	0	9.5	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	141	50	23	104	11	38	70	34	33	90	13
Future Vol, veh/h	15	141	50	23	104	11	38	70	34	33	90	13
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	166	59	27	122	13	45	82	40	39	106	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.2	9.6	9.6	9.7
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	7%	17%	24%
Vol Thru, %	49%	68%	75%	66%
Vol Right, %	24%	24%	8%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	206	138	136
LT Vol	38	15	23	33
Through Vol	70	141	104	90
RT Vol	34	50	11	13
Lane Flow Rate	167	242	162	160
Geometry Grp	1	1	1	1
Degree of Util (X)	0.232	0.323	0.226	0.226
Departure Headway (Hd)	4.999	4.792	5.006	5.087
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	710	742	709	698
Service Time	3.093	2.874	3.097	3.182
HCM Lane V/C Ratio	0.235	0.326	0.228	0.229
HCM Control Delay, s/veh	9.6	10.2	9.6	9.7
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.9	1.4	0.9	0.9

APPENDIX 3.3: EXISTING (2024) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

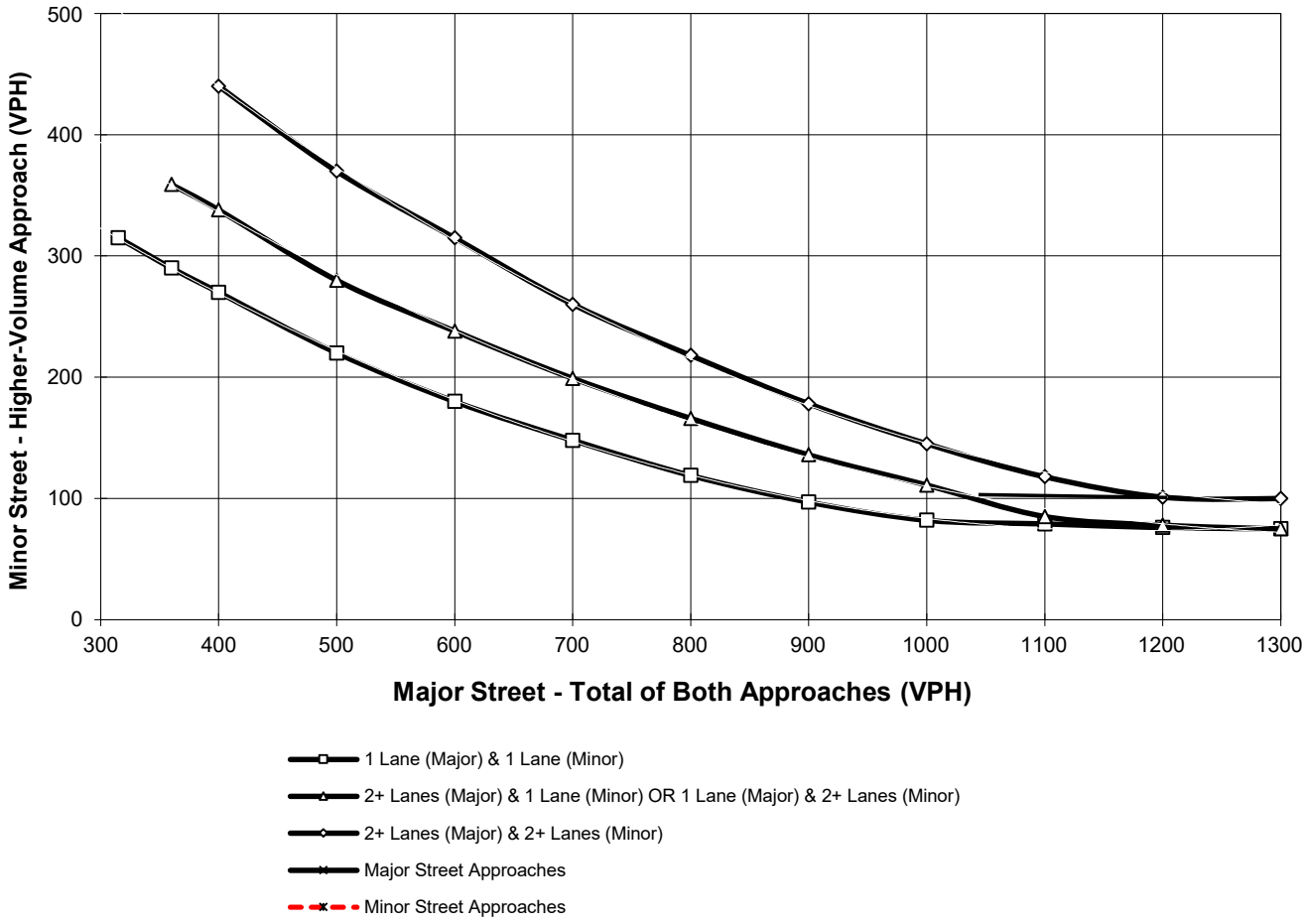
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Quarry Road**
Total of Both Approaches (VPH) = **180**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**
High Volume Approach (VPH) = **42**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

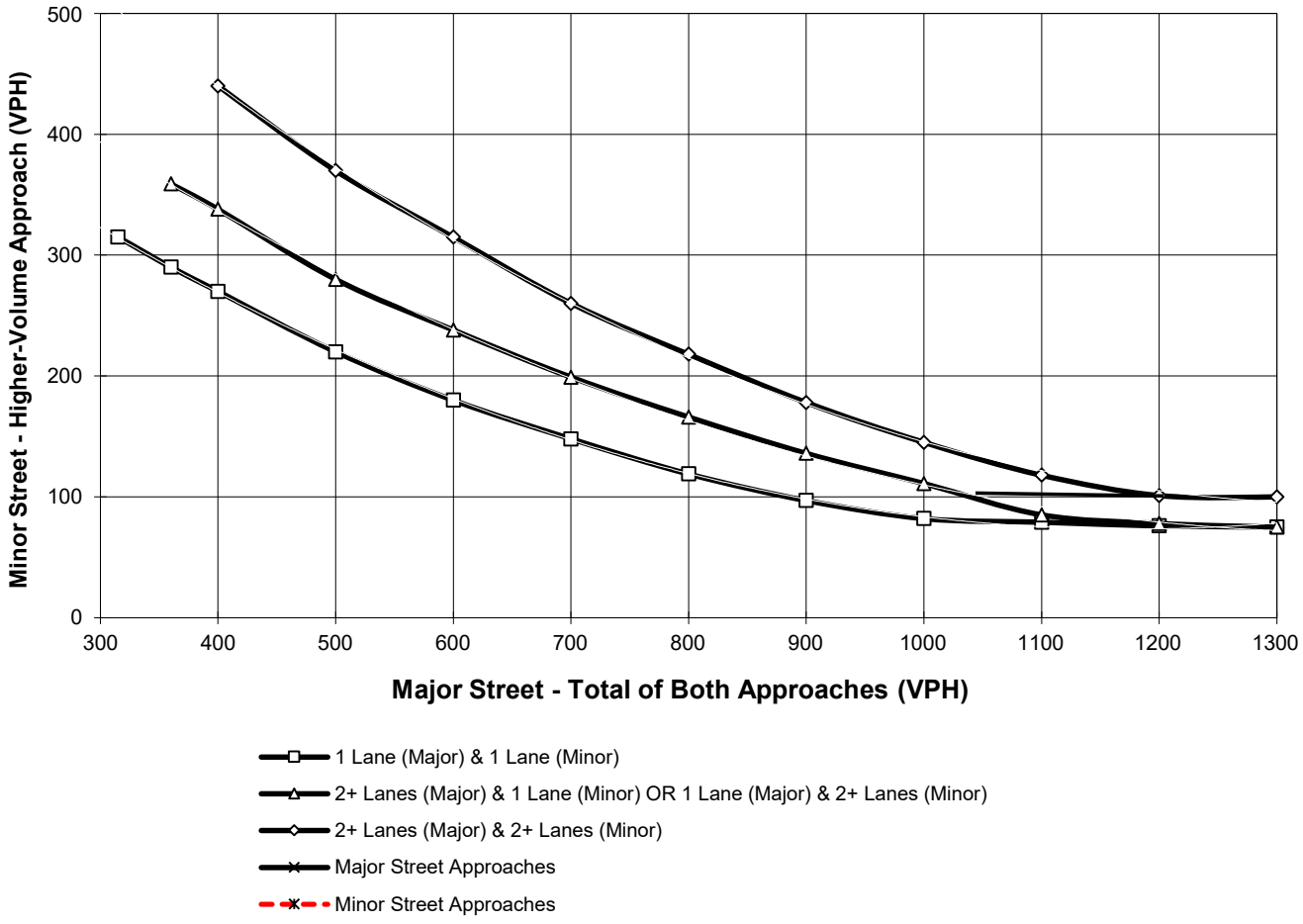
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Stoddard Wells Road** Total of Both Approaches (VPH) = **219**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Road** High Volume Approach (VPH) = **41**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

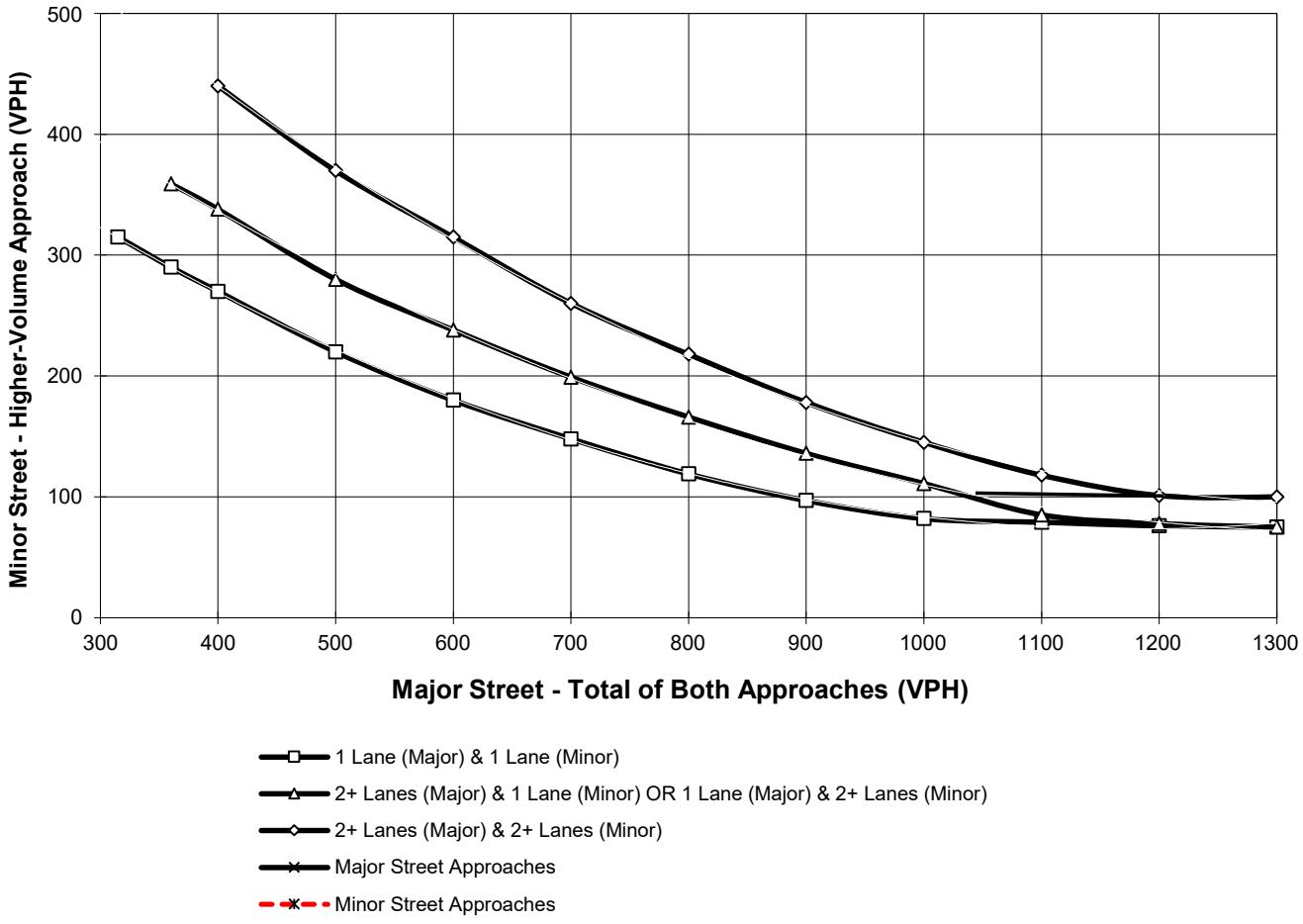
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **I-15 Northbound Ramps** Total of Both Approaches (VPH) = **264**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Stoddard Wells Road** High Volume Approach (VPH) = **200**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

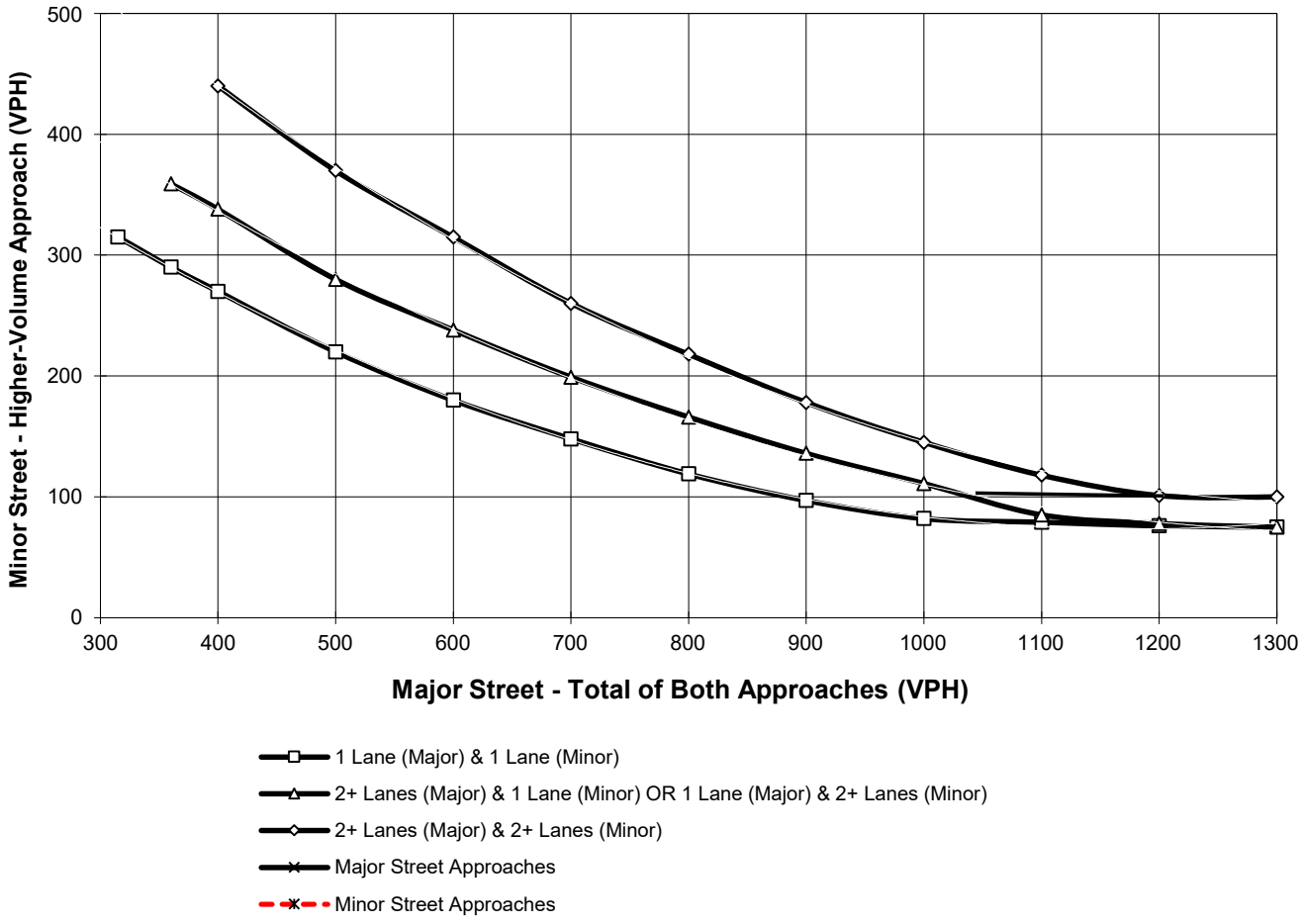
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Stoddard Wells Road** Total of Both Approaches (VPH) = **270**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Road** High Volume Approach (VPH) = **175**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

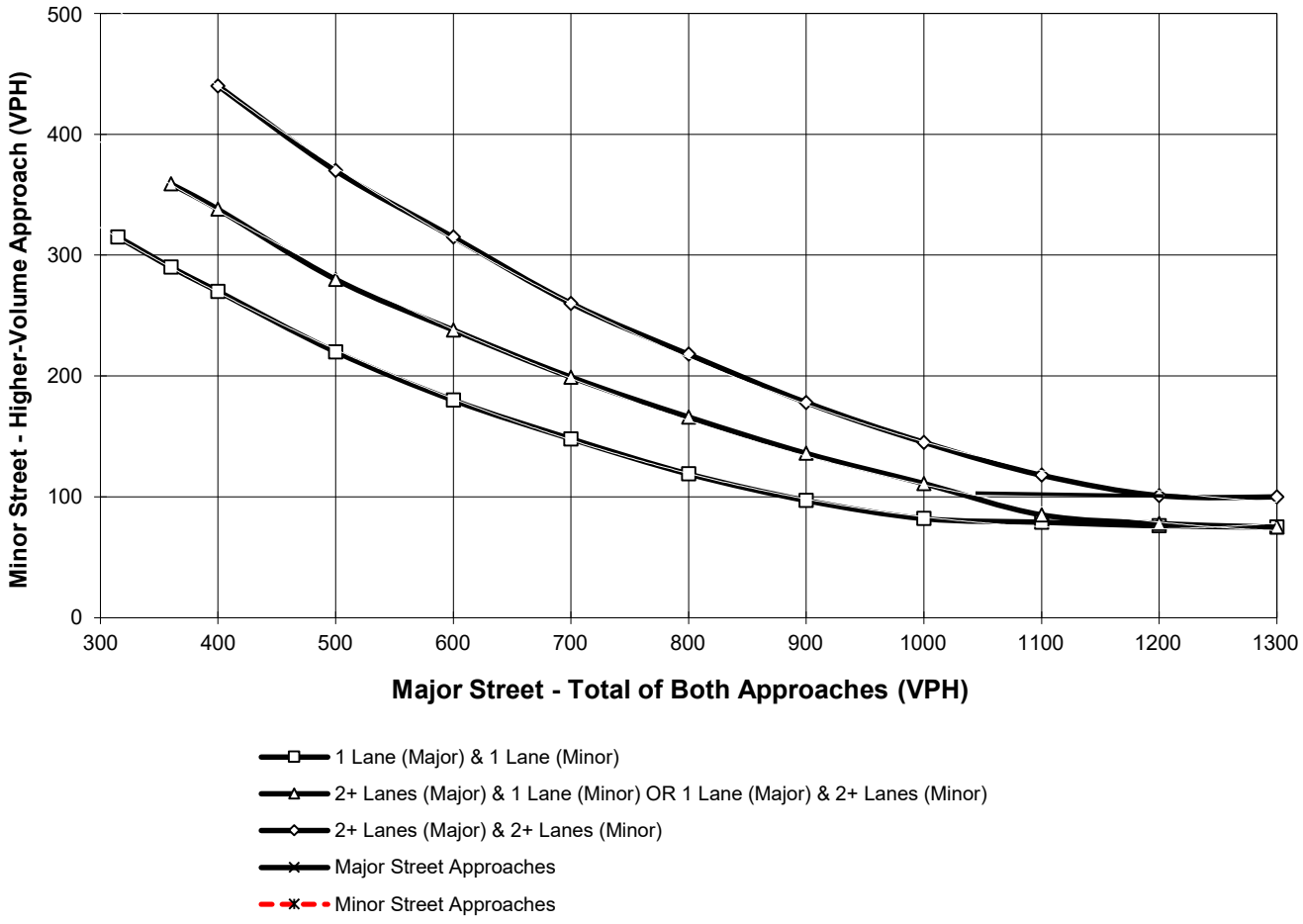
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **I-15 Southbound Ramps** Total of Both Approaches (VPH) = **125**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dale Evans Parkway** High Volume Approach (VPH) = **33**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

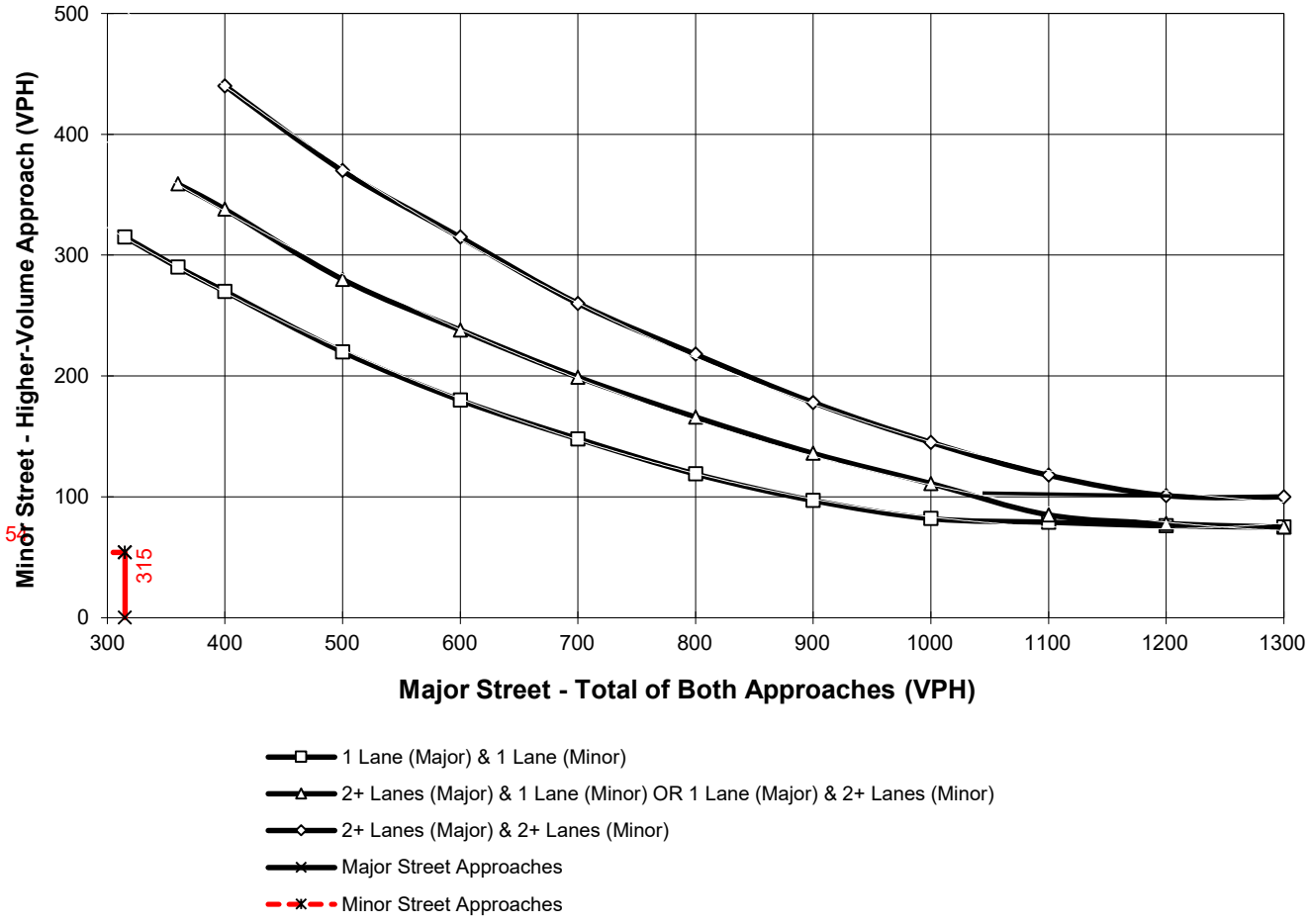
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Dale Evans Parkway** Total of Both Approaches (VPH) = **315**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 Northbound Ramps** High Volume Approach (VPH) = **54**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

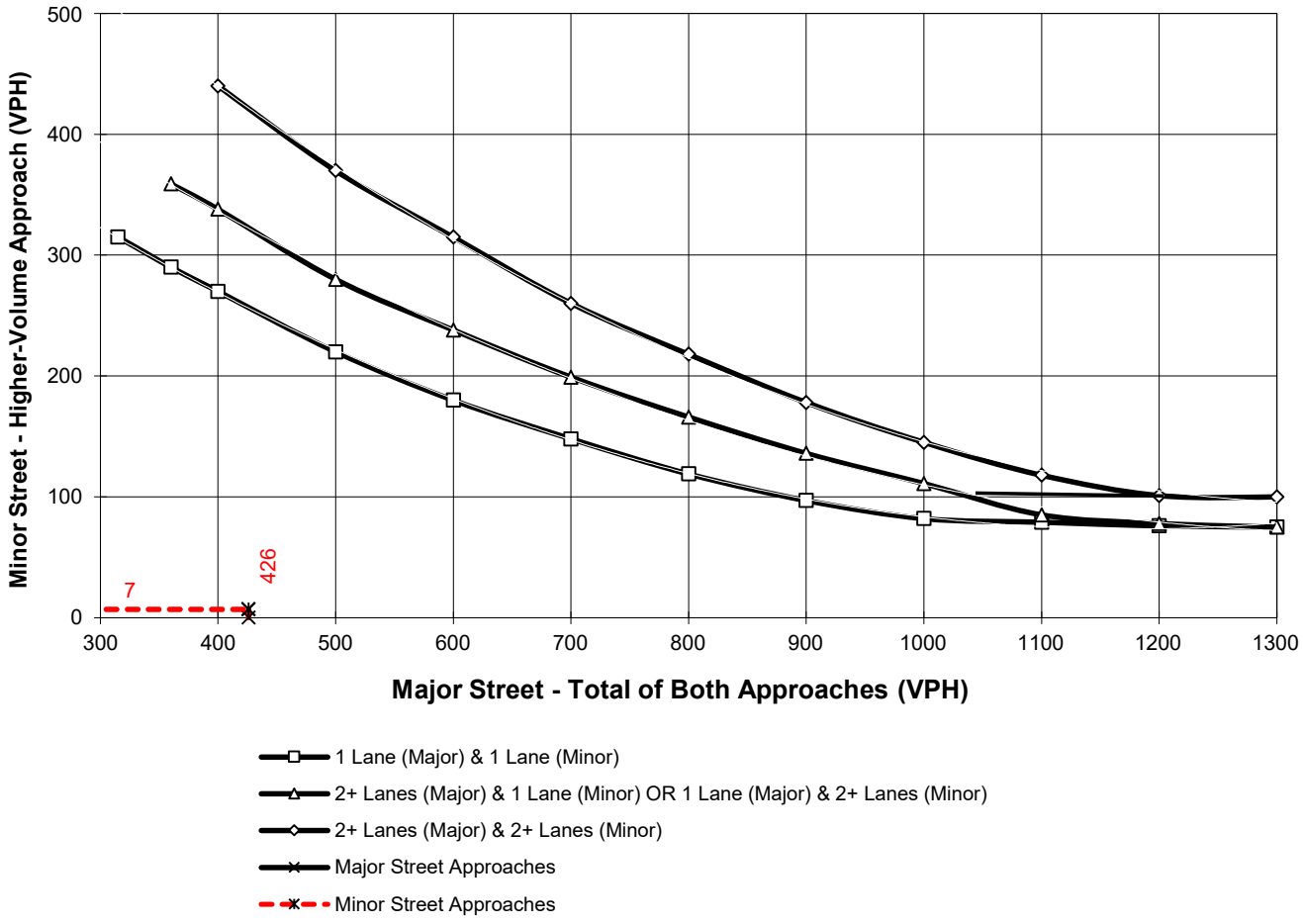
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Dale Evans Parkway** Total of Both Approaches (VPH) = **426**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Stoddard Wells Road** High Volume Approach (VPH) = **7**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

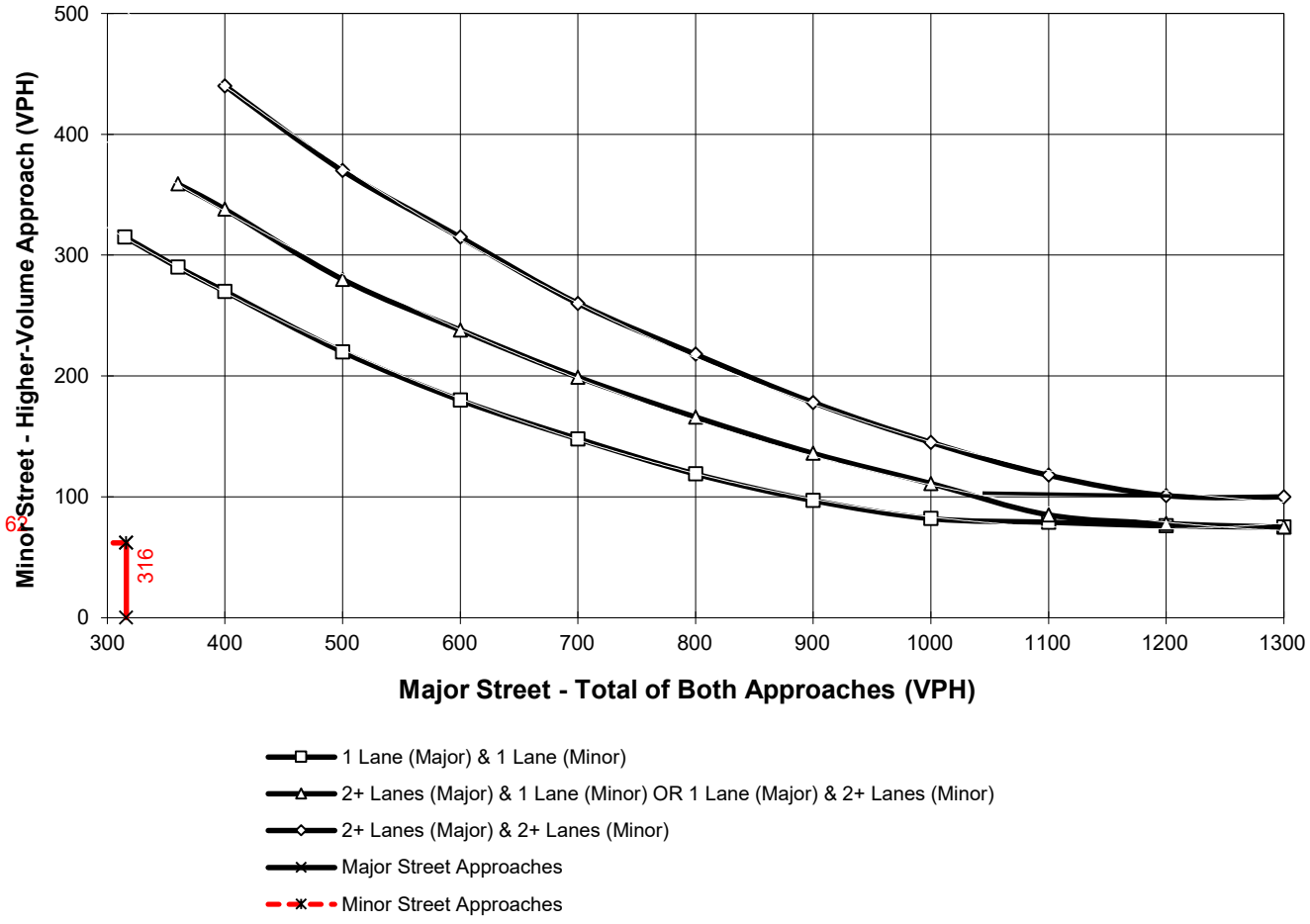
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday AM Peak Hour**

Major Street Name = **Dale Evans Parkway** Total of Both Approaches (VPH) = **316**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Road** High Volume Approach (VPH) = **62**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

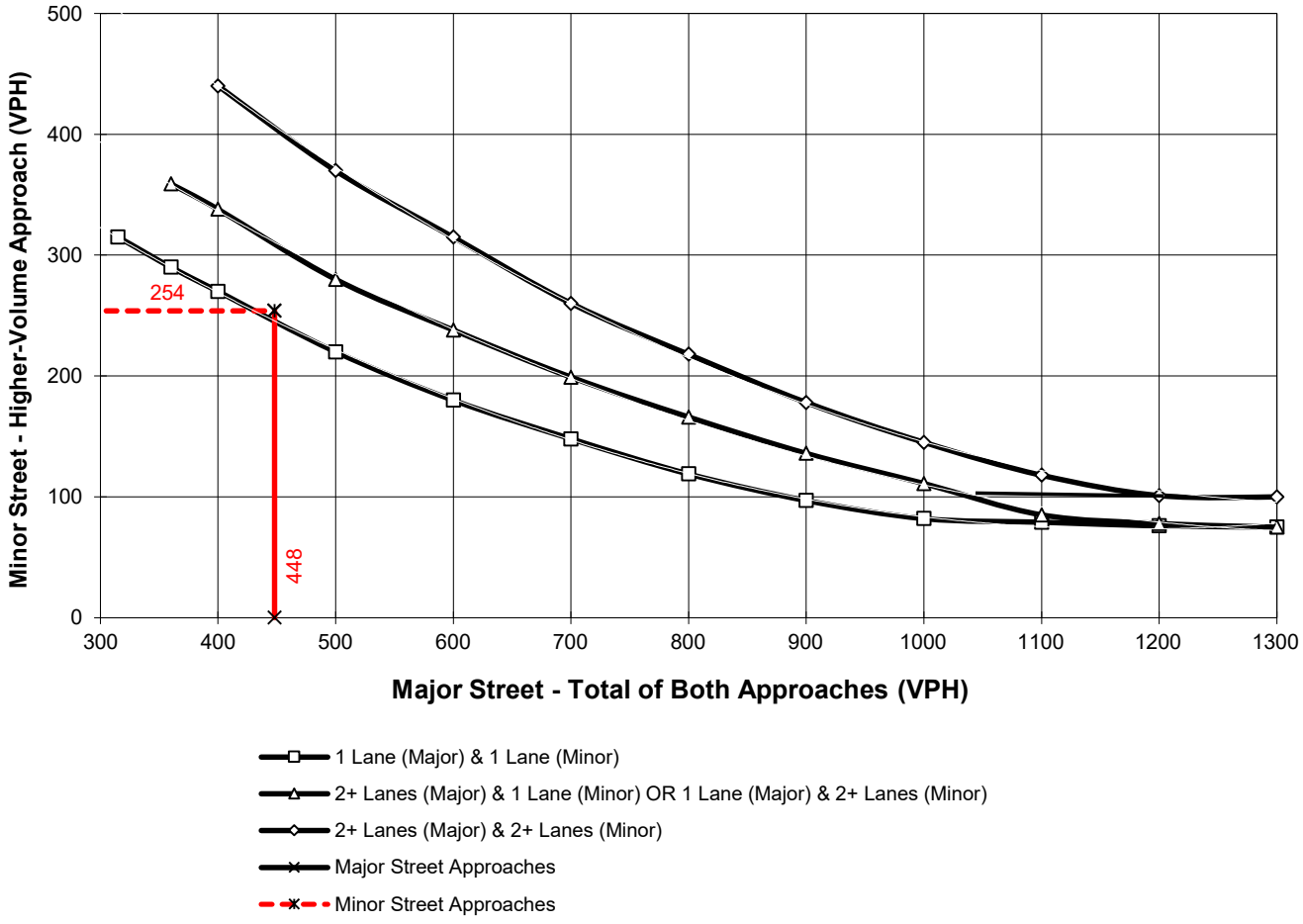
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Johnson Road** Total of Both Approaches (VPH) = **448**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dale Evans Parkway** High Volume Approach (VPH) = **254**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

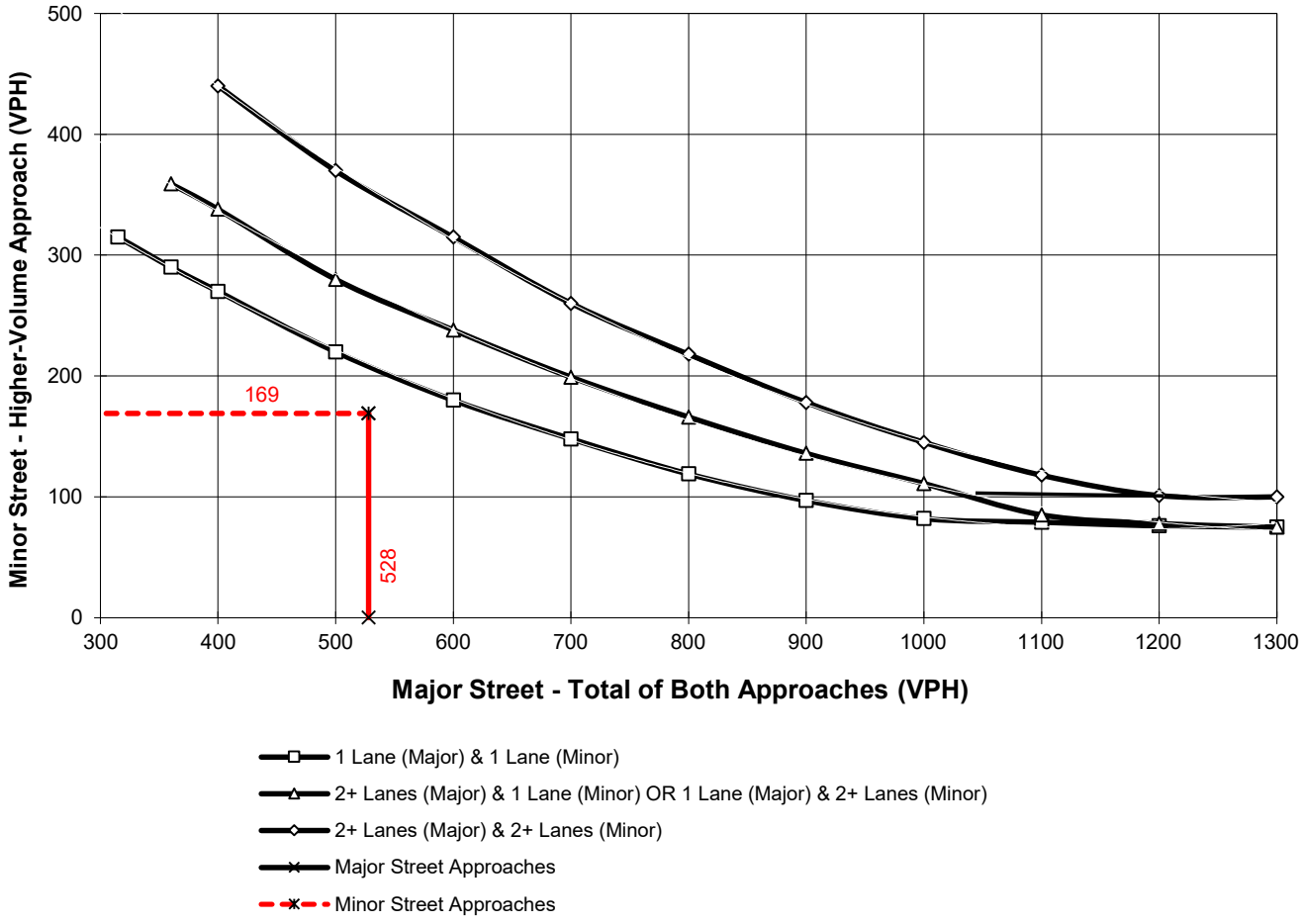
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Waalew Road** Total of Both Approaches (VPH) = **528**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dale Evans Parkway (West)** High Volume Approach (VPH) = **169**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

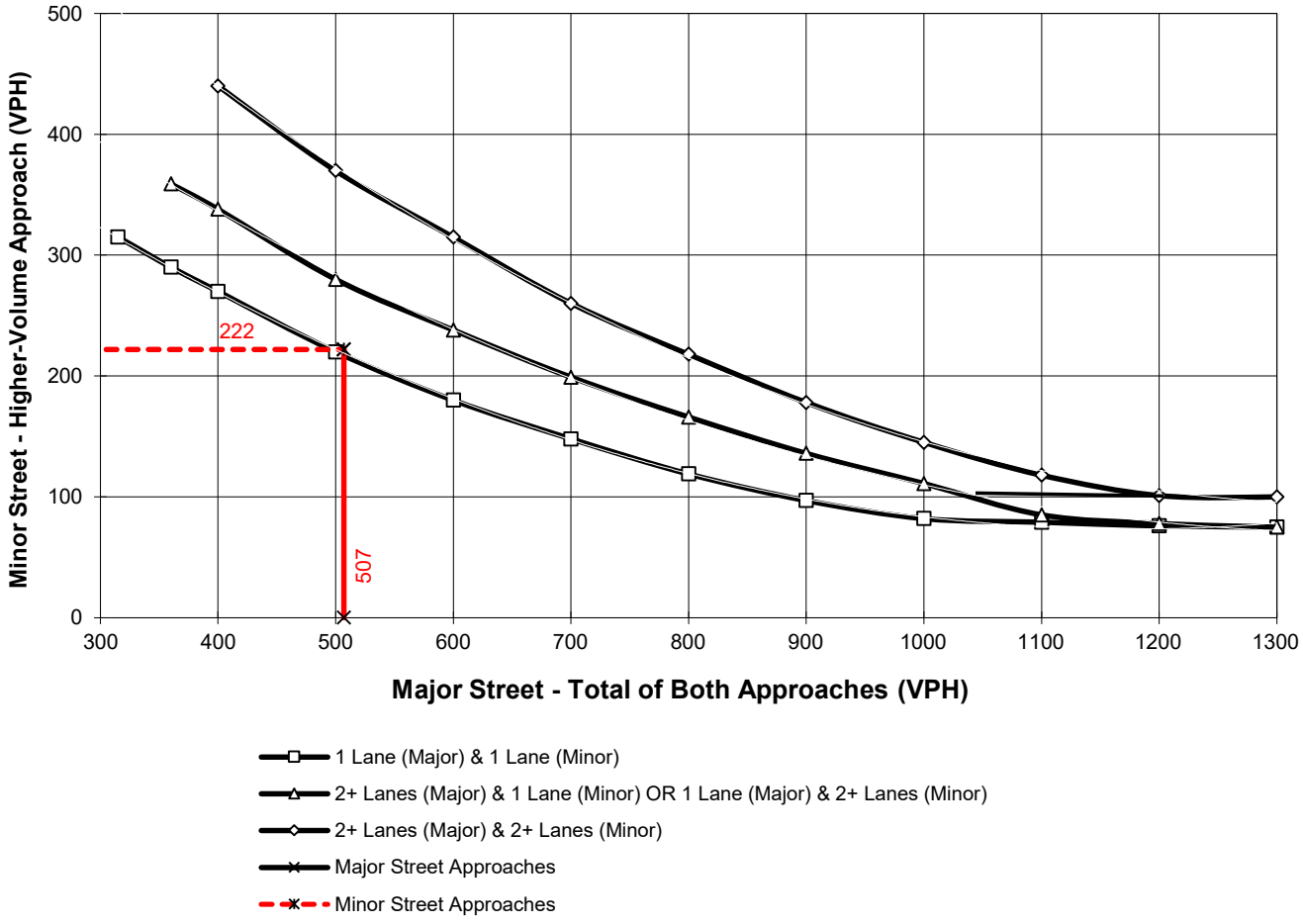
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Waalew Road** Total of Both Approaches (VPH) = **507**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dale Evans Parkway (East)** High Volume Approach (VPH) = **222**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

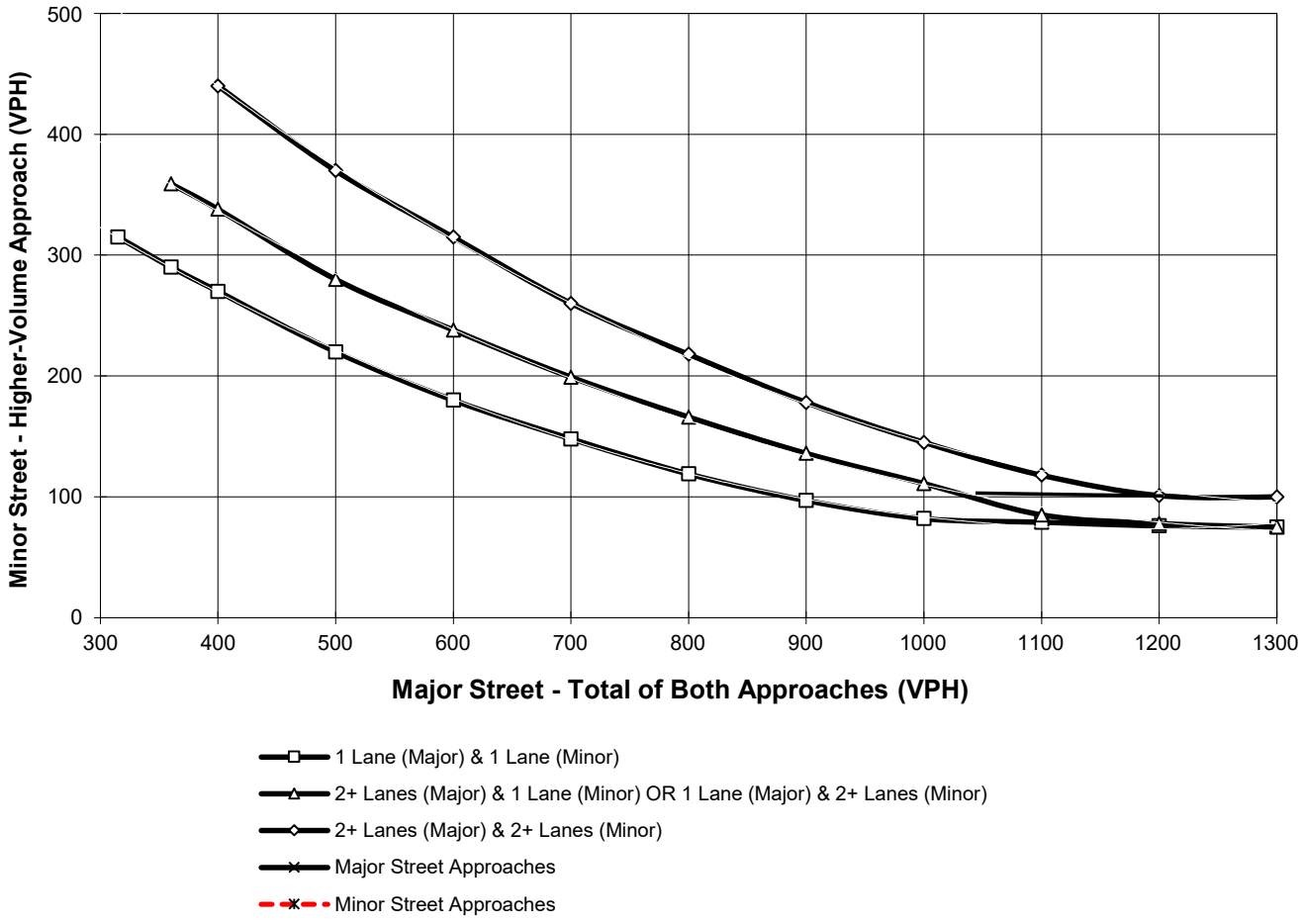
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Central Road**
Total of Both Approaches (VPH) = **129**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Road**
High Volume Approach (VPH) = **85**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

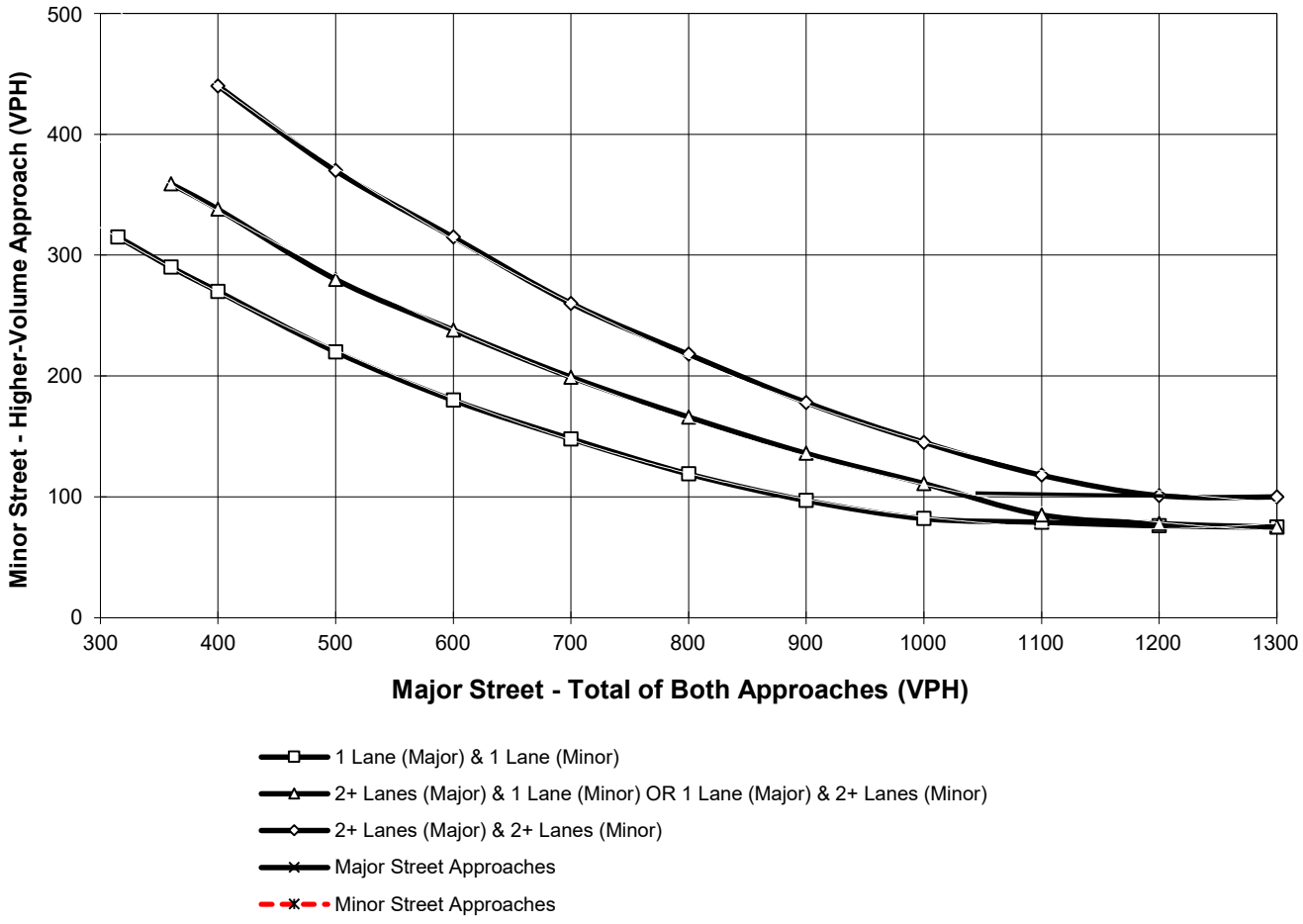
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Central Road**
Total of Both Approaches (VPH) = **209**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Gustine Road**
High Volume Approach (VPH) = **2**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

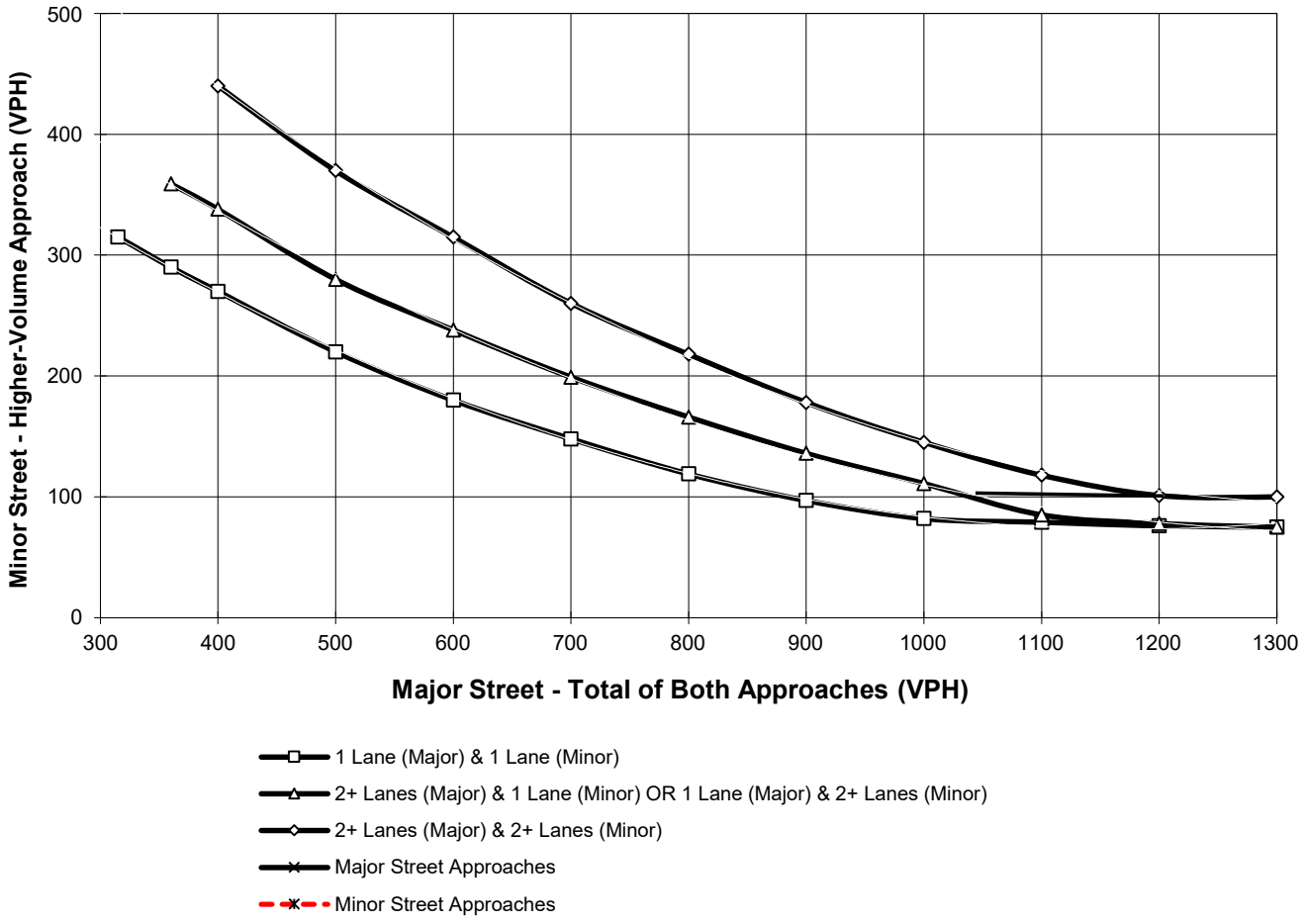
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Central Road**
Total of Both Approaches (VPH) = **212**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Road**
High Volume Approach (VPH) = **4**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

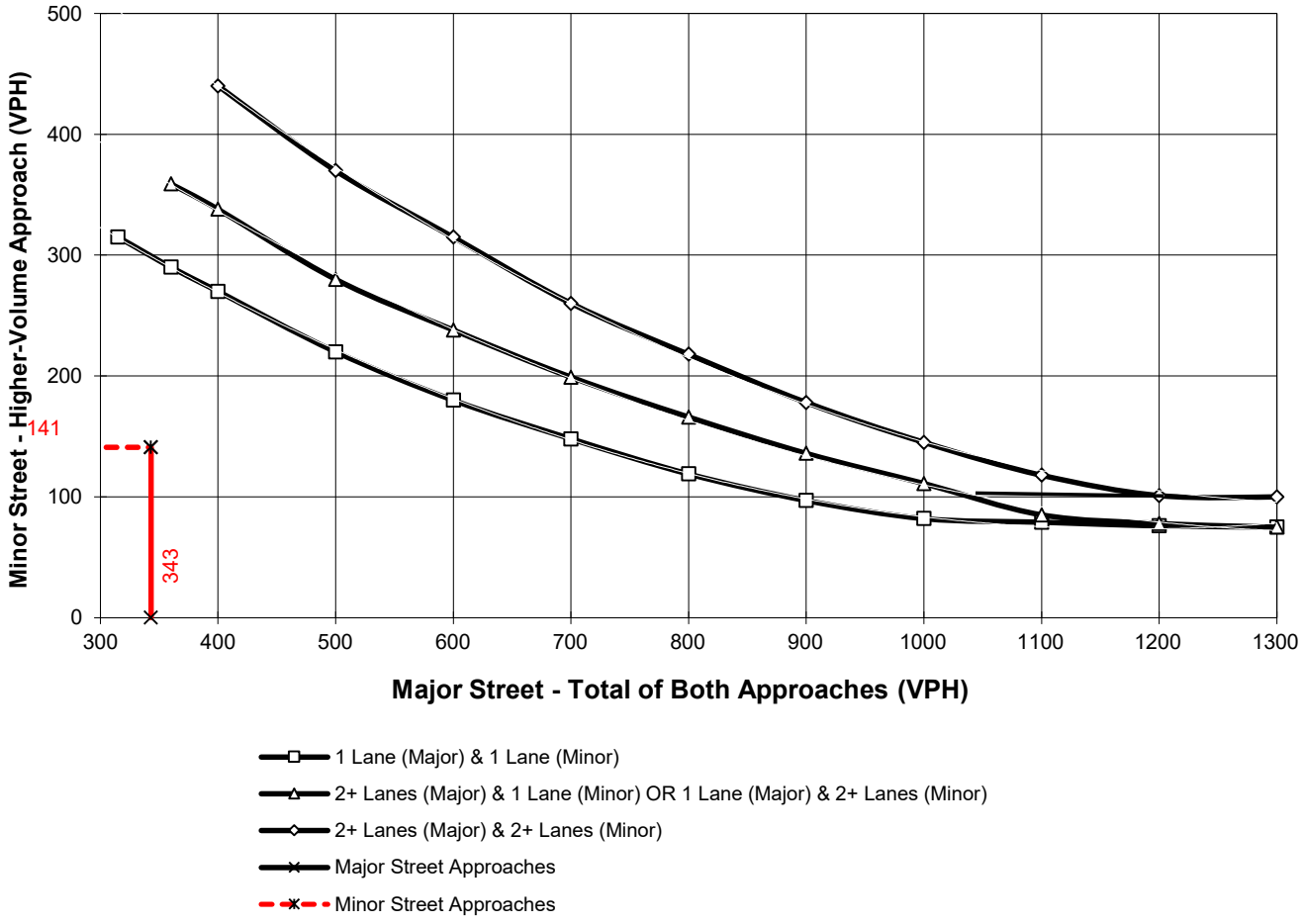
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Waalew Road** — Total of Both Approaches (VPH) = **343**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Central Road** — High Volume Approach (VPH) = **141**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 3.4: EXISTING (2024) CONDITIONS QUEUING ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	0	4	110	0	4
Future Vol, veh/h	23	0	4	110	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	0	5	134	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	77	72	0	0	139	0
Stage 1	72	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	931	996	-	-	1457	-
Stage 1	956	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	931	996	-	-	1457	-
Mov Cap-2 Maneuver	931	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.99	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	931	1457	-
HCM Lane V/C Ratio	-	-	0.03	-	-
HCM Control Delay (s/veh)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	4	26	5	131	0	2	24	3	142	0	12
Future Vol, veh/h	10	4	26	5	131	0	2	24	3	142	0	12
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	5	30	6	152	0	2	28	3	165	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	35	0	0	207	207	20	206	222	152
Stage 1	-	-	-	-	-	-	43	43	-	164	164	-
Stage 2	-	-	-	-	-	-	164	164	-	42	58	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1441	-	-	1589	-	-	755	693	1064	756	680	899
Stage 1	-	-	-	-	-	-	976	863	-	843	766	-
Stage 2	-	-	-	-	-	-	843	766	-	978	850	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1441	-	-	1589	-	-	734	685	1064	715	672	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	734	685	-	715	672	-
Stage 1	-	-	-	-	-	-	968	856	-	839	763	-
Stage 2	-	-	-	-	-	-	826	763	-	935	843	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.88	0.27	10.29	11.57
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	714	384	-	-	66	-	-	726
HCM Lane V/C Ratio	0.047	0.008	-	-	0.004	-	-	0.247
HCM Control Delay (s/veh)	10.3	7.5	0	-	7.3	0	-	11.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	1

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	9	14	24	9	0	0	0	0	103	15	8
Future Vol, veh/h	0	9	14	24	9	0	0	0	0	103	15	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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	17	29	11	0	0	0	0	124	18	10

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	28	0	0	80	96	11
Stage 1	-	-	-	-	-	-	69	69	-
Stage 2	-	-	-	-	-	-	11	28	-
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	-	-	1599	-	0	928	797	1076
Stage 1	0	-	-	-	-	0	959	842	-
Stage 2	0	-	-	-	-	0	1017	876	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1599	-	-	911	0	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	911	0	-
Stage 1	-	-	-	-	-	-	959	0	-
Stage 2	-	-	-	-	-	-	999	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	5.3	9.68
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1309	-	921
HCM Lane V/C Ratio	-	-	0.018	-	0.165
HCM Control Delay (s/veh)	-	-	7.3	0	9.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.6

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	107	0	0	28	176	5	4	46	0	0	0
Future Vol, veh/h	5	107	0	0	28	176	5	4	46	0	0	0
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	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	6	120	0	0	31	198	6	4	52	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	229	0	-	-	-	0	163	361	120
Stage 1	-	-	-	-	-	-	131	131	-
Stage 2	-	-	-	-	-	-	31	229	-
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	1351	-	0	0	-	-	833	570	937
Stage 1	-	-	0	0	-	-	900	791	-
Stage 2	-	-	0	0	-	-	996	718	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1351	-	-	-	-	-	829	0	937
Mov Cap-2 Maneuver	-	-	-	-	-	-	829	0	-
Stage 1	-	-	-	-	-	-	896	0	-
Stage 2	-	-	-	-	-	-	996	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.34	0	9.17
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	925	80	-	-	-
HCM Lane V/C Ratio	0.067	0.004	-	-	-
HCM Control Delay (s/veh)	9.2	7.7	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	2	3	175	1	1
Future Vol, veh/h	40	2	3	175	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	80	4	6	350	2	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	187	181	0	0	356	0
Stage 1	181	-	-	-	-	-
Stage 2	6	-	-	-	-	-
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	807	867	-	-	1214	-
Stage 1	855	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	805	867	-	-	1214	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.97	0	3.99
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	808	900	-
HCM Lane V/C Ratio	-	-	0.104	0.002	-
HCM Control Delay (s/veh)	-	-	10	8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	15.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	8	46	10	189	1	1	22	13	222	1	5
Future Vol, veh/h	4	8	46	10	189	1	1	22	13	222	1	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	58	58	58	58	58	58	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	14	79	17	326	2	2	38	22	383	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	328	0	0	93	0	0	428	429	53	408	468	327
Stage 1	-	-	-	-	-	-	67	67	-	361	361	-
Stage 2	-	-	-	-	-	-	361	362	-	47	107	-
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	1243	-	-	1514	-	-	540	521	1020	557	496	719
Stage 1	-	-	-	-	-	-	948	843	-	661	629	-
Stage 2	-	-	-	-	-	-	661	629	-	972	811	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1243	-	-	1514	-	-	521	511	1020	496	486	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	521	511	-	496	486	-
Stage 1	-	-	-	-	-	-	943	838	-	652	620	-
Stage 2	-	-	-	-	-	-	643	620	-	902	806	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.55	0.37	11.41	34.04
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	624	106	-	-	90	-	-	499
HCM Lane V/C Ratio	0.1	0.006	-	-	0.011	-	-	0.788
HCM Control Delay (s/veh)	11.4	7.9	0	-	7.4	0	-	34
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	7.2

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	2	34	1	1	0	0	0	250	18	4
Future Vol, veh/h	0	3	2	34	1	1	0	0	0	250	18	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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	4	2	41	1	1	0	0	0	301	22	5

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	6	0	0			87	90	2
Stage 1	-	-	-	-	-	-			84	84	-
Stage 2	-	-	-	-	-	-			4	6	-
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	-	-	1628	-	-			919	804	1088
Stage 1	0	-	-	-	-	-			945	829	-
Stage 2	0	-	-	-	-	-			1025	895	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	-	-	-	1628	-	-			895	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-			895	0	-
Stage 1	-	-	-	-	-	-			945	0	-
Stage 2	-	-	-	-	-	-			999	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	6.86	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1545	-	-	898
HCM Lane V/C Ratio	-	-	0.025	-	-	0.365
HCM Control Delay (s/veh)	-	-	7.3	0	-	11.3
HCM Lane LOS	-	-	A	A	-	B
HCM 95th %tile Q(veh)	-	-	0.1	-	-	1.7

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	251	0	0	34	81	2	17	24	0	0	0
Future Vol, veh/h	2	251	0	0	34	81	2	17	24	0	0	0
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	292	0	0	40	94	2	20	28	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	134	0	-	-	-	0	336	430	292
Stage 1	-	-	-	-	-	-	297	297	-
Stage 2	-	-	-	-	-	-	40	134	-
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	1463	-	0	0	-	-	663	521	752
Stage 1	-	-	0	0	-	-	759	672	-
Stage 2	-	-	0	0	-	-	988	790	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1463	-	-	-	-	-	662	0	752
Mov Cap-2 Maneuver	-	-	-	-	-	-	662	0	-
Stage 1	-	-	-	-	-	-	757	0	-
Stage 2	-	-	-	-	-	-	988	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.06	0	10.18
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	744	14	-	-	-
HCM Lane V/C Ratio	0.067	0.002	-	-	-
HCM Control Delay (s/veh)	10.2	7.5	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-	-

APPENDIX 4.1: POST PROCESSING WORKSHEETS

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/28/25

LOCATION: Quarry Rd. & I-15 SB Ramps
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	0	-2	-100%	3	7	4	133%
	Right	61	110	49	80%	150	300	150	100%
	NB Total	63	110	47	75%	153	307	154	101%
SOUTH BOUND	Left	0	0	0	#DIV/0!	1	0	-1	-100%
	Through	2	0	-2	-100%	1	0	-1	-100%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	2	0	-2	-100%	2	0	-2	-100%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	23	120	97	422%	39	60	21	54%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	2	3	1	50%
	WB Total	23	120	97	422%	41	63	22	54%
TOTAL ENTERING VOLUME		88	230	142	161%	196	370	174	89%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	10			
North Leg	**TOTAL**	**0**	**10**	**#DIV/0!**	**#DIV/0!**	**-**
South Leg	Inbound	110	307			
South Leg	Outbound	120	60			
South Leg	**TOTAL**	**230**	**367**	**4%**	**6%**	**5,775**
East Leg	Inbound	120	63			
East Leg	Outbound	110	300			
East Leg	**TOTAL**	**230**	**363**	**4%**	**6%**	**5,745**
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***460***	***740***	**4%**	**6%**	***11,521***

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/28/25

LOCATION: Quarry Rd. & Stoddard Wells Rd.
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	25	130	105	420%	38	58	20	53%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	2	1	-1	-50%
	SB Total	25	130	105	420%	40	59	19	48%
EAST BOUND	Left	2	1	-1	-50%	7	7	0	0%
	Through	11	10	-1	-9%	15	13	-2	-13%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	13	11	-2	-15%	22	20	-2	-9%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	26	30	4	15%	21	19	-2	-10%
	Right	61	109	48	79%	146	301	155	106%
	WB Total	87	139	52	60%	167	320	153	92%
TOTAL ENTERING VOLUME		125	280	155	124%	229	399	170	74%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	130	59			
North Leg	Outbound	110	308			
North Leg	**TOTAL**	**240**	**367**	**4%**	**6%**	**5,680**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	139	320			
East Leg	Outbound	140	71			
East Leg	**TOTAL**	**279**	**391**	**4%**	**6%**	**6,402**
West Leg	Inbound	11	20			
West Leg	Outbound	30	20			
West Leg	**TOTAL**	**41**	**40**	**4%**	**4%**	**961**
OVERALL TOTAL		***560***	***798***	**4%**	**6%**	***13,043***

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/28/25

LOCATION: I-15 NB Ramps & Stoddard Wells Rd.
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	2	6	4	200%	1	5	4	400%
	Through	24	29	5	21%	22	107	85	386%
	Right	3	16	13	433%	13	46	33	254%
	NB Total	29	51	22	76%	36	158	122	339%
SOUTH BOUND	Left	101	253	152	150%	184	251	67	36%
	Through	0	0	0	#DIV/0!	1	4	3	300%
	Right	11	15	4	36%	5	10	5	100%
	SB Total	112	268	156	139%	190	265	75	39%
EAST BOUND	Left	9	11	2	22%	2	1	-1	-50%
	Through	2	11	9	450%	6	3	-3	-50%
	Right	25	119	94	376%	45	67	22	49%
	EB Total	36	141	105	292%	53	71	18	34%
WEST BOUND	Left	4	11	7	175%	10	39	29	290%
	Through	74	129	55	74%	161	305	144	89%
	Right	0	0	0	#DIV/0!	1	2	1	100%
	WB Total	78	140	62	79%	172	346	174	101%
TOTAL ENTERING VOLUME		255	600	345	135%	451	840	389	86%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	268	265			
North Leg	Outbound	40	110			
North Leg	**TOTAL**	**308**	**375**	**6%**	**7%**	**5,253**
South Leg	Inbound	51	158			
South Leg	Outbound	130	110			
South Leg	**TOTAL**	**181**	**268**	**4%**	**6%**	**4,168**
East Leg	Inbound	140	346			
East Leg	Outbound	280	300			
East Leg	**TOTAL**	**420**	**646**	**4%**	**6%**	**10,862**
West Leg	Inbound	141	71			
West Leg	Outbound	150	320			
West Leg	**TOTAL**	**291**	**391**	**5%**	**6%**	**6,402**
OVERALL TOTAL		***1,200***	***1,680***	**4%**	***6%***	***26,685***

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/28/25

LOCATION: Stoddard Wells Rd. & Johnson Rd.
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	7	163	156	2229%	18	80	62	344%
	Right	99	155	56	57%	185	243	58	31%
	NB Total	106	318	212	200%	203	323	120	59%
SOUTH BOUND	Left	1	28	27	2700%	1	47	46	4600%
	Through	22	34	12	55%	20	139	119	595%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	23	62	39	170%	21	186	165	786%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	56	108	52	93%	152	201	49	32%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	1	30	29	2900%
	WB Total	56	108	52	93%	153	231	78	51%
TOTAL ENTERING VOLUME		185	488	303	164%	377	740	363	96%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	62	186			
North Leg	Outbound	163	110			
North Leg	**TOTAL**	**225**	**296**	**1%**	**2%**	**16,034**
South Leg	Inbound	318	323			
South Leg	Outbound	142	340			
South Leg	**TOTAL**	**460**	**663**	**4%**	**6%**	**11,077**
East Leg	Inbound	108	231			
East Leg	Outbound	183	290			
East Leg	**TOTAL**	**291**	**521**	**4%**	**7%**	**7,734**
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
OVERALL TOTAL		***976***	***1,480***	**#DIV/0!**	***#DIV/0!***	***#DIV/0!***

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/28/25

LOCATION: I-15 SB Ramps & Dale Evans Pkwy.
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	75	250	175	233%	230	410	180	78%
	Through	6	6	0	0%	7	6	-1	-14%
	Right	4	4	0	0%	4	7	3	75%
	SB Total	85	260	175	206%	241	423	182	76%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	3	6	3	100%	3	8	5	167%
	Right	6	4	-2	-33%	2	2	0	0%
	EB Total	9	10	1	11%	5	10	5	100%
WEST BOUND	Left	10	13	3	30%	24	44	20	83%
	Through	5	7	2	40%	1	4	3	300%
	Right	0	0	0	#DIV/0!	1	0	-1	-100%
	WB Total	15	20	5	33%	26	48	22	85%
TOTAL ENTERING VOLUME		109	290	181	166%	272	481	209	77%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	260	423			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**260**	**423**	**5%**	**7%**	**5,727**
South Leg	Inbound	0	0			
South Leg	Outbound	23	52			
South Leg	**TOTAL**	**23**	**52**	**2%**	**6%**	**929**
East Leg	Inbound	20	48			
East Leg	Outbound	256	418			
East Leg	**TOTAL**	**276**	**466**	**5%**	**8%**	**6,107**
West Leg	Inbound	10	10			
West Leg	Outbound	11	11			
West Leg	**TOTAL**	**21**	**21**	**28%**	**28%**	**76**
OVERALL TOTAL		***580***	***962***	**5%**	***7%***	***12,839***

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/28/25

LOCATION: I-15 NB Ramps & Dale Evans Pkwy.
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	3	2	-1	-33%	2	1	-1	-50%
	Through	3	3	0	0%	7	6	-1	-14%
	Right	23	50	27	117%	12	13	1	8%
	NB Total	29	55	26	90%	21	20	-1	-5%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	3	4	1	33%	2	3	1	50%
	Through	75	250	175	233%	231	417	186	81%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	78	254	176	226%	233	420	187	80%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	12	18	6	50%	24	50	26	108%
	Right	155	283	128	83%	81	330	249	307%
	WB Total	167	301	134	80%	105	380	275	262%
TOTAL ENTERING VOLUME		274	610	336	123%	359	820	461	128%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	290	339			
North Leg	**TOTAL**	**290**	**339**	**12%**	**14%**	**2,341**
South Leg	Inbound	55	20			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**55**	**20**	**10%**	**4%**	**544**
East Leg	Inbound	301	380			
East Leg	Outbound	300	430			
East Leg	**TOTAL**	**601**	**810**	**7%**	**9%**	**8,654**
West Leg	Inbound	254	420			
West Leg	Outbound	20	51			
West Leg	**TOTAL**	**274**	**471**	**4%**	**8%**	**6,107**
OVERALL TOTAL		***1,220***	***1,640***	***7%***	***9%***	***17,646***

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/28/25

LOCATION: Dale Evans Pkwy. & Stoddard Wells Rd.
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	181	330	149	82%	99	350	251	254%
	Right	1	0	-1	-100%	4	6	2	50%
	NB Total	182	330	148	81%	103	356	253	246%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	90	250	160	178%	262	444	182	69%
	Right	3	20	17	567%	1	10	9	900%
	SB Total	93	270	177	190%	263	454	191	73%
EAST BOUND	Left	0	0	0	#DIV/0!	3	15	12	400%
	Through	1	0	-1	-100%	2	4	2	100%
	Right	0	0	0	#DIV/0!	2	11	9	450%
	EB Total	1	0	-1	-100%	7	30	23	329%
WEST BOUND	Left	2	10	8	400%	1	0	-1	-100%
	Through	0	0	0	#DIV/0!	2	0	-2	-100%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	2	10	8	400%	3	0	-3	-100%
TOTAL ENTERING VOLUME		278	610	332	119%	376	840	464	123%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	270	454			
North Leg	Outbound	330	365			
North Leg	**TOTAL**	**600**	**819**	**7%**	**9%**	**9,007**
South Leg	Inbound	330	356			
South Leg	Outbound	260	455			
South Leg	**TOTAL**	**590**	**811**	**7%**	**9%**	**8,623**
East Leg	Inbound	10	0			
East Leg	Outbound	0	10			
East Leg	**TOTAL**	**10**	**10**	**8%**	**8%**	**124**
West Leg	Inbound	0	30			
West Leg	Outbound	20	10			
West Leg	**TOTAL**	**20**	**40**	**3%**	**5%**	**735**
OVERALL TOTAL		***1,220***	***1,680***	***7%***	***9%***	***18,490***

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/28/25

LOCATION: Dale Evans Pkwy. & Quarry Rd.
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	1	0	0%	4	6	2	50%
	Through	146	306	160	110%	84	333	249	296%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	147	307	160	109%	88	339	251	285%
SOUTH BOUND	Left	22	27	5	23%	55	59	4	7%
	Through	70	214	144	206%	206	371	165	80%
	Right	0	0	0	#DIV/0!	4	8	4	100%
	SB Total	92	241	149	162%	265	438	173	65%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	5	6	1	20%	1	1	0	0%
	Right	1	3	2	200%	4	8	4	100%
	EB Total	6	9	3	50%	5	9	4	80%
WEST BOUND	Left	1	1	0	0%	1	0	-1	-100%
	Through	11	9	-2	-18%	11	6	-5	-45%
	Right	36	43	7	19%	19	27	8	42%
	WB Total	48	53	5	10%	31	33	2	6%
TOTAL ENTERING VOLUME		293	610	317	108%	389	819	430	111%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	241	438			
North Leg	Outbound	349	360			
North Leg	**TOTAL**	**590**	**798**	**7%**	**9%**	**8,623**
South Leg	Inbound	307	339			
South Leg	Outbound	218	379			
South Leg	**TOTAL**	**525**	**718**	**8%**	**10%**	**6,957**
East Leg	Inbound	53	33			
East Leg	Outbound	33	60			
East Leg	**TOTAL**	**86**	**93**	**13%**	**14%**	**662**
West Leg	Inbound	9	9			
West Leg	Outbound	10	20			
West Leg	**TOTAL**	**19**	**29**	**8%**	**13%**	**229**
OVERALL TOTAL		***1,220***	***1,638***	***7%***	***10%***	***16,471***

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/28/25

LOCATION: Dale Evans Pkwy. & Johnson Rd.
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	14	71	57	407%	12	57	45	375%
	Through	129	278	149	116%	69	280	211	306%
	Right	14	22	8	57%	41	80	39	95%
	NB Total	157	371	214	136%	122	417	295	242%
SOUTH BOUND	Left	21	29	8	38%	28	17	-11	-39%
	Through	50	156	106	212%	183	365	182	99%
	Right	1	4	3	300%	0	0	0	#DIV/0!
	SB Total	72	189	117	163%	211	382	171	81%
EAST BOUND	Left	0	0	0	#DIV/0!	3	7	4	133%
	Through	89	140	51	57%	146	155	9	6%
	Right	11	40	29	264%	37	128	91	246%
	EB Total	100	180	80	80%	186	290	104	56%
WEST BOUND	Left	4	4	0	0%	46	86	40	87%
	Through	41	64	23	56%	141	196	55	39%
	Right	18	12	-6	-33%	16	19	3	19%
	WB Total	63	80	17	27%	203	301	98	48%
TOTAL ENTERING VOLUME		392	820	428	109%	722	1,390	668	93%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	189	382			
North Leg	Outbound	290	306			
North Leg	**TOTAL**	**479**	**688**	**7%**	**10%**	**6,696**
South Leg	Inbound	371	417			
South Leg	Outbound	200	579			
South Leg	**TOTAL**	**571**	**996**	**6%**	**11%**	**9,230**
East Leg	Inbound	80	301			
East Leg	Outbound	191	252			
East Leg	**TOTAL**	**271**	**553**	**5%**	**9%**	**5,878**
West Leg	Inbound	180	290			
West Leg	Outbound	139	253			
West Leg	**TOTAL**	**319**	**543**	**4%**	**7%**	**7,734**
OVERALL TOTAL		***1,640***	***2,780***	**6%**	***9%***	***29,539***

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/28/25

LOCATION: Dale Evans Pkwy (West) & Waalew Rd.
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	35	40	5	14%	71	105	34	48%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	81	194	113	140%	97	255	158	163%
	NB Total	116	234	118	102%	168	360	192	114%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	103	176	73	71%	179	193	14	8%
	Right	33	57	24	73%	67	78	11	16%
	EB Total	136	233	97	71%	246	271	25	10%
WEST BOUND	Left	44	93	49	111%	143	350	207	145%
	Through	190	190	0	0%	133	170	37	28%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	234	283	49	21%	276	520	244	88%
TOTAL ENTERING VOLUME		486	750	264	54%	690	1,151	461	67%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
South Leg	Inbound	234	360			
South Leg	Outbound	150	428			
South Leg	**TOTAL**	**384**	**788**	**5%**	**11%**	**7,235**
East Leg	Inbound	283	520			
East Leg	Outbound	370	448			
East Leg	**TOTAL**	**653**	**968**	**8%**	**12%**	**8,371**
West Leg	Inbound	233	271			
West Leg	Outbound	230	275			
West Leg	**TOTAL**	**463**	**546**	**9%**	**10%**	**5,268**
OVERALL TOTAL		***1,500***	***2,302***	**#DIV/0!**	***#DIV/0!***	***#DIV/0!***

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/28/25

LOCATION: Dale Evans Pkwy (East) & Waalew Rd.
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	29	157	128	441%	80	163	83	104%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	33	82	49	148%	137	301	164	120%
	SB Total	62	239	177	285%	217	464	247	114%
EAST BOUND	Left	84	210	126	150%	80	276	196	245%
	Through	110	233	123	112%	215	197	-18	-8%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	194	443	249	128%	295	473	178	60%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	223	238	15	7%	165	259	94	57%
	Right	62	170	108	174%	41	224	183	446%
	WB Total	285	408	123	43%	206	483	277	134%
TOTAL ENTERING VOLUME		541	1,090	549	101%	718	1,420	702	98%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	239	464			
North Leg	Outbound	380	500			
North Leg	**TOTAL**	**619**	**964**	**7%**	**11%**	**8,560**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**
East Leg	Inbound	408	483			
East Leg	Outbound	390	360			
East Leg	**TOTAL**	**798**	**843**	**11%**	**11%**	**7,471**
West Leg	Inbound	443	473			
West Leg	Outbound	320	560			
West Leg	**TOTAL**	**763**	**1,033**	**8%**	**11%**	**9,053**
OVERALL TOTAL		***2,180***	***2,840***	**#DIV/0!**	***#DIV/0!***	***#DIV/0!***

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/29/25

LOCATION: Central Rd. & Johnson Rd.
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	40	59	19	48%	56	72	16	29%
	Through	35	39	4	11%	19	22	3	16%
	Right	1	0	-1	-100%	1	0	-1	-100%
	NB Total	76	98	22	29%	76	94	18	24%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	22	20	-2	-9%	43	54	11	26%
	Right	1	1	0	0%	2	5	3	150%
	SB Total	23	21	-2	-9%	45	59	14	31%
EAST BOUND	Left	2	1	-1	-50%	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	2	0	-2	-100%
	Right	13	20	7	54%	81	88	7	9%
	EB Total	15	21	6	40%	83	88	5	6%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	2	0	-2	-100%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	2	0	-2	-100%
TOTAL ENTERING VOLUME		114	140	26	23%	206	241	35	17%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	21	59			
North Leg	Outbound	40	22			
North Leg	**TOTAL**	**61**	**81**	**4%**	**5%**	**1,477**
South Leg	Inbound	98	94			
South Leg	Outbound	40	142			
South Leg	**TOTAL**	**138**	**236**	**5%**	**9%**	**2,689**
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**0**	**0**	**0%**	**0%**	**44**
West Leg	Inbound	21	88			
West Leg	Outbound	60	77			
West Leg	**TOTAL**	**81**	**165**	**6%**	**12%**	**1,404**
OVERALL TOTAL		***280***	***482***	**5%**	***9%***	***5,614***

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/29/25

LOCATION: Central Rd. & Gustine Rd.
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	75	100	25	33%	76	90	14	18%
	Right	1	0	-1	-100%	1	0	-1	-100%
	NB Total	76	100	24	32%	77	90	13	17%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	35	40	5	14%	124	140	16	13%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	35	40	5	14%	124	140	16	13%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	0	0	0	#DIV/0!	2	0	-2	-100%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	0	-1	-100%	0	0	0	#DIV/0!
	WB Total	1	0	-1	-100%	2	0	-2	-100%
TOTAL ENTERING VOLUME		112	140	28	25%	203	230	27	13%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	40	140			
North Leg	Outbound	100	90			
North Leg	**TOTAL**	**140**	**230**	**5%**	**8%**	**2,718**
South Leg	Inbound	100	90			
South Leg	Outbound	40	140			
South Leg	**TOTAL**	**140**	**230**	**5%**	**8%**	**2,730**
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***280***	***460***	**5%**	***8%***	***5,448***

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Project:	Lake Creek Logistics Center	Job #:	15341
Scenario:	Horizon Year (2050) Without Project	Analyst:	IA
		Date:	5/29/25

LOCATION: Central Rd. & Waalew Rd.
FORECAST YEAR: 2050

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	54	69	15	28%	35	56	21	60%
	Through	56	53	-3	-5%	64	56	-8	-13%
	Right	18	28	10	56%	33	29	-4	-12%
	NB Total	128	150	22	17%	132	141	9	7%
SOUTH BOUND	Left	5	8	3	60%	33	39	6	18%
	Through	36	28	-8	-22%	89	93	4	4%
	Right	10	13	3	30%	13	28	15	115%
	SB Total	51	49	-2	-4%	135	160	25	19%
EAST BOUND	Left	11	29	18	164%	15	19	4	27%
	Through	39	165	126	323%	141	183	42	30%
	Right	32	66	34	106%	49	56	7	14%
	EB Total	82	260	178	217%	205	258	53	26%
WEST BOUND	Left	26	21	-5	-19%	23	31	8	35%
	Through	189	266	77	41%	103	286	183	178%
	Right	22	23	1	5%	10	15	5	50%
	WB Total	237	310	73	31%	136	332	196	144%
TOTAL ENTERING VOLUME		498	769	271	54%	608	891	283	47%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	49	160			
North Leg	Outbound	105	90			
North Leg	**TOTAL**	**154**	**250**	**4%**	**7%**	**3,436**
South Leg	Inbound	150	141			
South Leg	Outbound	115	180			
South Leg	**TOTAL**	**265**	**321**	**7%**	**8%**	**3,855**
East Leg	Inbound	310	332			
East Leg	Outbound	201	251			
East Leg	**TOTAL**	**511**	**583**	**11%**	**13%**	**4,539**
West Leg	Inbound	260	258			
West Leg	Outbound	348	370			
West Leg	**TOTAL**	**608**	**628**	**9%**	**10%**	**6,533**
OVERALL TOTAL		***1,538***	***1,782***	***8%***	***10%***	***18,363***

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APPENDIX 5.1: OPENING YEAR CUMULATIVE (2029) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	133	0	4	522	0	4
Future Vol, veh/h	133	0	4	522	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	162	0	5	637	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	328	323	0	0	641	0
Stage 1	323	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	670	722	-	-	953	-
Stage 1	738	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	670	722	-	-	953	-
Mov Cap-2 Maneuver	670	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.07	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	670	953	-
HCM Lane V/C Ratio	-	-	0.242	-	-
HCM Control Delay (s/veh)	-	-	12.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	33	43	525	138	0
Future Vol, veh/h	2	33	43	525	138	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	37	48	590	155	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	48	0	-	0	385	343
Stage 1	-	-	-	-	343	-
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	1572	-	-	-	622	704
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1572	-	-	-	621	704
Mov Cap-2 Maneuver	-	-	-	-	621	-
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	986	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.42	0	12.71
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	103	-	-	-	621
HCM Lane V/C Ratio	0.001	-	-	-	0.25
HCM Control Delay (s/veh)	7.3	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1

Intersection	
Int Delay, s/veh	1638.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	11	77	84	24	553	55	2	42	40	1235	0	13
Future Vol, veh/h	11	77	84	24	553	55	2	42	40	1235	0	13
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	90	98	28	643	64	2	49	47	1436	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	707	0	0	187	0	0	863	927	138	870	944	675
Stage 1	-	-	-	-	-	-	164	164	-	731	731	-
Stage 2	-	-	-	-	-	-	699	763	-	140	213	-
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	901	-	-	1399	-	-	277	270	915	~ 274	264	457
Stage 1	-	-	-	-	-	-	843	766	-	~ 417	430	-
Stage 2	-	-	-	-	-	-	434	416	-	~ 868	730	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	901	-	-	1399	-	-	255	257	915	~ 202	252	457
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	257	-	~ 202	252	-
Stage 1	-	-	-	-	-	-	829	754	-	~ 403	416	-
Stage 2	-	-	-	-	-	-	405	402	-	~ 758	718	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.58	0.29	17.24	$ 2803.13
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	391	104	-	-	67	-	-	203
HCM Lane V/C Ratio	0.25	0.014	-	-	0.02	-	-	7.133
HCM Control Delay (s/veh)	17.2	9.1	0	-	7.6	0	-	$ 2803.1
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	159.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	102.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	456	0	14	1200	1	33
Future Vol, veh/h	456	0	14	1200	1	33
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	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	592	0	18	1558	1	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	843	797	0	0	1577	0
Stage 1	797	-	-	-	-	-
Stage 2	45	-	-	-	-	-
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	~ 337	389	-	-	423	-
Stage 1	~ 447	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 336	389	-	-	423	-
Mov Cap-2 Maneuver	~ 336	-	-	-	-	-
Stage 1	~ 447	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	$ 382.73	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	336	53	-
HCM Lane V/C Ratio	-	-	1.764	0.003	-
HCM Control Delay (s/veh)	-	-	$ 382.7	13.5	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	37.9	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	273.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	15	53	10	0	0	0	0	1061	16	9
Future Vol, veh/h	0	10	15	53	10	0	0	0	0	1061	16	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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	12	18	64	12	0	0	0	0	1278	19	11

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	30	0	0	152	170	12
Stage 1	-	-	-	-	-	-	140	140	-
Stage 2	-	-	-	-	-	-	12	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	~ 845	727	1074
Stage 1	0	-	-	-	-	0	~ 892	785	-
Stage 2	0	-	-	-	-	0	~ 1016	874	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1596	-	-	~ 811	0	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 811	0	-
Stage 1	-	-	-	-	-	-	~ 892	0	-
Stage 2	-	-	-	-	-	-	~ 975	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	6.18	295.5
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1514	-	812
HCM Lane V/C Ratio	-	-	0.04	-	1.611
HCM Control Delay (s/veh)	-	-	7.3	0	295.5
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0.1	-	69.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1066	0	0	58	445	6	4	74	0	0	0
Future Vol, veh/h	6	1066	0	0	58	445	6	4	74	0	0	0
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	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	7	1198	0	0	65	500	7	4	83	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	565	0	-	-	-	0	1276	1776	1198
Stage 1	-	-	-	-	-	-	1211	1211	-
Stage 2	-	-	-	-	-	-	65	565	-
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	1017	-	0	0	-	-	186	83	228
Stage 1	-	-	0	0	-	-	285	257	-
Stage 2	-	-	0	0	-	-	963	511	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1017	-	-	-	-	-	182	0	228
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	0	-
Stage 1	-	-	-	-	-	-	279	0	-
Stage 2	-	-	-	-	-	-	963	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.05	0	32.26
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	224	10	-	-	-
HCM Lane V/C Ratio	0.421	0.007	-	-	-
HCM Control Delay (s/veh)	32.3	8.6	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	1.9	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	2	0	0	0	519	1	0	1125	3
Future Vol, veh/h	0	1	0	2	0	0	0	519	1	0	1125	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	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	1	0	2	0	0	0	590	1	0	1278	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1870	1871	1280	1869	1872	590	1282	0	0	591	0	0
Stage 1	1280	1280	-	590	590	-	-	-	-	-	-	-
Stage 2	590	591	-	1279	1282	-	-	-	-	-	-	-
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	56	73	204	56	73	511	548	-	-	995	-	-
Stage 1	205	239	-	497	498	-	-	-	-	-	-	-
Stage 2	498	498	-	206	238	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	73	204	55	73	511	548	-	-	995	-	-
Mov Cap-2 Maneuver	56	73	-	55	73	-	-	-	-	-	-	-
Stage 1	205	239	-	497	498	-	-	-	-	-	-	-
Stage 2	498	498	-	205	238	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	55.14	73.2	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	548	-	-	73	55	995	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.041	-	-	-
HCM Control Delay (s/veh)	0	-	-	55.1	73.2	0	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	244.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	8	1	1	18	195	1	325	0	557	570	0
Future Vol, veh/h	0	8	1	1	18	195	1	325	0	557	570	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	9	1	1	20	217	1	361	0	619	633	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2244	2234	633	2239	2234	361	633	0	0	361	0	0
Stage 1	1871	1871	-	363	363	-	-	-	-	-	-	-
Stage 2	373	363	-	1876	1871	-	-	-	-	-	-	-
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	30	43	483	31	43	688	959	-	-	1209	-	-
Stage 1	94	123	-	660	628	-	-	-	-	-	-	-
Stage 2	652	628	-	93	123	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	4	9	483	~ 0	~ 9	688	959	-	-	1209	-	-
Mov Cap-2 Maneuver	4	9	-	~ 0	~ 9	-	-	-	-	-	-	-
Stage 1	20	26	-	659	627	-	-	-	-	-	-	-
Stage 2	431	627	-	13	26	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 752.53	$ 1852.01	0.03	5.47
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	6	-	-	10	50	783	-	-
HCM Lane V/C Ratio	0.001	-	-	0.985	4.752	0.512	-	-
HCM Control Delay (s/veh)	8.8	0	-	$ 752.5	$ 1852	11.1	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.9	26.8	3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	815.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	1083	102	89	399	131	51	153	284	360	80	7
Future Vol, veh/h	16	1083	102	89	399	131	51	153	284	360	80	7
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	1305	123	107	481	158	61	184	342	434	96	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, s/veh	1588.4	335.7	81.1	207.3
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	18%	0%	100%	0%
Vol Thru, %	0%	100%	0%	90%	82%	0%	0%	92%
Vol Right, %	0%	0%	100%	8%	0%	100%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	153	284	1201	488	131	360	87
LT Vol	51	0	0	16	89	0	360	0
Through Vol	0	153	0	1083	399	0	0	80
RT Vol	0	0	284	102	0	131	0	7
Lane Flow Rate	61	184	342	1447	588	158	434	105
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.191	0.547	0.949	4.456	1.782	0.444	1.375	0.316
Departure Headway (Hd)	22.433	21.867	21.074	13.405	20.208	19.294	20.916	20.26
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	162	168	175	289	188	189	178	179
Service Time	20.133	19.567	18.774	11.105	17.908	16.994	18.616	17.96
HCM Lane V/C Ratio	0.377	1.095	1.954	5.007	3.128	0.836	2.438	0.587
HCM Control Delay, s/veh	30.4	48.2	107.9	1588.4	416	36.6	249.6	32.1
HCM Lane LOS	D	F	F	F	F	E	F	D
HCM 95th-tile Q	0.7	2.8	7.3	119.8	22.7	2.1	14.3	1.3

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	159	39	71	221	39	166
Future Vol, veh/h	159	39	71	221	39	166
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	169	41	76	235	41	177

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	213	0	578	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	386	-
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	-	-	1370	-	481	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1367	-	450	853
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.89	10.98
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	450	853	-	-	438	-
HCM Lane V/C Ratio	0.092	0.207	-	-	0.055	-
HCM Control Delay (s/veh)	13.8	10.3	-	-	7.8	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	331	178	291	85	37	122
Future Vol, veh/h	331	178	291	85	37	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	348	187	306	89	39	128

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	396	0	-	0	1235	351
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	884	-
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	1174	-	-	-	197	697
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	407	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1174	-	-	-	131	697
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	407	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.08	0	24.54
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1052	-	-	-	348
HCM Lane V/C Ratio	0.297	-	-	-	0.481
HCM Control Delay (s/veh)	9.4	0	-	-	24.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	1.3	-	-	-	2.5

Intersection	
Int Delay, s/veh	182.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	281	3	178	3	5	0	123	319	2	0	108	78
Future Vol, veh/h	281	3	178	3	5	0	123	319	2	0	108	78
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	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	351	4	223	4	6	0	154	399	3	0	135	98

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	893	893	184	844	940	400	233	0	0	401	0	0
Stage 1	184	184	-	708	708	-	-	-	-	-	-	-
Stage 2	709	709	-	137	233	-	-	-	-	-	-	-
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	~ 264	283	864	285	266	654	1347	-	-	1168	-	-
Stage 1	823	751	-	429	441	-	-	-	-	-	-	-
Stage 2	428	440	-	871	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 220	242	864	178	227	654	1347	-	-	1168	-	-
Mov Cap-2 Maneuver	~ 220	242	-	178	227	-	-	-	-	-	-	-
Stage 1	823	751	-	366	376	-	-	-	-	-	-	-
Stage 2	359	376	-	644	716	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $/+	430.94	23.39	2.22	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	498	-	-	309	206	1168	-	-
HCM Lane V/C Ratio	0.114	-	-	1.868	0.049	-	-	-
HCM Control Delay (s/veh)	8	0	-	$ 430.9	23.4	0	-	-
HCM Lane LOS	A	A	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	39.1	0.2	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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	1	0	416	1	0	139	0
Future Vol, veh/h	0	0	0	0	0	1	0	416	1	0	139	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	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	0	0	0	0	1	0	473	1	0	158	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	631	632	158	631	631	473	158	0	0	474	0	0
Stage 1	158	158	-	473	473	-	-	-	-	-	-	-
Stage 2	473	474	-	158	158	-	-	-	-	-	-	-
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	397	400	893	396	401	595	1434	-	-	1099	-	-
Stage 1	849	771	-	575	562	-	-	-	-	-	-	-
Stage 2	576	561	-	849	771	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	396	400	893	396	401	595	1434	-	-	1099	-	-
Mov Cap-2 Maneuver	396	400	-	396	401	-	-	-	-	-	-	-
Stage 1	849	771	-	575	562	-	-	-	-	-	-	-
Stage 2	575	561	-	849	771	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	11.06	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1434	-	-	-	595	1099	-	-
HCM Lane V/C Ratio	-	-	-	-	0.002	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	11.1	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	1	0	416	1	0	139	0
Future Vol, veh/h	0	0	0	1	0	1	0	416	1	0	139	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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	0	1	0	478	1	0	160	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	638	639	160	639	639	479	160	0	0	479	0	0
Stage 1	160	160	-	479	479	-	-	-	-	-	-	-
Stage 2	478	479	-	160	160	-	-	-	-	-	-	-
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	392	396	891	392	397	591	1432	-	-	1094	-	-
Stage 1	847	770	-	572	558	-	-	-	-	-	-	-
Stage 2	572	558	-	847	770	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	391	396	891	392	397	591	1432	-	-	1094	-	-
Mov Cap-2 Maneuver	391	396	-	392	397	-	-	-	-	-	-	-
Stage 1	847	770	-	572	558	-	-	-	-	-	-	-
Stage 2	571	558	-	847	770	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	12.68	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1432	-	-	-	471	1094	-	-
HCM Lane V/C Ratio	-	-	-	-	0.005	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	12.7	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Intersection Delay, s/veh	21.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	95	45	35	31	211	37	62	300	22	9	118	28
Future Vol, veh/h	95	45	35	31	211	37	62	300	22	9	118	28
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	116	55	43	38	257	45	76	366	27	11	144	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.7	19.5	30.3	13.6
HCM LOS	B	C	D	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	54%	11%	6%
Vol Thru, %	78%	26%	76%	76%
Vol Right, %	6%	20%	13%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	384	175	279	155
LT Vol	62	95	31	9
Through Vol	300	45	211	118
RT Vol	22	35	37	28
Lane Flow Rate	468	213	340	189
Geometry Grp	1	1	1	1
Degree of Util (X)	0.807	0.407	0.614	0.355
Departure Headway (Hd)	6.2	6.87	6.501	6.763
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	581	521	551	527
Service Time	4.265	4.959	4.578	4.854
HCM Lane V/C Ratio	0.806	0.409	0.617	0.359
HCM Control Delay, s/veh	30.3	14.7	19.5	13.6
HCM Lane LOS	D	B	C	B
HCM 95th-tile Q	8	2	4.1	1.6

Intersection	
Int Delay, s/veh	25

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	2	3	1273	1	1
Future Vol, veh/h	128	2	3	1273	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	256	4	6	2546	2	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1285	1279	0	0	2552	0
Stage 1	1279	-	-	-	-	-
Stage 2	6	-	-	-	-	-
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	~ 183	205	-	-	177	-
Stage 1	264	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 181	205	-	-	177	-
Mov Cap-2 Maneuver	~ 181	-	-	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	$270.68	0	12.81
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	182	176	-
HCM Lane V/C Ratio	-	-	1.431	0.011	-
HCM Control Delay (s/veh)	-	-	270.7	25.6	0
HCM Lane LOS	-	-	F	D	A
HCM 95th %tile Q(veh)	-	-	15.9	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	23.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	31	44	1268	127	2
Future Vol, veh/h	8	31	44	1268	127	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	57	81	2348	235	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	81	0	-	0	1343	1256
Stage 1	-	-	-	-	1256	-
Stage 2	-	-	-	-	87	-
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	-	-	-	~ 169	211
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1529	-	-	-	~ 168	211
Mov Cap-2 Maneuver	-	-	-	-	~ 168	-
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	941	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.51	0	271.54
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	369	-	-	-	168
HCM Lane V/C Ratio	0.01	-	-	-	1.421
HCM Control Delay (s/veh)	7.4	0	-	-	271.5
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	14.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	17950.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	83	71	47	1306	61	1	76	40	859	1	6
Future Vol, veh/h	4	83	71	47	1306	61	1	76	40	859	1	6
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	58	58	58	58	58	58	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	143	122	81	2252	105	2	131	69	1481	2	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2357	0	0	266	0	0	2633	2737	204	2689	2746	2304
Stage 1	-	-	-	-	-	-	218	218	-	2466	2466	-
Stage 2	-	-	-	-	-	-	2415	2519	-	222	279	-
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	211	-	-	1310	-	-	16	~ 21	841	~ 14	20	50
Stage 1	-	-	-	-	-	-	789	726	-	~ 42	61	-
Stage 2	-	-	-	-	-	-	45	~ 57	-	~ 785	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	211	-	-	1310	-	-	11	~ 20	841	~ 13	19	50
Mov Cap-2 Maneuver	-	-	-	-	-	-	11	~ 20	-	~ 13	19	-
Stage 1	-	-	-	-	-	-	758	698	-	~ 42	61	-
Stage 2	-	-	-	-	-	-	34	~ 57	-	~ 562	657	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.57	0.26	$ 2911	$ 52566.24
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	29	42	-	-	~ 59	-	-	13
HCM Lane V/C Ratio	6.881	0.033	-	-	0.062	-	-	116.552
HCM Control Delay (s/veh)	$ 2911	22.7	0	-	7.9	0	-	$ 52566.2
HCM Lane LOS	F	C	A	-	A	A	-	F
HCM 95th %tile Q(veh)	24.6	0.1	-	-	0.2	-	-	188

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1264.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1231	1	34	787	1	29
Future Vol, veh/h	1231	1	34	787	1	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2086	2	58	1334	2	49

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	777	725	0	0	1392	0
Stage 1	725	-	-	-	-	-
Stage 2	53	-	-	-	-	-
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	~ 368	429	-	-	498	-
Stage 1	~ 483	-	-	-	-	-
Stage 2	~ 975	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 367	429	-	-	498	-
Mov Cap-2 Maneuver	~ 367	-	-	-	-	-
Stage 1	~ 483	-	-	-	-	-
Stage 2	~ 972	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	$ 2137.74	0	0.41
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	367	60	-
HCM Lane V/C Ratio	-	-	5.691	0.003	-
HCM Control Delay (s/veh)	-	-	$ 2137.7	12.3	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	218.7	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	128

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	2	60	1	1	0	0	0	811	20	4
Future Vol, veh/h	0	3	2	60	1	1	0	0	0	811	20	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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	4	2	72	1	1	0	0	0	977	24	5

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	6	0	0	150	152	2
Stage 1	-	-	-	-	-	-	146	146	-
Stage 2	-	-	-	-	-	-	4	6	-
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	-	-	1628	-	-	~ 847	743	1088
Stage 1	0	-	-	-	-	-	~ 886	780	-
Stage 2	0	-	-	-	-	-	1025	895	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	-	-	-	1628	-	-	~ 809	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 809	0	-
Stage 1	-	-	-	-	-	-	~ 886	0	-
Stage 2	-	-	-	-	-	-	979	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	7.08	137.7
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1584	-	-	810
HCM Lane V/C Ratio	-	-	0.044	-	-	1.242
HCM Control Delay (s/veh)	-	-	7.3	0	-	137.7
HCM Lane LOS	-	-	A	A	-	F
HCM 95th %tile Q(veh)	-	-	0.1	-	-	35.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	813	0	0	60	1004	2	19	47	0	0	0
Future Vol, veh/h	2	813	0	0	60	1004	2	19	47	0	0	0
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	945	0	0	70	1167	2	22	55	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1237	0	-	-	-	0	1020	2187	945
Stage 1	-	-	-	-	-	-	950	950	-
Stage 2	-	-	-	-	-	-	70	1237	-
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	570	-	0	0	-	-	265	46	320
Stage 1	-	-	0	0	-	-	379	341	-
Stage 2	-	-	0	0	-	-	958	250	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	570	-	-	-	-	-	262	0	320
Mov Cap-2 Maneuver	-	-	-	-	-	-	262	0	-
Stage 1	-	-	-	-	-	-	376	0	-
Stage 2	-	-	-	-	-	-	958	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.03	0	20.07
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	317	4	-	-	-
HCM Lane V/C Ratio	0.249	0.004	-	-	-
HCM Control Delay (s/veh)	20.1	11.3	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	1	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	2	2	1	2	0	0	1062	4	0	896	1
Future Vol, veh/h	3	2	2	1	2	0	0	1062	4	0	896	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	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	3	2	2	1	2	0	0	1193	4	0	1007	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2202	2205	1007	2203	2203	1196	1008	0	0	1198	0	0
Stage 1	1007	1007	-	1196	1196	-	-	-	-	-	-	-
Stage 2	1194	1198	-	1008	1008	-	-	-	-	-	-	-
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	32	45	295	32	45	229	695	-	-	590	-	-
Stage 1	293	321	-	229	262	-	-	-	-	-	-	-
Stage 2	230	261	-	292	321	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	45	295	31	45	229	695	-	-	590	-	-
Mov Cap-2 Maneuver	31	45	-	31	45	-	-	-	-	-	-	-
Stage 1	293	321	-	229	262	-	-	-	-	-	-	-
Stage 2	228	261	-	288	321	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	96.07	106.08	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	695	-	-	47	39	590	-	-
HCM Lane V/C Ratio	-	-	-	0.167	0.087	-	-	-
HCM Control Delay (s/veh)	0	-	-	96.1	106.1	0	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0	-	-

Intersection	
Int Delay, s/veh	136.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	7	1	19	560	4	507	0	398	495	7
Future Vol, veh/h	0	3	7	1	19	560	4	507	0	398	495	7
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	3	8	1	20	602	4	545	0	428	532	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1956	1946	536	1944	1949	545	540	0	0	545	0	0
Stage 1	1392	1392	-	554	554	-	-	-	-	-	-	-
Stage 2	564	554	-	1390	1396	-	-	-	-	-	-	-
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	49	66	549	50	65	~ 542	1039	-	-	1034	-	-
Stage 1	177	211	-	520	517	-	-	-	-	-	-	-
Stage 2	514	517	-	178	210	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	8	27	549	19	26	~ 542	1039	-	-	1034	-	-
Mov Cap-2 Maneuver	8	27	-	19	26	-	-	-	-	-	-	-
Stage 1	72	86	-	517	514	-	-	-	-	-	-	-
Stage 2	-	514	-	69	86	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	57.14	$ 461.42	0.07	4.83
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	14	-	-	80	321	723	-	-
HCM Lane V/C Ratio	0.004	-	-	0.135	1.941	0.414	-	-
HCM Control Delay (s/veh)	8.5	0	-	57.1	$ 461.4	10.9	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	43.2	2.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	1344.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	690	86	318	1091	272	123	104	176	222	223	16
Future Vol, veh/h	11	690	86	318	1091	272	123	104	176	222	223	16
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	958	119	442	1515	378	171	144	244	308	310	22
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	1271.4	2034.9	14.4	116.6
HCM LOS	F	F	B	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	23%	0%	100%	0%
Vol Thru, %	0%	100%	0%	88%	77%	0%	0%	93%
Vol Right, %	0%	0%	100%	11%	0%	100%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	104	176	787	1409	272	222	239
LT Vol	123	0	0	11	318	0	222	0
Through Vol	0	104	0	690	1091	0	0	223
RT Vol	0	0	176	86	0	272	0	16
Lane Flow Rate	171	144	244	1093	1957	378	308	332
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.564	0.457	0.725	3.729	6.245	1.12	1.02	1.048
Departure Headway (Hd)	5.264	4.706	3.924	17.372	17.257	16.341	17.265	16.637
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	687	767	922	219	235	227	213	222
Service Time	2.964	2.406	1.624	15.072	14.957	14.041	14.965	14.337
HCM Lane V/C Ratio	0.249	0.188	0.265	4.991	8.328	1.665	1.446	1.495
HCM Control Delay, s/veh	14.6	11.3	16.2	1271.4	2400.6	140.7	113.6	119.4
HCM Lane LOS	B	B	C	F	F	F	F	F
HCM 95th-tile Q	3.5	2.4	6.5	74.6	140.3	11.4	9.2	9.9

Intersection	
Int Delay, s/veh	11.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	228	74	355	195	78	202
Future Vol, veh/h	228	74	355	195	78	202
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	251	81	390	214	86	222

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	334	0	1288	293
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	995	-
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	-	-	1237	-	183	751
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	361	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1234	-	117	749
Mov Cap-2 Maneuver	-	-	-	-	117	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	232	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.98	34.42
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	117	749	-	-	1087	-
HCM Lane V/C Ratio	0.733	0.296	-	-	0.316	-
HCM Control Delay (s/veh)	93	11.8	-	-	9.3	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	4	1.2	-	-	1.4	-

Intersection	
Int Delay, s/veh	26.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	184	267	230	45	93	349
Future Vol, veh/h	184	267	230	45	93	349
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	207	300	258	51	104	392

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	309	0	-	0	997	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	713	-
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	1263	-	-	-	273	760
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	489	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1263	-	-	-	219	760
Mov Cap-2 Maneuver	-	-	-	-	219	-
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	489	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.43	0	67.21
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	734	-	-	-	500
HCM Lane V/C Ratio	0.164	-	-	-	0.992
HCM Control Delay (s/veh)	8.4	0	-	-	67.2
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.6	-	-	-	13.4

Intersection	
Int Delay, s/veh	1384.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	270	36	297	2	21	4	336	140	5	9	260	460
Future Vol, veh/h	270	36	297	2	21	4	336	140	5	9	260	460
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	300	40	330	2	23	4	373	156	6	10	289	511

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1478	1472	544	1234	1725	158	800	0	0	161	0	0
Stage 1	564	564	-	905	905	-	-	-	-	-	-	-
Stage 2	914	908	-	329	820	-	-	-	-	-	-	-
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	~ 105	128	543	155	90	892	832	-	-	1430	-	-
Stage 1	514	511	-	334	358	-	-	-	-	-	-	-
Stage 2	330	357	-	688	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 34	64	543	17	45	892	832	-	-	1430	-	-
Mov Cap-2 Maneuver	~ 34	64	-	17	45	-	-	-	-	-	-	-
Stage 1	506	504	-	169	181	-	-	-	-	-	-	-
Stage 2	~ 145	181	-	245	386	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 4208.56	178.79	8.94	0.09
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	757	-	-	66	46	20	-	-
HCM Lane V/C Ratio	0.449	-	-	10.089	0.659	0.007	-	-
HCM Control Delay (s/veh)	12.8	0	-	$ 4208.6	178.8	7.5	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	2.3	-	-	78.6	2.5	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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	2	0	0	0	270	1	0	458	0
Future Vol, veh/h	0	0	0	2	0	0	0	270	1	0	458	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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	2	0	0	0	321	1	0	545	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	867	868	545	867	867	322	545	0	0	323	0	0
Stage 1	545	545	-	322	322	-	-	-	-	-	-	-
Stage 2	321	323	-	545	545	-	-	-	-	-	-	-
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	275	293	542	275	293	724	1034	-	-	1249	-	-
Stage 1	526	522	-	694	655	-	-	-	-	-	-	-
Stage 2	695	654	-	526	522	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	275	293	542	275	293	724	1034	-	-	1249	-	-
Mov Cap-2 Maneuver	275	293	-	275	293	-	-	-	-	-	-	-
Stage 1	526	522	-	694	655	-	-	-	-	-	-	-
Stage 2	695	654	-	526	522	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	18.19	0	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1034	-	-	-	275	1249	-	-
HCM Lane V/C Ratio	-	-	-	-	0.009	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	18.2	0	-	-
HCM Lane LOS	A	-	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	2	0	2	0	270	2	1	459	0
Future Vol, veh/h	0	0	0	2	0	2	0	270	2	1	459	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	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	0	0	0	3	0	3	0	346	3	1	588	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	937	940	588	938	938	347	588	0	0	349	0	0
Stage 1	591	591	-	347	347	-	-	-	-	-	-	-
Stage 2	346	349	-	591	591	-	-	-	-	-	-	-
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	247	266	512	246	266	700	997	-	-	1221	-	-
Stage 1	497	498	-	673	638	-	-	-	-	-	-	-
Stage 2	674	637	-	497	498	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	246	265	512	246	266	700	997	-	-	1221	-	-
Mov Cap-2 Maneuver	246	265	-	246	266	-	-	-	-	-	-	-
Stage 1	496	497	-	673	638	-	-	-	-	-	-	-
Stage 2	671	637	-	496	497	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	15.03	0	0.02
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	997	-	-	-	364	4	-	-
HCM Lane V/C Ratio	-	-	-	-	0.014	0.001	-	-
HCM Control Delay (s/veh)	0	-	-	0	15	8	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Intersection Delay, s/veh	41.7
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	156	55	25	114	19	42	199	37	48	323	96
Future Vol, veh/h	66	156	55	25	114	19	42	199	37	48	323	96
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	78	184	65	29	134	22	49	234	44	56	380	113
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	24.2	16.6	23	71.6
HCM LOS	C	C	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	24%	16%	10%
Vol Thru, %	72%	56%	72%	69%
Vol Right, %	13%	20%	12%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	278	277	158	467
LT Vol	42	66	25	48
Through Vol	199	156	114	323
RT Vol	37	55	19	96
Lane Flow Rate	327	326	186	549
Geometry Grp	1	1	1	1
Degree of Util (X)	0.65	0.664	0.408	1.026
Departure Headway (Hd)	7.363	7.549	8.145	6.723
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	494	482	444	544
Service Time	5.363	5.549	6.145	4.723
HCM Lane V/C Ratio	0.662	0.676	0.419	1.009
HCM Control Delay, s/veh	23	24.2	16.6	71.6
HCM Lane LOS	C	C	C	F
HCM 95th-tile Q	4.6	4.8	2	15.3

APPENDIX 5.2: OPENING YEAR CUMULATIVE (2029) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	133	0	4	630	0	4
Future Vol, veh/h	133	0	4	630	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	162	0	5	768	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	394	389	0	0	773	0
Stage 1	389	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	615	664	-	-	851	-
Stage 1	689	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	615	664	-	-	851	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.94	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	615	851	-
HCM Lane V/C Ratio	-	-	0.264	-	-
HCM Control Delay (s/veh)	-	-	12.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	38	44	633	138	0
Future Vol, veh/h	2	38	44	633	138	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	43	49	711	155	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	49	0	-	0	452	405
Stage 1	-	-	-	-	405	-
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	1570	-	-	-	569	650
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1570	-	-	-	568	650
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	980	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.36	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	90	-	-	-	568
HCM Lane V/C Ratio	0.001	-	-	-	0.273
HCM Control Delay (s/veh)	7.3	0	-	-	13.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.1

Intersection	
Int Delay, s/veh	1913.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	11	82	84	26	662	2	42	49	1524	0	0
Future Vol, veh/h	13	11	82	84	26	662	2	42	49	1524	0	0
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	13	95	98	30	770	2	49	57	1772	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	800	0	0	108	0	0	316	1086	60	678	749	415
Stage 1	-	-	-	-	-	-	91	91	-	610	610	-
Stage 2	-	-	-	-	-	-	226	995	-	67	138	-
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	832	-	-	1495	-	-	640	218	1011	~ 369	343	642
Stage 1	-	-	-	-	-	-	922	824	-	~ 485	488	-
Stage 2	-	-	-	-	-	-	782	325	-	~ 948	786	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	832	-	-	1495	-	-	541	184	1011	~ 225	290	642
Mov Cap-2 Maneuver	-	-	-	-	-	-	541	184	-	~ 225	290	-
Stage 1	-	-	-	-	-	-	903	808	-	~ 417	420	-
Stage 2	-	-	-	-	-	-	673	280	-	~ 824	771	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.15	0.82	21.01	$ 3130.31
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	332	188	-	-	164	-	-	225
HCM Lane V/C Ratio	0.326	0.018	-	-	0.065	-	-	7.869
HCM Control Delay (s/veh)	21	9.4	0	-	7.6	0	-	$ 3130.3
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.2	-	-	196.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	14	1503	0	1
Future Vol, veh/h	0	0	14	1503	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	18	1952	0	1

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	995	994	0	0	1970	0
Stage 1	994	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	274	300	-	-	299	-
Stage 1	361	-	-	-	-	-
Stage 2	1027	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	274	300	-	-	299	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	1027	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	299	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	308.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	10	15	53	10	0	0	0	1191	0	16
Future Vol, veh/h	9	0	10	15	53	10	0	0	0	1191	0	16
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	0	12	18	64	12	0	0	0	1435	0	19

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	76	0	0	12	0	0	128	140	70
Stage 1	-	-	-	-	-	-	106	106	-
Stage 2	-	-	-	-	-	-	22	34	-
Critical Hdwy	4.1	-	-	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	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1536	-	-	1620	-	-	~ 872	755	999
Stage 1	-	-	-	-	-	-	~ 923	811	-
Stage 2	-	-	-	-	-	-	~ 1006	871	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1536	-	-	1620	-	-	~ 855	0	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 855	0	-
Stage 1	-	-	-	-	-	-	~ 917	0	-
Stage 2	-	-	-	-	-	-	~ 994	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.49	1.39	$ 332.77
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	336	-	-	857
HCM Lane V/C Ratio	0.007	-	-	0.011	-	-	1.697
HCM Control Delay (s/veh)	7.4	-	-	7.2	0	-	$ 332.8
HCM Lane LOS	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0	-	-	0	-	-	81.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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	6	1196	0	0	0	58	6	4	74	0	0	0
Future Vol, veh/h	6	1196	0	0	0	58	6	4	74	0	0	0
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	89	92	89	89	89	89	92	92	92	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	1300	0	0	0	65	7	4	80	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	65	0	-	-	-	0	1313	1379	1300
Stage 1	-	-	-	-	-	-	1313	1313	-
Stage 2	-	-	-	-	-	-	0	65	-
Critical Hdwy	4.1	-	-	-	-	-	6.3	6.4	6
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	1550	-	0	0	-	-	183	152	214
Stage 1	-	-	0	0	-	-	254	230	-
Stage 2	-	-	0	0	-	-	-	845	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1550	-	-	-	-	-	180	0	214
Mov Cap-2 Maneuver	-	-	-	-	-	-	180	0	-
Stage 1	-	-	-	-	-	-	250	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.04	0	34.49
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	211	9	-	-	-
HCM Lane V/C Ratio	0.433	0.004	-	-	-
HCM Control Delay (s/veh)	34.5	7.3	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	2	0	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	1	0	2	0	0	557	1	0	1255	0
Future Vol, veh/h	3	0	1	0	2	0	0	557	1	0	1255	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	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	3	0	1	0	2	0	0	633	1	0	1426	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2060	2060	1426	2060	2060	634	1426	0	0	634	0	0
Stage 1	1426	1426	-	634	634	-	-	-	-	-	-	-
Stage 2	634	634	-	1426	1426	-	-	-	-	-	-	-
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	41	56	168	41	56	483	483	-	-	959	-	-
Stage 1	170	203	-	471	476	-	-	-	-	-	-	-
Stage 2	471	476	-	170	203	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	56	168	41	56	483	483	-	-	959	-	-
Mov Cap-2 Maneuver	39	56	-	41	56	-	-	-	-	-	-	-
Stage 1	170	203	-	471	476	-	-	-	-	-	-	-
Stage 2	468	476	-	169	203	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	86.63	72.47	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	483	-	-	49	56	959	-	-
HCM Lane V/C Ratio	-	-	-	0.094	0.041	-	-	-
HCM Control Delay (s/veh)	0	-	-	86.6	72.5	0	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	552.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	8	1	1	18	195	1	363	0	557	700	0
Future Vol, veh/h	0	8	1	1	18	195	1	363	0	557	700	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	9	1	1	20	217	1	403	0	619	778	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2431	2421	778	2426	2421	403	778	0	0	403	0	0
Stage 1	2016	2016	-	406	406	-	-	-	-	-	-	-
Stage 2	416	406	-	2020	2016	-	-	-	-	-	-	-
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	22	33	400	22	33	652	848	-	-	1166	-	-
Stage 1	77	104	-	626	602	-	-	-	-	-	-	-
Stage 2	618	602	-	77	104	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1	~ 2	400	1	~ 2	652	848	-	-	1166	-	-
Mov Cap-2 Maneuver	1	~ 2	-	1	~ 2	-	-	-	-	-	-	-
Stage 1	5	~ 7	-	625	601	-	-	-	-	-	-	-
Stage 2	398	601	-	-	~ 7	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 4010.68	$ 4559.1	0.03	5.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	5	-	-	2	23	662	-	-
HCM Lane V/C Ratio	0.001	-	-	4.139	10.398	0.531	-	-
HCM Control Delay (s/veh)	9.3	0	$	4010.6	$ 4559.1	11.5	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.5	29.9	3.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	1041.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	1386	0	102	89	510	51	153	284	490	80	7
Future Vol, veh/h	16	1386	0	102	89	510	51	153	284	490	80	7
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	1670	0	123	107	614	61	184	342	590	96	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, s/veh	1994.7	314.3	96.8	410
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	53%	0%	100%	0%
Vol Thru, %	0%	100%	0%	99%	47%	0%	0%	92%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	153	284	1402	191	510	490	87
LT Vol	51	0	0	16	102	0	490	0
Through Vol	0	153	0	1386	89	0	0	80
RT Vol	0	0	284	0	0	510	0	7
Lane Flow Rate	61	184	342	1689	230	614	590	105
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.195	0.559	0.97	5.356	0.711	1.735	1.91	0.323
Departure Headway (Hd)	27.191	26.611	25.798	14.353	24.514	23.364	22.239	21.567
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	133	138	144	270	150	166	171	169
Service Time	24.891	24.311	23.498	12.053	22.214	21.064	19.939	19.267
HCM Lane V/C Ratio	0.459	1.333	2.375	6.256	1.533	3.699	3.45	0.621
HCM Control Delay, s/veh	36.4	58.7	128.1	1994.7	72.1	405	476.7	34.2
HCM Lane LOS	E	F	F	F	F	F	F	D
HCM 95th-tile Q	0.7	2.8	6.9	140.2	4.1	19.3	23.4	1.3

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	191	39	76	235	39	190
Future Vol, veh/h	191	39	76	235	39	190
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	203	41	81	250	41	202

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	247	0	638	226
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	412	-
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	-	-	1331	-	444	818
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1329	-	412	817
Mov Cap-2 Maneuver	-	-	-	-	412	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.93	11.51
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	412	817	-	-	440	-
HCM Lane V/C Ratio	0.101	0.247	-	-	0.061	-
HCM Control Delay (s/veh)	14.7	10.8	-	-	7.9	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	1	-	-	0.2	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	331	233	310	85	37	122
Future Vol, veh/h	331	233	310	85	37	122
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	348	245	326	89	39	128

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	416	0	-	0	1313	371
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	942	-
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	1154	-	-	-	176	679
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	382	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1154	-	-	-	115	679
Mov Cap-2 Maneuver	-	-	-	-	115	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	382	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.55	0	28.42
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	997	-	-	-	317
HCM Lane V/C Ratio	0.302	-	-	-	0.528
HCM Control Delay (s/veh)	9.5	0	-	-	28.4
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	1.3	-	-	-	2.9

Intersection	
Int Delay, s/veh	878.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	281	3	611	8	5	0	271	319	3	0	108	78
Future Vol, veh/h	281	3	611	8	5	0	271	319	3	0	108	78
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	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	351	4	764	10	6	0	339	399	4	0	135	98

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1263	1264	184	1215	1311	401	233	0	0	403	0	0
Stage 1	184	184	-	1078	1078	-	-	-	-	-	-	-
Stage 2	1079	1080	-	137	233	-	-	-	-	-	-	-
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	~ 148	171	864	160	160	654	1347	-	-	1167	-	-
Stage 1	823	751	-	267	297	-	-	-	-	-	-	-
Stage 2	~ 267	297	-	871	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 96	116	864	12	108	654	1347	-	-	1167	-	-
Mov Cap-2 Maneuver	~ 96	116	-	12	108	-	-	-	-	-	-	-
Stage 1	823	751	-	181	201	-	-	-	-	-	-	-
Stage 2	~ 175	201	-	100	716	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	$ 1647.07	$ 449.16	3.92	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	821	-	-	245	19	1167	-	-
HCM Lane V/C Ratio	0.251	-	-	4.575	0.876	-	-	-
HCM Control Delay (s/veh)	8.6	0	-	$ 1647.1	$ 449.2	0	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	1	-	-	113	2.3	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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	113	0	0	0	0	1	0	452	1	0	225	351
Future Vol, veh/h	113	0	0	0	0	1	0	452	1	0	225	351
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	128	0	0	0	0	1	0	514	1	0	256	399

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	969	970	455	770	1169	514	655	0	0	515	0	0
Stage 1	455	455	-	514	514	-	-	-	-	-	-	-
Stage 2	514	515	-	256	655	-	-	-	-	-	-	-
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	235	255	609	320	195	564	942	-	-	1061	-	-
Stage 1	589	572	-	547	539	-	-	-	-	-	-	-
Stage 2	547	538	-	753	466	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	235	255	609	320	195	564	942	-	-	1061	-	-
Mov Cap-2 Maneuver	235	255	-	320	195	-	-	-	-	-	-	-
Stage 1	589	572	-	547	539	-	-	-	-	-	-	-
Stage 2	546	538	-	753	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	37.48	11.39	0	0
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	942	-	-	235	564	1061	-	-
HCM Lane V/C Ratio	-	-	-	0.548	0.002	-	-	-
HCM Control Delay (s/veh)	0	-	-	37.5	11.4	0	-	-
HCM Lane LOS	A	-	-	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3	0	0	-	-

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	36	0	29	1	0	1	88	444	1	0	148	86
Future Vol, veh/h	36	0	29	1	0	1	88	444	1	0	148	86
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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	41	0	33	1	0	1	101	510	1	0	170	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	932	933	220	883	982	511	269	0	0	511	0	0
Stage 1	220	220	-	713	713	-	-	-	-	-	-	-
Stage 2	713	714	-	170	269	-	-	-	-	-	-	-
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	249	268	825	268	251	567	1306	-	-	1064	-	-
Stage 1	787	725	-	426	438	-	-	-	-	-	-	-
Stage 2	426	438	-	837	690	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	221	239	825	230	224	567	1306	-	-	1064	-	-
Mov Cap-2 Maneuver	221	239	-	230	224	-	-	-	-	-	-	-
Stage 1	787	725	-	380	391	-	-	-	-	-	-	-
Stage 2	379	391	-	803	690	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.14	16.09	1.32	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	297	-	-	329	327	1064	-	-
HCM Lane V/C Ratio	0.077	-	-	0.227	0.007	-	-	-
HCM Control Delay (s/veh)	8	0	-	19.1	16.1	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0	0	-	-

Intersection	
Intersection Delay, s/veh	45.7
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	174	45	35	31	211	42	62	332	22	10	132	52
Future Vol, veh/h	174	45	35	31	211	42	62	332	22	10	132	52
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	212	55	43	38	257	51	76	405	27	12	161	63
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	27.3	30.8	79.1	20.1
HCM LOS	D	D	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	69%	11%	5%
Vol Thru, %	80%	18%	74%	68%
Vol Right, %	5%	14%	15%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	416	254	284	194
LT Vol	62	174	31	10
Through Vol	332	45	211	132
RT Vol	22	35	42	52
Lane Flow Rate	507	310	346	237
Geometry Grp	1	1	1	1
Degree of Util (X)	1.041	0.688	0.746	0.528
Departure Headway (Hd)	7.384	8.177	7.932	8.23
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	497	446	461	440
Service Time	5.384	6.177	5.932	6.23
HCM Lane V/C Ratio	1.02	0.695	0.751	0.539
HCM Control Delay, s/veh	79.1	27.3	30.8	20.1
HCM Lane LOS	F	D	D	C
HCM 95th-tile Q	15.1	5.1	6.2	3

Intersection	
Int Delay, s/veh	7.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	71	0	0	15
Future Vol, veh/h	0	0	71	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	77	0	0	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	155	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	154	-
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	-	841	1089
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1635	-	801	1089
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	837	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.31	8.35
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1089	-	-	1635	-
HCM Lane V/C Ratio	0.015	-	-	0.047	-
HCM Control Delay (s/veh)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	0	59	71	0	23
Future Vol, veh/h	15	0	59	71	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	0	64	77	0	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	16	0	222	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	205	-
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	-	-	1614	-	771	1069
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	834	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1614	-	739	1069
Mov Cap-2 Maneuver	-	-	-	-	739	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.32	8.45
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1069	-	-	817	-
HCM Lane V/C Ratio	0.023	-	-	0.04	-
HCM Control Delay (s/veh)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	38	0	83	130	0	28
Future Vol, veh/h	38	0	83	130	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	41	0	90	141	0	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	41	0	363	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	322	-
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	-	-	1581	-	640	1035
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	739	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1581	-	601	1035
Mov Cap-2 Maneuver	-	-	-	-	601	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	693	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.89	8.58
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1035	-	-	701	-
HCM Lane V/C Ratio	0.029	-	-	0.057	-
HCM Control Delay (s/veh)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	0	36	213	0	19
Future Vol, veh/h	66	0	36	213	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	72	0	39	232	0	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	382	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	310	-
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	-	-	1541	-	625	996
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1541	-	607	996
Mov Cap-2 Maneuver	-	-	-	-	607	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.07	8.69
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	996	-	-	260	-
HCM Lane V/C Ratio	0.021	-	-	0.025	-
HCM Control Delay (s/veh)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	0	47	249	0	10
Future Vol, veh/h	85	0	47	249	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	92	0	51	271	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	465	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	373	-
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	-	-	1515	-	559	970
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1515	-	537	970
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	673	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.18	8.75
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	970	-	-	286	-
HCM Lane V/C Ratio	0.011	-	-	0.034	-
HCM Control Delay (s/veh)	8.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	94	0	55	296	0	19
Future Vol, veh/h	94	0	55	296	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	102	0	60	322	0	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	102	0	543	102
Stage 1	-	-	-	-	102	-
Stage 2	-	-	-	-	441	-
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	-	-	1503	-	504	958
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	479	958
Mov Cap-2 Maneuver	-	-	-	-	479	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.17	8.84
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	958	-	-	282	-
HCM Lane V/C Ratio	0.022	-	-	0.04	-
HCM Control Delay (s/veh)	8.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	28	453	225	0
Future Vol, veh/h	0	9	28	453	225	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	30	492	245	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	798	245	245	0	-	0
Stage 1	245	-	-	-	-	-
Stage 2	553	-	-	-	-	-
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	358	799	1333	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	347	799	1333	-	-	-
Mov Cap-2 Maneuver	347	-	-	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	580	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.56	0.45	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	105	-	799	-	-
HCM Lane V/C Ratio	0.023	-	0.012	-	-
HCM Control Delay (s/veh)	7.8	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	32	14	0
Future Vol, veh/h	0	0	0	32	14	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	35	15	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	35	0	-	0	17	17
Stage 1	-	-	-	-	17	-
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	1590	-	-	-	1006	1067
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1590	-	-	-	1006	1067
Mov Cap-2 Maneuver	-	-	-	-	1006	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	8.63
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1590	-	-	-	1006
HCM Lane V/C Ratio	-	-	-	-	0.015
HCM Control Delay (s/veh)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	14	32	24	5	0
Future Vol, veh/h	0	14	32	24	5	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	15	35	26	5	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	61	0	-	0	63	48
Stage 1	-	-	-	-	48	-
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	1555	-	-	-	948	1027
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1555	-	-	-	948	1027
Mov Cap-2 Maneuver	-	-	-	-	948	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	1013	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	8.82
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	-	948
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s/veh)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	55	28	9	0
Future Vol, veh/h	0	19	55	28	9	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	21	60	30	10	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	90	0	-	0	96	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	21	-
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	1518	-	-	-	909	992
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1518	-	-	-	909	992
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	1007	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1518	-	-	-	909
HCM Lane V/C Ratio	-	-	-	-	0.011
HCM Control Delay (s/veh)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	28	83	32	14	0
Future Vol, veh/h	0	28	83	32	14	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	30	90	35	15	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	125	0	-	0	138	108
Stage 1	-	-	-	-	108	-
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	1474	-	-	-	860	952
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1474	-	-	-	860	952
Mov Cap-2 Maneuver	-	-	-	-	860	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.26
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1474	-	-	-	860
HCM Lane V/C Ratio	-	-	-	-	0.018
HCM Control Delay (s/veh)	0	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	42	115	32	14	0
Future Vol, veh/h	0	42	115	32	14	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	46	125	35	15	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	160	0	-	0	188	142
Stage 1	-	-	-	-	142	-
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	1432	-	-	-	806	911
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1432	-	-	-	806	911
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.55
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1432	-	-	-	806
HCM Lane V/C Ratio	-	-	-	-	0.019
HCM Control Delay (s/veh)	0	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	146	28	9	0
Future Vol, veh/h	0	56	146	28	9	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	61	159	30	10	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	189	0	-	0	235	174
Stage 1	-	-	-	-	174	-
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	1397	-	-	-	758	875
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1397	-	-	-	758	875
Mov Cap-2 Maneuver	-	-	-	-	758	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.81
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1397	-	-	-	758
HCM Lane V/C Ratio	-	-	-	-	0.013
HCM Control Delay (s/veh)	0	-	-	-	9.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	3	1587	0	1
Future Vol, veh/h	0	0	3	1587	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	6	3174	0	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1595	1593	0	0	3180	0
Stage 1	1593	-	-	-	-	-
Stage 2	2	-	-	-	-	-
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	119	133	-	-	99	-
Stage 1	185	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	119	133	-	-	99	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	185	-	-	-	-	-
Stage 2	1026	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	99	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	44.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		⋔	
Traffic Vol, veh/h	8	32	49	1582	127	2
Future Vol, veh/h	8	32	49	1582	127	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	59	91	2930	235	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	91	0	-	0	1644	1556
Stage 1	-	-	-	-	1556	-
Stage 2	-	-	-	-	89	-
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	-	-	-	~ 111	141
Stage 1	-	-	-	-	~ 193	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1517	-	-	-	~ 110	141
Mov Cap-2 Maneuver	-	-	-	-	~ 110	-
Stage 1	-	-	-	-	~ 192	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.48	0	$ 619.61
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	360	-	-	-	110
HCM Lane V/C Ratio	0.01	-	-	-	2.171
HCM Control Delay (s/veh)	7.4	0	-	-	$ 619.6
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	20.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	52134.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	84	71	57	1625	0	1	76	43	989	1	6
Future Vol, veh/h	4	84	71	57	1625	0	1	76	43	989	1	6
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	58	58	58	58	58	58	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	145	122	98	2802	0	2	131	74	1705	2	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2802	0	0	267	0	0	3219	3218	206	3222	3279	2802
Stage 1	-	-	-	-	-	-	220	220	-	2998	2998	-
Stage 2	-	-	-	-	-	-	2999	2998	-	224	281	-
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	141	-	-	1308	-	-	6	~ 10	840	~ 6	9	24
Stage 1	-	-	-	-	-	-	787	725	-	~ 20	32	-
Stage 2	-	-	-	-	-	-	20	~ 32	-	~ 783	682	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	141	-	-	1308	-	-	3	~ 9	840	~ 5	9	24
Mov Cap-2 Maneuver	-	-	-	-	-	-	3	~ 9	-	~ 5	9	-
Stage 1	-	-	-	-	-	-	741	683	-	~ 20	32	-
Stage 2	-	-	-	-	-	-	11	~ 32	-	~ 543	642	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.8	0.27	$ 6732.41	$ 153970.13
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	14	41	-	-	~ 61	-	-	5
HCM Lane V/C Ratio	14.79	0.049	-	-	0.075	-	-	339.98
HCM Control Delay (s/veh)	$ 6732.4	31.9	0	-	8	0	$ 153970.1	
HCM Lane LOS	F	D	A	-	A	A	-	F
HCM 95th %tile Q(veh)	27	0.2	-	-	0.2	-	-	217

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2063.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1560	0	34	921	1	29
Future Vol, veh/h	1560	0	34	921	1	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2644	0	58	1561	2	49

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	891	838	0	0	1619	0
Stage 1	838	-	-	-	-	-
Stage 2	53	-	-	-	-	-
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	~ 316	369	-	-	408	-
Stage 1	~ 428	-	-	-	-	-
Stage 2	~ 975	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 314	369	-	-	408	-
Mov Cap-2 Maneuver	~ 314	-	-	-	-	-
Stage 1	~ 428	-	-	-	-	-
Stage 2	~ 971	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	$ 3365.87	0	0.46
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	314	60	-
HCM Lane V/C Ratio	-	-	8.414	0.004	-
HCM Control Delay (s/veh)	-	-	$ 3365.9	13.9	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	294.6	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	157

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	2	60	1	1	0	0	0	861	20	4
Future Vol, veh/h	0	3	2	60	1	1	0	0	0	861	20	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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	4	2	72	1	1	0	0	0	1037	24	5

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	6	0	0	150	152	2
Stage 1	-	-	-	-	-	-	146	146	-
Stage 2	-	-	-	-	-	-	4	6	-
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	-	-	1628	-	-	~ 847	743	1088
Stage 1	0	-	-	-	-	-	~ 886	780	-
Stage 2	0	-	-	-	-	-	~ 1025	895	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	-	-	-	1628	-	-	~ 809	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 809	0	-
Stage 1	-	-	-	-	-	-	~ 886	0	-
Stage 2	-	-	-	-	-	-	~ 979	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	7.08	168.4
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1584	-	-	810
HCM Lane V/C Ratio	-	-	0.044	-	-	1.316
HCM Control Delay (s/veh)	-	-	7.3	0	-	168.4
HCM Lane LOS	-	-	A	A	-	F
HCM 95th %tile Q(veh)	-	-	0.1	-	-	41.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	863	0	0	60	1145	2	19	47	0	0	0
Future Vol, veh/h	2	863	0	0	60	1145	2	19	47	0	0	0
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1003	0	0	70	1331	2	22	55	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1401	0	-	-	-	0	1078	2409	1003
Stage 1	-	-	-	-	-	-	1008	1008	-
Stage 2	-	-	-	-	-	-	70	1401	-
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	494	-	0	0	-	-	244	33	296
Stage 1	-	-	0	0	-	-	356	321	-
Stage 2	-	-	0	0	-	-	958	209	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	494	-	-	-	-	-	242	0	296
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	0	-
Stage 1	-	-	-	-	-	-	352	0	-
Stage 2	-	-	-	-	-	-	958	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.03	0	21.72
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	294	4	-	-	-
HCM Lane V/C Ratio	0.269	0.005	-	-	-
HCM Control Delay (s/veh)	21.7	12.3	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	1.1	0	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	3	2	2	1	2	0	1203	0	4	0	946
Future Vol, veh/h	1	3	2	2	1	2	0	1203	0	4	0	946
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	1	3	2	2	1	2	0	1352	0	4	0	1063

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1893	1892	531	1362	2424	1352	1063	0	0	1352	0	0
Stage 1	540	540	-	1352	1352	-	-	-	-	-	-	-
Stage 2	1352	1352	-	11	1072	-	-	-	-	-	-	-
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	54	71	552	126	33	186	663	-	-	516	-	-
Stage 1	529	524	-	187	221	-	-	-	-	-	-	-
Stage 2	187	221	-	1015	299	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	50	69	552	116	32	186	663	-	-	516	-	-
Mov Cap-2 Maneuver	50	69	-	116	32	-	-	-	-	-	-	-
Stage 1	513	509	-	187	221	-	-	-	-	-	-	-
Stage 2	184	221	-	975	290	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	48.73	50.9	0	0.05
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	663	-	-	89	84	6	-	-
HCM Lane V/C Ratio	-	-	-	0.076	0.067	0.009	-	-
HCM Control Delay (s/veh)	0	-	-	48.7	50.9	12	0	-
HCM Lane LOS	A	-	-	E	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	241.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	3	7	1	19	560	4	648	0	398	545	7
Future Vol, veh/h	0	3	7	1	19	560	4	648	0	398	545	7
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	3	8	1	20	602	4	697	0	428	586	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2161	2151	590	2149	2155	697	594	0	0	697	0	0
Stage 1	1446	1446	-	705	705	-	-	-	-	-	-	-
Stage 2	716	705	-	1444	1449	-	-	-	-	-	-	-
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	35	49	511	35	48	~ 445	992	-	-	909	-	-
Stage 1	165	199	-	430	442	-	-	-	-	-	-	-
Stage 2	425	442	-	166	198	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	10	14	511	9	~ 14	~ 445	992	-	-	909	-	-
Mov Cap-2 Maneuver	10	14	-	9	~ 14	-	-	-	-	-	-	-
Stage 1	49	59	-	427	439	-	-	-	-	-	-	-
Stage 2	-	439	-	46	59	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	108.9	$ 901.79	0.05	5.21
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	11	-	-	45	215	608	-	-
HCM Lane V/C Ratio	0.004	-	-	0.24	2.9	0.471	-	-
HCM Control Delay (s/veh)	8.6	0	-	108.9	$ 901.8	12.4	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	55.3	2.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	1252.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	824	86	318	1420	0	123	104	176	272	223	16
Future Vol, veh/h	11	824	86	318	1420	0	123	104	176	272	223	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	896	93	346	1543	0	134	113	191	296	242	17
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	897.1	2063.9	49.6	83.1
HCM LOS	F	F	E	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	18%	0%	100%	0%
Vol Thru, %	0%	100%	0%	89%	82%	100%	0%	93%
Vol Right, %	0%	0%	100%	9%	0%	0%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	104	176	921	1738	0	272	239
LT Vol	123	0	0	11	318	0	272	0
Through Vol	0	104	0	824	1420	0	0	223
RT Vol	0	0	176	86	0	0	0	16
Lane Flow Rate	134	113	191	1001	1889	0	296	260
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.411	0.332	0.524	2.877	5.508	0	0.865	0.721
Departure Headway (Hd)	27.489	26.958	26.215	20.07	14.752	14.652	23.292	22.696
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	132	136	140	190	264	0	160	164
Service Time	25.189	24.658	23.915	17.77	12.452	12.352	20.992	20.396
HCM Lane V/C Ratio	1.015	0.831	1.364	5.268	7.155	0	1.85	1.585
HCM Control Delay, s/veh	48.2	42.5	54.7	897.1	2063.9	17.4	95.6	68.9
HCM Lane LOS	F	E	F	F	F	F	F	F
HCM 95th-tile Q	1.8	1.3	2.5	46.3	141.1	0	5.9	4.3

Intersection	
Int Delay, s/veh	14.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	74	380	230	78	209
Future Vol, veh/h	244	74	380	230	78	209
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	268	81	418	253	86	230

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	1399	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	1088	-
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	-	-	1219	-	157	734
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	326	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1216	-	94	733
Mov Cap-2 Maneuver	-	-	-	-	94	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	196	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.92	49.87
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	94	733	-	-	1045	-
HCM Lane V/C Ratio	0.913	0.313	-	-	0.343	-
HCM Control Delay (s/veh)	151	12.1	-	-	9.5	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	5.2	1.3	-	-	1.5	-

Intersection	
Int Delay, s/veh	39.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	184	290	290	45	93	349
Future Vol, veh/h	184	290	290	45	93	349
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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	207	326	326	51	104	392

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	376	0	-	0	1090	351
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	739	-
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	1193	-	-	-	240	697
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1193	-	-	-	189	697
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	476	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.36	0	107.58
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	699	-	-	-	446
HCM Lane V/C Ratio	0.173	-	-	-	1.115
HCM Control Delay (s/veh)	8.6	0	-	-	107.6
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.6	-	-	-	17.2

Intersection	
Int Delay, s/veh	2690.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	270	36	481	3	21	4	806	140	10	9	260	460
Future Vol, veh/h	270	36	481	3	21	4	806	140	10	9	260	460
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	300	40	534	3	23	4	896	156	11	10	289	511

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2523	2522	544	2281	2772	161	800	0	0	167	0	0
Stage 1	564	564	-	1952	1952	-	-	-	-	-	-	-
Stage 2	1958	1958	-	329	820	-	-	-	-	-	-	-
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	~ 19	~ 28	543	28	~ 19	889	~ 832	-	-	1424	-	-
Stage 1	514	511	-	84	112	-	-	-	-	-	-	-
Stage 2	~ 83	111	-	688	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 19	0	543	~ 0	0	889	~ 832	-	-	1424	-	-
Mov Cap-2 Maneuver	~ 19	0	-	~ 0	0	-	-	-	-	-	-	-
Stage 1	506	504	-	84	0	-	-	-	-	-	-	-
Stage 2	~ 83	0	-	9	386	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	$ 77736.03	$ 20642.78	63.65	0.09
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 754	-	-	49	1	20	-	-
HCM Lane V/C Ratio	1.077	-	-	17.846	31.791	0.007	-	-
HCM Control Delay (s/veh)	75.5	0	-	$ 77736	$ 20642.8	7.5	0	-
HCM Lane LOS	F	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	22.7	-	-	106.3	5.8	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	190.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	381	0	0	2	0	0	0	364	1	0	500	144
Future Vol, veh/h	381	0	0	2	0	0	0	364	1	0	500	144
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	454	0	0	2	0	0	0	433	1	0	595	171

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1114	1115	681	1029	1201	434	767	0	0	435	0	0
Stage 1	681	681	-	434	434	-	-	-	-	-	-	-
Stage 2	433	435	-	595	767	-	-	-	-	-	-	-
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	~ 187	210	454	214	187	626	856	-	-	1136	-	-
Stage 1	~ 444	453	-	604	585	-	-	-	-	-	-	-
Stage 2	605	584	-	494	414	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 187	210	454	214	187	626	856	-	-	1136	-	-
Mov Cap-2 Maneuver	~ 187	210	-	214	187	-	-	-	-	-	-	-
Stage 1	~ 444	453	-	604	585	-	-	-	-	-	-	-
Stage 2	605	584	-	494	414	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $/s	696.48	22.03	0	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	856	-	-	187	214	1136	-	-
HCM Lane V/C Ratio	-	-	-	2.424	0.011	-	-	-
HCM Control Delay (s/veh)	0	-	-	$ 696.5	22	0	-	-
HCM Lane LOS	A	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	37.8	0	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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	94	0	95	2	0	2	37	282	2	1	489	42
Future Vol, veh/h	94	0	95	2	0	2	37	282	2	1	489	42
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	102	0	103	2	0	2	40	307	2	1	532	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	943	946	554	922	967	308	577	0	0	309	0	0
Stage 1	557	557	-	388	388	-	-	-	-	-	-	-
Stage 2	387	389	-	534	579	-	-	-	-	-	-	-
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	264	536	253	256	737	1006	-	-	1263	-	-
Stage 1	519	516	-	640	612	-	-	-	-	-	-	-
Stage 2	641	612	-	534	504	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	232	251	536	194	243	737	1006	-	-	1263	-	-
Mov Cap-2 Maneuver	232	251	-	194	243	-	-	-	-	-	-	-
Stage 1	518	515	-	609	583	-	-	-	-	-	-	-
Stage 2	608	582	-	430	503	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	33.5	16.89	1.01	0.01
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	207	-	-	324	307	3	-	-
HCM Lane V/C Ratio	0.04	-	-	0.634	0.014	0.001	-	-
HCM Control Delay (s/veh)	8.7	0	-	33.5	16.9	7.9	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	98
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	156	55	25	114	20	42	215	37	53	358	181
Future Vol, veh/h	97	156	55	25	114	20	42	215	37	53	358	181
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	114	184	65	29	134	24	49	253	44	62	421	213
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	32.9	18.9	29	187.3
HCM LOS	D	C	D	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	31%	16%	9%
Vol Thru, %	73%	51%	72%	60%
Vol Right, %	13%	18%	13%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	294	308	159	592
LT Vol	42	97	25	53
Through Vol	215	156	114	358
RT Vol	37	55	20	181
Lane Flow Rate	346	362	187	696
Geometry Grp	1	1	1	1
Degree of Util (X)	0.713	0.755	0.427	1.341
Departure Headway (Hd)	8.168	8.349	9.216	6.933
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	446	435	393	522
Service Time	6.168	6.349	7.216	5.005
HCM Lane V/C Ratio	0.776	0.832	0.476	1.333
HCM Control Delay, s/veh	29	32.9	18.9	187.3
HCM Lane LOS	D	D	C	F
HCM 95th-tile Q	5.5	6.3	2.1	30.4

Intersection	
Int Delay, s/veh	8.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	22	0	0	76
Future Vol, veh/h	0	0	22	0	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	24	0	0	83

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	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	-	966	1089
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1635	-	951	1089
Mov Cap-2 Maneuver	-	-	-	-	951	-
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	965	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.23	8.58
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1089	-	-	1635	-
HCM Lane V/C Ratio	0.076	-	-	0.015	-
HCM Control Delay (s/veh)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	0	28	22	0	65
Future Vol, veh/h	76	0	28	22	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	83	0	30	24	0	71

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	83	0	167	83
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	85	-
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	-	828	983
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1527	-	811	983
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	925	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.15	8.95
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	983	-	-	1008	-
HCM Lane V/C Ratio	0.072	-	-	0.02	-
HCM Control Delay (s/veh)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	141	0	35	50	0	90
Future Vol, veh/h	141	0	35	50	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	153	0	38	54	0	98

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	153	0	284	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	130	-
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	-	-	1440	-	711	898
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1440	-	691	898
Mov Cap-2 Maneuver	-	-	-	-	691	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.12	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	898	-	-	741	-
HCM Lane V/C Ratio	0.109	-	-	0.026	-
HCM Control Delay (s/veh)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	231	0	20	85	0	39
Future Vol, veh/h	231	0	20	85	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	251	0	22	92	0	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	251	0	387	251
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	136	-
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	-	-	1326	-	620	793
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1326	-	610	793
Mov Cap-2 Maneuver	-	-	-	-	610	-
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.48	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	793	-	-	343	-
HCM Lane V/C Ratio	0.053	-	-	0.016	-
HCM Control Delay (s/veh)	9.8	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	0	15	105	0	51
Future Vol, veh/h	270	0	15	105	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	293	0	16	114	0	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	293	0	440	293
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	147	-
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	-	-	1280	-	578	751
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1280	-	570	751
Mov Cap-2 Maneuver	-	-	-	-	570	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	874	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.98	10.18
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	751	-	-	225	-
HCM Lane V/C Ratio	0.074	-	-	0.013	-
HCM Control Delay (s/veh)	10.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	321	0	23	120	0	60
Future Vol, veh/h	321	0	23	120	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	349	0	25	130	0	65

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	349	0	529	349
Stage 1	-	-	-	-	349	-
Stage 2	-	-	-	-	180	-
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	-	-	1221	-	513	699
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1221	-	502	699
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	837	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.29	10.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	699	-	-	290	-
HCM Lane V/C Ratio	0.093	-	-	0.02	-
HCM Control Delay (s/veh)	10.7	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	12	365	502	0
Future Vol, veh/h	0	30	12	365	502	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	33	13	397	546	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	968	546	546	0	-	0
Stage 1	546	-	-	-	-	-
Stage 2	423	-	-	-	-	-
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	284	542	1034	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	279	542	1034	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	665	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.07	0.27	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	57	-	542	-	-
HCM Lane V/C Ratio	0.013	-	0.06	-	-
HCM Control Delay (s/veh)	8.5	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	16	35	0
Future Vol, veh/h	0	0	0	16	35	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	17	38	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	17	0	-	0	9	9
Stage 1	-	-	-	-	9	-
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	1613	-	-	-	1017	1079
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1613	-	-	-	1017	1079
Mov Cap-2 Maneuver	-	-	-	-	1017	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	8.68
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1613	-	-	-	1017
HCM Lane V/C Ratio	-	-	-	-	0.037
HCM Control Delay (s/veh)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	16	7	25	0
Future Vol, veh/h	0	35	16	7	25	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	38	17	8	27	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	25	0	-	0	59	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	38	-
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	1603	-	-	-	953	1062
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	990	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1603	-	-	-	953	1062
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	990	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	8.89
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1603	-	-	-	953
HCM Lane V/C Ratio	-	-	-	-	0.029
HCM Control Delay (s/veh)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	60	23	12	30	0
Future Vol, veh/h	0	60	23	12	30	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	65	25	13	33	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	97	32
Stage 1	-	-	-	-	32	-
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	1585	-	-	-	907	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	907	1048
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.12
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	907
HCM Lane V/C Ratio	-	-	-	-	0.036
HCM Control Delay (s/veh)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	90	35	16	35	0
Future Vol, veh/h	0	90	35	16	35	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	98	38	17	38	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	55	0	-	0	145	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	98	-
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	-	-	-	853	1028
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	853	1028
Mov Cap-2 Maneuver	-	-	-	-	853	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	931	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.42
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1562	-	-	-	853
HCM Lane V/C Ratio	-	-	-	-	0.045
HCM Control Delay (s/veh)	0	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	125	51	16	35	0
Future Vol, veh/h	0	125	51	16	35	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	136	55	17	38	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	200	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	136	-
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	1540	-	-	-	793	1006
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1540	-	-	-	793	1006
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	896	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.77
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1540	-	-	-	793
HCM Lane V/C Ratio	-	-	-	-	0.048
HCM Control Delay (s/veh)	0	-	-	-	9.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	159	67	12	30	0
Future Vol, veh/h	0	159	67	12	30	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	173	73	13	33	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	86	0	-	0	252	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	173	-
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	1523	-	-	-	741	987
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	741	987
Mov Cap-2 Maneuver	-	-	-	-	741	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.08
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	741
HCM Lane V/C Ratio	-	-	-	-	0.044
HCM Control Delay (s/veh)	0	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

APPENDIX 5.3: OPENING YEAR CUMULATIVE (2029) WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

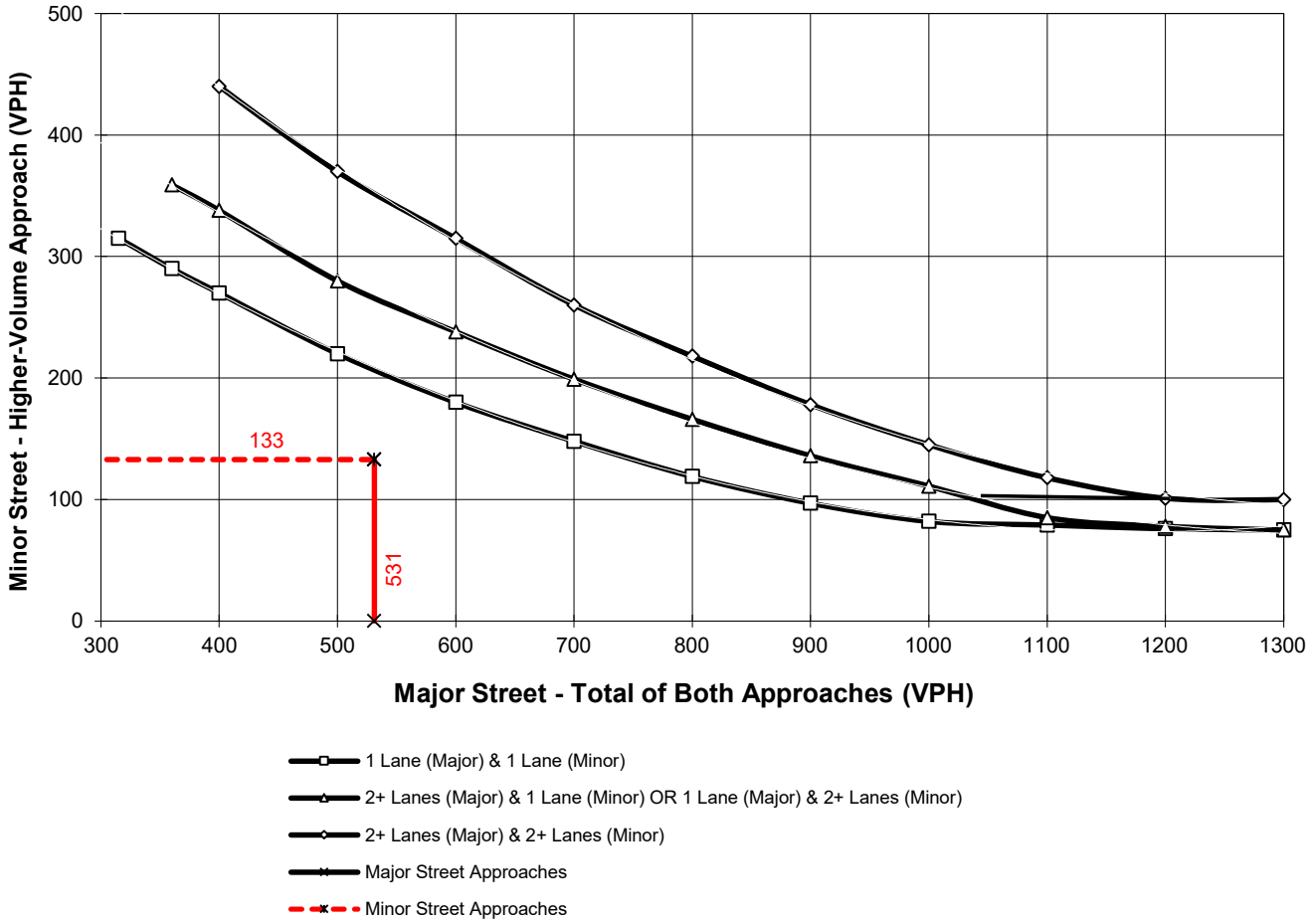
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) Without Project - Weekday AM Peak Hour**

Major Street Name = **Quarry Road**
Total of Both Approaches (VPH) = **531**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**
High Volume Approach (VPH) = **133**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

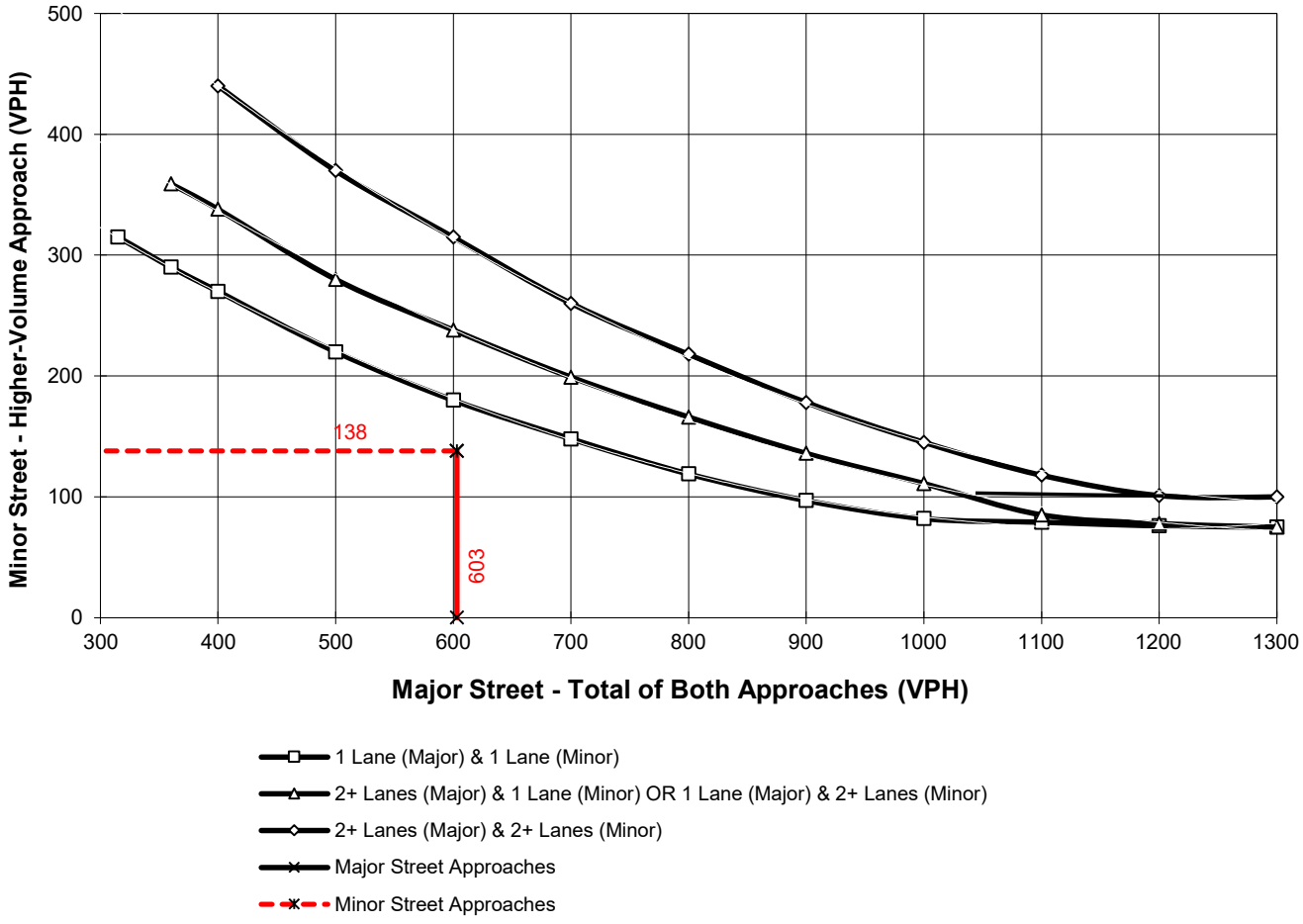
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) Without Project - Weekday AM Peak Hour**

Major Street Name = **Stoddard Wells Road** Total of Both Approaches (VPH) = **603**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Road** High Volume Approach (VPH) = **138**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

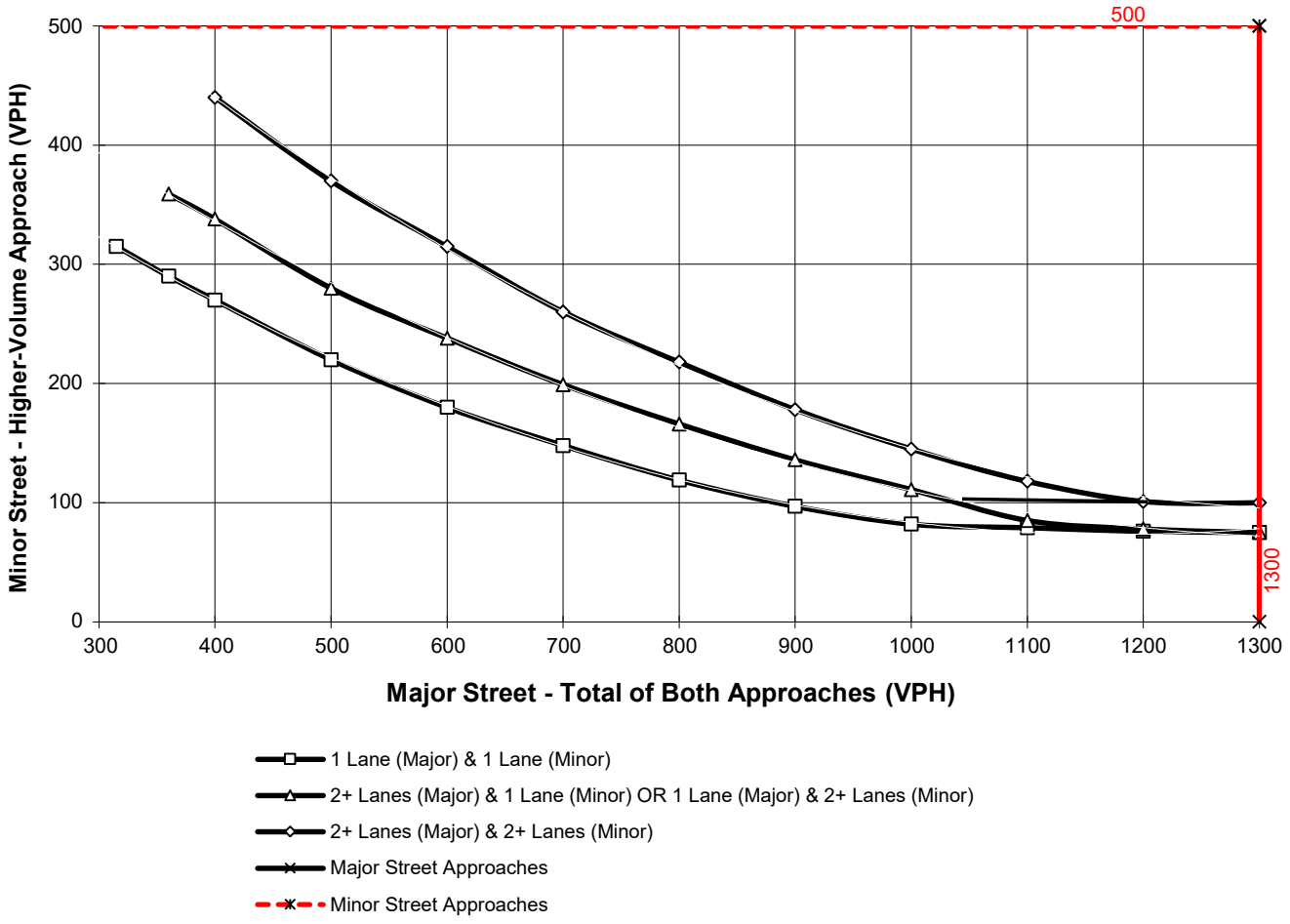
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) Without Project - Weekday PM Peak Hour**

Major Street Name = **I-15 Northbound Ramps** Total of Both Approaches (VPH) = **1573**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Stoddard Wells Road** High Volume Approach (VPH) = **866**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

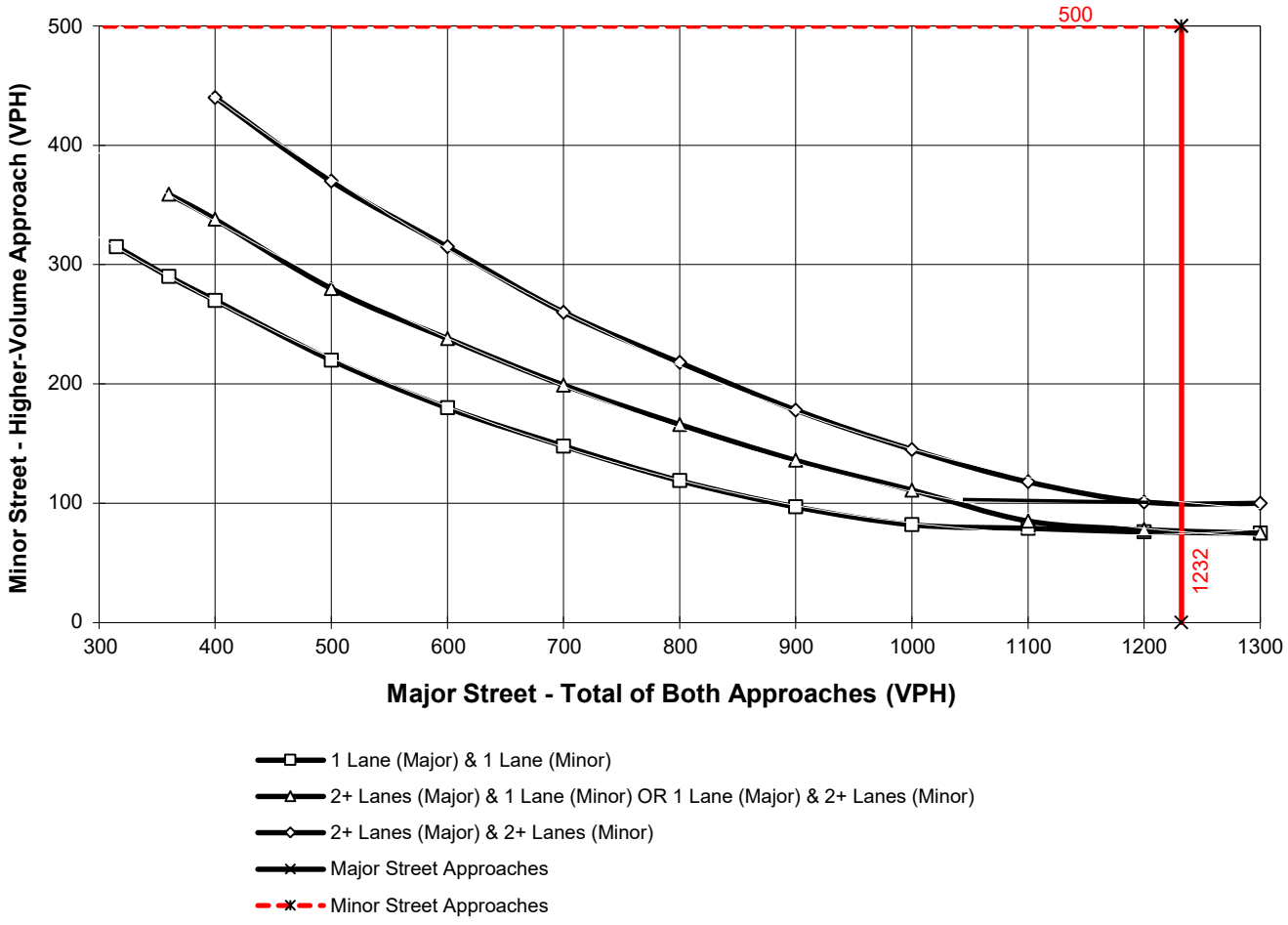
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) Without Project - Weekday PM Peak Hour**

Major Street Name = **Stoddard Wells Road** Total of Both Approaches (VPH) = **1232**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Road** High Volume Approach (VPH) = **821**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

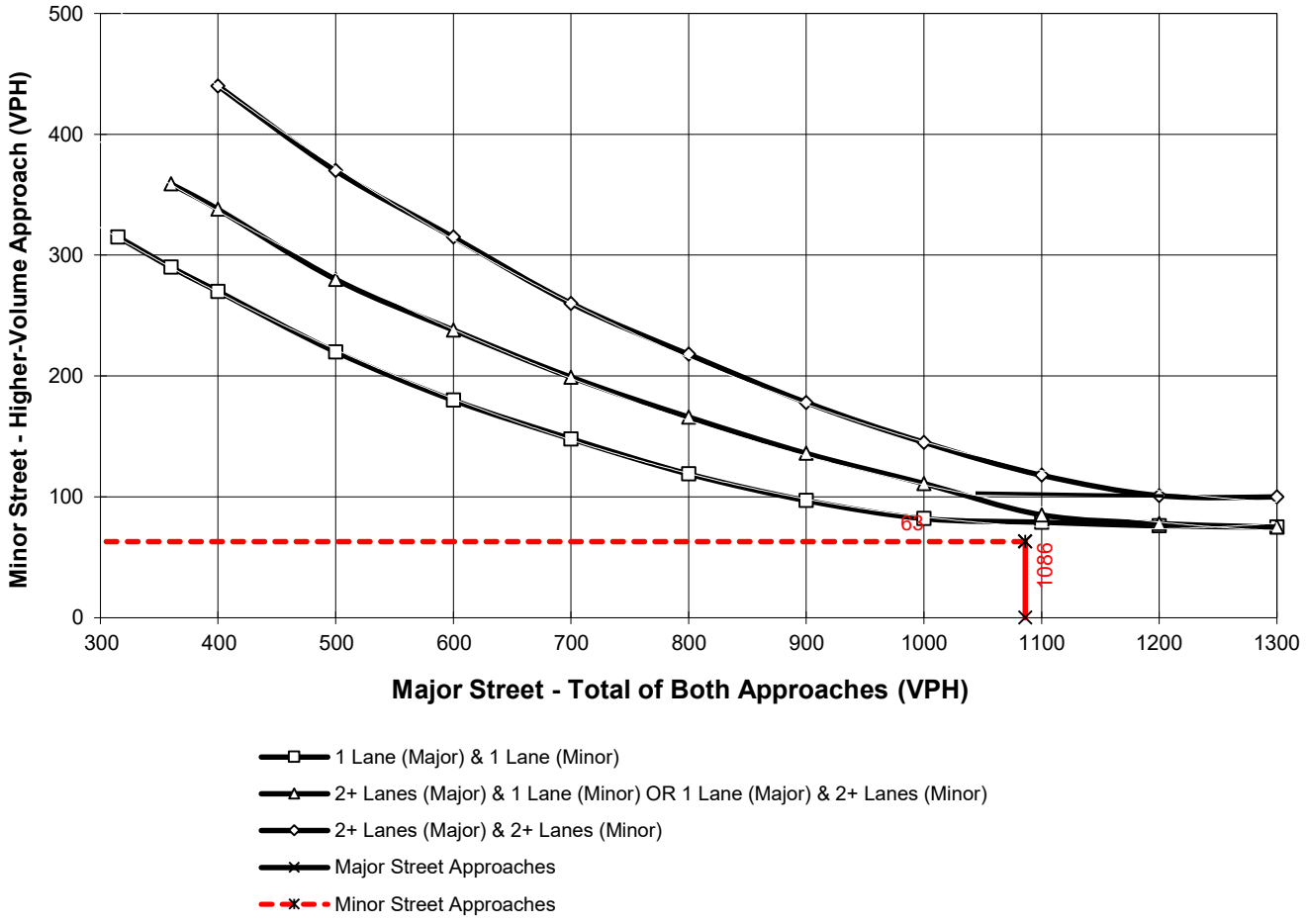
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) Without Project - Weekday AM Peak Hour**

Major Street Name = **I-15 Southbound Ramps** Total of Both Approaches (VPH) = **1086**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dale Evans Parkway** High Volume Approach (VPH) = **63**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

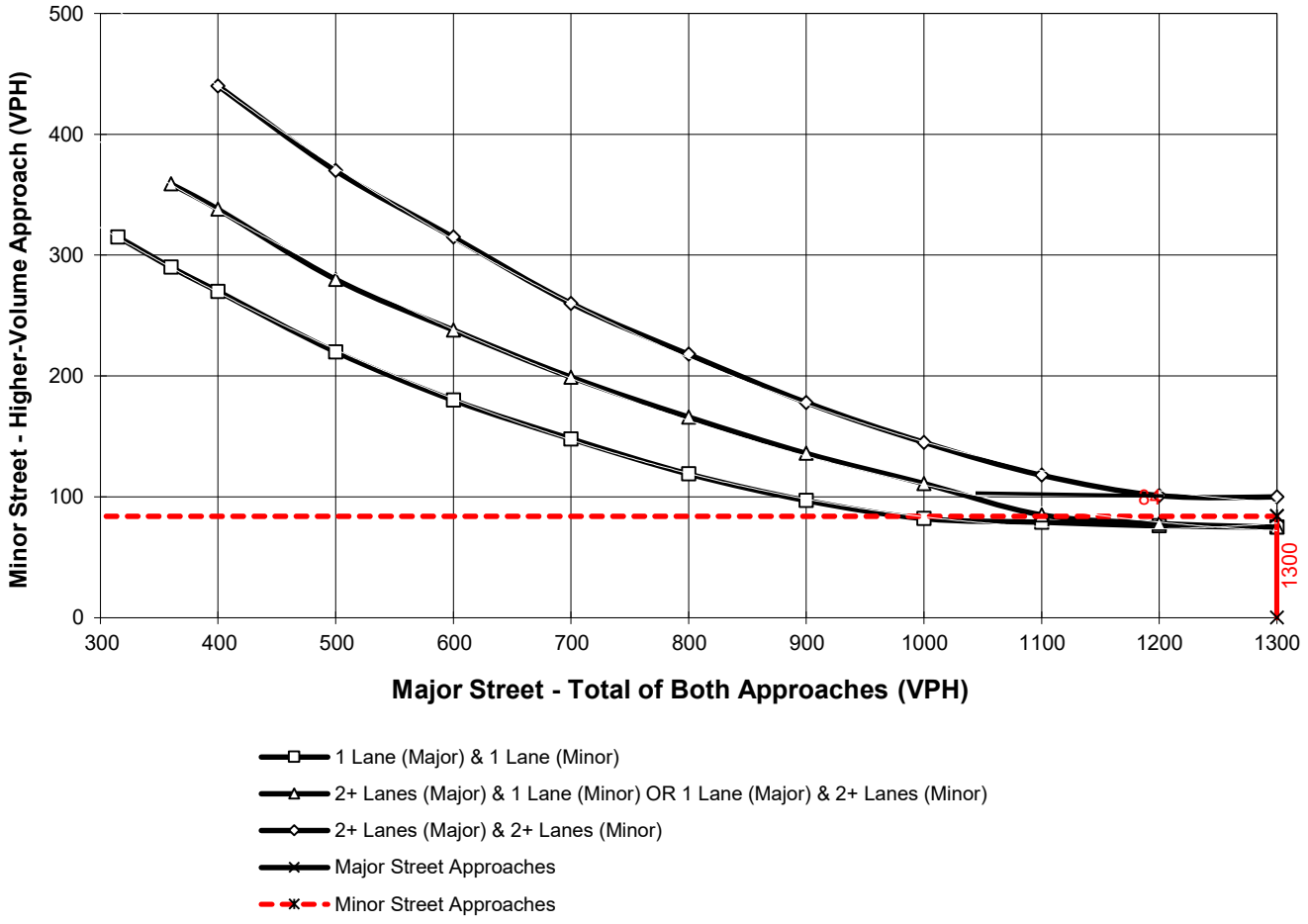
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) Without Project - Weekday AM Peak Hour**

Major Street Name = **Dale Evans Parkway** Total of Both Approaches (VPH) = **1574**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 Northbound Ramps** High Volume Approach (VPH) = **84**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

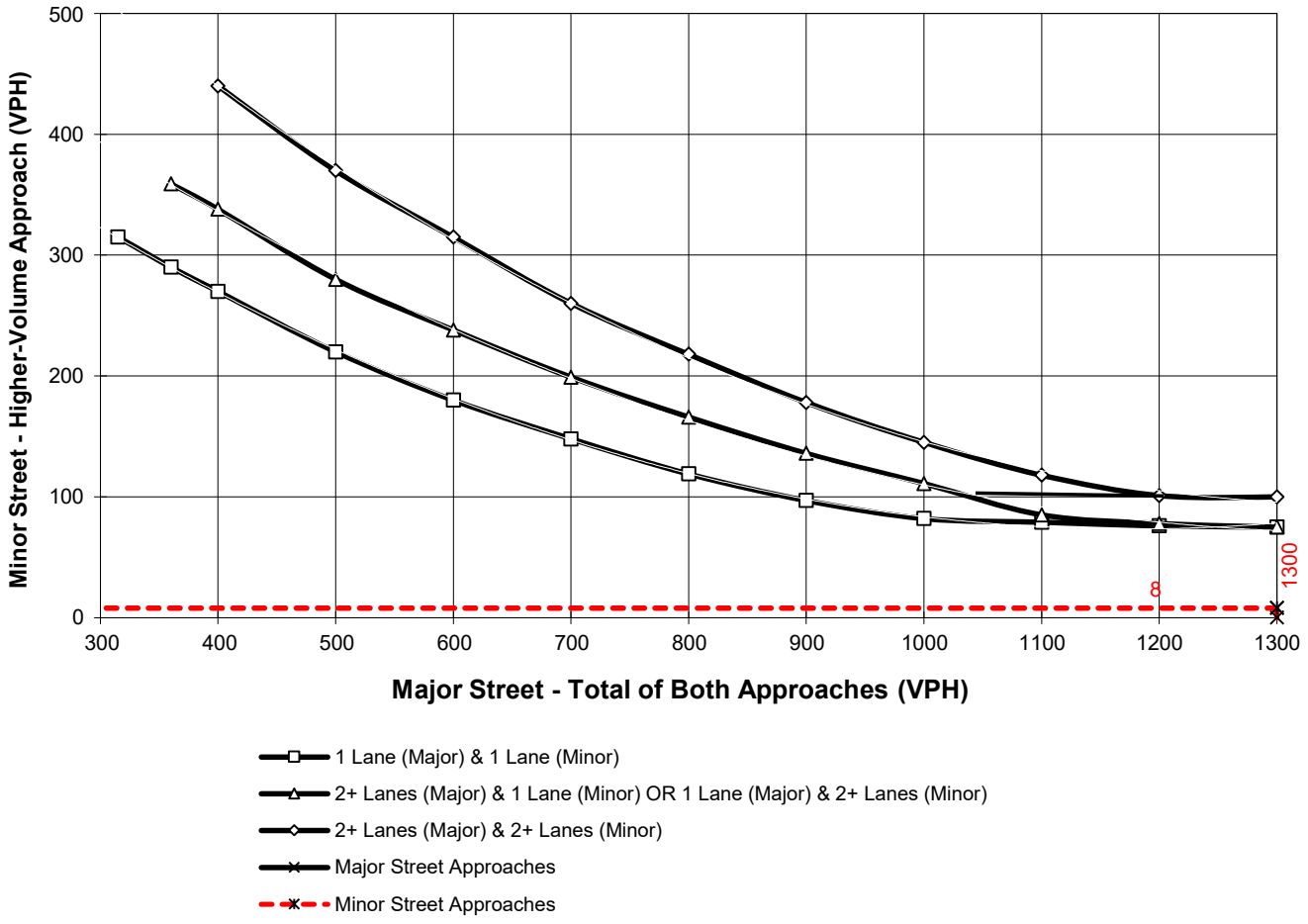
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) Without Project - Weekday PM Peak Hour**

Major Street Name = **Dale Evans Parkway** Total of Both Approaches (VPH) = **1964**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Stoddard Wells Road** High Volume Approach (VPH) = **8**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

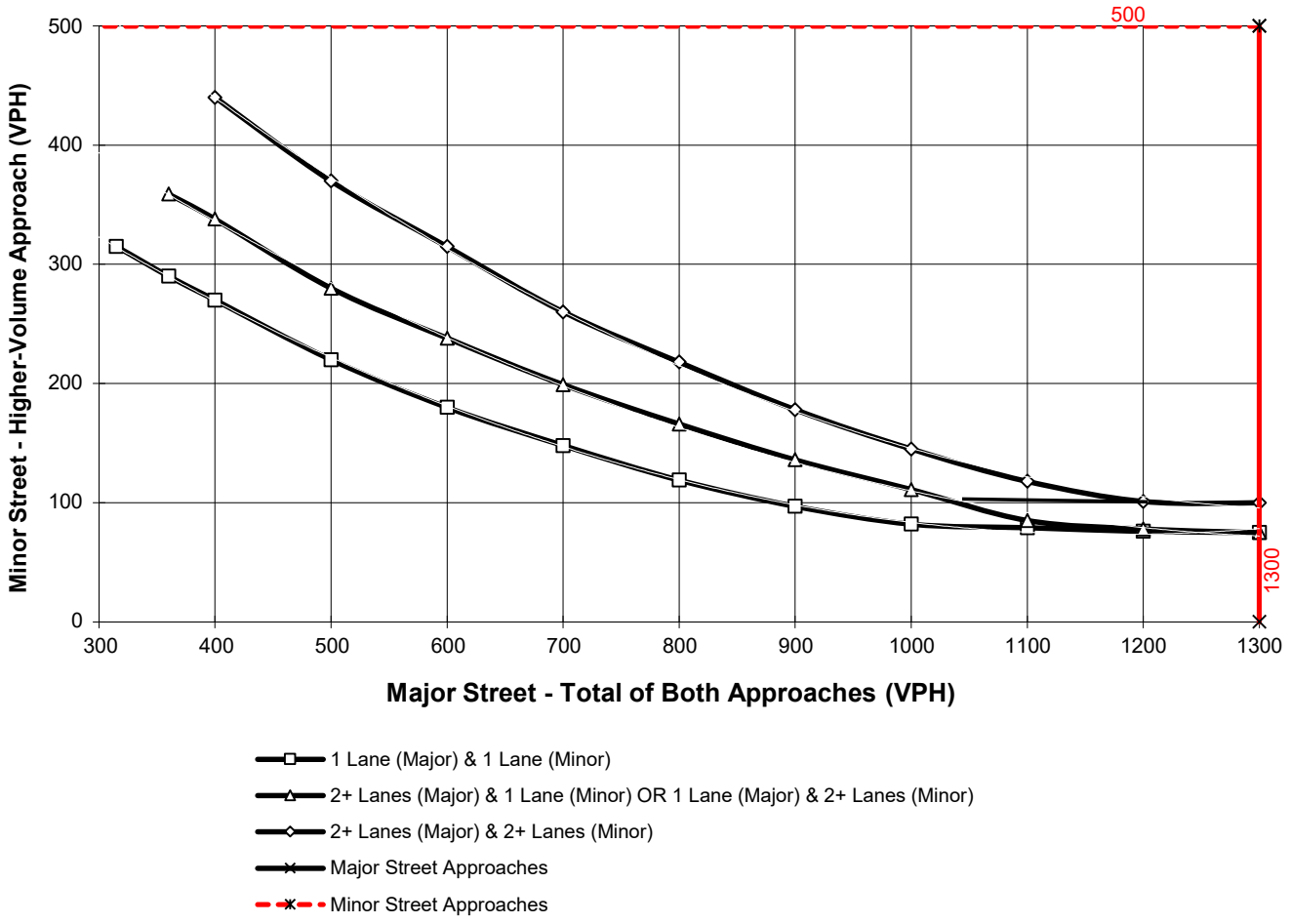
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) Without Project - Weekday PM Peak Hour**

Major Street Name = **Dale Evans Parkway** Total of Both Approaches (VPH) = **1410**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Road** High Volume Approach (VPH) = **580**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

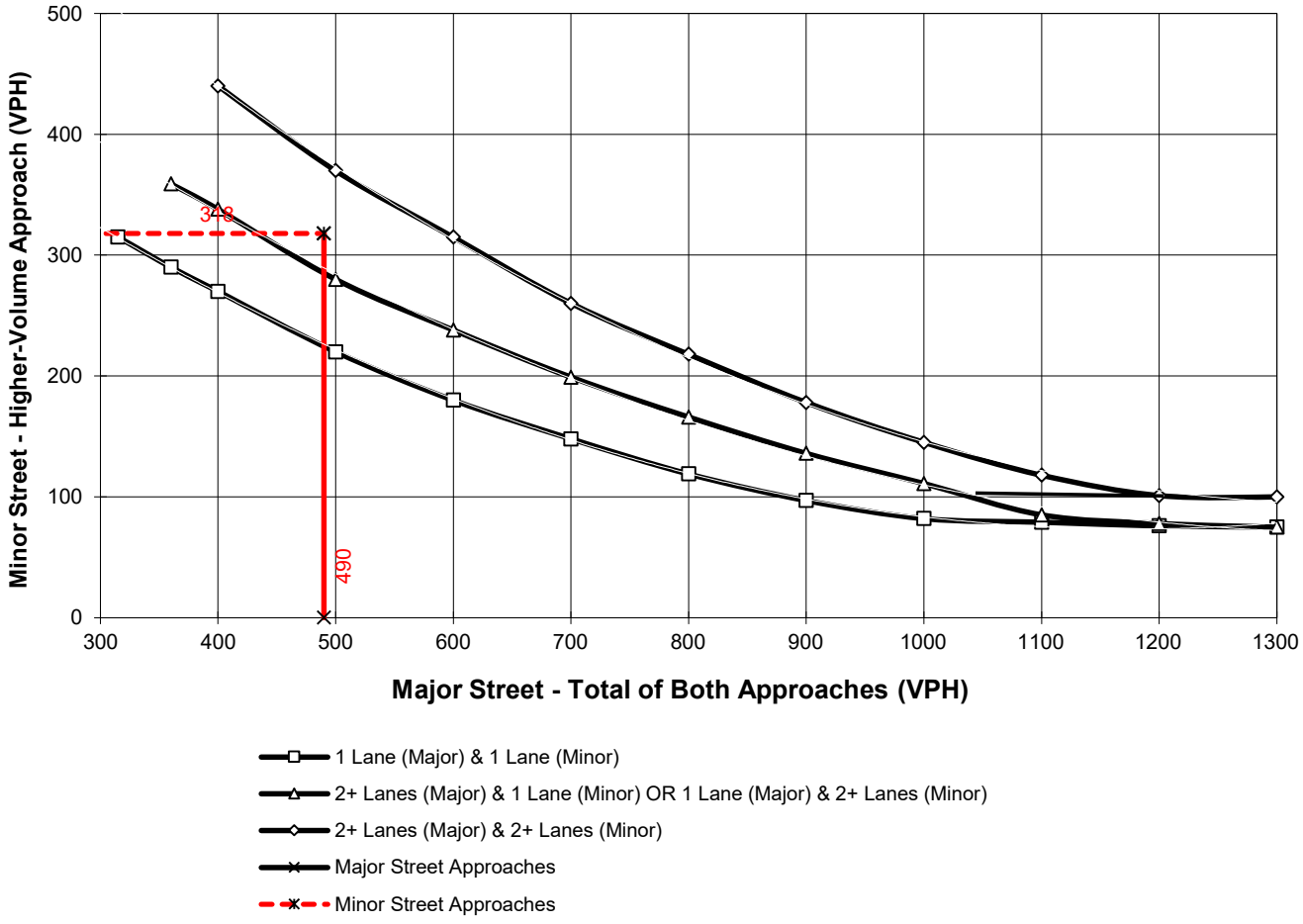
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) Without Project - Weekday PM Peak Hour**

Major Street Name = **Waalew Road** Total of Both Approaches (VPH) = **490**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dale Evans Parkway (West)** High Volume Approach (VPH) = **318**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

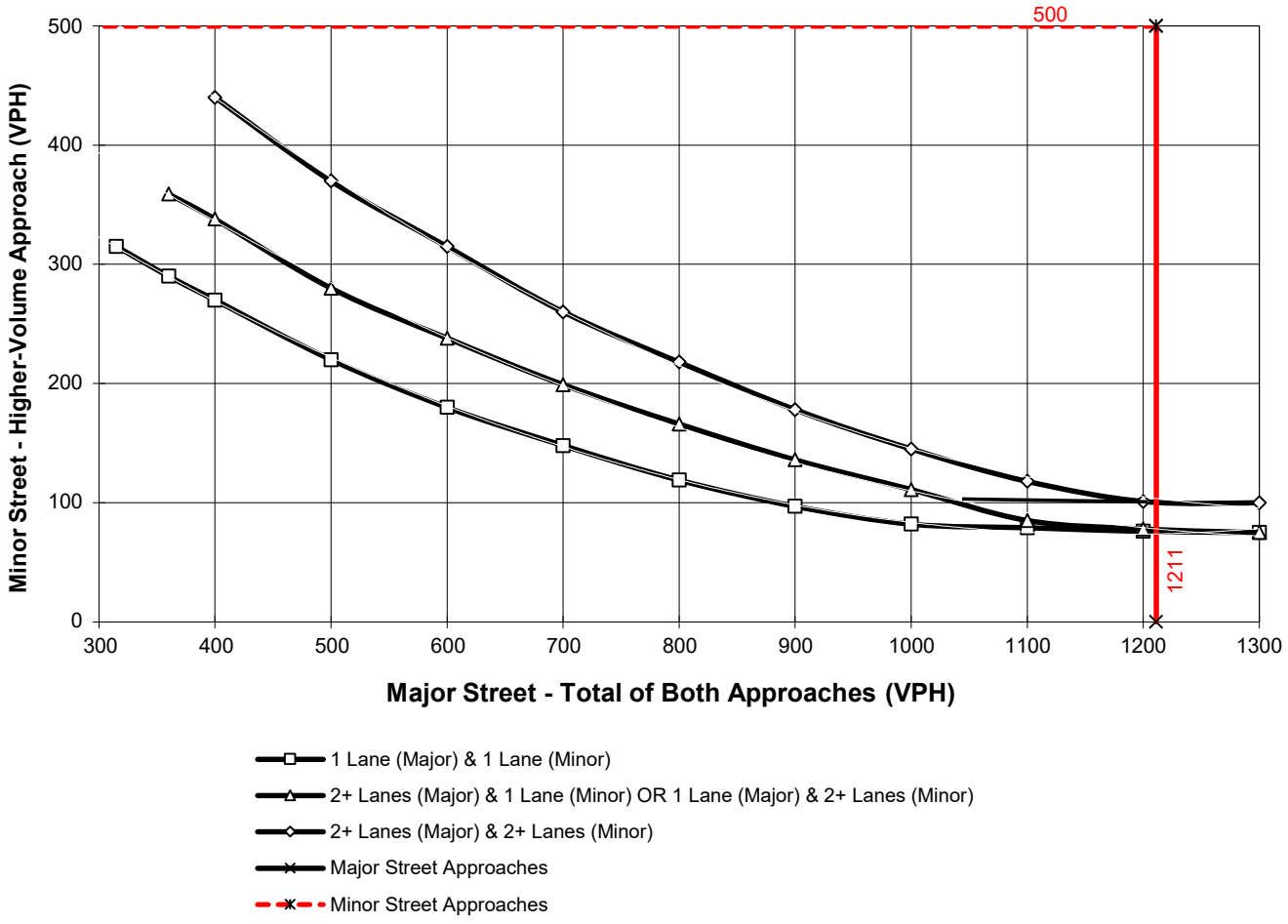
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) Without Project - Weekday PM Peak Hour**

Major Street Name = **Central Road**
Total of Both Approaches (VPH) = **1211**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Road**
High Volume Approach (VPH) = **603**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

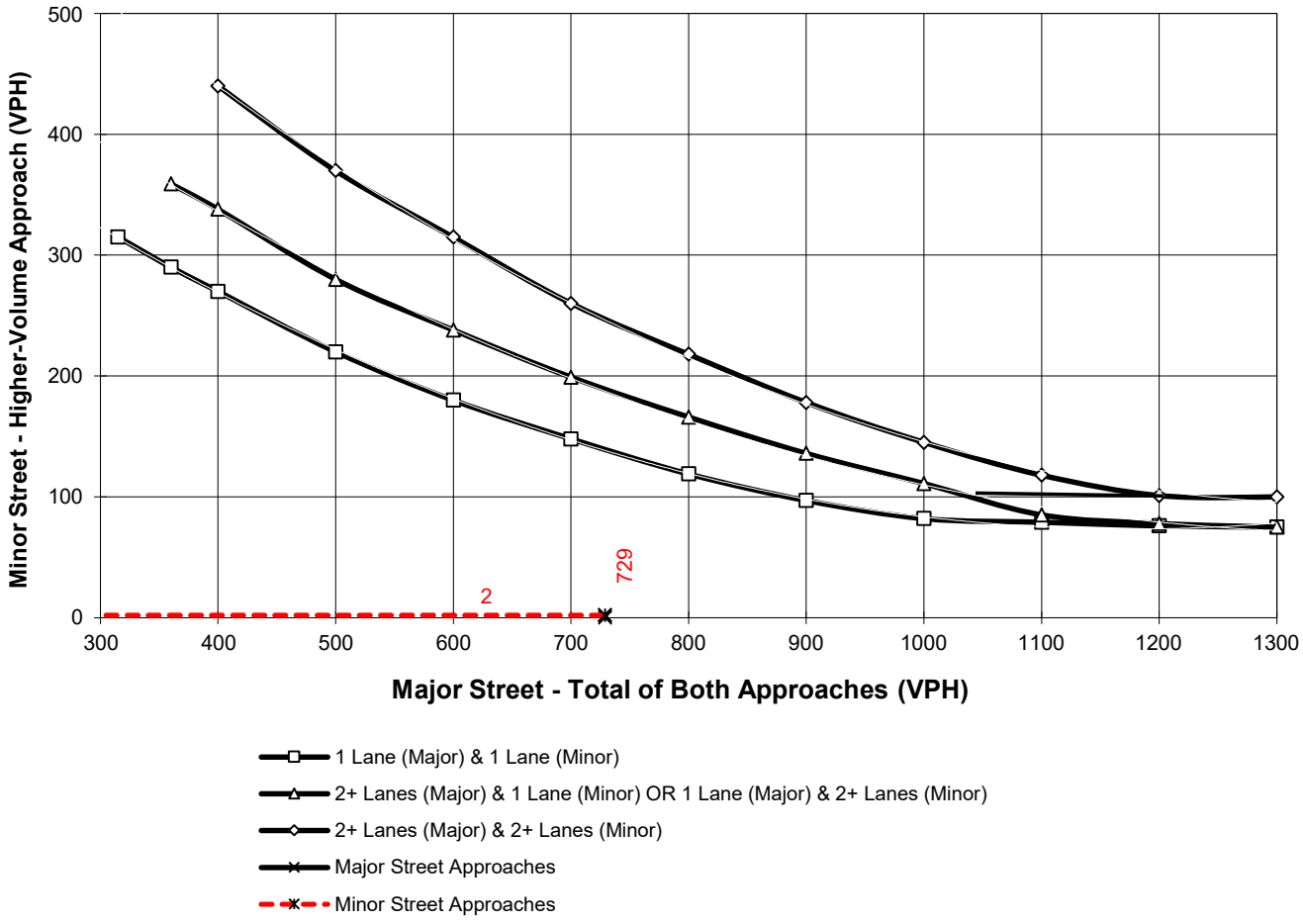
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) Without Project - Weekday PM Peak Hour**

Major Street Name = **Central Road**
Total of Both Approaches (VPH) = **729**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Gustine Road**
High Volume Approach (VPH) = **2**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

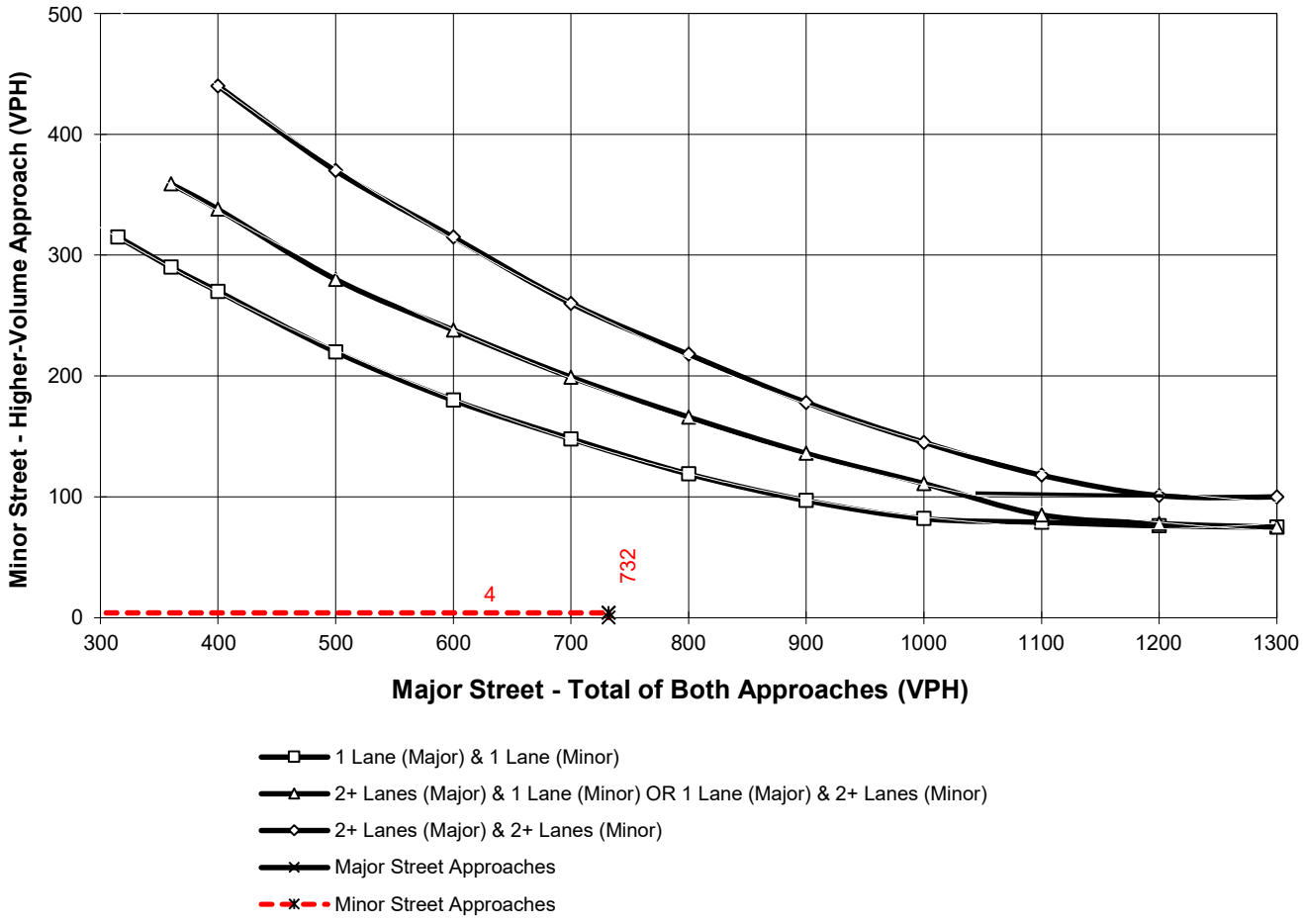
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) Without Project - Weekday PM Peak Hour**

Major Street Name = **Central Road** — Total of Both Approaches (VPH) = **732**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Road** — High Volume Approach (VPH) = **4**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

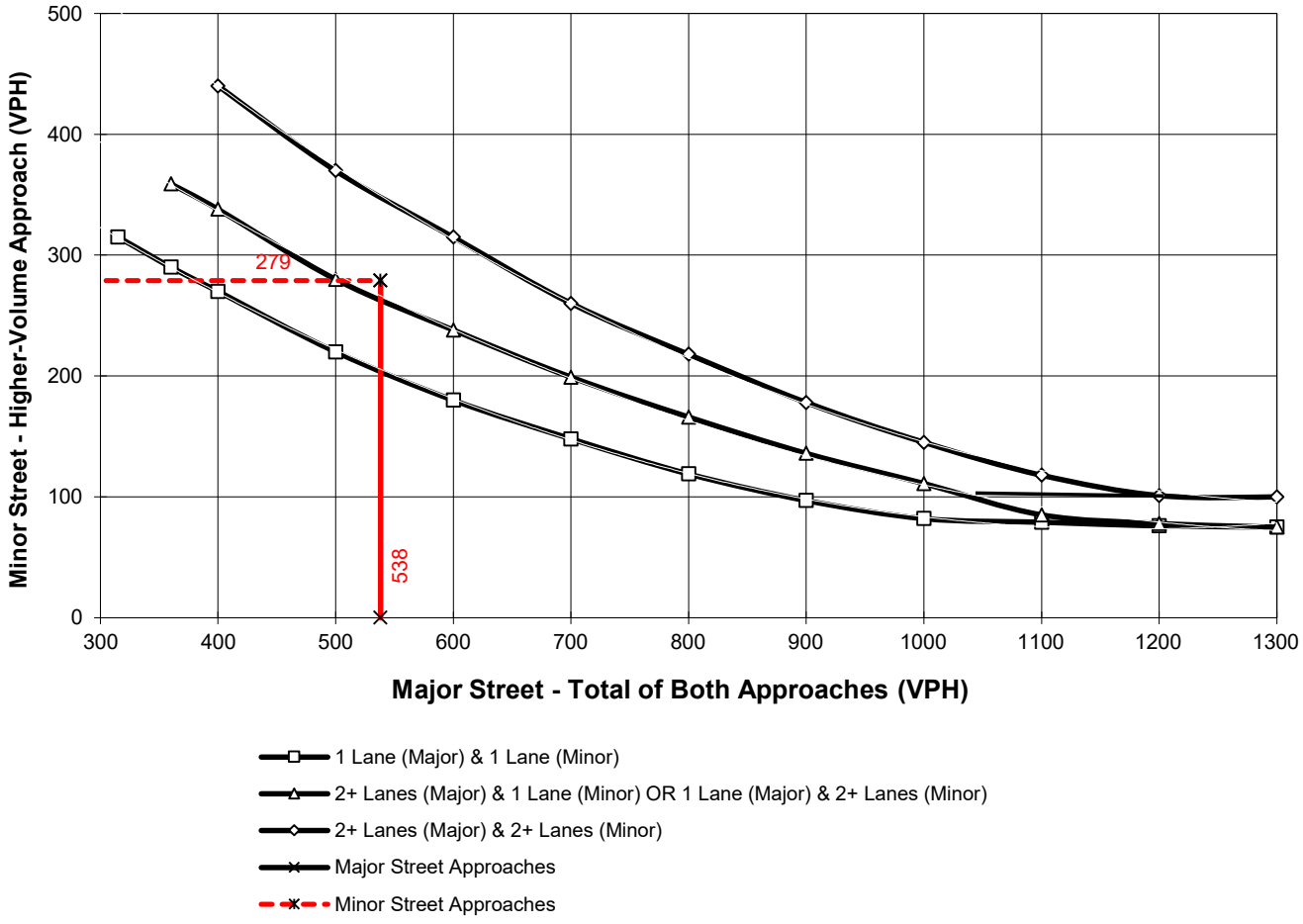
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) Without Project - Weekday AM Peak Hour**

Major Street Name = **Waalew Road** — Total of Both Approaches (VPH) = **538**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Central Road** — High Volume Approach (VPH) = **279**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 5.4: OPENING YEAR CUMULATIVE (2029) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

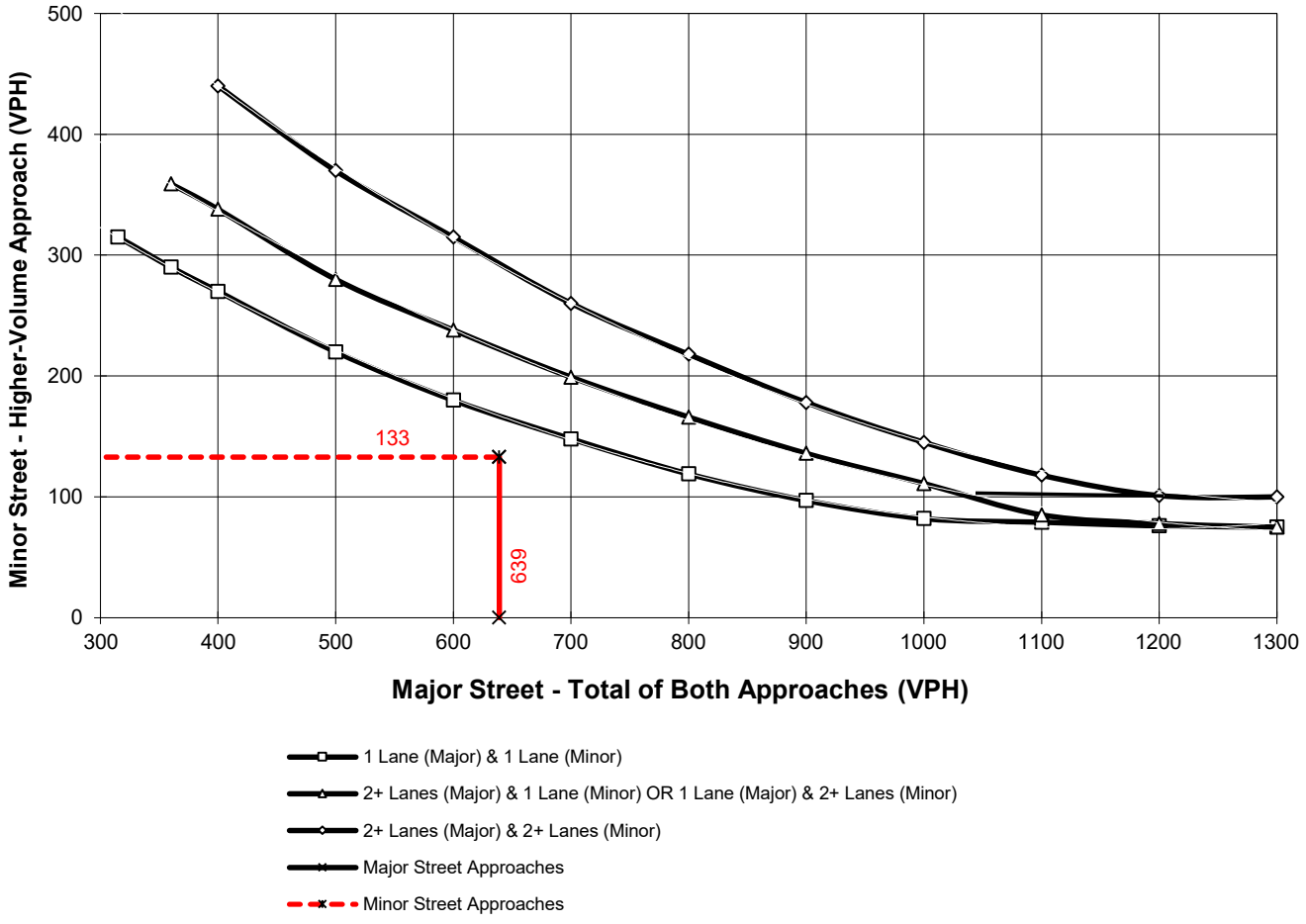
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) With Project - Weekday AM Peak Hour**

Major Street Name = **Quarry Road**
Total of Both Approaches (VPH) = **639**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**
High Volume Approach (VPH) = **133**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

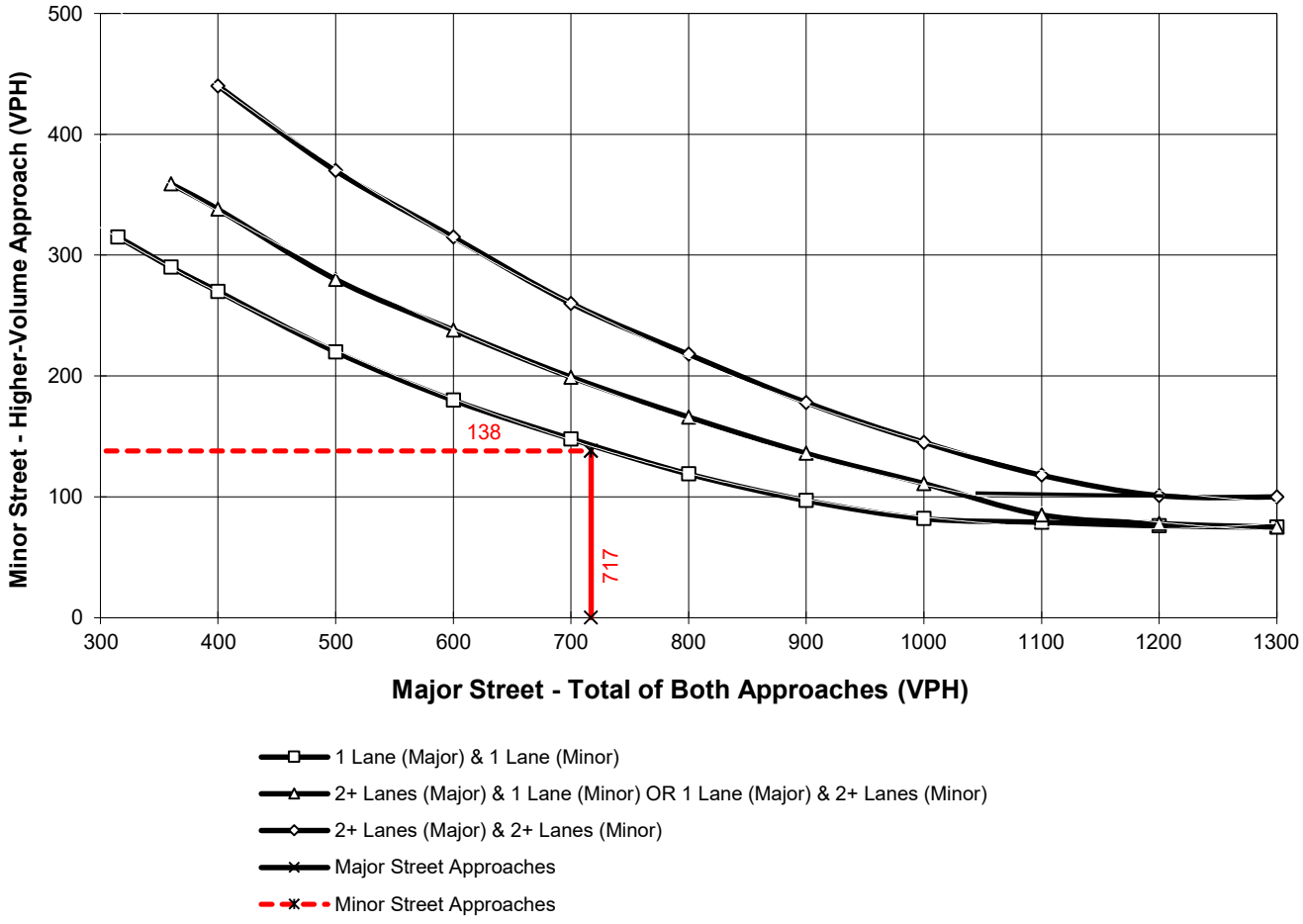
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) With Project - Weekday AM Peak Hour**

Major Street Name = **Stoddard Wells Road** Total of Both Approaches (VPH) = **717**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Road** High Volume Approach (VPH) = **138**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

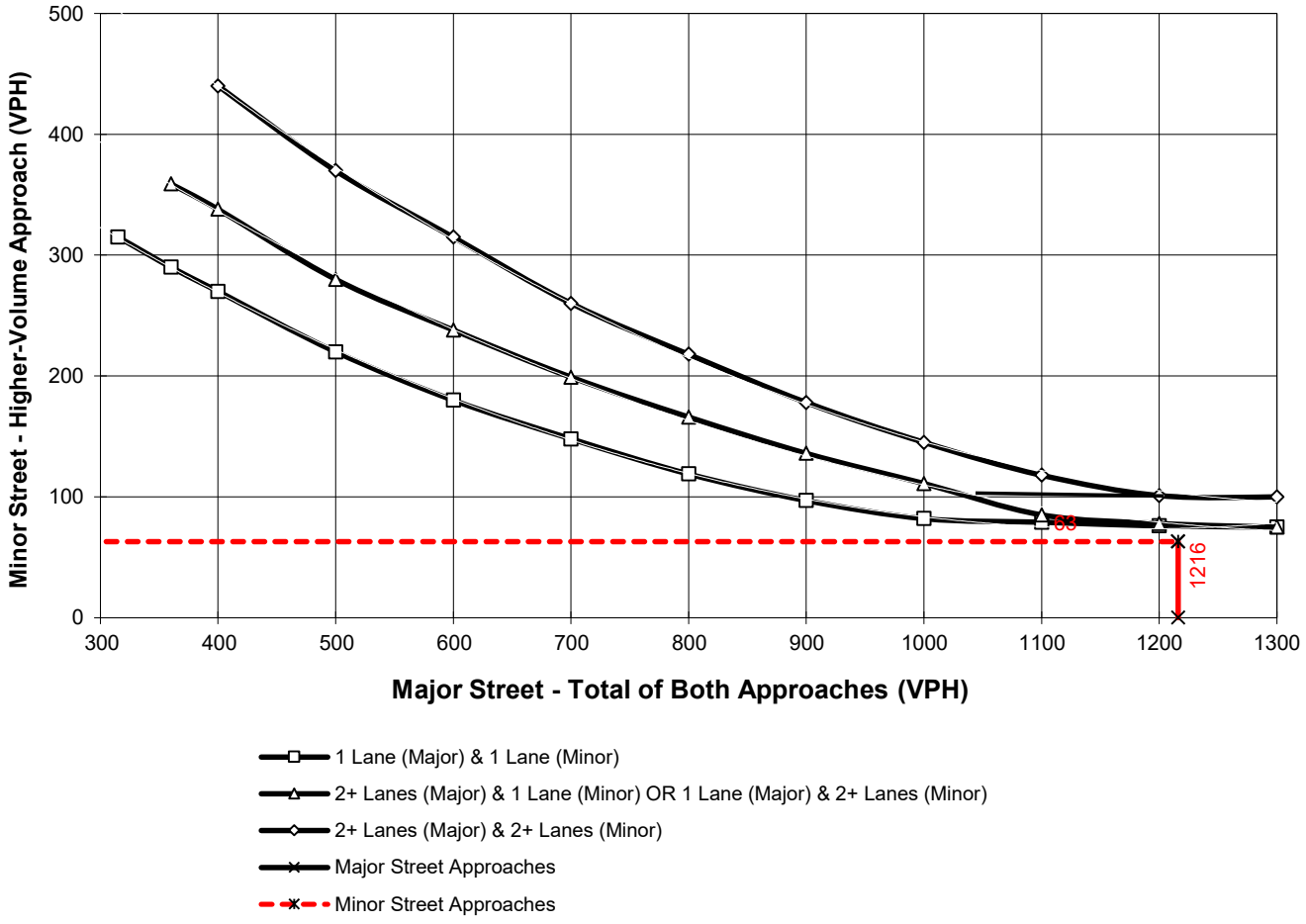
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) With Project - Weekday AM Peak Hour**

Major Street Name = **I-15 Southbound Ramps** Total of Both Approaches (VPH) = **1216**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dale Evans Parkway** High Volume Approach (VPH) = **63**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

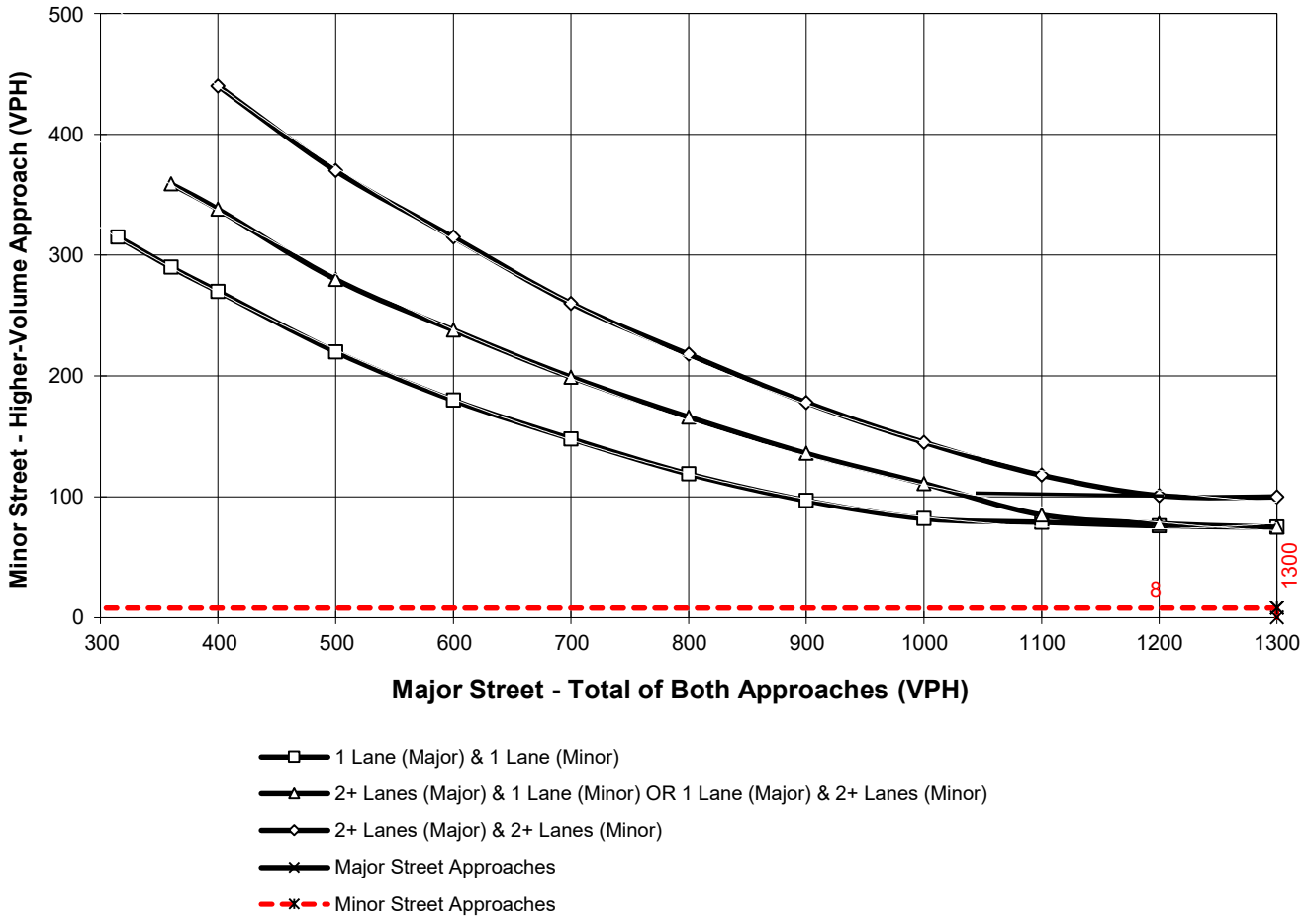
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) With Project - Weekday PM Peak Hour**

Major Street Name = **Dale Evans Parkway** Total of Both Approaches (VPH) = **2155**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Stoddard Wells Road** High Volume Approach (VPH) = **8**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

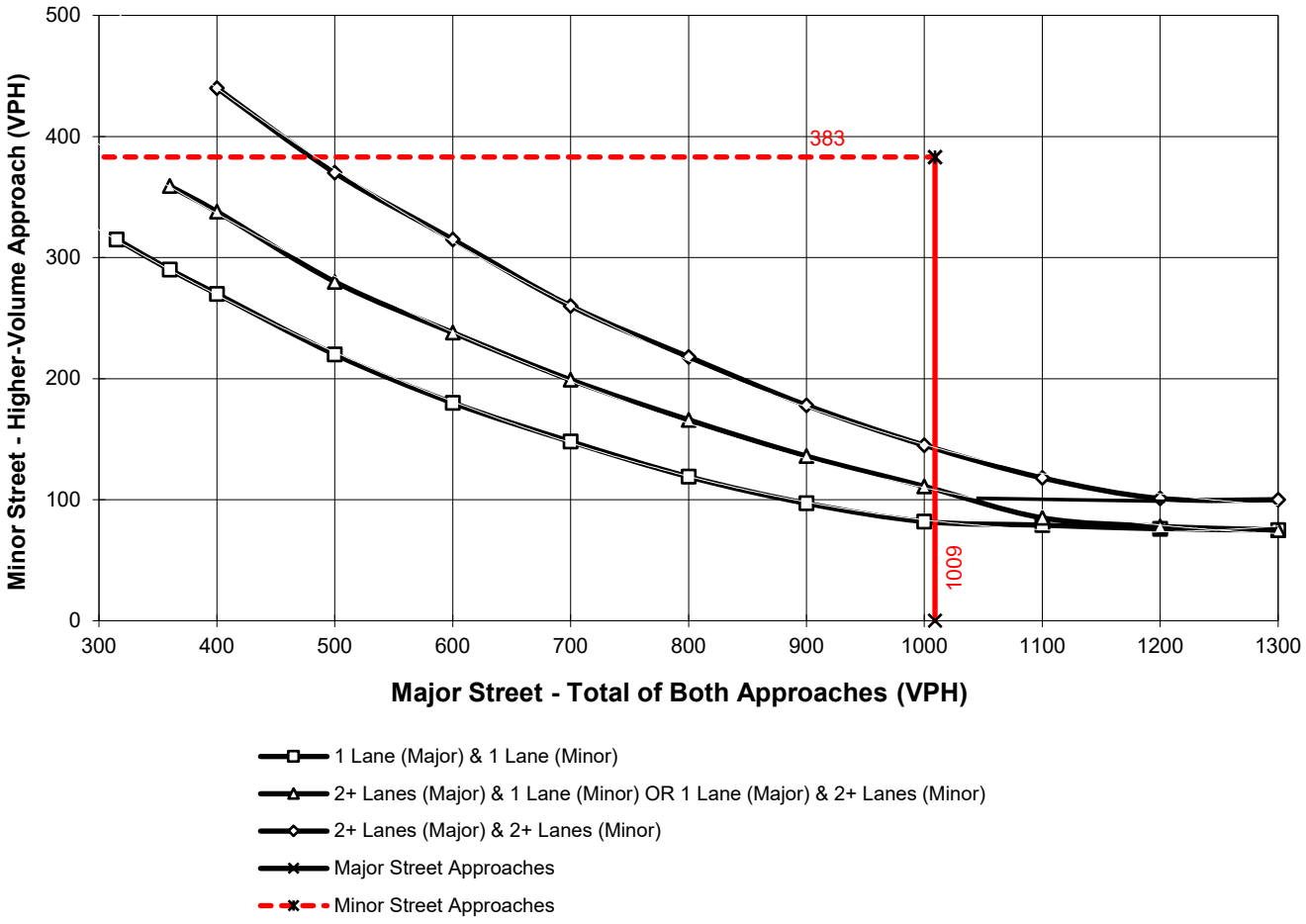
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) With Project - Weekday PM Peak Hour**

Major Street Name = **Central Road**
Total of Both Approaches (VPH) = **1009**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Gustine Road**
High Volume Approach (VPH) = **383**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

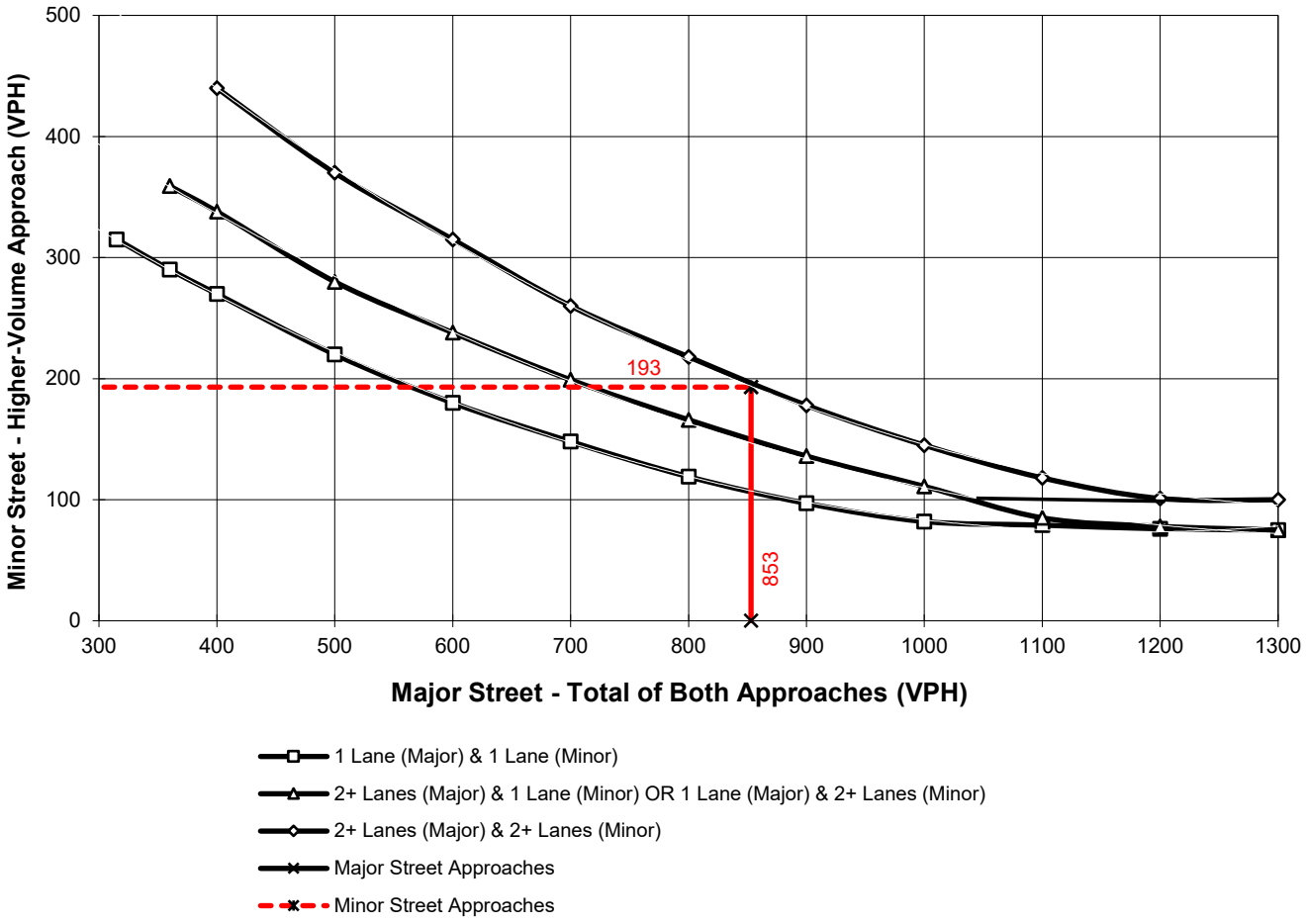
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2029) With Project - Weekday PM Peak Hour**

Major Street Name = **Central Road**
Total of Both Approaches (VPH) = **853**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Road**
High Volume Approach (VPH) = **193**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2029 With Project**
				CALC JB	DATE 05/06/24
Jurisdiction: **Town of Apple Valley**				CHK JB	DATE 05/06/24
Major Street: **Gustine Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 1**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **522** vpd Minor Street Future ADT = **522** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **522** / *1* **522**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic				
Satisfied / Not Satisfied XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **522** / *1* **522**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 9% B 6%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2029 With Project**
				CALC JB	DATE 05/06/24
Jurisdiction: **Town of Apple Valley**				CHK JB	DATE 05/06/24
Major Street: **Gustine Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 2**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,497** vpd Minor Street Future ADT = **453** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,497**	*1* **453**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,497**	*1* **453**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** 27% **B** 18%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2029 With Project**
				CALC JB	DATE 05/06/24
Jurisdiction: **Town of Apple Valley**				CHK JB	DATE 05/06/24
Major Street: **Gustine Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 3**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,578** vpd Minor Street Future ADT = **628** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Number of lanes for moving traffic on each approach		Minimum Requirements EADT			
			Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Major Street	Minor Street	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume						
Satisfied / Not Satisfied XX	*1* **2,578**	*1* **628**	8,000	5,600	2,400	1,680
XX	*2* +	*1*	9,600	6,720	2,400	1,680
	2 +	*2* +	9,600	6,720	3,200	2,240
	1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic						
Satisfied / Not Satisfied XX	*1* **2,578**	*1* **628**	12,000	8,400	1,200	850
	2 +	*1*	14,400	10,080	1,200	850
	2 +	*2* +	14,400	10,080	1,600	1,120
	1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B						
Satisfied / Not Satisfied XX			2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 37%	**B** 31%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2029 With Project**
				CALC IA	DATE 08/23/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 08/23/24
Major Street: **Gustine Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 4**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **3,486** vpd Minor Street Future ADT = **280** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. √

or

In built up area of isolated community of < 10,000 population ……..

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL **XX**

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **3,486**	*1* **280**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **3,486**	*1* **280**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied **XX**

No one condition satisfied, but following conditions fulfilled 80% of more ….. **A** **17%** **B** **33%**

2 CONDITIONS 80% 2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2029 With Project**
				CALC IA	DATE 08/23/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 08/23/24
Major Street: **Gustine Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 5**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **4,114** vpd Minor Street Future ADT = **348** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL **XX**

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **4,114**	*1* **348**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **4,114**	*1* **348**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied **XX**

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** **21%** **B** **41%**

2 CONDITIONS 80% 2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2029 With Project**
				CALC IA	DATE 08/23/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 08/23/24
Major Street: **Gustine Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 6**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,881** vpd Minor Street Future ADT = **419** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL **XX**

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **4,881**	*1* **419**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **4,881**	*1* **419**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied **XX**

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** **25%** **B** **49%**

2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2029 With Project**
				CALC IA	DATE 08/23/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 08/23/24
Major Street: **Central Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 7**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **7,962** vpd Minor Street Future ADT = **209** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **7,962** / *1* **209**	8,000	5,600 *	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic				
Satisfied / Not Satisfied XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **7,962** / *1* **209**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 12% B 25%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2029 With Project**
				CALC JB	DATE 05/06/24
Jurisdiction: **Town of Apple Valley**				CHK JB	DATE 05/06/24
Major Street: **Corwin Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 8**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **245** vpd Minor Street Future ADT = **245** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX / XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **245** / *1* **245**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **245** / *1* **245**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** 4% **B** 3%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2029 With Project**
				CALC JB	DATE 05/06/24
Jurisdiction: **Town of Apple Valley**				CHK JB	DATE 05/06/24
Major Street: **Corwin Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 9**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **664** vpd Minor Street Future ADT = **174** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **664**	*1* **174**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **664**	*1* **174**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 10% **B** 8%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2029 With Project**
				CALC JB	DATE 05/06/24
Jurisdiction: **Town of Apple Valley**				CHK JB	DATE 05/06/24
Major Street: **Corwin Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 10**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,047** vpd Minor Street Future ADT = **209** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX / XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **1,047** / *1* **209**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **1,047** / *1* **209**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 12% B: 12%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2029 With Project**
				CALC JB	DATE 05/06/24
Jurisdiction: **Town of Apple Valley**				CHK JB	DATE 05/06/24
Major Street: **Corwin Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 11**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,501** vpd Minor Street Future ADT = **245** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **1,501** / *1* **245**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **1,501** / *1* **245**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 15% B: 18%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2029 With Project**
				CALC JB	DATE 05/06/24
Jurisdiction: **Town of Apple Valley**				CHK JB	DATE 05/06/24
Major Street: **Corwin Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 12**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,989** vpd Minor Street Future ADT = **245** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **1,989** / *1* **245**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic				
Satisfied / Not Satisfied XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **1,989** / *1* **245**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 15% B 24%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2029 With Project**
				CALC IA	DATE 08/23/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 08/23/24
Major Street: **Corwin Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 13**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **2,443** vpd Minor Street Future ADT = **209** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL **XX**

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **2,443**	1 **209**	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **2,443**	1 **209**	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied **XX**

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** **12%** **B** **25%**

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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APPENDIX 5.5: OPENING YEAR CUMULATIVE (2029) WITHOUT PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	133	0	4	522	0	4
Future Vol, veh/h	133	0	4	522	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	162	0	5	637	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	328	323	0	0	641	0
Stage 1	323	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	670	722	-	-	953	-
Stage 1	738	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	670	722	-	-	953	-
Mov Cap-2 Maneuver	670	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.07	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	670	953	-
HCM Lane V/C Ratio	-	-	0.242	-	-
HCM Control Delay (s/veh)	-	-	12.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0	-

Intersection	
Int Delay, s/veh	1638.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	77	84	24	553	55	2	42	40	1235	0	13
Future Vol, veh/h	11	77	84	24	553	55	2	42	40	1235	0	13
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	90	98	28	643	64	2	49	47	1436	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	707	0	0	187	0	0	863	927	138	870	944	675
Stage 1	-	-	-	-	-	-	164	164	-	731	731	-
Stage 2	-	-	-	-	-	-	699	763	-	140	213	-
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	901	-	-	1399	-	-	277	270	915	~ 274	264	457
Stage 1	-	-	-	-	-	-	843	766	-	~ 417	430	-
Stage 2	-	-	-	-	-	-	434	416	-	~ 868	730	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	901	-	-	1399	-	-	255	257	915	~ 202	252	457
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	257	-	~ 202	252	-
Stage 1	-	-	-	-	-	-	829	754	-	~ 403	416	-
Stage 2	-	-	-	-	-	-	405	402	-	~ 758	718	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.58	0.29	17.24	$ 2803.13
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	391	104	-	-	67	-	-	203
HCM Lane V/C Ratio	0.25	0.014	-	-	0.02	-	-	7.133
HCM Control Delay (s/veh)	17.2	9.1	0	-	7.6	0	-	$ 2803.1
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	159.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	273.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	15	53	10	0	0	0	0	1061	16	9
Future Vol, veh/h	0	10	15	53	10	0	0	0	0	1061	16	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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	12	18	64	12	0	0	0	0	1278	19	11

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	30	0	0	152	170	12
Stage 1	-	-	-	-	-	-	140	140	-
Stage 2	-	-	-	-	-	-	12	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	~ 845	727	1074
Stage 1	0	-	-	-	-	0	~ 892	785	-
Stage 2	0	-	-	-	-	0	~ 1016	874	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1596	-	-	~ 811	0	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 811	0	-
Stage 1	-	-	-	-	-	-	~ 892	0	-
Stage 2	-	-	-	-	-	-	~ 975	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	6.18	295.5
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1514	-	812
HCM Lane V/C Ratio	-	-	0.04	-	1.611
HCM Control Delay (s/veh)	-	-	7.3	0	295.5
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0.1	-	69.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1066	0	0	58	445	6	4	74	0	0	0
Future Vol, veh/h	6	1066	0	0	58	445	6	4	74	0	0	0
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	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	7	1198	0	0	65	500	7	4	83	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	565	0	-	-	-	0	1276	1776	1198
Stage 1	-	-	-	-	-	-	1211	1211	-
Stage 2	-	-	-	-	-	-	65	565	-
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	1017	-	0	0	-	-	186	83	228
Stage 1	-	-	0	0	-	-	285	257	-
Stage 2	-	-	0	0	-	-	963	511	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1017	-	-	-	-	-	182	0	228
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	0	-
Stage 1	-	-	-	-	-	-	279	0	-
Stage 2	-	-	-	-	-	-	963	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.05	0	32.26
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	224	10	-	-	-
HCM Lane V/C Ratio	0.421	0.007	-	-	-
HCM Control Delay (s/veh)	32.3	8.6	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	1.9	0	-	-	-

Intersection	
Int Delay, s/veh	25

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	2	3	1273	1	1
Future Vol, veh/h	128	2	3	1273	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	256	4	6	2546	2	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1285	1279	0	0	2552	0
Stage 1	1279	-	-	-	-	-
Stage 2	6	-	-	-	-	-
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	~ 183	205	-	-	177	-
Stage 1	264	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 181	205	-	-	177	-
Mov Cap-2 Maneuver	~ 181	-	-	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	$270.68	0	12.81
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	182	176	-
HCM Lane V/C Ratio	-	-	1.431	0.011	-
HCM Control Delay (s/veh)	-	-	270.7	25.6	0
HCM Lane LOS	-	-	F	D	A
HCM 95th %tile Q(veh)	-	-	15.9	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	17950.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	83	71	47	1306	61	1	76	40	859	1	6
Future Vol, veh/h	4	83	71	47	1306	61	1	76	40	859	1	6
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	58	58	58	58	58	58	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	143	122	81	2252	105	2	131	69	1481	2	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2357	0	0	266	0	0	2633	2737	204	2689	2746	2304
Stage 1	-	-	-	-	-	-	218	218	-	2466	2466	-
Stage 2	-	-	-	-	-	-	2415	2519	-	222	279	-
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	211	-	-	1310	-	-	16	~ 21	841	~ 14	20	50
Stage 1	-	-	-	-	-	-	789	726	-	~ 42	61	-
Stage 2	-	-	-	-	-	-	45	~ 57	-	~ 785	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	211	-	-	1310	-	-	11	~ 20	841	~ 13	19	50
Mov Cap-2 Maneuver	-	-	-	-	-	-	11	~ 20	-	~ 13	19	-
Stage 1	-	-	-	-	-	-	758	698	-	~ 42	61	-
Stage 2	-	-	-	-	-	-	34	~ 57	-	~ 562	657	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.57	0.26	$ 2911	$ 52566.24
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	29	42	-	-	~ 59	-	-	13
HCM Lane V/C Ratio	6.881	0.033	-	-	0.062	-	-	116.552
HCM Control Delay (s/veh)	$ 2911	22.7	0	-	7.9	0	-	$ 52566.2
HCM Lane LOS	F	C	A	-	A	A	-	F
HCM 95th %tile Q(veh)	24.6	0.1	-	-	0.2	-	-	188

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	128

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	2	60	1	1	0	0	0	811	20	4
Future Vol, veh/h	0	3	2	60	1	1	0	0	0	811	20	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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	4	2	72	1	1	0	0	0	977	24	5

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	6	0	0	150	152	2
Stage 1	-	-	-	-	-	-	146	146	-
Stage 2	-	-	-	-	-	-	4	6	-
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	-	-	1628	-	-	~ 847	743	1088
Stage 1	0	-	-	-	-	-	~ 886	780	-
Stage 2	0	-	-	-	-	-	1025	895	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	-	-	-	1628	-	-	~ 809	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 809	0	-
Stage 1	-	-	-	-	-	-	~ 886	0	-
Stage 2	-	-	-	-	-	-	979	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	7.08	137.7
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1584	-	-	810
HCM Lane V/C Ratio	-	-	0.044	-	-	1.242
HCM Control Delay (s/veh)	-	-	7.3	0	-	137.7
HCM Lane LOS	-	-	A	A	-	F
HCM 95th %tile Q(veh)	-	-	0.1	-	-	35.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	813	0	0	60	1004	2	19	47	0	0	0
Future Vol, veh/h	2	813	0	0	60	1004	2	19	47	0	0	0
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	945	0	0	70	1167	2	22	55	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1237	0	-	-	-	0	1020	2187	945
Stage 1	-	-	-	-	-	-	950	950	-
Stage 2	-	-	-	-	-	-	70	1237	-
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	570	-	0	0	-	-	265	46	320
Stage 1	-	-	0	0	-	-	379	341	-
Stage 2	-	-	0	0	-	-	958	250	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	570	-	-	-	-	-	262	0	320
Mov Cap-2 Maneuver	-	-	-	-	-	-	262	0	-
Stage 1	-	-	-	-	-	-	376	0	-
Stage 2	-	-	-	-	-	-	958	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.03	0	20.07
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	317	4	-	-	-
HCM Lane V/C Ratio	0.249	0.004	-	-	-
HCM Control Delay (s/veh)	20.1	11.3	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	1	0	-	-	-

APPENDIX 5.6: OPENING YEAR CUMULATIVE (2029) WITH PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	133	0	4	630	0	4
Future Vol, veh/h	133	0	4	630	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	162	0	5	768	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	394	389	0	0	773	0
Stage 1	389	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	615	664	-	-	851	-
Stage 1	689	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	615	664	-	-	851	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.94	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	615	851	-
HCM Lane V/C Ratio	-	-	0.264	-	-
HCM Control Delay (s/veh)	-	-	12.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Intersection	
Int Delay, s/veh	2930.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	82	84	26	662	55	2	42	49	1524	0	13
Future Vol, veh/h	11	82	84	26	662	55	2	42	49	1524	0	13
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	95	98	30	770	64	2	49	57	1772	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	834	0	0	193	0	0	1000	1064	144	1008	1081	802
Stage 1	-	-	-	-	-	-	170	170	-	862	862	-
Stage 2	-	-	-	-	-	-	830	894	-	145	219	-
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	808	-	-	1392	-	-	224	225	909	~ 221	220	387
Stage 1	-	-	-	-	-	-	837	762	-	~ 352	375	-
Stage 2	-	-	-	-	-	-	367	362	-	~ 862	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	808	-	-	1392	-	-	203	212	909	~ 152	207	387
Mov Cap-2 Maneuver	-	-	-	-	-	-	203	212	-	~ 152	207	-
Stage 1	-	-	-	-	-	-	822	748	-	~ 338	359	-
Stage 2	-	-	-	-	-	-	338	347	-	~ 742	713	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.59	0.27	19.54	$ 4860.21
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	355	102	-	-	62	-	-	153
HCM Lane V/C Ratio	0.305	0.016	-	-	0.022	-	-	11.68
HCM Control Delay (s/veh)	19.5	9.5	0	-	7.6	0	-	$ 4860.2
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	207.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	355.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	15	53	10	0	0	0	0	1191	16	9
Future Vol, veh/h	0	10	15	53	10	0	0	0	0	1191	16	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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	12	18	64	12	0	0	0	0	1435	19	11

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	30	0	0	152	170	12
Stage 1	-	-	-	-	-	-	140	140	-
Stage 2	-	-	-	-	-	-	12	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	~ 845	727	1074
Stage 1	0	-	-	-	-	0	~ 892	785	-
Stage 2	0	-	-	-	-	0	~ 1016	874	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1596	-	-	~ 811	0	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 811	0	-
Stage 1	-	-	-	-	-	-	~ 892	0	-
Stage 2	-	-	-	-	-	-	~ 975	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	6.18	$ 380.91
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1514	-	812
HCM Lane V/C Ratio	-	-	0.04	-	1.804
HCM Control Delay (s/veh)	-	-	7.3	0	$ 380.9
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0.1	-	87.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1196	0	0	58	483	6	4	74	0	0	0
Future Vol, veh/h	6	1196	0	0	58	483	6	4	74	0	0	0
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	89	92	89	89	89	89	92	92	92	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	1300	0	0	65	543	7	4	80	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	608	0	-	-	-	0	1379	1921	1300
Stage 1	-	-	-	-	-	-	1313	1313	-
Stage 2	-	-	-	-	-	-	65	608	-
Critical Hdwy	4.1	-	-	-	-	-	6.3	6.4	6
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	980	-	0	0	-	-	167	72	214
Stage 1	-	-	0	0	-	-	254	230	-
Stage 2	-	-	0	0	-	-	963	489	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	980	-	-	-	-	-	163	0	214
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	0	-
Stage 1	-	-	-	-	-	-	248	0	-
Stage 2	-	-	-	-	-	-	963	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.04	0	34.95
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	209	9	-	-	-
HCM Lane V/C Ratio	0.437	0.007	-	-	-
HCM Control Delay (s/veh)	34.9	8.7	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	2	0	-	-	-

Intersection	
Int Delay, s/veh	48.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	2	3	1587	1	1
Future Vol, veh/h	128	2	3	1587	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	256	4	6	3174	2	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1599	1593	0	0	3180	0
Stage 1	1593	-	-	-	-	-
Stage 2	6	-	-	-	-	-
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	~ 118	133	-	-	99	-
Stage 1	~ 185	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 116	133	-	-	99	-
Mov Cap-2 Maneuver	~ 116	-	-	-	-	-
Stage 1	~ 185	-	-	-	-	-
Stage 2	1002	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	$ 646.1	0	21.01
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	116	99	-
HCM Lane V/C Ratio	-	-	2.242	0.02	-
HCM Control Delay (s/veh)	-	-	$ 646.1	42	0
HCM Lane LOS	-	-	F	E	A
HCM 95th %tile Q(veh)	-	-	22.4	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	56270.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	84	71	57	1625	61	1	76	43	989	1	6
Future Vol, veh/h	4	84	71	57	1625	61	1	76	43	989	1	6
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	58	58	58	58	58	58	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	145	122	98	2802	105	2	131	74	1705	2	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2907	0	0	267	0	0	3219	3323	206	3275	3332	2854
Stage 1	-	-	-	-	-	-	220	220	-	3051	3051	-
Stage 2	-	-	-	-	-	-	2999	3103	-	224	281	-
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	128	-	-	1308	-	-	6	~ 8	840	~ 5	8	23
Stage 1	-	-	-	-	-	-	787	725	-	~ 18	30	-
Stage 2	-	-	-	-	-	-	20	~ 28	-	~ 783	682	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	128	-	-	1308	-	-	2	~ 8	840	~ 5	8	23
Mov Cap-2 Maneuver	-	-	-	-	-	-	2	~ 8	-	~ 5	8	-
Stage 1	-	-	-	-	-	-	736	678	-	~ 18	30	-
Stage 2	-	-	-	-	-	-	10	~ 28	-	~ 539	638	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.88	0.26	$ 7998.42	$ 169542.84
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	12	41	-	-	~ 58	-	-	5
HCM Lane V/C Ratio	17.405	0.054	-	-	0.075	-	-	374.267
HCM Control Delay (s/veh)	$ 7998.4	34.8	0	-	8	0	-	$ 169542.8
HCM Lane LOS	F	D	A	-	A	A	-	F
HCM 95th %tile Q(veh)	27.2	0.2	-	-	0.2	-	-	217

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	157

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	2	60	1	1	0	0	0	861	20	4
Future Vol, veh/h	0	3	2	60	1	1	0	0	0	861	20	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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	4	2	72	1	1	0	0	0	1037	24	5

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	6	0	0	150	152	2
Stage 1	-	-	-	-	-	-	146	146	-
Stage 2	-	-	-	-	-	-	4	6	-
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	-	-	1628	-	-	~ 847	743	1088
Stage 1	0	-	-	-	-	-	~ 886	780	-
Stage 2	0	-	-	-	-	-	~ 1025	895	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	-	-	-	1628	-	-	~ 809	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 809	0	-
Stage 1	-	-	-	-	-	-	~ 886	0	-
Stage 2	-	-	-	-	-	-	~ 979	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	7.08	168.4
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1584	-	-	810
HCM Lane V/C Ratio	-	-	0.044	-	-	1.316
HCM Control Delay (s/veh)	-	-	7.3	0	-	168.4
HCM Lane LOS	-	-	A	A	-	F
HCM 95th %tile Q(veh)	-	-	0.1	-	-	41.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	863	0	0	60	1145	2	19	47	0	0	0
Future Vol, veh/h	2	863	0	0	60	1145	2	19	47	0	0	0
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1003	0	0	70	1331	2	22	55	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1401	0	-	-	-	0	1078	2409	1003
Stage 1	-	-	-	-	-	-	1008	1008	-
Stage 2	-	-	-	-	-	-	70	1401	-
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	494	-	0	0	-	-	244	33	296
Stage 1	-	-	0	0	-	-	356	321	-
Stage 2	-	-	0	0	-	-	958	209	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	494	-	-	-	-	-	242	0	296
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	0	-
Stage 1	-	-	-	-	-	-	352	0	-
Stage 2	-	-	-	-	-	-	958	0	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0.03	0	21.72
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	294	4	-	-	-
HCM Lane V/C Ratio	0.269	0.005	-	-	-
HCM Control Delay (s/veh)	21.7	12.3	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	1.1	0	-	-	-

APPENDIX 5.7: OPENING YEAR CUMULATIVE (2029) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	133	0	4	630	0	4
Future Vol, veh/h	133	0	4	630	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	162	0	5	768	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	10	5	0	0	773	0
Stage 1	5	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1016	1084	-	-	851	-
Stage 1	1023	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1016	1084	-	-	851	-
Mov Cap-2 Maneuver	1016	-	-	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.22	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1016	851	-
HCM Lane V/C Ratio	-	-	0.16	-	-
HCM Control Delay (s/veh)	-	-	9.2	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	38	44	633	138	0
Future Vol, veh/h	2	38	44	633	138	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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	43	49	711	155	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	761	0	-	0	97	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	3.9	-	-	-	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	897	-	-	-	908	1025
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	897	-	-	-	905	1025
Mov Cap-2 Maneuver	-	-	-	-	905	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	980	-

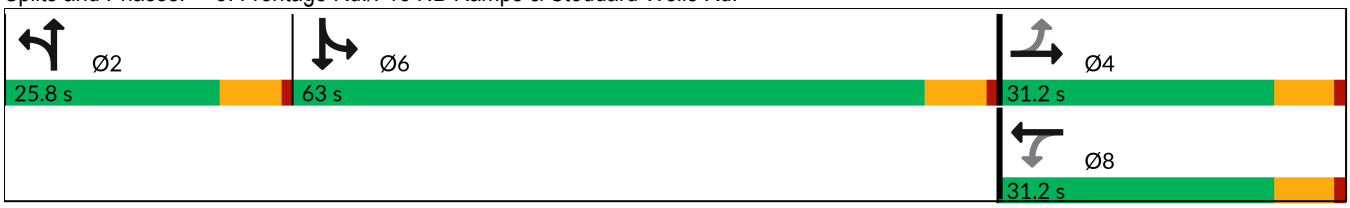
Approach	EB	WB	SB
HCM Control Delay, s/v	0.45	0	9.8
HCM LOS			A

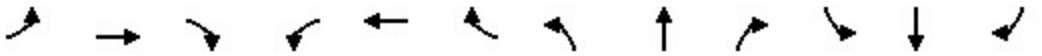
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	90	-	-	-	905
HCM Lane V/C Ratio	0.003	-	-	-	0.171
HCM Control Delay (s/veh)	9	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	11	82	26	662	42	1524	0
Future Volume (vph)	11	82	26	662	42	1524	0
Turn Type	Perm	NA	Perm	NA	NA	Split	NA
Protected Phases		4		8	2	6	6
Permitted Phases	4		8				
Detector Phase	4	4	8	8	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5
Total Split (s)	31.2	31.2	31.2	31.2	25.8	63.0	63.0
Total Split (%)	26.0%	26.0%	26.0%	26.0%	21.5%	52.5%	52.5%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	24.7	24.7	24.7	24.7	11.2	56.5	56.5
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.10	0.50	0.50
v/c Ratio	0.20	0.46	0.14	1.01	0.50	1.03	0.95
Control Delay (s/veh)	45.6	34.3	37.9	77.5	39.1	69.3	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.6	34.3	37.9	77.5	39.1	69.3	44.3
LOS	D	C	D	E	D	E	D
Approach Delay (s/veh)		35.1		76.1	39.1		56.7
Approach LOS		D		E	D		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 112	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 60.2	Intersection LOS: E
Intersection Capacity Utilization 84.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	82	84	26	662	55	2	42	49	1524	0	13
Future Volume (veh/h)	11	82	84	26	662	55	2	42	49	1524	0	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	13	95	51	30	770	35	2	49	34	1786	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	75	261	140	257	806	37	4	86	60	1762	976	0
Arrive On Green	0.22	0.34	0.22	0.34	0.34	0.34	0.08	0.13	0.08	0.77	0.00	0.00
Sat Flow, veh/h	651	1163	624	1195	3589	163	42	1021	708	3429	1900	0
Grp Volume(v), veh/h	13	0	146	30	404	401	85	0	0	1786	0	0
Grp Sat Flow(s),veh/h/ln	651	0	1788	1195	1881	1871	1770	0	0	1714	1900	0
Q Serve(g_s), s	1.6	0.0	7.1	2.2	23.1	23.1	5.0	0.0	0.0	56.5	0.0	0.0
Cycle Q Clear(g_c), s	24.7	0.0	7.1	9.3	23.1	23.1	5.0	0.0	0.0	56.5	0.0	0.0
Prop In Lane	1.00		0.35	1.00		0.09	0.02		0.40	1.00		0.00
Lane Grp Cap(c), veh/h	75	0	402	257	423	420	149	0	0	1762	976	0
V/C Ratio(X)	0.17	0.00	0.36	0.12	0.95	0.96	0.57	0.00	0.00	1.01	0.00	0.00
Avail Cap(c_a), veh/h	75	0	402	257	423	420	311	0	0	1762	976	0
HCM Platoon Ratio	1.00	1.50	1.00	1.50	1.50	1.50	1.00	1.50	1.00	1.50	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.4	0.0	32.4	34.1	35.9	35.9	47.1	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.6	0.2	32.3	32.6	3.4	0.0	0.0	24.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.9	0.6	12.7	12.6	2.3	0.0	0.0	16.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.5	0.0	33.0	34.3	68.3	68.5	50.5	0.0	0.0	37.5	0.0	0.0
LnGrp LOS	E		C	C	E	E	D			F		
Approach Vol, veh/h		159			835			85			1786	
Approach Delay, s/veh		34.8			67.1			50.5			37.5	
Approach LOS		C			E			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.8		31.2		63.0		31.2				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		19.3		24.7		56.5		24.7				
Max Q Clear Time (g_c+I1), s		7.0		26.7		58.5		25.1				
Green Ext Time (p_c), s		0.3		0.0		0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	46.4
HCM 7th LOS	D

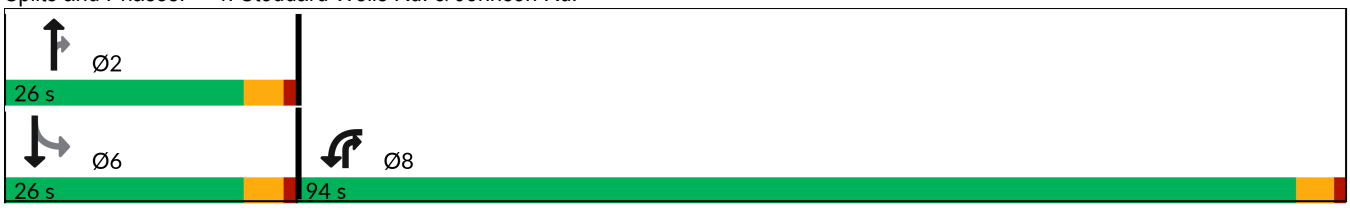
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	567	14	1503	1	33
Future Volume (vph)	567	14	1503	1	33
Turn Type	Prot	NA	pm+ov	Perm	NA
Protected Phases	8	2	8		6
Permitted Phases			2	6	
Detector Phase	8	2	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	94.0	26.0	94.0	26.0	26.0
Total Split (%)	78.3%	21.7%	78.3%	21.7%	21.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Min	None	Min	Min
Act Effct Green (s)	89.5	7.9	106.4		7.9
Actuated g/C Ratio	0.84	0.07	1.00		0.07
v/c Ratio	0.26	0.12	1.20		0.31
Control Delay (s/veh)	2.0	47.7	108.4		52.5
Queue Delay	0.0	0.0	0.0		0.0
Total Delay (s/veh)	2.0	47.7	108.4		52.5
LOS	A	D	F		D
Approach Delay (s/veh)	2.1	107.9			52.6
Approach LOS	A	F			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 106.4	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay (s/veh): 78.7	Intersection LOS: E
Intersection Capacity Utilization 104.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 4: Stoddard Wells Rd. & Johnson Rd.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	567	0	14	1503	1	33
Future Volume (veh/h)	567	0	14	1503	1	33
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1800	0	1900	1900	1900	1900
Adj Flow Rate, veh/h	736	0	18	1043	1	43
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	1530	983	164	1513
Arrive On Green	0.00	0.00	0.81	0.81	0.81	0.81
Sat Flow, veh/h	0	0	1900	1610	6	1879
Grp Volume(v), veh/h	0	0	18	1043	44	0
Grp Sat Flow(s),veh/h/ln	0	0	1900	1610	1885	0
Q Serve(g_s), s	0.0	0.0	0.0	14.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	14.1	0.1	0.0
Prop In Lane	0.00	0.00		1.00	0.02	
Lane Grp Cap(c), veh/h	0	0	1530	983	1677	0
V/C Ratio(X)	0.00	0.00	0.01	1.06	0.03	0.00
Avail Cap(c_a), veh/h	0	0	1768	1185	1903	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.4	4.5	0.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	43.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	11.9	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	0.0	0.4	48.3	0.5	0.0
LnGrp LOS			A	F	A	
Approach Vol, veh/h	0		1061			44
Approach Delay, s/veh	0.0		47.5			0.5
Approach LOS			D			A

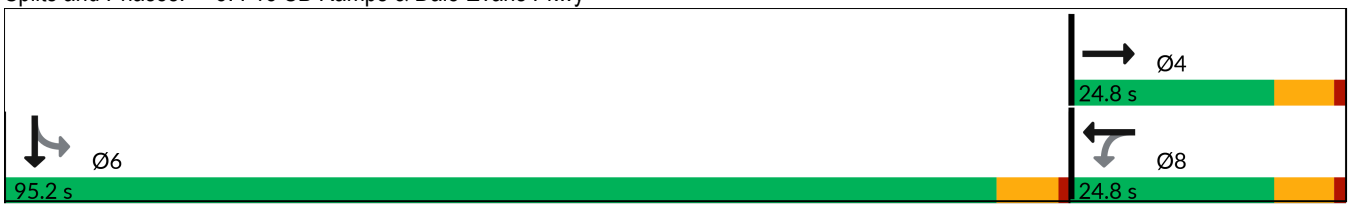
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	23.1				23.1	0.0
Change Period (Y+Rc), s	4.5				4.5	4.5
Max Green Setting (Gmax), s	21.5				21.5	89.5
Max Q Clear Time (g_c+I1), s	16.1				2.1	0.0
Green Ext Time (p_c), s	2.5				0.1	0.0

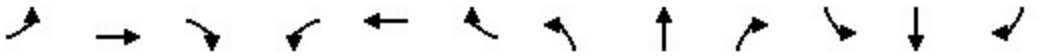
Intersection Summary	
HCM 7th Control Delay, s/veh	45.6
HCM 7th LOS	D

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	10	53	10	16
Future Volume (vph)	10	53	10	16
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		8		
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	24.8	24.8	24.8	95.2
Total Split (%)	20.7%	20.7%	20.7%	79.3%
Yellow Time (s)	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.5		6.5	6.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	None
Act Effct Green (s)	12.3		12.3	90.7
Actuated g/C Ratio	0.11		0.11	0.82
v/c Ratio	0.14		0.49	0.98
Control Delay (s/veh)	27.3		58.8	35.1
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	27.3		58.8	35.1
LOS	C		E	D
Approach Delay (s/veh)	27.4		58.8	35.2
Approach LOS	C		E	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 110.7	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 36.2	Intersection LOS: D
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: I-15 SB Ramps & Dale Evans Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	10	15	53	10	0	0	0	0	1191	16	9
Future Volume (veh/h)	0	10	15	53	10	0	0	0	0	1191	16	9
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	12	18	64	12	0				1435	19	11
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83				0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	59	89	146	23	0				1412	19	11
Arrive On Green	0.00	0.09	0.09	0.09	0.09	0.00				0.80	0.80	0.80
Sat Flow, veh/h	0	686	1029	1000	261	0				1772	23	14
Grp Volume(v), veh/h	0	0	30	76	0	0				1465	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1715	1261	0	0				1809	0	0
Q Serve(g_s), s	0.0	0.0	1.8	5.2	0.0	0.0				88.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.8	7.0	0.0	0.0				88.7	0.0	0.0
Prop In Lane	0.00		0.60	0.84		0.00				0.98		0.01
Lane Grp Cap(c), veh/h	0	0	148	169	0	0				1441	0	0
V/C Ratio(X)	0.00	0.00	0.20	0.45	0.00	0.00				1.02	0.00	0.00
Avail Cap(c_a), veh/h	0	0	282	283	0	0				1441	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	47.3	50.2	0.0	0.0				11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.7	1.9	0.0	0.0				27.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.8	2.1	0.0	0.0				27.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	47.9	52.0	0.0	0.0				39.2	0.0	0.0
LnGrp LOS			D	D						F		
Approach Vol, veh/h		30			76						1465	
Approach Delay, s/veh		47.9			52.0						39.2	
Approach LOS		D			D						D	

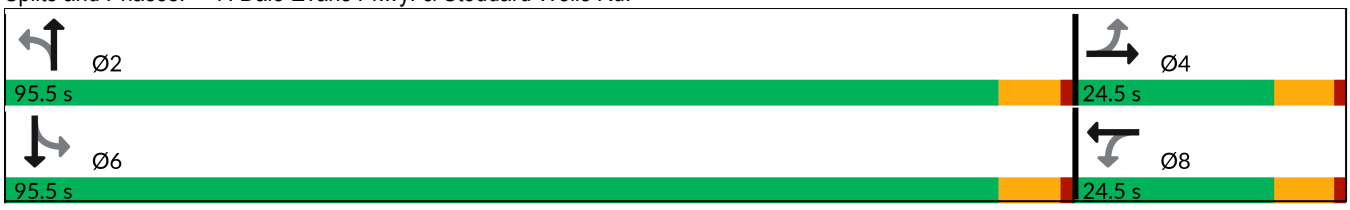
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				16.1		95.2		16.1				
Change Period (Y+Rc), s				6.5		6.5		6.5				
Max Green Setting (Gmax), s				18.3		88.7		18.3				
Max Q Clear Time (g_c+I1), s				3.8		90.7		9.0				
Green Ext Time (p_c), s				0.1		0.0		0.1				

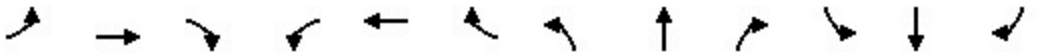
Intersection Summary												
HCM 7th Control Delay, s/veh			40.0									
HCM 7th LOS			D									

Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	1	2	0	557	1255
Future Volume (vph)	1	2	0	557	1255
Turn Type	NA	Perm	NA	NA	NA
Protected Phases	4		8	2	6
Permitted Phases		8			
Detector Phase	4	8	8	2	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5
Total Split (s)	24.5	24.5	24.5	95.5	95.5
Total Split (%)	20.4%	20.4%	20.4%	79.6%	79.6%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5		6.5	6.5	6.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	10.1		10.1	86.9	86.9
Actuated g/C Ratio	0.11		0.11	0.96	0.96
v/c Ratio	0.00		0.00	0.34	0.78
Control Delay (s/veh)	41.0		41.0	1.6	7.5
Queue Delay	0.0		0.0	0.0	0.0
Total Delay (s/veh)	41.0		41.0	1.6	7.5
LOS	D		D	A	A
Approach Delay (s/veh)	41.0		41.0	1.6	7.6
Approach LOS	D		D	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 90.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 5.8	Intersection LOS: A
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Dale Evans Pkwy. & Stoddard Wells Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	2	0	0	0	557	1	0	1255	3
Future Volume (veh/h)	0	1	0	2	0	0	0	557	1	0	1255	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1	0	2	0	0	0	633	1	0	1426	3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	10	0	100	0	0	0	1569	2	0	1568	3
Arrive On Green	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.83	0.83	0.00	0.83	0.83
Sat Flow, veh/h	0	1900	0	1300	0	0	0	1896	3	0	1895	4
Grp Volume(v), veh/h	0	1	0	2	0	0	0	0	634	0	0	1429
Grp Sat Flow(s),veh/h/ln	0	1900	0	1300	0	0	0	0	1899	0	0	1899
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	6.7	0.0	0.0	40.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	6.7	0.0	0.0	40.8
Prop In Lane	0.00		0.00	1.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	10	0	100	0	0	0	0	1572	0	0	1571
V/C Ratio(X)	0.00	0.10	0.00	0.02	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.91
Avail Cap(c_a), veh/h	0	440	0	425	0	0	0	0	2174	0	0	2174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.5	0.0	38.6	0.0	0.0	0.0	0.0	1.7	0.0	0.0	4.7
Incr Delay (d2), s/veh	0.0	4.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	4.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	42.5	0.0	38.6	0.0	0.0	0.0	0.0	1.9	0.0	0.0	9.4
LnGrp LOS		D		D					A			A
Approach Vol, veh/h		1			2			634			1429	
Approach Delay, s/veh		42.5			38.6			1.9			9.4	
Approach LOS		D			D			A			A	

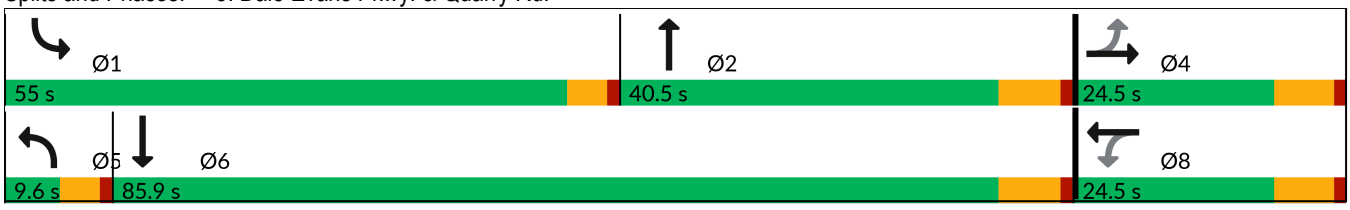
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.8	6.9	70.8	6.9
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	89.0	18.0	89.0	18.0
Max Q Clear Time (g_c+I1), s	8.7	2.0	42.8	2.1
Green Ext Time (p_c), s	4.0	0.0	21.6	0.0

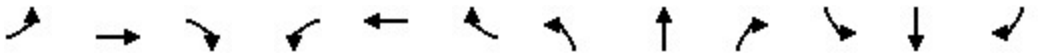
Intersection Summary	
HCM 7th Control Delay, s/veh	7.2
HCM 7th LOS	A

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	8	1	18	1	363	557	700
Future Volume (vph)	8	1	18	1	363	557	700
Turn Type	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	4		8	5	2	1	6
Permitted Phases		8					
Detector Phase	4	8	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	24.5	24.5	24.5	9.6	24.5	9.6	24.5
Total Split (s)	24.5	24.5	24.5	9.6	40.5	55.0	85.9
Total Split (%)	20.4%	20.4%	20.4%	8.0%	33.8%	45.8%	71.6%
Yellow Time (s)	5.5	5.5	5.5	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.5	4.6	6.5	4.6	6.5
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	11.3		11.4	5.2	25.3	38.9	67.5
Actuated g/C Ratio	0.12		0.12	0.06	0.27	0.41	0.72
v/c Ratio	0.04		0.60	0.01	0.78	0.87	0.57
Control Delay (s/veh)	42.3		15.7	52.0	45.3	40.8	8.6
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3		15.7	52.0	45.3	40.8	8.6
LOS	D		B	D	D	D	A
Approach Delay (s/veh)	42.3		15.8		45.4		22.9
Approach LOS	D		B		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 94	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 26.6	Intersection LOS: C
Intersection Capacity Utilization 80.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Dale Evans Pkwy. & Quarry Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	8	1	1	18	195	1	363	0	557	700	0
Future Volume (veh/h)	0	8	1	1	18	195	1	363	0	557	700	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	0	9	1	1	20	161	1	403	0	619	778	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	231	26	47	26	199	2	477	0	659	1205	0
Arrive On Green	0.00	0.14	0.14	0.14	0.14	0.14	0.00	0.25	0.00	0.38	0.63	0.00
Sat Flow, veh/h	0	1680	187	2	187	1449	1714	1900	0	1714	1900	0
Grp Volume(v), veh/h	0	0	10	182	0	0	1	403	0	619	778	0
Grp Sat Flow(s),veh/h/ln	0	0	1866	1638	0	0	1714	1900	0	1714	1900	0
Q Serve(g_s), s	0.0	0.0	0.4	0.5	0.0	0.0	0.0	15.6	0.0	27.0	19.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.4	8.4	0.0	0.0	0.0	15.6	0.0	27.0	19.7	0.0
Prop In Lane	0.00		0.10	0.01		0.88	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	256	272	0	0	2	477	0	659	1205	0
V/C Ratio(X)	0.00	0.00	0.04	0.67	0.00	0.00	0.42	0.85	0.00	0.94	0.65	0.00
Avail Cap(c_a), veh/h	0	0	434	427	0	0	111	834	0	1115	1947	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	29.0	32.4	0.0	0.0	38.7	27.6	0.0	23.0	8.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	2.8	0.0	0.0	39.3	4.2	0.0	6.2	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	3.3	0.0	0.0	0.0	6.7	0.0	10.1	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	29.0	35.3	0.0	0.0	77.9	31.8	0.0	29.2	9.4	0.0
LnGrp LOS			C	D			E	C		C	A	
Approach Vol, veh/h		10			182			404			1397	
Approach Delay, s/veh		29.0			35.3			31.9			18.2	
Approach LOS		C			D			C			B	

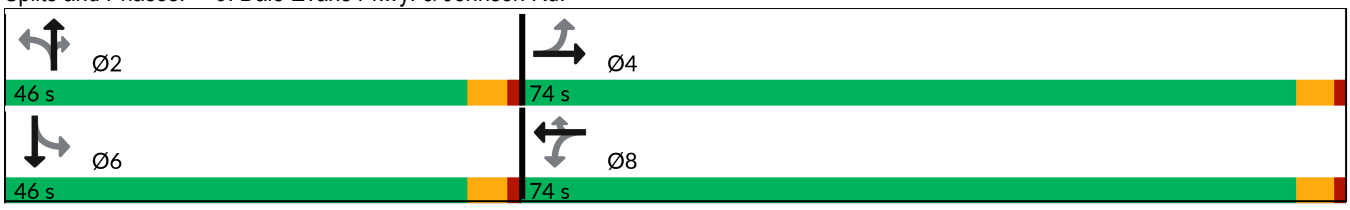
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	34.4	25.9		17.1	4.7	55.6		17.1				
Change Period (Y+Rc), s	4.6	6.5		6.5	4.6	6.5		6.5				
Max Green Setting (Gmax), s	50.4	34.0		18.0	5.0	79.4		18.0				
Max Q Clear Time (g_c+I1), s	29.0	17.6		2.4	2.0	21.7		10.4				
Green Ext Time (p_c), s	0.8	1.8		0.0	0.0	5.5		0.5				

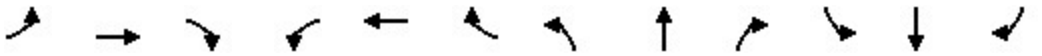
Intersection Summary		
HCM 7th Control Delay, s/veh		22.6
HCM 7th LOS		C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	16	1386	89	510	169	51	153	284	490	80
Future Volume (vph)	16	1386	89	510	169	51	153	284	490	80
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases		4		8			2			6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	74.0	74.0	74.0	74.0	74.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	61.7%	61.7%	61.7%	61.7%	61.7%	38.3%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	Min	Min	Min	Min	Min
Act Effct Green (s)	69.5	69.5	69.5	69.5	69.5	41.5	41.5	41.5	41.5	41.5
Actuated g/C Ratio	0.58	0.58	0.58	0.58	0.58	0.35	0.35	0.35	0.35	0.35
v/c Ratio	0.04	0.82	1.78	0.28	0.19	0.14	0.14	0.59	1.48	0.08
Control Delay (s/veh)	11.4	24.6	434.3	13.1	2.0	28.2	27.3	35.3	261.2	24.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.4	24.6	434.3	13.1	2.0	28.2	27.3	35.3	261.2	24.6
LOS	B	C	F	B	A	C	C	D	F	C
Approach Delay (s/veh)		24.5		59.4			32.1			225.8
Approach LOS		C		E			C			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.78	
Intersection Signal Delay (s/veh): 68.4	Intersection LOS: E
Intersection Capacity Utilization 99.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 9: Dale Evans Pkwy. & Johnson Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1386	102	89	510	169	51	153	284	490	80	7
Future Volume (veh/h)	16	1386	102	89	510	169	51	153	284	490	80	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	19	1670	63	107	614	0	61	184	173	590	96	8
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	488	2097	79	162	2179		472	1301	557	384	1192	98
Arrive On Green	0.87	0.87	0.87	0.87	0.87	0.00	0.52	0.69	0.52	0.69	0.52	0.52
Sat Flow, veh/h	778	3620	136	269	3762	1610	1242	3762	1610	986	3446	284
Grp Volume(v), veh/h	19	864	869	107	614	0	61	184	173	590	52	52
Grp Sat Flow(s),veh/h/ln	778	1881	1876	269	1881	1610	1242	1881	1610	986	1881	1849
Q Serve(g_s), s	0.5	23.3	23.9	45.6	3.4	0.0	3.2	2.0	7.4	39.5	1.7	1.7
Cycle Q Clear(g_c), s	3.9	23.3	23.9	69.5	3.4	0.0	4.9	2.0	7.4	41.5	1.7	1.7
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	488	1089	1086	162	2179		472	1301	557	384	651	639
V/C Ratio(X)	0.04	0.79	0.80	0.66	0.28		0.13	0.14	0.31	1.53	0.08	0.08
Avail Cap(c_a), veh/h	488	1089	1086	162	2179		472	1301	557	384	651	639
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	2.00	1.50	2.00	1.50	1.50
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.9	4.8	4.9	20.9	3.5	0.0	20.5	12.4	20.7	22.6	19.3	19.3
Incr Delay (d2), s/veh	0.0	4.1	4.3	9.5	0.1	0.0	0.1	0.0	0.3	253.4	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.5	4.6	2.8	1.1	0.0	0.9	0.8	2.5	33.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.9	9.0	9.2	30.3	3.6	0.0	20.7	12.5	21.0	275.9	19.3	19.4
LnGrp LOS	A	A	A	C	A		C	B	C	F	B	B
Approach Vol, veh/h		1752			721			418			694	
Approach Delay, s/veh		9.0			7.6			17.2			237.5	
Approach LOS		A			A			B			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.0		74.0		46.0		74.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		41.5		69.5		41.5		69.5				
Max Q Clear Time (g_c+I1), s		9.4		25.9		43.5		71.5				
Green Ext Time (p_c), s		1.7		18.1		0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			53.9									
HCM 7th LOS			D									

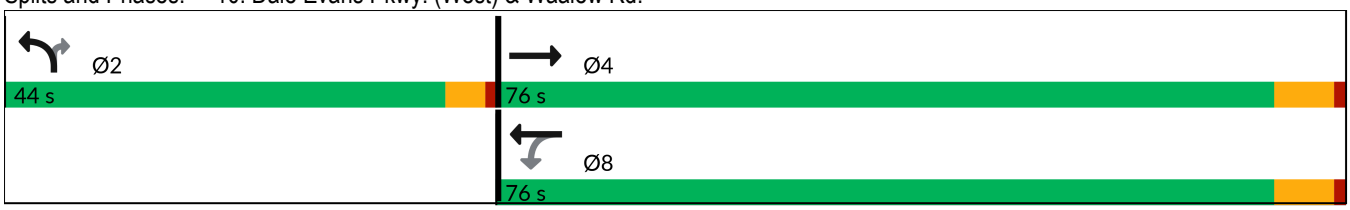
Notes

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

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	191	76	235	39	190
Future Volume (vph)	191	76	235	39	190
Turn Type	NA	Perm	NA	Prot	Perm
Protected Phases	4		8	2	
Permitted Phases		8			2
Detector Phase	4	8	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	22.6	22.6
Total Split (s)	76.0	76.0	76.0	44.0	44.0
Total Split (%)	63.3%	63.3%	63.3%	36.7%	36.7%
Yellow Time (s)	5.5	5.5	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5		6.5	4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	12.2		11.7	7.2	7.2
Actuated g/C Ratio	0.40		0.38	0.24	0.24
v/c Ratio	0.32		0.54	0.10	0.37
Control Delay (s/veh)	8.4		12.1	9.9	4.3
Queue Delay	0.0		0.0	0.0	0.0
Total Delay (s/veh)	8.4		12.1	9.9	4.3
LOS	A		B	A	A
Approach Delay (s/veh)	8.5		12.2	5.3	
Approach LOS	A		B	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 30.6	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 9.0	Intersection LOS: A
Intersection Capacity Utilization 48.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Dale Evans Pkwy. (West) & Waalew Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	191	39	76	235	39	190
Future Volume (veh/h)	191	39	76	235	39	190
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1800	1900
Adj Flow Rate, veh/h	203	41	81	250	41	202
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	529	107	288	499	301	283
Arrive On Green	0.34	0.34	0.34	0.34	0.18	0.18
Sat Flow, veh/h	1534	310	275	1446	1714	1610
Grp Volume(v), veh/h	0	244	331	0	41	202
Grp Sat Flow(s),veh/h/ln	0	1843	1721	0	1714	1610
Q Serve(g_s), s	0.0	2.3	0.8	0.0	0.5	2.7
Cycle Q Clear(g_c), s	0.0	2.3	3.3	0.0	0.5	2.7
Prop In Lane		0.17	0.24		1.00	1.00
Lane Grp Cap(c), veh/h	0	636	787	0	301	283
V/C Ratio(X)	0.00	0.38	0.42	0.00	0.14	0.71
Avail Cap(c_a), veh/h	0	5535	5145	0	2918	2741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	5.7	6.0	0.0	8.1	9.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.0	0.1	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.2	0.0	0.1	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	6.1	6.4	0.0	8.1	10.3
LnGrp LOS		A	A		A	B
Approach Vol, veh/h	244			331	243	
Approach Delay, s/veh	6.1			6.4	9.9	
Approach LOS	A			A	A	

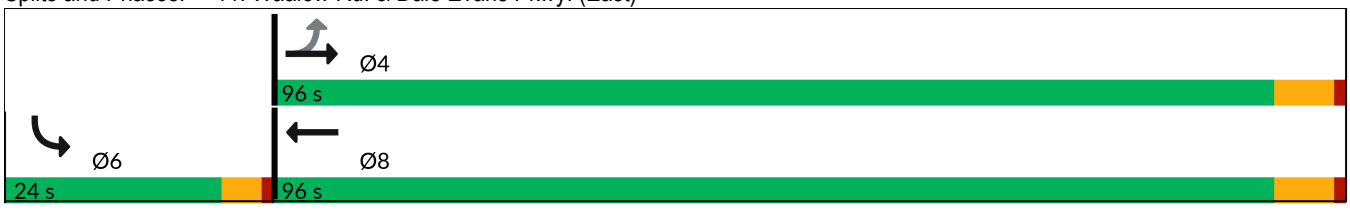
Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	8.7	14.5	14.5
Change Period (Y+Rc), s	4.6	6.5	6.5
Max Green Setting (Gmax), s	39.4	69.5	69.5
Max Q Clear Time (g_c+I1), s	4.7	4.3	5.3
Green Ext Time (p_c), s	0.4	1.3	1.9

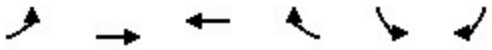
Intersection Summary	
HCM 7th Control Delay, s/veh	7.3
HCM 7th LOS	A

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	331	233	310	37
Future Volume (vph)	331	233	310	37
Turn Type	Perm	NA	NA	Prot
Protected Phases		4	8	6
Permitted Phases	4			
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	5.0
Minimum Split (s)	24.5	24.5	24.5	22.6
Total Split (s)	96.0	96.0	96.0	24.0
Total Split (%)	80.0%	80.0%	80.0%	20.0%
Yellow Time (s)	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Min
Act Effct Green (s)		35.7	35.7	8.3
Actuated g/C Ratio		0.63	0.63	0.15
v/c Ratio		0.82	0.35	0.48
Control Delay (s/veh)		18.5	5.0	16.9
Queue Delay		0.0	0.0	0.0
Total Delay (s/veh)		18.6	5.0	16.9
LOS		B	A	B
Approach Delay (s/veh)		18.7	5.1	16.9
Approach LOS		B	A	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 57	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 13.6	Intersection LOS: B
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 11: Waalew Rd. & Dale Evans Pkwy. (East)





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	331	233	310	85	37	122
Future Volume (veh/h)	331	233	310	85	37	122
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	348	245	326	89	39	128
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	494	309	904	247	55	179
Arrive On Green	0.63	0.63	0.63	0.63	0.14	0.14
Sat Flow, veh/h	598	492	1437	392	384	1260
Grp Volume(v), veh/h	593	0	0	415	168	0
Grp Sat Flow(s),veh/h/ln	1089	0	0	1829	1654	0
Q Serve(g_s), s	18.2	0.0	0.0	5.3	4.7	0.0
Cycle Q Clear(g_c), s	23.5	0.0	0.0	5.3	4.7	0.0
Prop In Lane	0.59			0.21	0.23	0.76
Lane Grp Cap(c), veh/h	803	0	0	1151	235	0
V/C Ratio(X)	0.74	0.00	0.00	0.36	0.72	0.00
Avail Cap(c_a), veh/h	2302	0	0	3378	662	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.9	0.0	0.0	4.3	19.9	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.2	1.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	0.6	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.3	0.0	0.0	4.5	21.4	0.0
LnGrp LOS	B			A	C	
Approach Vol, veh/h		593	415		168	
Approach Delay, s/veh		10.3	4.5		21.4	
Approach LOS		B	A		C	

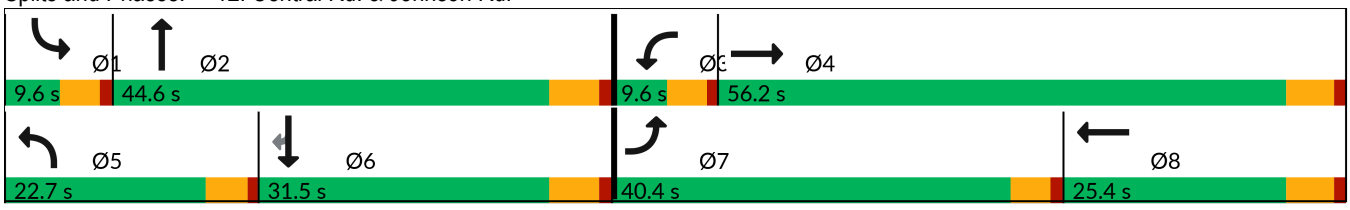
Timer - Assigned Phs		4		6	8
Phs Duration (G+Y+Rc), s		37.0		11.5	37.0
Change Period (Y+Rc), s		6.5		4.6	6.5
Max Green Setting (Gmax), s		89.5		19.4	89.5
Max Q Clear Time (g_c+I1), s		25.5		6.7	7.3
Green Ext Time (p_c), s		5.0		0.2	2.4

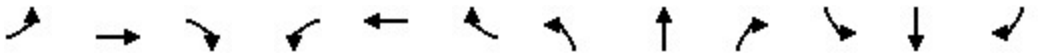
Intersection Summary	
HCM 7th Control Delay, s/veh	9.8
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations									
Traffic Volume (vph)	281	3	8	5	271	319	108	78	
Future Volume (vph)	281	3	8	5	271	319	108	78	
Turn Type	Prot	NA	Prot	NA	Prot	NA	NA	Perm	
Protected Phases	7	4	3	8	5	2	6		1
Permitted Phases								6	
Detector Phase	7	4	3	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	23.4	9.6	23.4	9.6	23.4	23.4	23.4	9.6
Total Split (s)	40.4	56.2	9.6	25.4	22.7	44.6	31.5	31.5	9.6
Total Split (%)	33.7%	46.8%	8.0%	21.2%	18.9%	37.2%	26.3%	26.3%	8%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.4	4.4	4.4	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.4	5.4	5.4	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.1	18.0	5.4	10.8	12.0	29.1	12.0	12.0	
Actuated g/C Ratio	0.30	0.30	0.09	0.18	0.20	0.49	0.20	0.20	
v/c Ratio	0.68	0.78	0.06	0.01	0.53	0.43	0.35	0.20	
Control Delay (s/veh)	27.3	9.2	35.2	30.2	27.3	14.3	28.2	0.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	27.3	9.2	35.2	30.2	27.3	14.3	28.2	0.9	
LOS	C	A	D	C	C	B	C	A	
Approach Delay (s/veh)		14.9		33.4		20.3	16.8		
Approach LOS		B		C		C	B		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 59.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 17.2	Intersection LOS: B
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: Central Rd. & Johnson Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	281	3	611	8	5	0	271	319	3	0	108	78
Future Volume (veh/h)	281	3	611	8	5	0	271	319	3	0	108	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1700	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	351	4	514	10	6	0	339	399	4	0	135	61
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	402	5	609	22	302	0	443	690	7	3	295	250
Arrive On Green	0.23	0.38	0.38	0.01	0.16	0.00	0.14	0.37	0.37	0.00	0.16	0.16
Sat Flow, veh/h	1714	12	1600	1714	1900	0	3141	1878	19	1714	1900	1610
Grp Volume(v), veh/h	351	0	518	10	6	0	339	0	403	0	135	61
Grp Sat Flow(s),veh/h/ln	1714	0	1612	1714	1900	0	1570	0	1897	1714	1900	1610
Q Serve(g_s), s	12.7	0.0	18.9	0.4	0.2	0.0	6.7	0.0	11.0	0.0	4.2	2.1
Cycle Q Clear(g_c), s	12.7	0.0	18.9	0.4	0.2	0.0	6.7	0.0	11.0	0.0	4.2	2.1
Prop In Lane	1.00		0.99	1.00		0.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	402	0	614	22	302	0	443	0	697	3	295	250
V/C Ratio(X)	0.87	0.00	0.84	0.46	0.02	0.00	0.76	0.00	0.58	0.00	0.46	0.24
Avail Cap(c_a), veh/h	952	0	1270	133	589	0	882	0	1153	133	769	652
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	18.2	31.6	22.9	0.0	26.7	0.0	16.4	0.0	24.8	23.9
Incr Delay (d2), s/veh	2.4	0.0	3.3	5.5	0.0	0.0	1.0	0.0	0.8	0.0	1.1	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	6.3	0.2	0.1	0.0	2.2	0.0	3.9	0.0	1.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.1	0.0	21.5	37.1	22.9	0.0	27.7	0.0	17.1	0.0	25.9	24.4
LnGrp LOS	C		C	D	C		C		B		C	C
Approach Vol, veh/h		869			16			742			196	
Approach Delay, s/veh		23.4			31.8			22.0			25.4	
Approach LOS		C			C			C			C	

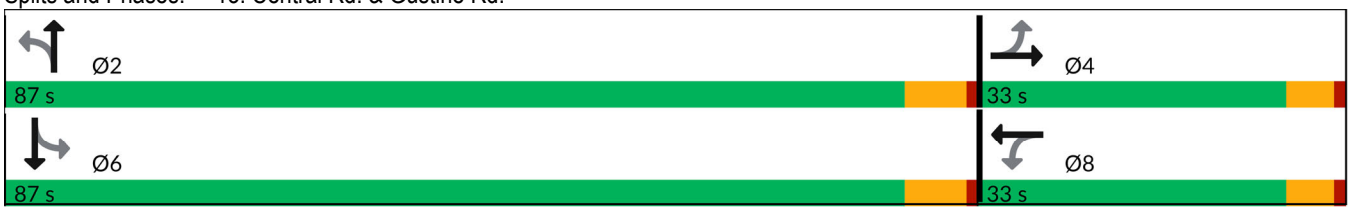
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	29.1	5.4	30.0	13.7	15.4	19.7	15.7
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4
Max Green Setting (Gmax), s	5.0	39.2	5.0	50.8	18.1	26.1	35.8	20.0
Max Q Clear Time (g_c+I1), s	0.0	13.0	2.4	20.9	8.7	6.2	14.7	2.2
Green Ext Time (p_c), s	0.0	2.1	0.0	3.7	0.4	0.7	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	23.1
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	113	0	0	452	225
Future Volume (vph)	113	0	0	452	225
Turn Type	Perm	NA	NA	NA	NA
Protected Phases		4	8	2	6
Permitted Phases	4				
Detector Phase	4	4	8	2	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	23.4	23.4	23.4	24.5	24.5
Total Split (s)	33.0	33.0	33.0	87.0	87.0
Total Split (%)	27.5%	27.5%	27.5%	72.5%	72.5%
Yellow Time (s)	4.4	4.4	4.4	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.4	5.4	6.5	6.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)		13.1	12.9	25.1	25.1
Actuated g/C Ratio		0.31	0.30	0.59	0.59
v/c Ratio		0.29	0.00	0.46	0.60
Control Delay (s/veh)		18.1	0.0	9.5	9.7
Queue Delay		0.0	0.0	0.0	0.0
Total Delay (s/veh)		18.1	0.0	9.5	9.7
LOS		B	A	A	A
Approach Delay (s/veh)		18.1		9.5	9.7
Approach LOS		B		A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 42.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 10.4	Intersection LOS: B
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: Central Rd. & Gustine Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	0	0	0	0	1	0	452	1	0	225	351
Future Volume (veh/h)	113	0	0	0	0	1	0	452	1	0	225	351
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	0	0	0	0	1	0	514	1	0	256	399
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	466	0	0	0	0	312	0	941	2	0	332	518
Arrive On Green	0.19	0.00	0.00	0.00	0.00	0.19	0.00	0.50	0.50	0.00	0.50	0.50
Sat Flow, veh/h	1435	0	0	0	0	1610	0	1896	4	0	669	1043
Grp Volume(v), veh/h	128	0	0	0	0	1	0	0	515	0	0	655
Grp Sat Flow(s),veh/h/ln	1435	0	0	0	0	1610	0	0	1899	0	0	1712
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	12.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	12.0
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	0.00		0.61
Lane Grp Cap(c), veh/h	466	0	0	0	0	312	0	0	942	0	0	850
V/C Ratio(X)	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.77
Avail Cap(c_a), veh/h	1221	0	0	0	0	1157	0	0	3981	0	0	3589
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	0.0	0.0	12.5	0.0	0.0	6.7	0.0	0.0	7.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	7.2	0.0	0.0	9.4
LnGrp LOS	B					B			A			A
Approach Vol, veh/h		128			1			515			655	
Approach Delay, s/veh		14.0			12.5			7.2			9.4	
Approach LOS		B			B			A			A	

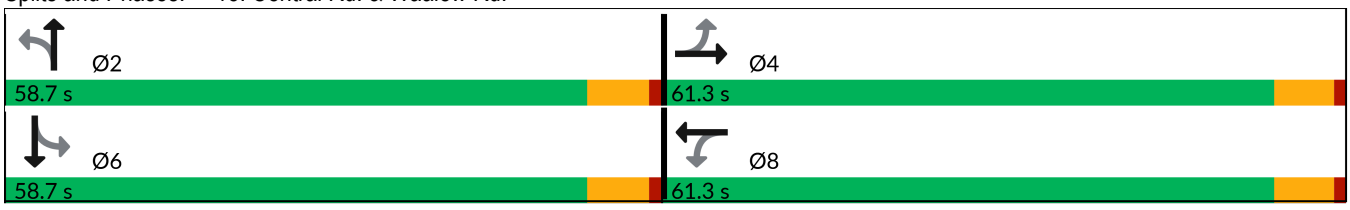
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.6		12.8		25.6		12.8				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		80.5		27.6		80.5		27.6				
Max Q Clear Time (g_c+I1), s		9.2		5.0		14.0		2.0				
Green Ext Time (p_c), s		3.3		0.6		5.1		0.0				

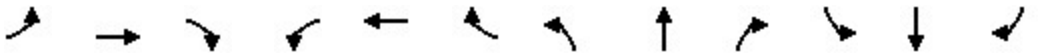
Intersection Summary												
HCM 7th Control Delay, s/veh			9.0									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	174	45	31	211	62	332	10	132
Future Volume (vph)	174	45	31	211	62	332	10	132
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5
Total Split (s)	61.3	61.3	61.3	61.3	58.7	58.7	58.7	58.7
Total Split (%)	51.1%	51.1%	51.1%	51.1%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.5		6.5		6.5		6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)		28.8		28.8		28.5		28.5
Actuated g/C Ratio		0.40		0.40		0.40		0.40
v/c Ratio		0.70		0.49		0.74		0.33
Control Delay (s/veh)		28.9		19.2		27.9		16.8
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		28.9		19.2		27.9		16.8
LOS		C		B		C		B
Approach Delay (s/veh)		29.0		19.3		28.0		16.8
Approach LOS		C		B		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 72.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 24.2	Intersection LOS: C
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 15: Central Rd. & Waalew Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	45	35	31	211	42	62	332	22	10	132	52
Future Volume (veh/h)	174	45	35	31	211	42	62	332	22	10	132	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	212	55	43	38	257	51	76	405	27	12	161	63
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	403	93	55	134	427	79	170	569	36	107	482	180
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	849	315	187	113	1451	270	173	1509	94	31	1278	476
Grp Volume(v), veh/h	310	0	0	346	0	0	508	0	0	236	0	0
Grp Sat Flow(s),veh/h/ln	1351	0	0	1834	0	0	1776	0	0	1785	0	0
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.9	0.0	0.0	6.4	0.0	0.0	9.6	0.0	0.0	3.7	0.0	0.0
Prop In Lane	0.68		0.14	0.11		0.15	0.15		0.05	0.05		0.27
Lane Grp Cap(c), veh/h	550	0	0	640	0	0	775	0	0	769	0	0
V/C Ratio(X)	0.56	0.00	0.00	0.54	0.00	0.00	0.66	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	1902	0	0	2569	0	0	2400	0	0	2402	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.5	0.0	0.0	12.1	0.0	0.0	10.6	0.0	0.0	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.7	0.0	0.0	0.9	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	1.7	0.0	0.0	2.5	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.4	0.0	0.0	12.8	0.0	0.0	11.5	0.0	0.0	9.0	0.0	0.0
LnGrp LOS	B			B			B			A		
Approach Vol, veh/h		310			346			508			236	
Approach Delay, s/veh		13.4			12.8			11.5			9.0	
Approach LOS		B			B			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.4		18.1		21.4		18.1				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		52.2		54.8		52.2		54.8				
Max Q Clear Time (g_c+I1), s		11.6		9.9		5.7		8.4				
Green Ext Time (p_c), s		3.3		2.1		1.4		1.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.8									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	2	3	1587	1	1
Future Vol, veh/h	128	2	3	1587	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	256	4	6	3174	2	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	12	6	0	0	3180	0
Stage 1	6	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	3.9	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2	-
Pot Cap-1 Maneuver	1013	1083	-	-	122	-
Stage 1	1022	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	996	1083	-	-	122	-
Mov Cap-2 Maneuver	996	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.88	0	17.45
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	997	122	-
HCM Lane V/C Ratio	-	-	0.261	0.016	-
HCM Control Delay (s/veh)	-	-	9.9	34.9	0
HCM Lane LOS	-	-	A	D	A
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	32	49	1582	127	2
Future Vol, veh/h	8	32	49	1582	127	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	59	91	2930	235	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	3020	0	-	0	180	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	3.9	-	-	-	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	136	-	-	-	815	972
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	136	-	-	-	723	972
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	940	-

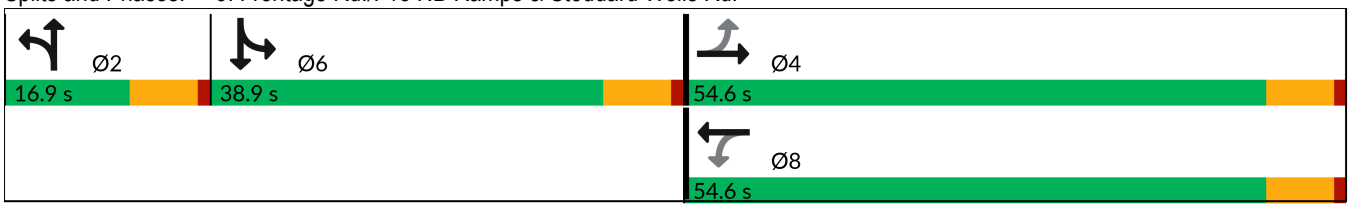
Approach	EB	WB	SB
HCM Control Delay, s/v	6.93	0	12.38
HCM LOS			B

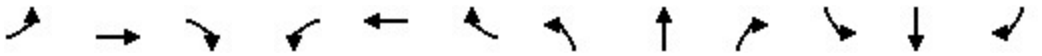
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	132	-	-	-	726
HCM Lane V/C Ratio	0.109	-	-	-	0.329
HCM Control Delay (s/veh)	34.7	0	-	-	12.4
HCM Lane LOS	D	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.4

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	4	84	57	1625	76	989	1
Future Volume (vph)	4	84	57	1625	76	989	1
Turn Type	Perm	NA	Perm	NA	NA	Split	NA
Protected Phases		4		8	2	6	6
Permitted Phases	4		8				
Detector Phase	4	4	8	8	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	16.5	16.5	16.5
Total Split (s)	54.6	54.6	54.6	54.6	16.9	38.9	38.9
Total Split (%)	49.5%	49.5%	49.5%	49.5%	15.3%	35.2%	35.2%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	48.1	48.1	48.1	48.1	10.2	32.4	32.4
Actuated g/C Ratio	0.44	0.44	0.44	0.44	0.09	0.29	0.29
v/c Ratio	0.06	0.19	0.12	1.05	0.66	1.04	0.97
Control Delay (s/veh)	21.2	14.1	19.4	67.3	58.0	90.7	71.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.2	14.1	19.4	67.3	58.0	90.7	71.3
LOS	C	B	B	E	E	F	E
Approach Delay (s/veh)		14.3		65.7	58.0		81.0
Approach LOS		B		E	E		F

Intersection Summary	
Cycle Length: 110.4	
Actuated Cycle Length: 110.2	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 67.8	Intersection LOS: E
Intersection Capacity Utilization 96.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	84	71	57	1625	61	1	76	43	989	1	6
Future Volume (veh/h)	4	84	71	57	1625	61	1	76	43	989	1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1976	1976	1800	1976	1976	1900	1976	1976	1872	1976	1976
Adj Flow Rate, veh/h	4	91	39	62	1766	33	1	83	25	1079	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	576	247	560	1688	31	2	127	38	1054	584	0
Arrive On Green	0.44	0.66	0.44	0.66	0.88	0.66	0.09	0.13	0.09	0.59	0.00	0.00
Sat Flow, veh/h	252	1312	562	1213	3848	72	17	1444	435	3566	1976	0
Grp Volume(v), veh/h	4	0	130	62	896	903	109	0	0	1079	0	0
Grp Sat Flow(s),veh/h/ln	252	0	1875	1213	1956	1963	1897	0	0	1783	1976	0
Q Serve(g_s), s	0.0	0.0	3.4	2.4	48.1	48.1	6.0	0.0	0.0	32.4	0.0	0.0
Cycle Q Clear(g_c), s	48.1	0.0	3.4	5.8	48.1	48.1	6.0	0.0	0.0	32.4	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.04	0.01		0.23	1.00		0.00
Lane Grp Cap(c), veh/h	66	0	822	560	858	861	167	0	0	1054	584	0
V/C Ratio(X)	0.06	0.00	0.16	0.11	1.04	1.05	0.65	0.00	0.00	1.02	0.00	0.00
Avail Cap(c_a), veh/h	66	0	822	560	858	861	180	0	0	1054	584	0
HCM Platoon Ratio	1.00	1.50	1.00	1.50	2.00	1.50	1.00	1.50	1.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.8	0.0	13.2	12.2	6.7	7.2	46.6	0.0	0.0	22.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.1	42.7	44.2	7.4	0.0	0.0	34.0	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	0.1	0.0	1.4	0.6	13.0	13.6	3.1	0.0	0.0	13.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.2	0.0	13.3	12.3	49.5	51.4	54.0	0.0	0.0	56.4	0.0	0.0
LnGrp LOS	E		B	B	F	F	D			F		
Approach Vol, veh/h		134			1861			109			1079	
Approach Delay, s/veh		14.6			49.2			54.0			56.4	
Approach LOS		B			D			D			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.1		54.6		38.9		54.6				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		10.4		48.1		32.4		48.1				
Max Q Clear Time (g_c+I1), s		8.0		50.1		34.4		50.1				
Green Ext Time (p_c), s		0.1		0.0		0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	50.3
HCM 7th LOS	D

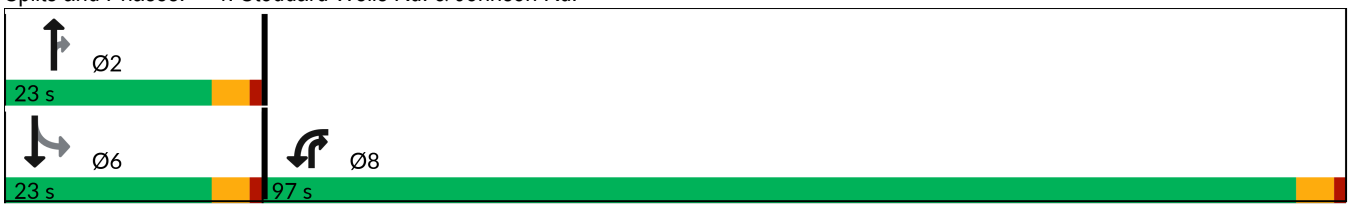
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	1560	34	921	1	29
Future Volume (vph)	1560	34	921	1	29
Turn Type	Prot	NA	pm+ov	Perm	NA
Protected Phases	8	2	8		6
Permitted Phases			2	6	
Detector Phase	8	2	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	97.0	23.0	97.0	23.0	23.0
Total Split (%)	80.8%	19.2%	80.8%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Min	None	Min	Min
Act Effct Green (s)	92.6	8.7	110.3		8.7
Actuated g/C Ratio	0.84	0.08	1.00		0.08
v/c Ratio	0.94	0.38	0.96		0.34
Control Delay (s/veh)	17.2	55.6	18.0		54.2
Queue Delay	0.0	0.0	0.0		0.0
Total Delay (s/veh)	17.2	55.6	18.0		54.2
LOS	B	E	B		D
Approach Delay (s/veh)	17.2	19.4			54.3
Approach LOS	B	B			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 110.3	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 18.5	Intersection LOS: B
Intersection Capacity Utilization 68.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Stoddard Wells Rd. & Johnson Rd.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1560	1	34	921	1	29
Future Volume (veh/h)	1560	1	34	921	1	29
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2646	0	58	1053	2	49
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2643	1241	293	1489	34	283
Arrive On Green	0.77	0.00	0.15	0.15	0.15	0.15
Sat Flow, veh/h	3429	1610	1900	1610	17	1837
Grp Volume(v), veh/h	2646	0	58	1053	51	0
Grp Sat Flow(s),veh/h/ln	1714	1610	1900	1610	1854	0
Q Serve(g_s), s	92.5	0.0	3.2	17.0	0.0	0.0
Cycle Q Clear(g_c), s	92.5	0.0	3.2	17.0	2.8	0.0
Prop In Lane	1.00	1.00		1.00	0.04	
Lane Grp Cap(c), veh/h	2643	1241	293	1489	317	0
V/C Ratio(X)	1.00	0.00	0.20	0.71	0.16	0.00
Avail Cap(c_a), veh/h	2643	1241	293	1489	317	0
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	13.8	0.0	44.3	1.0	44.1	0.0
Incr Delay (d2), s/veh	17.8	0.0	0.3	1.6	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.0	0.0	1.5	31.9	1.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.5	0.0	44.6	2.5	44.3	0.0
LnGrp LOS	F		D	A	D	
Approach Vol, veh/h	2646		1111			51
Approach Delay, s/veh	31.5		4.7			44.3
Approach LOS	C		A			D

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	23.0			23.0	97.0
Change Period (Y+Rc), s	4.5			4.5	4.5
Max Green Setting (Gmax), s	18.5			18.5	92.5
Max Q Clear Time (g_c+I1), s	19.0			4.8	94.5
Green Ext Time (p_c), s	0.0			0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

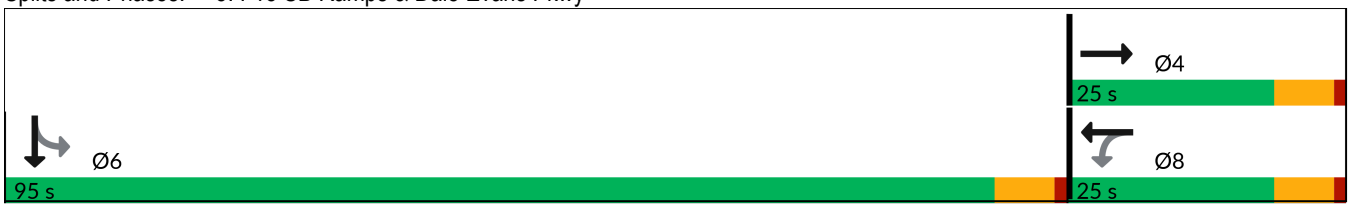
Notes

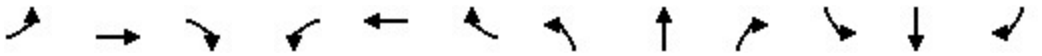
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	3	60	1	20
Future Volume (vph)	3	60	1	20
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		8		
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	25.0	25.0	25.0	95.0
Total Split (%)	20.8%	20.8%	20.8%	79.2%
Yellow Time (s)	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.5		6.5	6.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	None
Act Effct Green (s)	14.4		14.8	53.4
Actuated g/C Ratio	0.20		0.21	0.75
v/c Ratio	0.01		0.25	0.78
Control Delay (s/veh)	33.4		38.8	13.8
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	33.4		38.8	13.8
LOS	C		D	B
Approach Delay (s/veh)	33.4		38.9	13.9
Approach LOS	C		D	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 71.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 15.6	Intersection LOS: B
Intersection Capacity Utilization 69.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: I-15 SB Ramps & Dale Evans Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	2	60	1	0	0	0	0	861	20	4
Future Volume (veh/h)	0	3	2	60	1	0	0	0	0	861	20	4
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	4	2	72	1	0				1037	24	5
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83				0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	138	69	276	3	0				1186	27	6
Arrive On Green	0.00	0.12	0.12	0.12	0.12	0.00				0.67	0.67	0.67
Sat Flow, veh/h	0	1195	597	1381	27	0				1761	41	8
Grp Volume(v), veh/h	0	0	6	73	0	0				1066	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1792	1408	0	0				1810	0	0
Q Serve(g_s), s	0.0	0.0	0.2	2.9	0.0	0.0				28.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	3.1	0.0	0.0				28.8	0.0	0.0
Prop In Lane	0.00		0.33	0.99		0.00				0.97		0.00
Lane Grp Cap(c), veh/h	0	0	207	279	0	0				1220	0	0
V/C Ratio(X)	0.00	0.00	0.03	0.26	0.00	0.00				0.87	0.00	0.00
Avail Cap(c_a), veh/h	0	0	537	543	0	0				2597	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	24.2	25.6	0.0	0.0				8.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.5	0.0	0.0				2.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.9	0.0	0.0				4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	24.3	26.0	0.0	0.0				10.1	0.0	0.0
LnGrp LOS			C	C						B		
Approach Vol, veh/h		6			73						1066	
Approach Delay, s/veh		24.3			26.0						10.1	
Approach LOS		C			C						B	

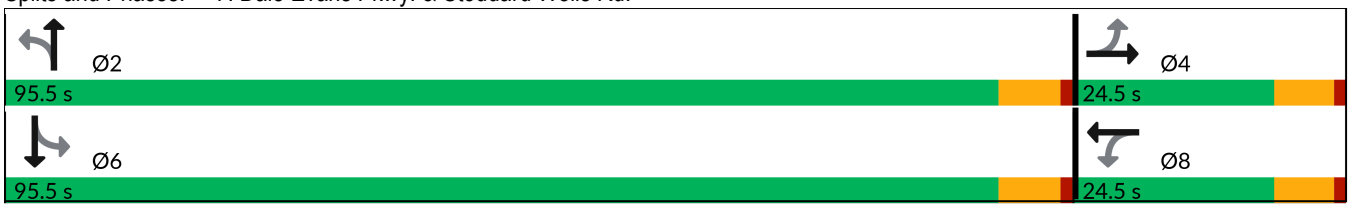
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				13.6		48.1		13.6				
Change Period (Y+Rc), s				6.5		6.5		6.5				
Max Green Setting (Gmax), s				18.5		88.5		18.5				
Max Q Clear Time (g_c+I1), s				2.2		30.8		5.1				
Green Ext Time (p_c), s				0.0		10.7		0.2				

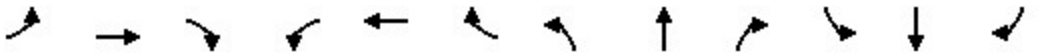
Intersection Summary												
HCM 7th Control Delay, s/veh			11.2									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	3	2	1	2	1203	946
Future Volume (vph)	3	2	1	2	1203	946
Turn Type	Perm	NA	Perm	NA	NA	NA
Protected Phases		4		8	2	6
Permitted Phases	4		8			
Detector Phase	4	4	8	8	2	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5
Total Split (s)	24.5	24.5	24.5	24.5	95.5	95.5
Total Split (%)	20.4%	20.4%	20.4%	20.4%	79.6%	79.6%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)		11.0		11.0	64.5	64.5
Actuated g/C Ratio		0.16		0.16	0.96	0.96
v/c Ratio		0.02		0.00	0.74	0.58
Control Delay (s/veh)		32.0		36.3	6.4	3.2
Queue Delay		0.0		0.0	0.0	0.0
Total Delay (s/veh)		32.0		36.3	6.4	3.2
LOS		C		D	A	A
Approach Delay (s/veh)		32.0		36.3	6.5	3.3
Approach LOS		C		D	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 67.3	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 5.2	Intersection LOS: A
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Dale Evans Pkwy. & Stoddard Wells Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	2	2	1	2	0	0	1203	4	0	946	1
Future Volume (veh/h)	3	2	2	1	2	0	0	1203	4	0	946	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	2	2	1	2	0	0	1352	4	0	1063	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	8	8	78	21	0	0	1513	4	0	1516	1
Arrive On Green	0.02	0.02	0.02	0.02	0.02	0.00	0.00	0.80	0.80	0.00	0.80	0.80
Sat Flow, veh/h	694	463	463	583	1166	0	0	1893	6	0	1898	2
Grp Volume(v), veh/h	7	0	0	3	0	0	0	0	1356	0	0	1064
Grp Sat Flow(s),veh/h/ln	1620	0	0	1749	0	0	0	0	1899	0	0	1900
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.7	0.0	0.0	18.2
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	35.7	0.0	0.0	18.2
Prop In Lane	0.43		0.29	0.33		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	102	0	0	99	0	0	0	0	1517	0	0	1518
V/C Ratio(X)	0.07	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.89	0.00	0.00	0.70
Avail Cap(c_a), veh/h	477	0	0	502	0	0	0	0	2377	0	0	2378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	0.0	34.3	0.0	0.0	0.0	0.0	5.0	0.0	0.0	3.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	3.1	0.0	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.7	0.0	0.0	34.5	0.0	0.0	0.0	0.0	8.1	0.0	0.0	3.9
LnGrp LOS	C			C					A			A
Approach Vol, veh/h		7			3			1356			1064	
Approach Delay, s/veh		34.7			34.5			8.1			3.9	
Approach LOS		C			C			A			A	

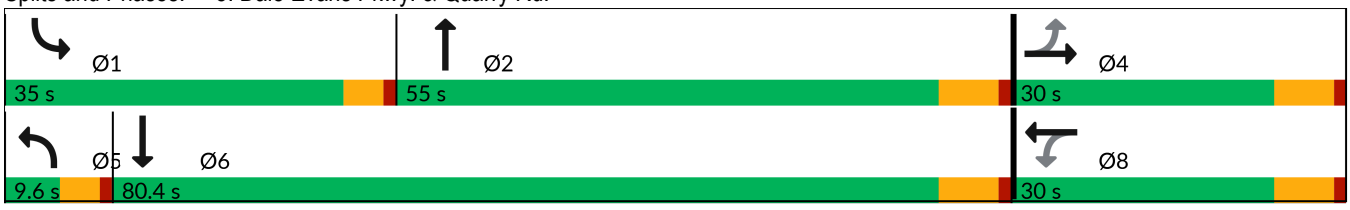
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	63.3	7.8	63.3	7.8
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	89.0	18.0	89.0	18.0
Max Q Clear Time (g_c+I1), s	37.7	2.3	20.2	2.1
Green Ext Time (p_c), s	19.1	0.0	10.2	0.0

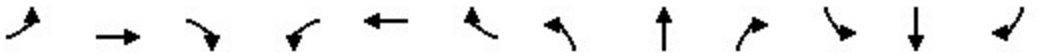
Intersection Summary	
HCM 7th Control Delay, s/veh	6.3
HCM 7th LOS	A

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	3	1	19	4	648	398	545
Future Volume (vph)	3	1	19	4	648	398	545
Turn Type	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	4		8	5	2	1	6
Permitted Phases		8					
Detector Phase	4	8	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	24.5	24.5	24.5	9.6	24.5	9.6	24.5
Total Split (s)	30.0	30.0	30.0	9.6	55.0	35.0	80.4
Total Split (%)	25.0%	25.0%	25.0%	8.0%	45.8%	29.2%	67.0%
Yellow Time (s)	5.5	5.5	5.5	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.5	4.6	6.5	4.6	6.5
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	12.7		19.4	5.1	43.9	30.5	77.3
Actuated g/C Ratio	0.11		0.17	0.05	0.39	0.27	0.69
v/c Ratio	0.05		0.94	0.05	0.93	0.91	0.45
Control Delay (s/veh)	27.9		37.3	56.7	53.8	67.4	10.1
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.9		37.3	56.7	53.8	67.4	10.1
LOS	C		D	E	D	E	B
Approach Delay (s/veh)	27.9		37.3		53.9		34.2
Approach LOS	C		D		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 111.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 40.8	Intersection LOS: D
Intersection Capacity Utilization 108.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 8: Dale Evans Pkwy. & Quarry Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	7	1	19	560	4	648	0	398	545	7
Future Volume (veh/h)	0	3	7	1	19	560	4	648	0	398	545	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	0	3	8	1	20	365	4	697	0	428	586	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	93	247	31	18	310	9	732	0	448	1199	16
Arrive On Green	0.00	0.20	0.20	0.20	0.20	0.20	0.01	0.48	0.00	0.26	0.80	0.64
Sat Flow, veh/h	0	458	1222	1	88	1535	1714	1900	0	1714	1870	26
Grp Volume(v), veh/h	0	0	11	386	0	0	4	697	0	428	0	594
Grp Sat Flow(s),veh/h/ln	0	0	1680	1623	0	0	1714	1900	0	1714	0	1895
Q Serve(g_s), s	0.0	0.0	0.6	4.2	0.0	0.0	0.3	40.8	0.0	28.6	0.0	12.0
Cycle Q Clear(g_c), s	0.0	0.0	0.6	23.5	0.0	0.0	0.3	40.8	0.0	28.6	0.0	12.0
Prop In Lane	0.00		0.73	0.00		0.95	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	0	339	359	0	0	9	732	0	448	0	1216
V/C Ratio(X)	0.00	0.00	0.03	1.08	0.00	0.00	0.45	0.95	0.00	0.96	0.00	0.49
Avail Cap(c_a), veh/h	0	0	339	359	0	0	74	792	0	448	0	1216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.25	1.00	1.00	1.25	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	37.3	47.4	0.0	0.0	57.7	29.1	0.0	42.3	0.0	5.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	69.0	0.0	0.0	31.3	20.4	0.0	31.3	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	17.1	0.0	0.0	0.2	19.2	0.0	15.2	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	37.3	116.5	0.0	0.0	89.0	49.5	0.0	73.6	0.0	5.7
LnGrp LOS			D	F			F	D		E		A
Approach Vol, veh/h		11			386			701			1022	
Approach Delay, s/veh		37.3			116.5			49.7			34.1	
Approach LOS		D			F			D			C	

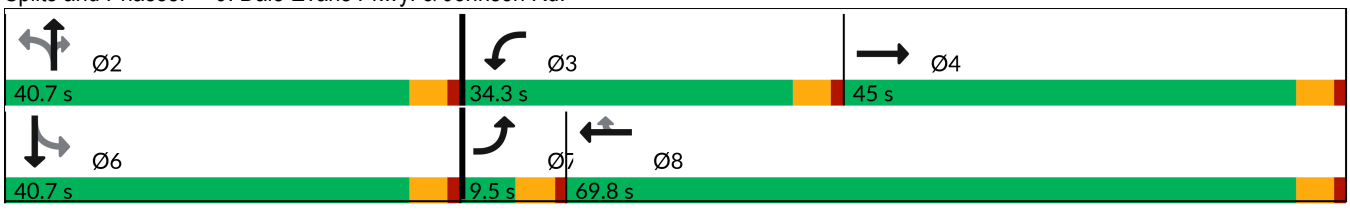
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.0	51.3		30.0	5.2	81.1		30.0				
Change Period (Y+Rc), s	4.6	6.5		6.5	4.6	6.5		6.5				
Max Green Setting (Gmax), s	30.4	48.5		23.5	5.0	73.9		23.5				
Max Q Clear Time (g_c+I1), s	30.6	42.8		2.6	2.3	14.0		25.5				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	3.7		0.0				

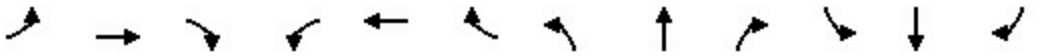
Intersection Summary	
HCM 7th Control Delay, s/veh	54.3
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	11	824	318	1420	413	123	104	176	272	223
Future Volume (vph)	11	824	318	1420	413	123	104	176	272	223
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8			2			6
Permitted Phases					8	2		2	6	
Detector Phase	7	4	3	8	8	2	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	45.0	34.3	69.8	69.8	40.7	40.7	40.7	40.7	40.7
Total Split (%)	7.9%	37.5%	28.6%	58.2%	58.2%	33.9%	33.9%	33.9%	33.9%	33.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	5.0	40.5	29.8	71.0	71.0	36.2	36.2	36.2	36.2	36.2
Actuated g/C Ratio	0.04	0.34	0.25	0.59	0.59	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.21	1.04	1.04	0.92	0.53	0.66	0.13	0.37	1.05	0.30
Control Delay (s/veh)	62.7	77.5	99.3	31.5	9.5	50.5	30.9	5.5	104.0	32.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.7	77.5	99.3	31.5	9.5	50.5	30.9	5.5	104.0	32.5
LOS	E	E	F	C	A	D	C	A	F	C
Approach Delay (s/veh)		77.4		37.3			25.9			70.6
Approach LOS		E		D			C			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay (s/veh): 49.7	Intersection LOS: D
Intersection Capacity Utilization 79.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Dale Evans Pkwy. & Johnson Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	824	86	318	1420	413	123	104	176	272	223	16
Future Volume (veh/h)	11	824	86	318	1420	413	123	104	176	272	223	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	15	1144	63	442	1972	0	171	144	140	378	310	22
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	28	1174	65	426	2056		304	1089	486	353	1032	73
Arrive On Green	0.02	0.51	0.34	0.25	0.85	0.00	0.30	0.45	0.30	0.30	0.45	0.30
Sat Flow, veh/h	1714	3479	191	1714	3610	1610	1009	3610	1610	1054	3420	241
Grp Volume(v), veh/h	15	593	614	442	1972	0	171	144	140	378	163	169
Grp Sat Flow(s),veh/h/ln	1714	1805	1866	1714	1805	1610	1009	1805	1610	1054	1805	1857
Q Serve(g_s), s	1.0	38.4	38.6	29.8	52.9	0.0	18.6	2.8	8.0	33.4	6.9	7.1
Cycle Q Clear(g_c), s	1.0	38.4	38.6	29.8	52.9	0.0	25.7	2.8	8.0	36.2	6.9	7.1
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	28	609	630	426	2056		304	1089	486	353	545	560
V/C Ratio(X)	0.53	0.97	0.97	1.04	0.96		0.56	0.13	0.29	1.07	0.30	0.30
Avail Cap(c_a), veh/h	71	609	630	426	2056		304	1089	486	353	545	560
HCM Platoon Ratio	1.00	1.50	1.00	1.00	1.50	1.00	1.00	1.50	1.00	1.00	1.50	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.6	29.1	30.2	45.1	7.6	0.0	41.5	23.7	32.0	46.1	24.8	25.8
Incr Delay (d2), s/veh	14.8	29.8	29.5	53.9	11.8	0.0	7.3	0.3	1.5	67.5	1.4	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	18.0	19.1	18.5	7.8	0.0	5.0	1.2	3.2	17.0	2.9	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.4	58.9	59.7	99.0	19.4	0.0	48.8	24.0	33.5	113.7	26.2	27.2
LnGrp LOS	E	E	E	F	B		D	C	C	F	C	C
Approach Vol, veh/h		1222			2414			455			710	
Approach Delay, s/veh		59.5			34.0			36.2			73.0	
Approach LOS		E			C			D			E	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	40.7	34.3	45.0		40.7	6.5	72.8					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	36.2	29.8	40.5		36.2	5.0	65.3					
Max Q Clear Time (g_c+I1), s	27.7	31.8	40.6		38.2	3.0	54.9					
Green Ext Time (p_c), s	1.3	0.0	0.0		0.0	0.0	8.4					

Intersection Summary	
HCM 7th Control Delay, s/veh	46.4
HCM 7th LOS	D

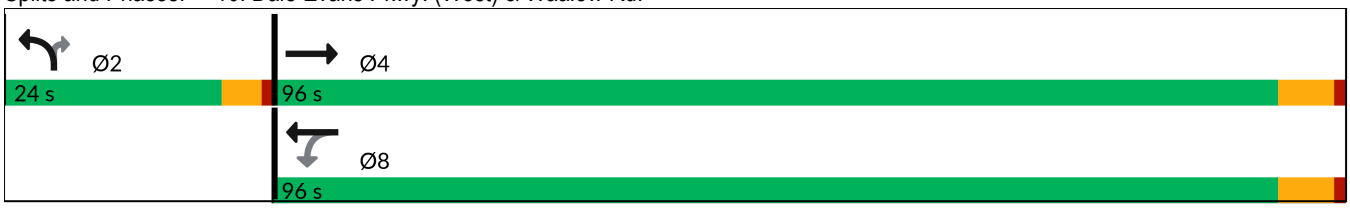
Notes

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

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	244	380	230	78	209
Future Volume (vph)	244	380	230	78	209
Turn Type	NA	Perm	NA	Prot	Perm
Protected Phases	4		8	2	
Permitted Phases		8			2
Detector Phase	4	8	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	22.6	22.6
Total Split (s)	96.0	96.0	96.0	24.0	24.0
Total Split (%)	80.0%	80.0%	80.0%	20.0%	20.0%
Yellow Time (s)	5.0	5.0	5.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	43.3		43.3	9.3	9.3
Actuated g/C Ratio	0.66		0.66	0.14	0.14
v/c Ratio	0.28		0.85	0.35	0.53
Control Delay (s/veh)	4.1		19.9	36.6	10.9
Queue Delay	0.0		0.1	0.0	0.0
Total Delay (s/veh)	4.1		20.0	36.6	10.9
LOS	A		C	D	B
Approach Delay (s/veh)	4.1		20.1	17.9	
Approach LOS	A		C	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 65.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 15.4	Intersection LOS: B
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Dale Evans Pkwy. (West) & Waalew Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	244	74	380	230	78	209
Future Volume (veh/h)	244	74	380	230	78	209
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1800	1900
Adj Flow Rate, veh/h	268	81	418	253	86	230
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	932	282	550	279	298	280
Arrive On Green	0.67	0.67	0.67	0.67	0.17	0.17
Sat Flow, veh/h	1400	423	692	419	1714	1610
Grp Volume(v), veh/h	0	349	671	0	86	230
Grp Sat Flow(s),veh/h/ln	0	1823	1111	0	1714	1610
Q Serve(g_s), s	0.0	5.2	31.0	0.0	2.9	9.1
Cycle Q Clear(g_c), s	0.0	5.2	36.2	0.0	2.9	9.1
Prop In Lane		0.23	0.62		1.00	1.00
Lane Grp Cap(c), veh/h	0	1214	829	0	298	280
V/C Ratio(X)	0.00	0.29	0.81	0.00	0.29	0.82
Avail Cap(c_a), veh/h	0	2484	1707	0	503	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	4.6	12.0	0.0	23.8	26.3
Incr Delay (d2), s/veh	0.0	0.1	2.0	0.0	0.2	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	5.6	0.0	1.1	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	4.7	14.0	0.0	23.9	28.7
LnGrp LOS		A	B		C	C
Approach Vol, veh/h	349			671	316	
Approach Delay, s/veh	4.7			14.0	27.4	
Approach LOS	A			B	C	

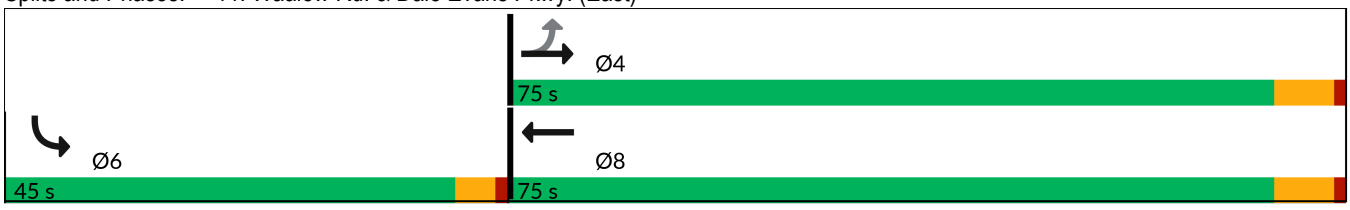
Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	16.1	50.0	50.0
Change Period (Y+Rc), s	4.6	6.0	6.0
Max Green Setting (Gmax), s	19.4	90.0	90.0
Max Q Clear Time (g_c+I1), s	11.1	7.2	38.2
Green Ext Time (p_c), s	0.4	1.9	5.8

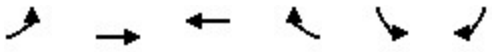
Intersection Summary	
HCM 7th Control Delay, s/veh	14.7
HCM 7th LOS	B

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	184	290	290	93
Future Volume (vph)	184	290	290	93
Turn Type	Perm	NA	NA	Prot
Protected Phases		4	8	6
Permitted Phases	4			
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	5.0
Minimum Split (s)	29.0	29.0	29.0	22.6
Total Split (s)	75.0	75.0	75.0	45.0
Total Split (%)	62.5%	62.5%	62.5%	37.5%
Yellow Time (s)	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	None
Act Effct Green (s)		40.2	40.2	23.6
Actuated g/C Ratio		0.52	0.52	0.31
v/c Ratio		0.80	0.38	0.78
Control Delay (s/veh)		26.3	12.1	27.1
Queue Delay		0.1	0.0	0.0
Total Delay (s/veh)		26.5	12.1	27.1
LOS		C	B	C
Approach Delay (s/veh)		26.5	12.1	27.1
Approach LOS		C	B	C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 22.9	Intersection LOS: C
Intersection Capacity Utilization 84.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 11: Waalew Rd. & Dale Evans Pkwy. (East)





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	290	290	45	93	349
Future Volume (veh/h)	184	290	290	45	93	349
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	207	326	326	51	104	392
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	281	397	809	127	116	438
Arrive On Green	0.50	0.50	0.50	0.50	0.34	0.34
Sat Flow, veh/h	415	786	1604	251	345	1300
Grp Volume(v), veh/h	533	0	0	377	497	0
Grp Sat Flow(s),veh/h/ln	1201	0	0	1855	1649	0
Q Serve(g_s), s	20.8	0.0	0.0	8.9	20.0	0.0
Cycle Q Clear(g_c), s	29.6	0.0	0.0	8.9	20.0	0.0
Prop In Lane	0.39			0.14	0.21	0.79
Lane Grp Cap(c), veh/h	677	0	0	936	556	0
V/C Ratio(X)	0.79	0.00	0.00	0.40	0.89	0.00
Avail Cap(c_a), veh/h	1351	0	0	1814	951	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.7	0.0	0.0	10.8	22.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.3	6.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	0.0	2.7	7.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.8	0.0	0.0	11.1	28.2	0.0
LnGrp LOS	B			B	C	
Approach Vol, veh/h		533	377		497	
Approach Delay, s/veh		19.8	11.1		28.2	
Approach LOS		B	B		C	

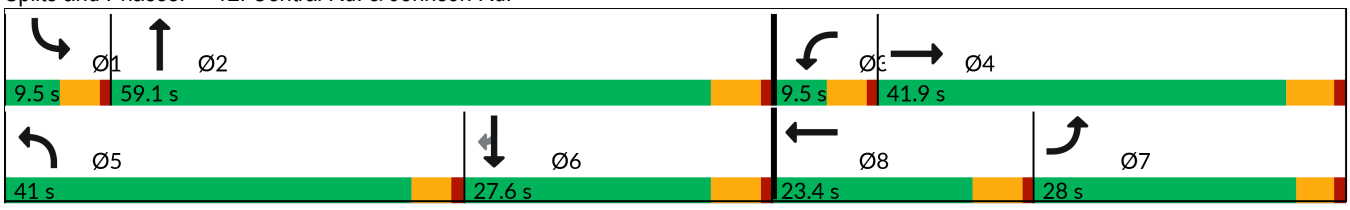
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			41.8		28.2	41.8
Change Period (Y+Rc), s			6.5		4.6	6.5
Max Green Setting (Gmax), s			68.5		40.4	68.5
Max Q Clear Time (g_c+I1), s			31.6		22.0	10.9
Green Ext Time (p_c), s			3.7		1.6	2.1

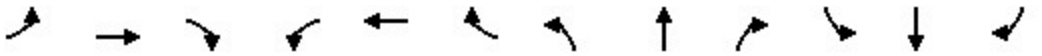
Intersection Summary		
HCM 7th Control Delay, s/veh	20.4	
HCM 7th LOS	C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	270	36	3	21	806	140	9	260	460
Future Volume (vph)	270	36	3	21	806	140	9	260	460
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	23.4	9.5	23.4	9.5	23.4	9.5	23.4	23.4
Total Split (s)	28.0	41.9	9.5	23.4	41.0	59.1	9.5	27.6	27.6
Total Split (%)	23.3%	34.9%	7.9%	19.5%	34.2%	49.3%	7.9%	23.0%	23.0%
Yellow Time (s)	3.5	4.4	3.5	4.4	3.5	4.4	3.5	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4	4.5	5.4	4.5	5.4	4.5	5.4	5.4
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	21.3	26.7	5.3	10.5	32.4	55.3	5.3	19.8	19.8
Actuated g/C Ratio	0.22	0.28	0.05	0.11	0.34	0.57	0.05	0.20	0.20
v/c Ratio	0.79	0.68	0.03	0.13	0.85	0.15	0.10	0.74	0.69
Control Delay (s/veh)	55.6	8.9	52.0	43.0	40.8	12.4	54.2	51.8	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.6	8.9	52.0	43.0	40.8	12.4	54.2	51.8	9.1
LOS	E	A	D	D	D	B	D	D	A
Approach Delay (s/veh)		25.0		44.0		36.4		25.0	
Approach LOS		C		D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 96.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 29.5	Intersection LOS: C
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 12: Central Rd. & Johnson Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	36	481	3	21	4	806	140	10	9	260	460
Future Volume (veh/h)	270	36	481	3	21	4	806	140	10	9	260	460
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1700	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	300	40	267	3	23	4	896	156	9	10	289	289
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	329	65	433	7	166	29	959	841	49	21	341	289
Arrive On Green	0.29	0.45	0.45	0.01	0.16	0.16	0.46	0.71	0.71	0.02	0.27	0.27
Sat Flow, veh/h	1714	214	1429	1714	1576	274	3141	1779	103	1714	1900	1610
Grp Volume(v), veh/h	300	0	307	3	0	27	896	0	165	10	289	289
Grp Sat Flow(s),veh/h/ln	1714	0	1643	1714	0	1851	1570	0	1882	1714	1900	1610
Q Serve(g_s), s	16.1	0.0	13.5	0.2	0.0	1.2	25.7	0.0	2.8	0.5	13.7	10.7
Cycle Q Clear(g_c), s	16.1	0.0	13.5	0.2	0.0	1.2	25.7	0.0	2.8	0.5	13.7	10.7
Prop In Lane	1.00		0.87	1.00		0.15	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	329	0	497	7	0	195	959	0	889	21	341	289
V/C Ratio(X)	0.91	0.00	0.62	0.44	0.00	0.14	0.93	0.00	0.19	0.48	0.85	1.00
Avail Cap(c_a), veh/h	424	0	631	90	0	350	1206	0	1063	90	444	376
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	0.0	21.8	47.1	0.0	36.3	24.8	0.0	7.7	46.4	33.5	13.7
Incr Delay (d2), s/veh	17.9	0.0	1.3	15.4	0.0	0.3	10.4	0.0	0.1	6.2	11.4	42.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	4.3	0.1	0.0	0.5	7.9	0.0	1.0	0.3	6.3	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.9	0.0	23.0	62.5	0.0	36.6	35.2	0.0	7.8	52.5	44.9	55.9
LnGrp LOS	D		C	E		D	D		A	D	D	F
Approach Vol, veh/h		607			30			1061			588	
Approach Delay, s/veh		36.8			39.2			31.0			50.5	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	50.3	4.9	34.2	33.5	22.5	23.7	15.4
Change Period (Y+Rc), s	4.5	5.4	4.5	5.4	4.5	5.4	5.4	* 5.4
Max Green Setting (Gmax), s	5.0	53.7	5.0	36.5	36.5	22.2	23.5	* 18
Max Q Clear Time (g_c+I1), s	2.5	4.8	2.2	15.5	27.7	15.7	18.1	3.2
Green Ext Time (p_c), s	0.0	0.8	0.0	1.7	1.4	1.4	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	37.6
HCM 7th LOS	D

Notes

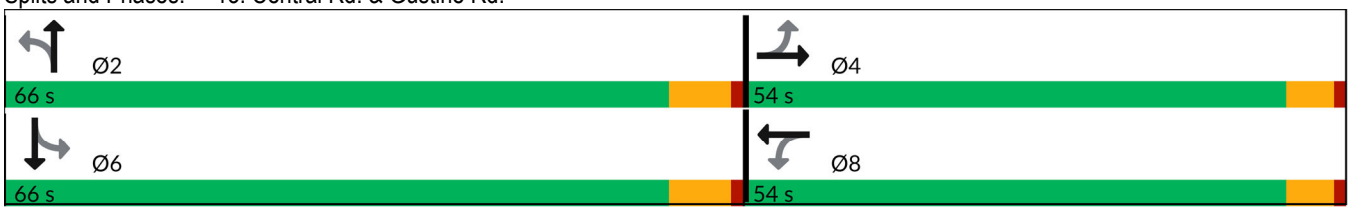
User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	381	0	2	0	364	500
Future Volume (vph)	381	0	2	0	364	500
Turn Type	Perm	NA	Perm	NA	NA	NA
Protected Phases		4		8	2	6
Permitted Phases	4		8			
Detector Phase	4	4	8	8	2	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5
Total Split (s)	54.0	54.0	54.0	54.0	66.0	66.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0
Total Lost Time (s)		5.4		5.4	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	Min
Act Effct Green (s)		35.7		22.9	44.7	44.7
Actuated g/C Ratio		0.38		0.25	0.48	0.48
v/c Ratio		0.83		0.01	0.48	0.86
Control Delay (s/veh)		41.7		23.0	19.4	33.3
Queue Delay		0.0		0.0	0.0	0.0
Total Delay (s/veh)		41.7		23.0	19.4	33.3
LOS		D		C	B	C
Approach Delay (s/veh)		41.7		23.0	19.4	33.3
Approach LOS		D		C	B	C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 93.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 32.0	Intersection LOS: C
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Central Rd. & Gustine Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	0	0	2	0	0	0	364	1	0	500	144
Future Volume (veh/h)	381	0	0	2	0	0	0	364	1	0	500	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	454	0	0	2	0	0	0	433	1	0	595	171
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	617	0	0	725	0	0	0	908	2	0	680	195
Arrive On Green	0.36	0.00	0.00	0.36	0.00	0.00	0.00	0.48	0.48	0.00	0.48	0.48
Sat Flow, veh/h	1441	0	0	1741	0	0	0	1895	4	0	1419	408
Grp Volume(v), veh/h	454	0	0	2	0	0	0	0	434	0	0	766
Grp Sat Flow(s),veh/h/ln	1441	0	0	1741	0	0	0	0	1899	0	0	1827
Q Serve(g_s), s	21.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	28.0
Cycle Q Clear(g_c), s	21.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0	11.5	0.0	0.0	28.0
Prop In Lane	1.00		0.00	1.00		0.00	0.00		0.00	0.00		0.22
Lane Grp Cap(c), veh/h	617	0	0	725	0	0	0	0	910	0	0	875
V/C Ratio(X)	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.88
Avail Cap(c_a), veh/h	1038	0	0	1146	0	0	0	0	1519	0	0	1461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	0.0	15.2	0.0	0.0	0.0	0.0	13.1	0.0	0.0	17.4
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.9	0.0	0.0	15.2	0.0	0.0	0.0	0.0	13.5	0.0	0.0	20.8
LnGrp LOS	C			B					B			C
Approach Vol, veh/h		454			2			434			766	
Approach Delay, s/veh		23.9			15.2			13.5			20.8	
Approach LOS		C			B			B			C	

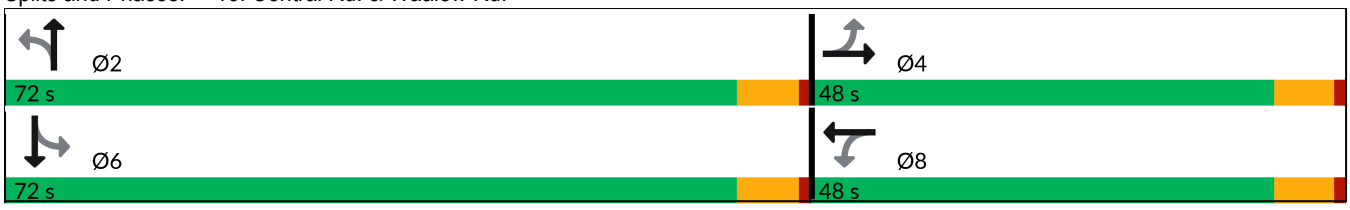
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	42.1	32.2	42.1	32.2
Change Period (Y+Rc), s	6.5	5.4	6.5	5.4
Max Green Setting (Gmax), s	59.5	48.6	59.5	48.6
Max Q Clear Time (g_c+I1), s	13.5	23.9	30.0	2.1
Green Ext Time (p_c), s	2.6	3.0	5.7	0.0

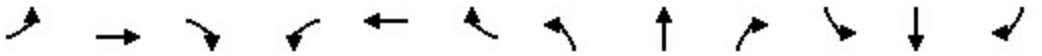
Intersection Summary	
HCM 7th Control Delay, s/veh	19.7
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	97	156	25	114	42	215	53	358
Future Volume (vph)	97	156	25	114	42	215	53	358
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5
Total Split (s)	48.0	48.0	48.0	48.0	72.0	72.0	72.0	72.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.5		6.5		6.5		6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)		25.4		25.4		39.1		39.1
Actuated g/C Ratio		0.32		0.32		0.49		0.49
v/c Ratio		0.72		0.33		0.43		0.81
Control Delay (s/veh)		34.6		24.1		14.7		25.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		34.6		24.1		14.7		25.1
LOS		C		C		B		C
Approach Delay (s/veh)		34.6		24.1		14.8		25.2
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 79	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 24.9	Intersection LOS: C
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 15: Central Rd. & Waalew Rd.





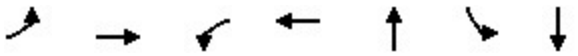
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	156	55	25	114	20	42	215	37	53	358	181
Future Volume (veh/h)	97	156	55	25	114	20	42	215	37	53	358	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	184	65	29	134	24	49	253	44	62	421	213
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	256	81	119	392	64	143	655	105	120	534	256
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	428	941	299	148	1437	233	135	1359	218	96	1108	531
Grp Volume(v), veh/h	363	0	0	187	0	0	346	0	0	696	0	0
Grp Sat Flow(s),veh/h/ln	1668	0	0	1819	0	0	1712	0	0	1735	0	0
Q Serve(g_s), s	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8	0.0	0.0
Cycle Q Clear(g_c), s	10.5	0.0	0.0	4.3	0.0	0.0	6.3	0.0	0.0	18.1	0.0	0.0
Prop In Lane	0.31		0.18	0.16		0.13	0.14		0.13	0.09		0.31
Lane Grp Cap(c), veh/h	544	0	0	574	0	0	903	0	0	910	0	0
V/C Ratio(X)	0.67	0.00	0.00	0.33	0.00	0.00	0.38	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	1356	0	0	1438	0	0	2083	0	0	2191	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.6	0.0	0.0	15.6	0.0	0.0	8.7	0.0	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	1.4	0.0	0.0	1.8	0.0	0.0	4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.1	0.0	0.0	15.9	0.0	0.0	9.0	0.0	0.0	13.1	0.0	0.0
LnGrp LOS	B			B			A			B		
Approach Vol, veh/h		363			187			346			696	
Approach Delay, s/veh		19.1			15.9			9.0			13.1	
Approach LOS		B			B			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		20.9		32.0		20.9				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		65.5		41.5		65.5		41.5				
Max Q Clear Time (g_c+I1), s		8.3		12.5		20.1		6.3				
Green Ext Time (p_c), s		2.3		2.0		5.4		0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh		13.9										
HCM 7th LOS		B										

APPENDIX 5.8: OPENING YEAR CUMULATIVE (2029) WITH PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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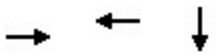


Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	13	193	30	834	108	886	901
v/c Ratio	0.20	0.46	0.14	1.01	0.50	1.03	0.95
Control Delay (s/veh)	45.6	34.3	37.9	77.5	39.1	69.3	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.6	34.3	37.9	77.5	39.1	69.3	44.3
Queue Length 50th (ft)	8	94	17	298	47	~679	544
Queue Length 95th (ft)	27	163	44	#424	97	#911	#825
Internal Link Dist (ft)		809		1064	899		1195
Turn Bay Length (ft)	100		150				
Base Capacity (vph)	64	418	212	825	337	854	948
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.46	0.14	1.01	0.32	1.04	0.95

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

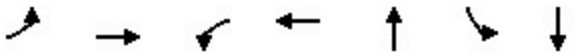


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	30	76	1465
v/c Ratio	0.14	0.49	0.98
Control Delay (s/veh)	27.3	58.8	35.1
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	27.3	58.8	35.1
Queue Length 50th (ft)	8	53	~1146
Queue Length 95th (ft)	33	94	#1317
Internal Link Dist (ft)	683	759	1327
Turn Bay Length (ft)			
Base Capacity (vph)	305	233	1482
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.10	0.33	0.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

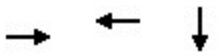


Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	4	168	62	1832	131	537	546
v/c Ratio	0.06	0.19	0.12	1.05	0.66	1.04	0.97
Control Delay (s/veh)	21.2	14.1	19.4	67.3	58.0	90.7	71.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.2	14.1	19.4	67.3	58.0	90.7	71.3
Queue Length 50th (ft)	2	50	26	~718	77	~419	385
Queue Length 95th (ft)	10	94	53	#854	#157	#632	#613
Internal Link Dist (ft)		809		1064	899		1234
Turn Bay Length (ft)	150		150				
Base Capacity (vph)	64	850	511	1744	199	514	561
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.20	0.12	1.05	0.66	1.04	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	6	73	1066
v/c Ratio	0.01	0.25	0.78
Control Delay (s/veh)	33.4	38.8	13.8
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	33.4	38.8	13.8
Queue Length 50th (ft)	2	29	306
Queue Length 95th (ft)	14	91	494
Internal Link Dist (ft)	683	759	1327
Turn Bay Length (ft)			
Base Capacity (vph)	642	487	1720
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.01	0.15	0.62

Intersection Summary

APPENDIX 6.1: HORIZON YEAR (2050) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	166	0	5	554	0	5
Future Vol, veh/h	166	0	5	554	0	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	-	-	-	-	-
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	175	0	5	583	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	302	297	0	0	588	0
Stage 1	297	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	694	747	-	-	997	-
Stage 1	759	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	694	747	-	-	997	-
Mov Cap-2 Maneuver	694	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.93	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	694	997	-
HCM Lane V/C Ratio	-	-	0.252	-	-
HCM Ctrl Dly (s/v)	-	-	11.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	41	45	556	171	0
Future Vol, veh/h	2	41	45	556	171	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	43	47	585	180	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	47	0	-	0	387	340
Stage 1	-	-	-	-	340	-
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	1573	-	-	-	620	707
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1573	-	-	-	619	707
Mov Cap-2 Maneuver	-	-	-	-	619	-
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	980	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.34	0	13.18
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	84	-	-	-	619
HCM Lane V/C Ratio	0.001	-	-	-	0.291
HCM Ctrl Dly (s/v)	7.3	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	1382.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	81	119	25	580	58	6	45	42	1300	0	15
Future Vol, veh/h	12	81	119	25	580	58	6	45	42	1300	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	-	-	-	-	-	-	-	-	-	-	-	-
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	85	125	26	611	61	6	47	44	1368	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	672	0	0	211	0	0	836	897	148	828	929	641
Stage 1	-	-	-	-	-	-	173	173	-	694	694	-
Stage 2	-	-	-	-	-	-	663	724	-	134	236	-
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	929	-	-	1372	-	-	289	281	904	~ 293	269	478
Stage 1	-	-	-	-	-	-	833	759	-	~ 437	447	-
Stage 2	-	-	-	-	-	-	454	433	-	~ 874	714	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	929	-	-	1372	-	-	266	268	904	~ 220	257	478
Mov Cap-2 Maneuver	-	-	-	-	-	-	266	268	-	~ 220	257	-
Stage 1	-	-	-	-	-	-	820	747	-	~ 423	434	-
Stage 2	-	-	-	-	-	-	425	420	-	~ 766	702	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.51	0.29	17.17	$ 2399.38
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	393	91	-	-	67	-	-	222
HCM Lane V/C Ratio	0.249	0.014	-	-	0.019	-	-	6.242
HCM Ctrl Dly (s/v)	17.2	8.9	0	-	7.7	0	-	$ 2399.4
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	148.8

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	191.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	619	0	163	1260	28	44
Future Vol, veh/h	619	0	163	1260	28	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	652	0	172	1326	29	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	940	835	0	0	1498	0
Stage 1	835	-	-	-	-	-
Stage 2	105	-	-	-	-	-
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	~ 295	371	-	-	454	-
Stage 1	~ 429	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 275	371	-	-	454	-
Mov Cap-2 Maneuver	~ 275	-	-	-	-	-
Stage 1	~ 429	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	$ 654.65	0	5.24
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	275	442	-
HCM Lane V/C Ratio	-	-	2.366	0.065	-
HCM Ctrl Dly (s/v)	-	-	$ 654.7	13.5	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	51.7	0.2	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	207.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	16	56	10	0	0	0	0	1114	17	9
Future Vol, veh/h	0	10	16	56	10	0	0	0	0	1114	17	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	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	11	17	59	11	0	0	0	0	1173	18	9

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	27	0	0	139	156	11
Stage 1	-	-	-	-	-	-	128	128	-
Stage 2	-	-	-	-	-	-	11	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	-	-	1599	-	0	~ 859	740	1076
Stage 1	0	-	-	-	-	0	~ 902	794	-
Stage 2	0	-	-	-	-	0	~ 1018	876	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1599	-	-	~ 827	0	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 827	0	-
Stage 1	-	-	-	-	-	-	~ 902	0	-
Stage 2	-	-	-	-	-	-	~ 980	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	6.23	224.2
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1527	-	829
HCM Lane V/C Ratio	-	-	0.037	-	1.448
HCM Ctrl Dly (s/v)	-	-	7.3	0	224.2
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0.1	-	54.7

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1119	0	0	61	467	6	4	78	0	0	0
Future Vol, veh/h	6	1119	0	0	61	467	6	4	78	0	0	0
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	6	1178	0	0	64	492	6	4	82	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	556	0	-	-	-	0	1255	1746	1178
Stage 1	-	-	-	-	-	-	1191	1191	-
Stage 2	-	-	-	-	-	-	64	556	-
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	1025	-	0	0	-	-	191	87	235
Stage 1	-	-	0	0	-	-	291	263	-
Stage 2	-	-	0	0	-	-	964	516	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1025	-	-	-	-	-	188	0	235
Mov Cap-2 Maneuver	-	-	-	-	-	-	188	0	-
Stage 1	-	-	-	-	-	-	286	0	-
Stage 2	-	-	-	-	-	-	964	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.05	0	30.73
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	231	10	-	-	-
HCM Lane V/C Ratio	0.402	0.006	-	-	-
HCM Ctrl Dly (s/v)	30.7	8.5	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	1.8	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	10	0	0	0	636	1	0	1184	20
Future Vol, veh/h	0	1	0	10	0	0	0	636	1	0	1184	20
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	1	0	11	0	0	0	669	1	0	1246	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1926	1927	1257	1917	1937	670	1267	0	0	671	0	0
Stage 1	1257	1257	-	670	670	-	-	-	-	-	-	-
Stage 2	669	671	-	1247	1267	-	-	-	-	-	-	-
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	51	67	211	52	66	460	555	-	-	929	-	-
Stage 1	212	245	-	450	459	-	-	-	-	-	-	-
Stage 2	450	458	-	215	242	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	67	211	51	66	460	555	-	-	929	-	-
Mov Cap-2 Maneuver	51	67	-	51	66	-	-	-	-	-	-	-
Stage 1	212	245	-	450	459	-	-	-	-	-	-	-
Stage 2	450	458	-	214	242	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	59.35	93.2	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	555	-	-	67	51	929	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.207	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	59.4	93.2	0	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	8	3	1	19	204	1	432	0	589	606	0
Future Vol, veh/h	0	8	3	1	19	204	1	432	0	589	606	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	8	3	1	20	215	1	455	0	620	638	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2345	2335	638	2339	2335	455	638	0	0	455	0	0
Stage 1	1878	1878	-	457	457	-	-	-	-	-	-	-
Stage 2	467	457	-	1882	1878	-	-	-	-	-	-	-
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	26	37	480	26	37	610	956	-	-	1117	-	-
Stage 1	93	122	-	587	571	-	-	-	-	-	-	-
Stage 2	580	571	-	92	122	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 5	480	-	~ 5	610	956	-	-	1117	-	-
Mov Cap-2 Maneuver	-	~ 5	-	-	~ 5	-	-	-	-	-	-	-
Stage 1	13	17	-	587	570	-	-	-	-	-	-	-
Stage 2	362	570	-	6	~ 17	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			0.02	6
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	4	-	-	-	-	721	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	0.555	-	-
HCM Ctrl Dly (s/v)	8.8	0	-	-	-	12.2	0	-
HCM Lane LOS	A	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	3.5	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	764.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1161	109	93	520	137	89	278	298	424	175	10
Future Vol, veh/h	18	1161	109	93	520	137	89	278	298	424	175	10
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	19	1222	115	98	547	144	94	293	314	446	184	11
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	1565.5	439.7	87.1	211.2
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	15%	0%	100%	0%
Vol Thru, %	0%	100%	0%	90%	85%	0%	0%	95%
Vol Right, %	0%	0%	100%	8%	0%	100%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	278	298	1288	613	137	424	185
LT Vol	89	0	0	18	93	0	424	0
Through Vol	0	278	0	1161	520	0	0	175
RT Vol	0	0	298	109	0	137	0	10
Lane Flow Rate	94	293	314	1356	645	144	446	195
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.296	0.885	0.887	4.4	2.051	0.427	1.454	0.605
Departure Headway (Hd)	22.642	22.077	21.287	14.377	19.4	18.507	21.044	20.41
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	160	167	173	271	194	196	179	179
Service Time	20.342	19.777	18.987	12.077	17.1	16.207	18.744	18.11
HCM Lane V/C Ratio	0.588	1.754	1.815	5.004	3.325	0.735	2.492	1.089
HCM Control Delay, s/veh	34.6	96.2	94.2	1565.5	530.3	34.3	281.5	50.2
HCM Lane LOS	D	F	F	F	F	D	F	F
HCM 95th-tile Q	1.2	6.3	6.4	110.2	29.3	2	15.7	3.3

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	176	57	93	232	41	194
Future Vol, veh/h	176	57	93	232	41	194
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	130
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	185	60	98	244	43	204

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	247	0	657	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	440	-
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	-	-	1330	-	433	828
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1328	-	395	826
Mov Cap-2 Maneuver	-	-	-	-	395	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	598	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.27	11.56
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	395	826	-	-	515	-
HCM Lane V/C Ratio	0.109	0.247	-	-	0.074	-
HCM Ctrl Dly (s/v)	15.2	10.8	-	-	7.9	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	1	-	-	0.2	-

Intersection	
Int Delay, s/veh	105.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	347	233	305	170	157	128
Future Vol, veh/h	347	233	305	170	157	128
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	365	245	321	179	165	135

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	500	0	-	0	1386	411
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	976	-
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	1075	-	-	-	~ 159	645
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	368	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1075	-	-	-	~ 97	645
Mov Cap-2 Maneuver	-	-	-	-	~ 97	-
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	368	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	6.02	0	$ 485.33
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	928	-	-	-	156
HCM Lane V/C Ratio	0.34	-	-	-	1.92
HCM Ctrl Dly (s/v)	10.1	0	-	-	$ 485.3
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.5	-	-	-	22.9

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	94.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	295	3	187	3	5	0	129	335	2	0	114	82
Future Vol, veh/h	295	3	187	3	5	0	129	335	2	0	114	82
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	311	3	197	3	5	0	136	353	2	0	120	86

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	790	789	163	747	832	354	206	0	0	355	0	0
Stage 1	163	163	-	625	625	-	-	-	-	-	-	-
Stage 2	627	626	-	122	206	-	-	-	-	-	-	-
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	~ 310	325	887	332	307	695	1377	-	-	1215	-	-
Stage 1	844	767	-	476	480	-	-	-	-	-	-	-
Stage 2	475	480	-	888	735	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 267	285	887	224	269	695	1377	-	-	1215	-	-
Mov Cap-2 Maneuver	~ 267	285	-	224	269	-	-	-	-	-	-	-
Stage 1	844	767	-	417	421	-	-	-	-	-	-	-
Stage 2	411	421	-	688	735	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	221.9	19.87	2.19	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	498	-	-	366	250	1215	-	-
HCM Lane V/C Ratio	0.099	-	-	1.394	0.034	-	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	221.9	19.9	0	-	-
HCM Lane LOS	A	A	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	25.5	0.1	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

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	1	0	465	1	0	305	0
Future Vol, veh/h	0	0	0	0	0	1	0	465	1	0	305	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	1	0	489	1	0	321	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	811	812	321	811	811	490	321	0	0	491	0	0
Stage 1	321	321	-	490	490	-	-	-	-	-	-	-
Stage 2	489	491	-	321	321	-	-	-	-	-	-	-
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	301	316	724	300	316	582	1250	-	-	1083	-	-
Stage 1	695	655	-	564	552	-	-	-	-	-	-	-
Stage 2	564	552	-	695	655	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	300	316	724	300	316	582	1250	-	-	1083	-	-
Mov Cap-2 Maneuver	300	316	-	300	316	-	-	-	-	-	-	-
Stage 1	695	655	-	564	552	-	-	-	-	-	-	-
Stage 2	563	552	-	695	655	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	11.19	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1250	-	-	-	582	1083	-	-
HCM Lane V/C Ratio	-	-	-	-	0.002	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	11.2	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	1	0	465	1	0	305	0
Future Vol, veh/h	0	0	0	1	0	1	0	465	1	0	305	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	1	0	1	0	489	1	0	321	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	811	812	321	811	811	490	321	0	0	491	0	0
Stage 1	321	321	-	490	490	-	-	-	-	-	-	-
Stage 2	489	491	-	321	321	-	-	-	-	-	-	-
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	301	316	724	300	316	582	1250	-	-	1083	-	-
Stage 1	695	655	-	564	552	-	-	-	-	-	-	-
Stage 2	564	552	-	695	655	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	300	316	724	300	316	582	1250	-	-	1083	-	-
Mov Cap-2 Maneuver	300	316	-	300	316	-	-	-	-	-	-	-
Stage 1	695	655	-	564	552	-	-	-	-	-	-	-
Stage 2	563	552	-	695	655	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	14.13	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1250	-	-	-	396	1083	-	-
HCM Lane V/C Ratio	-	-	-	-	0.005	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	14.1	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Intersection Delay, s/veh	26.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	165	66	32	266	39	69	315	28	9	123	29
Future Vol, veh/h	100	165	66	32	266	39	69	315	28	9	123	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	105	174	69	34	280	41	73	332	29	9	129	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	23.8	24.4	35	15
HCM LOS	C	C	D	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	30%	9%	6%
Vol Thru, %	76%	50%	79%	76%
Vol Right, %	7%	20%	12%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	412	331	337	161
LT Vol	69	100	32	9
Through Vol	315	165	266	123
RT Vol	28	66	39	29
Lane Flow Rate	434	348	355	169
Geometry Grp	1	1	1	1
Degree of Util (X)	0.827	0.679	0.691	0.359
Departure Headway (Hd)	6.869	7.02	7.011	7.63
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	525	512	514	469
Service Time	4.929	5.088	5.078	5.716
HCM Lane V/C Ratio	0.827	0.68	0.691	0.36
HCM Control Delay, s/veh	35	23.8	24.4	15
HCM Lane LOS	D	C	C	B
HCM 95th-tile Q	8.3	5.1	5.3	1.6

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	135	3	7	1340	1	1
Future Vol, veh/h	135	3	7	1340	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	142	3	7	1411	1	1

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	716	713	0	0	1418	0
Stage 1	713	-	-	-	-	-
Stage 2	3	-	-	-	-	-
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	400	435	-	-	487	-
Stage 1	490	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	399	435	-	-	487	-
Mov Cap-2 Maneuver	399	-	-	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.06	0	6.21
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	400	486	-
HCM Lane V/C Ratio	-	-	0.363	0.002	-
HCM Ctrl Dly (s/v)	-	-	19.1	12.4	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	1.6	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	33	47	1340	133	2
Future Vol, veh/h	8	33	47	1340	133	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	35	49	1411	140	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	49	0	-	0	806	755
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	52	-
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	1570	-	-	-	354	412
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1570	-	-	-	352	412
Mov Cap-2 Maneuver	-	-	-	-	352	-
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	976	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.43	0	21.93
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	351	-	-	-	353
HCM Lane V/C Ratio	0.005	-	-	-	0.403
HCM Ctrl Dly (s/v)	7.3	0	-	-	21.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.9

Intersection	
Int Delay, s/veh	30.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	87	75	49	1371	64	5	107	46	902	4	10
Future Vol, veh/h	4	87	75	49	1371	64	5	107	46	902	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	4	92	79	52	1443	67	5	113	48	949	4	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1511	0	0	171	0	0	1688	1753	131	1736	1759	1477
Stage 1	-	-	-	-	-	-	139	139	-	1580	1580	-
Stage 2	-	-	-	-	-	-	1548	1614	-	156	179	-
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	449	-	-	1419	-	-	75	~ 86	924	~ 69	86	156
Stage 1	-	-	-	-	-	-	868	785	-	~ 138	171	-
Stage 2	-	-	-	-	-	-	144	165	-	~ 851	755	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	449	-	-	1419	-	-	50	~ 65	924	-	65	156
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	~ 65	-	-	65	-
Stage 1	-	-	-	-	-	-	859	777	-	~ 106	130	-
Stage 2	-	-	-	-	-	-	99	126	-	~ 682	747	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0.25	$ 518.16	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	88	40	-	-	59	-	-	-
HCM Lane V/C Ratio	1.887	0.009	-	-	0.036	-	-	-
HCM Ctrl Dly (s/v)	$ 518.2	13.1	0	-	7.6	0	-	-
HCM Lane LOS	F	B	A	-	A	A	-	-
HCM 95th %tile Q(veh)	14.2	0	-	-	0.1	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	888.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1297	30	91	945	47	188
Future Vol, veh/h	1297	30	91	945	47	188
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	1365	32	96	995	49	198

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	890	593	0	0	1091	0
Stage 1	593	-	-	-	-	-
Stage 2	297	-	-	-	-	-
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	~ 316	509	-	-	647	-
Stage 1	~ 556	-	-	-	-	-
Stage 2	~ 759	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 289	509	-	-	647	-
Mov Cap-2 Maneuver	~ 289	-	-	-	-	-
Stage 1	~ 556	-	-	-	-	-
Stage 2	~ 693	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	$ 1738.37	0	2.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	292	360	-
HCM Lane V/C Ratio	-	-	4.79	0.076	-
HCM Ctrl Dly (s/v)	-	-	$ 1738.4	11	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	141.8	0.2	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	87.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	2	63	4	1	0	0	0	852	21	7
Future Vol, veh/h	0	8	2	63	4	1	0	0	0	852	21	7
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	8	2	66	4	1	0	0	0	897	22	7

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	11	0	0			146	148	5
Stage 1	-	-	-	-	-	-			137	137	-
Stage 2	-	-	-	-	-	-			8	11	-
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	-	-	1622	-	-			~ 851	747	1084
Stage 1	0	-	-	-	-	-			~ 894	787	-
Stage 2	0	-	-	-	-	-			1020	891	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	-	-	-	1622	-	-			~ 816	0	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-			~ 816	0	-
Stage 1	-	-	-	-	-	-			~ 894	0	-
Stage 2	-	-	-	-	-	-			978	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	6.78	95.12
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1604	-	-	818
HCM Lane V/C Ratio	-	-	0.041	-	-	1.132
HCM Ctrl Dly (s/v)	-	-	7.3	0	-	95.1
HCM Lane LOS	-	-	A	A	-	F
HCM 95th %tile Q(veh)	-	-	0.1	-	-	26.6

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	857	0	0	66	1055	2	20	50	0	0	0
Future Vol, veh/h	3	857	0	0	66	1055	2	20	50	0	0	0
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	3	902	0	0	69	1111	2	21	53	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1180	0	-	-	-	0	978	2088	902
Stage 1	-	-	-	-	-	-	908	908	-
Stage 2	-	-	-	-	-	-	69	1180	-
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	599	-	0	0	-	-	280	53	339
Stage 1	-	-	0	0	-	-	396	357	-
Stage 2	-	-	0	0	-	-	958	266	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	599	-	-	-	-	-	277	0	339
Mov Cap-2 Maneuver	-	-	-	-	-	-	277	0	-
Stage 1	-	-	-	-	-	-	392	0	-
Stage 2	-	-	-	-	-	-	958	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.04	0	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	336	6	-	-	-
HCM Lane V/C Ratio	0.225	0.005	-	-	-
HCM Ctrl Dly (s/v)	18.8	11	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	0.9	0	-	-	-

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	15	4	12	1	2	0	0	1154	6	0	1017	10
Future Vol, veh/h	15	4	12	1	2	0	0	1154	6	0	1017	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	16	4	13	1	2	0	0	1215	6	0	1071	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2292	2297	1076	2291	2299	1218	1081	0	0	1221	0	0
Stage 1	1076	1076	-	1218	1218	-	-	-	-	-	-	-
Stage 2	1216	1221	-	1073	1081	-	-	-	-	-	-	-
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	28	39	269	28	39	222	653	-	-	578	-	-
Stage 1	268	298	-	223	255	-	-	-	-	-	-	-
Stage 2	223	255	-	269	296	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	26	39	269	24	39	222	653	-	-	578	-	-
Mov Cap-2 Maneuver	26	39	-	24	39	-	-	-	-	-	-	-
Stage 1	268	298	-	223	255	-	-	-	-	-	-	-
Stage 2	222	255	-	253	296	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	207.88	128.16	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	653	-	-	44	32	578	-	-
HCM Lane V/C Ratio	-	-	-	0.75	0.098	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	207.9	128.2	0	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.9	0.3	0	-	-

Intersection	
Int Delay, s/veh	230.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	10	1	20	588	8	572	0	418	604	8
Future Vol, veh/h	0	3	10	1	20	588	8	572	0	418	604	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	0	3	11	1	21	619	8	602	0	440	636	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2149	2139	640	2136	2143	602	644	0	0	602	0	0
Stage 1	1520	1520	-	619	619	-	-	-	-	-	-	-
Stage 2	629	619	-	1517	1524	-	-	-	-	-	-	-
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	35	50	479	36	49	~ 503	950	-	-	985	-	-
Stage 1	150	183	-	480	483	-	-	-	-	-	-	-
Stage 2	473	483	-	150	182	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	15	479	10	~ 15	~ 503	950	-	-	985	-	-
Mov Cap-2 Maneuver	-	15	-	10	~ 15	-	-	-	-	-	-	-
Stage 1	45	55	-	473	477	-	-	-	-	-	-	-
Stage 2	-	477	-	42	55	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v		$ 838.1	0.12	4.69
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	25	-	-	-	232	632	-	-
HCM Lane V/C Ratio	0.009	-	-	-	2.764	0.447	-	-
HCM Ctrl Dly (s/v)	8.8	0	-	-	$ 838.1	11.6	0	-
HCM Lane LOS	A	A	-	-	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	55.5	2.3	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	1048
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	831	147	334	1177	286	134	280	185	234	365	17
Future Vol, veh/h	14	831	147	334	1177	286	134	280	185	234	365	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	875	155	352	1239	301	141	295	195	246	384	18
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	1197.6	1603.7	51.5	154.9
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	22%	0%	100%	0%
Vol Thru, %	0%	100%	0%	84%	78%	0%	0%	96%
Vol Right, %	0%	0%	100%	15%	0%	100%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	280	185	992	1511	286	234	382
LT Vol	134	0	0	14	334	0	234	0
Through Vol	0	280	0	831	1177	0	0	365
RT Vol	0	0	185	147	0	286	0	17
Lane Flow Rate	141	295	195	1044	1591	301	246	402
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.461	0.922	0.571	3.564	5.113	0.9	0.823	1.284
Departure Headway (Hd)	14.157	13.6	12.821	17.383	17.219	16.307	18.573	17.959
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	257	268	284	219	239	226	197	205
Service Time	11.857	11.3	10.521	15.083	14.919	14.007	16.273	15.659
HCM Lane V/C Ratio	0.549	1.101	0.687	4.767	6.657	1.332	1.249	1.961
HCM Control Delay, s/veh	28.4	75.9	31.3	1197.6	1891.9	80.8	73.5	204.8
HCM Lane LOS	D	F	D	F	F	F	F	F
HCM 95th-tile Q	2.3	8.4	3.3	70.3	111.1	7.4	5.9	14

Intersection	
Int Delay, s/veh	17.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	239	78	373	204	105	255
Future Vol, veh/h	239	78	373	204	105	255
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	130
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	252	82	393	215	111	268

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	336	0	1295	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	1000	-
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	-	-	1235	-	181	749
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	359	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1233	-	115	748
Mov Cap-2 Maneuver	-	-	-	-	115	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	229	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	6	50.63
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	115	748	-	-	1086	-
HCM Lane V/C Ratio	0.958	0.359	-	-	0.319	-
HCM Ctrl Dly (s/v)	143.3	12.5	-	-	9.3	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	6.1	1.6	-	-	1.4	-

Intersection	
Int Delay, s/veh	157.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	276	280	259	224	163	366
Future Vol, veh/h	276	280	259	224	163	366
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	291	295	273	236	172	385

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	508	0	-	0	1266	391
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	876	-
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	1067	-	-	-	188	662
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	411	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1067	-	-	-	~ 127	662
Mov Cap-2 Maneuver	-	-	-	-	~ 127	-
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	411	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.78	0	$ 461.81
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	892	-	-	-	288
HCM Lane V/C Ratio	0.272	-	-	-	1.933
HCM Ctrl Dly (s/v)	9.6	0	-	-	$ 461.8
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	-	39

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1324

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	284	38	312	2	22	4	353	147	5	9	273	483
Future Vol, veh/h	284	38	312	2	22	4	353	147	5	9	273	483
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	299	40	328	2	23	4	372	155	5	9	287	508

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1470	1464	542	1227	1715	157	796	0	0	160	0	0
Stage 1	561	561	-	901	901	-	-	-	-	-	-	-
Stage 2	909	903	-	326	815	-	-	-	-	-	-	-
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	~ 106	130	545	157	91	893	835	-	-	1432	-	-
Stage 1	516	514	-	336	360	-	-	-	-	-	-	-
Stage 2	332	359	-	691	394	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 35	65	545	17	46	893	835	-	-	1432	-	-
Mov Cap-2 Maneuver	~ 35	65	-	17	46	-	-	-	-	-	-	-
Stage 1	509	507	-	172	184	-	-	-	-	-	-	-
Stage 2	~ 148	183	-	249	389	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 4020.14	167.99	8.89	0.09
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	760	-	-	69	47	19	-	-
HCM Lane V/C Ratio	0.445	-	-	9.679	0.629	0.007	-	-
HCM Ctrl Dly (s/v)	12.7	0	-	$ 4020.1	168	7.5	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	2.3	-	-	78	2.4	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

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	2	0	0	0	506	1	0	587	0
Future Vol, veh/h	0	0	0	2	0	0	0	506	1	0	587	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	2	0	0	0	533	1	0	618	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1151	1152	618	1151	1151	533	618	0	0	534	0	0
Stage 1	618	618	-	533	533	-	-	-	-	-	-	-
Stage 2	533	534	-	618	618	-	-	-	-	-	-	-
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	177	199	493	177	200	551	972	-	-	1044	-	-
Stage 1	480	484	-	534	528	-	-	-	-	-	-	-
Stage 2	534	528	-	480	484	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	177	199	493	177	200	551	972	-	-	1044	-	-
Mov Cap-2 Maneuver	177	199	-	177	200	-	-	-	-	-	-	-
Stage 1	480	484	-	534	528	-	-	-	-	-	-	-
Stage 2	534	528	-	480	484	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	25.64	0	0
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	972	-	-	-	177	1044	-	-
HCM Lane V/C Ratio	-	-	-	-	0.012	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	25.6	0	-	-
HCM Lane LOS	A	-	-	A	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	2	0	2	0	505	2	1	589	0
Future Vol, veh/h	0	0	0	2	0	2	0	505	2	1	589	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	2	0	2	0	532	2	1	620	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1154	1156	620	1155	1155	533	620	0	0	534	0	0
Stage 1	622	622	-	533	533	-	-	-	-	-	-	-
Stage 2	532	534	-	622	622	-	-	-	-	-	-	-
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	176	198	492	176	199	551	970	-	-	1044	-	-
Stage 1	478	482	-	534	528	-	-	-	-	-	-	-
Stage 2	535	528	-	478	482	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	175	198	492	175	198	551	970	-	-	1044	-	-
Mov Cap-2 Maneuver	175	198	-	175	198	-	-	-	-	-	-	-
Stage 1	477	481	-	534	528	-	-	-	-	-	-	-
Stage 2	533	528	-	477	481	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	18.75	0	0.01
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	970	-	-	-	266	3	-	-
HCM Lane V/C Ratio	-	-	-	-	0.016	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	18.8	8.5	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Intersection Delay, s/veh	63.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	183	57	31	286	20	56	209	39	51	340	101
Future Vol, veh/h	69	183	57	31	286	20	56	209	39	51	340	101
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	73	193	60	33	301	21	59	220	41	54	358	106
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	35.3	41.5	34.1	115.1
HCM LOS	E	E	D	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	22%	9%	10%
Vol Thru, %	69%	59%	85%	69%
Vol Right, %	13%	18%	6%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	304	309	337	492
LT Vol	56	69	31	51
Through Vol	209	183	286	340
RT Vol	39	57	20	101
Lane Flow Rate	320	325	355	518
Geometry Grp	1	1	1	1
Degree of Util (X)	0.748	0.759	0.82	1.143
Departure Headway (Hd)	8.943	8.977	8.877	7.943
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	406	407	411	456
Service Time	6.943	6.977	6.877	6.043
HCM Lane V/C Ratio	0.788	0.799	0.864	1.136
HCM Control Delay, s/veh	34.1	35.3	41.5	115.1
HCM Lane LOS	D	E	E	F
HCM 95th-tile Q	6	6.2	7.5	18.4

APPENDIX 6.2: HORIZON YEAR (2050) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	166	0	5	662	0	5
Future Vol, veh/h	166	0	5	662	0	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	-	-	-	-	-
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	175	0	5	697	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	359	354	0	0	702	0
Stage 1	354	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	644	695	-	-	905	-
Stage 1	715	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	644	695	-	-	905	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.66	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	905	-
HCM Lane V/C Ratio	-	-	0.271	-	-
HCM Ctrl Dly (s/v)	-	-	12.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	46	46	664	171	0
Future Vol, veh/h	2	46	46	664	171	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	48	48	699	180	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	48	0	-	0	451	398
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	53	-
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	1572	-	-	-	570	656
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1572	-	-	-	569	656
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	14.22
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	75	-	-	-	569
HCM Lane V/C Ratio	0.001	-	-	-	0.316
HCM Ctrl Dly (s/v)	7.3	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.3

Intersection	
Int Delay, s/veh	2385.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	86	119	27	689	58	6	45	51	1589	0	15
Future Vol, veh/h	12	86	119	27	689	58	6	45	51	1589	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	-	-	-	-	-	-	-	-	-	-	-	-
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	91	125	28	725	61	6	47	54	1673	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	786	0	0	216	0	0	961	1022	153	952	1054	756
Stage 1	-	-	-	-	-	-	178	178	-	813	813	-
Stage 2	-	-	-	-	-	-	782	843	-	139	241	-
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	842	-	-	1366	-	-	238	238	898	~ 241	228	411
Stage 1	-	-	-	-	-	-	828	755	-	~ 375	395	-
Stage 2	-	-	-	-	-	-	390	382	-	~ 868	710	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	842	-	-	1366	-	-	217	225	898	~ 171	216	411
Mov Cap-2 Maneuver	-	-	-	-	-	-	217	225	-	~ 171	216	-
Stage 1	-	-	-	-	-	-	814	742	-	~ 361	380	-
Stage 2	-	-	-	-	-	-	361	368	-	~ 751	698	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.52	0.27	19.27	$ 4009.73
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	359	89	-	-	62	-	-	172
HCM Lane V/C Ratio	0.299	0.015	-	-	0.021	-	-	9.802
HCM Ctrl Dly (s/v)	19.3	9.3	0	-	7.7	0	-	$ 4009.7
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	192.8

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	345

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	730	0	163	1563	28	44
Future Vol, veh/h	730	0	163	1563	28	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	768	0	172	1645	29	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1099	994	0	0	1817	0
Stage 1	994	-	-	-	-	-
Stage 2	105	-	-	-	-	-
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	~ 237	300	-	-	342	-
Stage 1	~ 361	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 216	300	-	-	342	-
Mov Cap-2 Maneuver	~ 216	-	-	-	-	-
Stage 1	~ 361	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	$ 1194.03	0	6.42
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	216	333	-
HCM Lane V/C Ratio	-	-	3.555	0.086	-
HCM Ctrl Dly (s/v)	-	-	$ 1194	16.5	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	73	0.3	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	276.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	16	56	10	0	0	0	0	1244	17	9
Future Vol, veh/h	0	10	16	56	10	0	0	0	0	1244	17	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	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	11	17	59	11	0	0	0	0	1309	18	9

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	27	0	0	139	156	11
Stage 1	-	-	-	-	-	-	128	128	-
Stage 2	-	-	-	-	-	-	11	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	-	-	1599	-	0	~ 859	740	1076
Stage 1	0	-	-	-	-	0	~ 902	794	-
Stage 2	0	-	-	-	-	0	~ 1018	876	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1599	-	-	~ 827	0	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 827	0	-
Stage 1	-	-	-	-	-	-	~ 902	0	-
Stage 2	-	-	-	-	-	-	~ 980	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	6.23	296.47
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1527	-	828
HCM Lane V/C Ratio	-	-	0.037	-	1.614
HCM Ctrl Dly (s/v)	-	-	7.3	0	296.5
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0.1	-	70.6

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1249	0	0	61	505	6	4	78	0	0	0
Future Vol, veh/h	6	1249	0	0	61	505	6	4	78	0	0	0
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	6	1315	0	0	64	532	6	4	82	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	596	0	-	-	-	0	1392	1923	1315
Stage 1	-	-	-	-	-	-	1327	1327	-
Stage 2	-	-	-	-	-	-	64	596	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	5.7
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	991	-	0	0	-	-	158	68	234
Stage 1	-	-	0	0	-	-	250	227	-
Stage 2	-	-	0	0	-	-	964	495	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	991	-	-	-	-	-	154	0	234
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	0	-
Stage 1	-	-	-	-	-	-	244	0	-
Stage 2	-	-	-	-	-	-	964	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.04	0	31.61
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	226	9	-	-	-
HCM Lane V/C Ratio	0.41	0.006	-	-	-
HCM Ctrl Dly (s/v)	31.6	8.7	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	1.9	0	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	10	0	0	0	674	1	0	1314	20
Future Vol, veh/h	0	1	0	10	0	0	0	674	1	0	1314	20
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	1	0	11	0	0	0	709	1	0	1383	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2103	2104	1394	2094	2114	710	1404	0	0	711	0	0
Stage 1	1394	1394	-	710	710	-	-	-	-	-	-	-
Stage 2	709	711	-	1384	1404	-	-	-	-	-	-	-
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	38	52	175	39	51	437	493	-	-	898	-	-
Stage 1	177	210	-	428	440	-	-	-	-	-	-	-
Stage 2	428	440	-	179	208	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	52	175	38	51	437	493	-	-	898	-	-
Mov Cap-2 Maneuver	38	52	-	38	51	-	-	-	-	-	-	-
Stage 1	177	210	-	428	440	-	-	-	-	-	-	-
Stage 2	428	440	-	179	208	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	75.46	132.79	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	493	-	-	52	38	898	-	-
HCM Lane V/C Ratio	-	-	-	0.02	0.277	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	75.5	132.8	0	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.9	0	-	-

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	8	3	1	19	204	1	470	0	589	736	0
Future Vol, veh/h	0	8	3	1	19	204	1	470	0	589	736	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	8	3	1	20	215	1	495	0	620	775	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2522	2512	775	2516	2512	495	775	0	0	495	0	0
Stage 1	2015	2015	-	497	497	-	-	-	-	-	-	-
Stage 2	507	497	-	2019	2015	-	-	-	-	-	-	-
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	19	29	401	19	29	579	850	-	-	1079	-	-
Stage 1	77	104	-	559	548	-	-	-	-	-	-	-
Stage 2	552	548	-	77	104	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	401	-	0	579	850	-	-	1079	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	77	0	-	558	547	-	-	-	-	-	-	-
Stage 2	334	547	-	76	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			0.02	5.66
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	4	-	-	-	-	~ 615	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	0.574	-	-
HCM Ctrl Dly (s/v)	9.2	0	-	-	-	12.7	0	-
HCM Lane LOS	A	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	3.8	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	1064.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1464	109	93	631	175	89	278	298	554	175	10
Future Vol, veh/h	18	1464	109	93	631	175	89	278	298	554	175	10
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	19	1541	115	98	664	184	94	293	314	583	184	11
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	2065.4	574.1	98.3	374.6
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	13%	0%	100%	0%
Vol Thru, %	0%	100%	0%	92%	87%	0%	0%	95%
Vol Right, %	0%	0%	100%	7%	0%	100%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	278	298	1591	724	175	554	185
LT Vol	89	0	0	18	93	0	554	0
Through Vol	0	278	0	1464	631	0	0	175
RT Vol	0	0	298	109	0	175	0	10
Lane Flow Rate	94	293	314	1675	762	184	583	195
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.298	0.891	0.894	5.507	2.424	0.547	1.917	0.611
Departure Headway (Hd)	26.227	25.655	24.854	15.652	22.197	21.29	22.82	22.17
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	139	143	151	251	175	171	169	166
Service Time	23.927	23.355	22.554	13.352	19.897	18.99	20.52	19.87
HCM Lane V/C Ratio	0.676	2.049	2.079	6.673	4.354	1.076	3.45	1.175
HCM Control Delay, s/veh	39.7	108.2	106.5	2065.4	701.5	47.1	481.4	54.6
HCM Lane LOS	E	F	F	F	F	F	F	F
HCM 95th-tile Q	1.2	6	6.1	133.1	33.3	2.8	23	3.3

Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	208	57	98	246	41	218
Future Vol, veh/h	208	57	98	246	41	218
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	130
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	219	60	103	259	43	229

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	281	0	716	251
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	465	-
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	-	-	1293	-	400	793
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	636	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1291	-	362	791
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	577	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.29	12.17
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	362	791	-	-	513	-
HCM Lane V/C Ratio	0.119	0.29	-	-	0.08	-
HCM Ctrl Dly (s/v)	16.3	11.4	-	-	8	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	1.2	-	-	0.3	-

Intersection	
Int Delay, s/veh	126.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	347	288	324	170	157	128
Future Vol, veh/h	347	288	324	170	157	128
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	365	303	341	179	165	135

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	520	0	-	0	1464	431
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	1034	-
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	1056	-	-	-	~ 143	629
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	346	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1056	-	-	-	~ 83	629
Mov Cap-2 Maneuver	-	-	-	-	~ 83	-
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	346	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	5.57	0	$ 613.65
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	879	-	-	-	137
HCM Lane V/C Ratio	0.346	-	-	-	2.195
HCM Ctrl Dly (s/v)	10.2	0	-	-	$ 613.7
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.6	-	-	-	24.9

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	499.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	295	3	620	8	5	0	277	335	3	0	114	82
Future Vol, veh/h	295	3	620	8	5	0	277	335	3	0	114	82
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	311	3	653	8	5	0	292	353	3	0	120	86

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1102	1102	163	1059	1144	354	206	0	0	356	0	0
Stage 1	163	163	-	937	937	-	-	-	-	-	-	-
Stage 2	938	939	-	122	206	-	-	-	-	-	-	-
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	~ 191	213	887	204	202	694	1377	-	-	1214	-	-
Stage 1	844	767	-	320	346	-	-	-	-	-	-	-
Stage 2	320	345	-	888	735	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 137	157	887	39	148	694	1377	-	-	1214	-	-
Mov Cap-2 Maneuver	~ 137	157	-	39	148	-	-	-	-	-	-	-
Stage 1	844	767	-	236	255	-	-	-	-	-	-	-
Stage 2	~ 230	254	-	233	735	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 944.8	91.88	3.75	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	809	-	-	319	55	1214	-	-
HCM Lane V/C Ratio	0.212	-	-	3.027	0.251	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	$ 944.8	91.9	0	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-	85.1	0.9	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

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	113	0	0	0	0	1	0	501	1	0	391	351
Future Vol, veh/h	113	0	0	0	0	1	0	501	1	0	391	351
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	119	0	0	0	0	1	0	527	1	0	412	369

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1124	1125	596	939	1309	528	781	0	0	528	0	0
Stage 1	596	596	-	528	528	-	-	-	-	-	-	-
Stage 2	527	528	-	412	781	-	-	-	-	-	-	-
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	184	207	507	246	161	554	845	-	-	1049	-	-
Stage 1	493	495	-	538	531	-	-	-	-	-	-	-
Stage 2	538	531	-	621	408	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	184	207	507	246	161	554	845	-	-	1049	-	-
Mov Cap-2 Maneuver	184	207	-	246	161	-	-	-	-	-	-	-
Stage 1	493	495	-	538	531	-	-	-	-	-	-	-
Stage 2	537	531	-	621	408	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	54.66	11.51	0	0
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	845	-	-	184	554	1049	-	-
HCM Lane V/C Ratio	-	-	-	0.647	0.002	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	54.7	11.5	0	-	-
HCM Lane LOS	A	-	-	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.8	0	0	-	-

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	36	0	29	1	0	1	88	493	1	0	314	86
Future Vol, veh/h	36	0	29	1	0	1	88	493	1	0	314	86
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	38	0	31	1	0	1	93	519	1	0	331	91

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1080	1081	376	1035	1126	519	421	0	0	520	0	0
Stage 1	376	376	-	705	705	-	-	-	-	-	-	-
Stage 2	704	705	-	331	421	-	-	-	-	-	-	-
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	197	220	675	212	207	560	1149	-	-	1056	-	-
Stage 1	650	620	-	430	442	-	-	-	-	-	-	-
Stage 2	431	442	-	687	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	175	195	675	179	183	560	1149	-	-	1056	-	-
Mov Cap-2 Maneuver	175	195	-	179	183	-	-	-	-	-	-	-
Stage 1	650	620	-	382	392	-	-	-	-	-	-	-
Stage 2	381	392	-	656	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.62	18.36	1.27	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	272	-	-	261	272	1056	-	-
HCM Lane V/C Ratio	0.081	-	-	0.262	0.008	-	-	-
HCM Ctrl Dly (s/v)	8.4	0	-	23.6	18.4	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1	0	0	-	-

Intersection	
Intersection Delay, s/veh	57.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	179	165	66	32	266	44	69	347	28	10	137	53
Future Vol, veh/h	179	165	66	32	266	44	69	347	28	10	137	53
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	188	174	69	34	280	46	73	365	29	11	144	56
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	62.2	40	83.8	21.5
HCM LOS	F	E	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	44%	9%	5%
Vol Thru, %	78%	40%	78%	69%
Vol Right, %	6%	16%	13%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	444	410	342	200
LT Vol	69	179	32	10
Through Vol	347	165	266	137
RT Vol	28	66	44	53
Lane Flow Rate	467	432	360	211
Geometry Grp	1	1	1	1
Degree of Util (X)	1.046	0.958	0.82	0.517
Departure Headway (Hd)	8.056	8.247	8.476	9.155
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	453	445	428	396
Service Time	6.056	6.247	6.476	7.155
HCM Lane V/C Ratio	1.031	0.971	0.841	0.533
HCM Control Delay, s/veh	83.8	62.2	40	21.5
HCM Lane LOS	F	F	E	C
HCM 95th-tile Q	14.6	11.4	7.6	2.9

Intersection	
Int Delay, s/veh	7.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	71	0	0	15
Future Vol, veh/h	0	0	71	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	75	0	0	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	151	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	149	-
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	-	846	1089
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	883	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1635	-	807	1089
Mov Cap-2 Maneuver	-	-	-	-	807	-
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	843	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	7.31	8.35
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1089	-	-	1635	-
HCM Lane V/C Ratio	0.014	-	-	0.046	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	0	59	71	0	23
Future Vol, veh/h	15	0	59	71	0	23
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	16	0	62	75	0	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	16	0	215	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	199	-
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	-	-	1615	-	778	1069
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	839	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1615	-	747	1069
Mov Cap-2 Maneuver	-	-	-	-	747	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.32	8.44
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1069	-	-	817	-
HCM Lane V/C Ratio	0.023	-	-	0.038	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	38	0	83	130	0	28
Future Vol, veh/h	38	0	83	130	0	28
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	40	0	87	137	0	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	352	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	312	-
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	-	-	1583	-	650	1037
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	611	1037
Mov Cap-2 Maneuver	-	-	-	-	611	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	702	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.89	8.57
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1037	-	-	701	-
HCM Lane V/C Ratio	0.028	-	-	0.055	-
HCM Ctrl Dly (s/v)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	0	36	213	0	19
Future Vol, veh/h	66	0	36	213	0	19
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	69	0	38	224	0	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	69	0	369	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	300	-
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	-	635	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	756	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	617	999
Mov Cap-2 Maneuver	-	-	-	-	617	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	735	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.07	8.68
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	999	-	-	260	-
HCM Lane V/C Ratio	0.02	-	-	0.025	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	0	47	249	0	10
Future Vol, veh/h	85	0	47	249	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	89	0	49	262	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	89	0	451	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	361	-
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	-	570	974
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	548	974
Mov Cap-2 Maneuver	-	-	-	-	548	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.18	8.74
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	974	-	-	286	-
HCM Lane V/C Ratio	0.011	-	-	0.033	-
HCM Ctrl Dly (s/v)	8.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	94	0	55	296	0	19
Future Vol, veh/h	94	0	55	296	0	19
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	99	0	58	312	0	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	99	0	526	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	427	-
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	-	-	1507	-	516	962
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1507	-	492	962
Mov Cap-2 Maneuver	-	-	-	-	492	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.17	8.82
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	962	-	-	282	-
HCM Lane V/C Ratio	0.021	-	-	0.038	-
HCM Ctrl Dly (s/v)	8.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	28	502	391	0
Future Vol, veh/h	0	9	28	502	391	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	29	528	412	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	999	412	412	0	-	0
Stage 1	412	-	-	-	-	-
Stage 2	587	-	-	-	-	-
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	272	645	1158	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	262	645	1158	-	-	-
Mov Cap-2 Maneuver	262	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.67	0.43	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	95	-	645	-	-
HCM Lane V/C Ratio	0.025	-	0.015	-	-
HCM Ctrl Dly (s/v)	8.2	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	32	14	0
Future Vol, veh/h	0	0	0	32	14	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	34	15	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	34	0	-	0	17	17
Stage 1	-	-	-	-	17	-
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	1591	-	-	-	1006	1068
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	1006	1068
Mov Cap-2 Maneuver	-	-	-	-	1006	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.63
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1591	-	-	-	1006
HCM Lane V/C Ratio	-	-	-	-	0.015
HCM Ctrl Dly (s/v)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	14	32	24	5	0
Future Vol, veh/h	0	14	32	24	5	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	15	34	25	5	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	59	0	-	0	61	46
Stage 1	-	-	-	-	46	-
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	1558	-	-	-	950	1029
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	950	1029
Mov Cap-2 Maneuver	-	-	-	-	950	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	1013	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.81
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	950
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Ctrl Dly (s/v)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	55	28	9	0
Future Vol, veh/h	0	19	55	28	9	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	20	58	29	9	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	93	73
Stage 1	-	-	-	-	73	-
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	1521	-	-	-	912	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1521	-	-	-	912	995
Mov Cap-2 Maneuver	-	-	-	-	912	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.99
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1521	-	-	-	912
HCM Lane V/C Ratio	-	-	-	-	0.01
HCM Ctrl Dly (s/v)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	28	83	32	14	0
Future Vol, veh/h	0	28	83	32	14	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	29	87	34	15	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	121	0	-	0	134	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	29	-
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	1479	-	-	-	865	956
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1479	-	-	-	865	956
Mov Cap-2 Maneuver	-	-	-	-	865	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	998	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.23
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1479	-	-	-	865
HCM Lane V/C Ratio	-	-	-	-	0.017
HCM Ctrl Dly (s/v)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	35	0
Future Vol, veh/h	0	0	0	0	35	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	37	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	1089
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1089
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.64
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1635	-	-	-	1027
HCM Lane V/C Ratio	-	-	-	-	0.036
HCM Ctrl Dly (s/v)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	146	28	9	0
Future Vol, veh/h	0	56	146	28	9	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	59	154	29	9	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	183	0	-	0	227	168
Stage 1	-	-	-	-	168	-
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	1404	-	-	-	765	881
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1404	-	-	-	765	881
Mov Cap-2 Maneuver	-	-	-	-	765	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.76
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1404	-	-	-	765
HCM Lane V/C Ratio	-	-	-	-	0.012
HCM Ctrl Dly (s/v)	0	-	-	-	9.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	135	3	7	1654	1	1
Future Vol, veh/h	135	3	7	1654	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	142	3	7	1741	1	1

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	881	878	0	0	1748	0
Stage 1	878	-	-	-	-	-
Stage 2	3	-	-	-	-	-
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	320	350	-	-	364	-
Stage 1	410	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	319	350	-	-	364	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	25.33	0	7.46
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	319	363	-
HCM Lane V/C Ratio	-	-	0.455	0.003	-
HCM Ctrl Dly (s/v)	-	-	25.3	14.9	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	2.3	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	34	52	1654	133	2
Future Vol, veh/h	8	34	52	1654	133	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	36	55	1741	140	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	55	0	-	0	978	925
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	53	-
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	-	-	-	280	329
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1563	-	-	-	279	329
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.39	0	30.52
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	343	-	-	-	279
HCM Lane V/C Ratio	0.005	-	-	-	0.509
HCM Ctrl Dly (s/v)	7.3	0	-	-	30.5
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2.7

Intersection	
Int Delay, s/veh	39.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	88	75	59	1690	64	5	107	49	1032	4	10
Future Vol, veh/h	4	88	75	59	1690	64	5	107	49	1032	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	4	93	79	62	1779	67	5	113	52	1086	4	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1846	0	0	172	0	0	2046	2111	132	2094	2117	1813
Stage 1	-	-	-	-	-	-	141	141	-	1937	1937	-
Stage 2	-	-	-	-	-	-	1905	1971	-	157	180	-
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	333	-	-	1418	-	-	42	~ 52	923	~ 39	51	99
Stage 1	-	-	-	-	-	-	867	784	-	~ 86	114	-
Stage 2	-	-	-	-	-	-	90	~ 109	-	~ 850	754	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	333	-	-	1418	-	-	34	~ 51	923	-	50	99
Mov Cap-2 Maneuver	-	-	-	-	-	-	34	~ 51	-	-	50	-
Stage 1	-	-	-	-	-	-	855	773	-	~ 86	114	-
Stage 2	-	-	-	-	-	-	77	~ 109	-	~ 676	744	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.38	0.25	$ 775.49	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	70	39	-	-	~ 58	-	-	-
HCM Lane V/C Ratio	2.424	0.013	-	-	0.044	-	-	-
HCM Ctrl Dly (s/v)	$ 775.5	15.9	0	-	7.7	0	-	-
HCM Lane LOS	F	C	A	-	A	A	-	-
HCM 95th %tile Q(veh)	16.3	0	-	-	0.1	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1400.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1626	30	91	1079	47	188
Future Vol, veh/h	1626	30	91	1079	47	188
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	1712	32	96	1136	49	198

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	961	664	0	0	1232	0
Stage 1	664	-	-	-	-	-
Stage 2	297	-	-	-	-	-
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	~ 287	464	-	-	573	-
Stage 1	~ 516	-	-	-	-	-
Stage 2	~ 759	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 259	464	-	-	573	-
Mov Cap-2 Maneuver	~ 259	-	-	-	-	-
Stage 1	~ 516	-	-	-	-	-
Stage 2	~ 685	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	$ 2588.54	0	2.38
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	261	360	-
HCM Lane V/C Ratio	-	-	6.675	0.086	-
HCM Ctrl Dly (s/v)	-	-	$ 2588.5	11.9	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	188.7	0.3	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	110.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	2	63	4	1	0	0	0	902	21	7
Future Vol, veh/h	0	8	2	63	4	1	0	0	0	902	21	7
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	8	2	66	4	1	0	0	0	949	22	7

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	11	0	0			146	148	5
Stage 1	-	-	-	-	-	-			137	137	-
Stage 2	-	-	-	-	-	-			8	11	-
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	-	-	1622	-	-			~ 851	747	1084
Stage 1	0	-	-	-	-	-			~ 894	787	-
Stage 2	0	-	-	-	-	-			1020	891	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	-	-	-	1622	-	-			~ 816	0	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-			~ 816	0	-
Stage 1	-	-	-	-	-	-			~ 894	0	-
Stage 2	-	-	-	-	-	-			978	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	6.78	119.5
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1604	-	-	818
HCM Lane V/C Ratio	-	-	0.041	-	-	1.197
HCM Ctrl Dly (s/v)	-	-	7.3	0	-	119.5
HCM Lane LOS	-	-	A	A	-	F
HCM 95th %tile Q(veh)	-	-	0.1	-	-	31.7

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	907	0	0	66	1196	2	20	50	0	0	0
Future Vol, veh/h	3	907	0	0	66	1196	2	20	50	0	0	0
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	3	955	0	0	69	1259	2	21	53	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1328	0	-	-	-	0	1031	2289	955
Stage 1	-	-	-	-	-	-	961	961	-
Stage 2	-	-	-	-	-	-	69	1328	-
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	526	-	0	0	-	-	261	40	316
Stage 1	-	-	0	0	-	-	374	337	-
Stage 2	-	-	0	0	-	-	958	226	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	526	-	-	-	-	-	257	0	316
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	0	-
Stage 1	-	-	-	-	-	-	370	0	-
Stage 2	-	-	-	-	-	-	958	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.04	0	20.11
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	313	6	-	-	-
HCM Lane V/C Ratio	0.242	0.006	-	-	-
HCM Ctrl Dly (s/v)	20.1	11.9	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	0.9	0	-	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	4	12	1	2	0	0	1295	6	0	1067	10
Future Vol, veh/h	15	4	12	1	2	0	0	1295	6	0	1067	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	16	4	13	1	2	0	0	1363	6	0	1123	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2493	2498	1128	2492	2500	1366	1134	0	0	1369	0	0
Stage 1	1128	1128	-	1366	1366	-	-	-	-	-	-	-
Stage 2	1364	1369	-	1125	1134	-	-	-	-	-	-	-
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	20	29	251	20	29	182	624	-	-	508	-	-
Stage 1	250	282	-	184	217	-	-	-	-	-	-	-
Stage 2	184	216	-	251	280	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	19	29	251	16	29	182	624	-	-	508	-	-
Mov Cap-2 Maneuver	19	29	-	16	29	-	-	-	-	-	-	-
Stage 1	250	282	-	184	217	-	-	-	-	-	-	-
Stage 2	182	216	-	235	280	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 362.39	183.91	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	624	-	-	31	23	508	-	-
HCM Lane V/C Ratio	-	-	-	1.043	0.137	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	$ 362.4	183.9	0	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.6	0.4	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	492.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	10	1	20	588	8	713	0	418	654	8
Future Vol, veh/h	0	3	10	1	20	588	8	713	0	418	654	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	0	3	11	1	21	619	8	751	0	440	688	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2351	2340	693	2337	2344	751	697	0	0	751	0	0
Stage 1	1573	1573	-	767	767	-	-	-	-	-	-	-
Stage 2	778	767	-	1570	1577	-	-	-	-	-	-	-
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	25	37	447	26	37	~ 414	909	-	-	868	-	-
Stage 1	140	172	-	398	414	-	-	-	-	-	-	-
Stage 2	392	414	-	140	171	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	6	447	4	~ 6	~ 414	909	-	-	868	-	-
Mov Cap-2 Maneuver	-	6	-	4	~ 6	-	-	-	-	-	-	-
Stage 1	24	30	-	391	408	-	-	-	-	-	-	-
Stage 2	-	408	-	21	29	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v		$ 1949.57	0.1	5.16
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	20	-	-	-	124	531	-	-
HCM Lane V/C Ratio	0.009	-	-	-	5.178	0.507	-	-
HCM Ctrl Dly (s/v)	9	0	-	-	$ 1949.6	13.3	0	-
HCM Lane LOS	A	A	-	-	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	68.2	2.9	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	NaN
Intersection LOS	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	965	147	334	1506	427	134	280	185	284	365	17
Future Vol, veh/h	14	965	147	334	1506	427	134	280	185	284	365	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	1016	155	352	1585	449	141	295	195	299	384	18
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	1461.6	2026.3	NaN	147.3
HCM LOS	F	F	-	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	18%	0%	100%	0%
Vol Thru, %	0%	100%	0%	86%	82%	0%	0%	96%
Vol Right, %	0%	0%	100%	13%	0%	100%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	280	185	1126	1840	427	284	382
LT Vol	134	0	0	14	334	0	284	0
Through Vol	0	280	0	965	1506	0	0	365
RT Vol	0	0	185	147	0	427	0	17
Lane Flow Rate	141	295	195	1185	1937	449	299	402
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	-	-	-	4.151	6.333	1.371	1.015	1.306
Departure Headway (Hd)	-	-	-	17.834	18.026	17.125	11.767	11.15
Convergence, Y/N	-	-	-	Yes	Yes	Yes	Yes	Yes
Cap	-	-	-	225	232	216	311	330
Service Time	-	-	-	15.534	15.726	14.825	9.467	8.85
HCM Lane V/C Ratio	-	-	-	5.267	8.349	2.079	0.961	1.218
HCM Control Delay, s/veh	+	+	+	1461.6	2441.8	235.7	91.2	189
HCM Lane LOS	-	-	-	F	F	F	F	F
HCM 95th-tile Q	-	-	-	83.3	136.6	16.4	11.1	20.2

Notes
HCM 7th Edition AWSC methodology error - negative departure headway

Intersection	
Int Delay, s/veh	23.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	255	78	398	239	105	262
Future Vol, veh/h	255	78	398	239	105	262
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	130
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	268	82	419	252	111	276

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	353	0	1401	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	1089	-
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	-	-	1217	-	156	733
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	325	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1215	-	~ 93	732
Mov Cap-2 Maneuver	-	-	-	-	~ 93	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	195	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.94	76.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	93	732	-	-	1045	-
HCM Lane V/C Ratio	1.184	0.377	-	-	0.345	-
HCM Ctrl Dly (s/v)	234.3	12.9	-	-	9.5	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	7.6	1.8	-	-	1.6	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	190.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	276	303	319	224	163	366
Future Vol, veh/h	276	303	319	224	163	366
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	291	319	336	236	172	385

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	572	0	-	0	1354	454
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	900	-
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	1011	-	-	-	~ 167	610
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	400	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1011	-	-	-	~ 108	610
Mov Cap-2 Maneuver	-	-	-	-	~ 108	-
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	400	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.76	0	$ 589.92
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	832	-	-	-	252
HCM Lane V/C Ratio	0.287	-	-	-	2.213
HCM Ctrl Dly (s/v)	10	0	-	-	$ 589.9
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	1.2	-	-	-	43

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	20.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	284	38	496	3	22	4	823	147	10	9	273	483
Future Vol, veh/h	284	38	496	3	22	4	823	147	10	9	273	483
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	299	40	522	3	23	4	866	155	11	9	287	508

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2459	2458	542	2219	2707	160	796	0	0	165	0	0
Stage 1	561	561	-	1893	1893	-	-	-	-	-	-	-
Stage 2	1899	1898	-	326	815	-	-	-	-	-	-	-
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	~ 21	~ 31	545	32	~ 21	890	~ 835	-	-	1425	-	-
Stage 1	516	514	-	91	120	-	-	-	-	-	-	-
Stage 2	~ 90	119	-	691	394	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	545	-	0	890	~ 835	-	-	1425	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	509	507	-	91	0	-	-	-	-	-	-	-
Stage 2	~ 90	0	-	26	389	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			53.3	0.09
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 757	-	-	-	-	19	-	-
HCM Lane V/C Ratio	1.038	-	-	-	-	0.007	-	-
HCM Ctrl Dly (s/v)	63.5	0	-	-	-	7.5	0	-
HCM Lane LOS	F	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	20.1	-	-	-	-	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	231.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	381	0	0	2	0	0	0	600	1	0	629	144
Future Vol, veh/h	381	0	0	2	0	0	0	600	1	0	629	144
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	401	0	0	2	0	0	0	632	1	0	662	152

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1369	1371	738	1294	1446	632	814	0	0	633	0	0
Stage 1	738	738	-	632	632	-	-	-	-	-	-	-
Stage 2	632	633	-	662	814	-	-	-	-	-	-	-
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	~ 125	148	421	141	133	484	822	-	-	960	-	-
Stage 1	413	427	-	472	477	-	-	-	-	-	-	-
Stage 2	472	477	-	454	394	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 125	148	421	141	133	484	822	-	-	960	-	-
Mov Cap-2 Maneuver	~ 125	148	-	141	133	-	-	-	-	-	-	-
Stage 1	413	427	-	472	477	-	-	-	-	-	-	-
Stage 2	472	477	-	454	394	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 1068.37	30.95	0	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	125	141	960	-	-
HCM Lane V/C Ratio	-	-	-	3.21	0.015	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	$ 1068.4	31	0	-	-
HCM Lane LOS	A	-	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	38.4	0	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	94	0	95	2	0	2	37	517	2	1	619	42
Future Vol, veh/h	94	0	95	2	0	2	37	517	2	1	619	42
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	99	0	100	2	0	2	39	544	2	1	652	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1298	1300	674	1277	1321	545	696	0	0	546	0	0
Stage 1	676	676	-	623	623	-	-	-	-	-	-	-
Stage 2	622	624	-	654	698	-	-	-	-	-	-	-
Critical Hdwy	5.7	6.5	5.2	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	232	163	553	145	158	542	909	-	-	1033	-	-
Stage 1	446	456	-	477	481	-	-	-	-	-	-	-
Stage 2	478	481	-	459	445	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	216	152	553	111	148	542	909	-	-	1033	-	-
Mov Cap-2 Maneuver	216	152	-	111	148	-	-	-	-	-	-	-
Stage 1	446	455	-	448	452	-	-	-	-	-	-	-
Stage 2	447	451	-	375	445	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	34.85	24.98	0.61	0.01
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	120	-	-	312	184	3	-	-
HCM Lane V/C Ratio	0.043	-	-	0.638	0.023	0.001	-	-
HCM Ctrl Dly (s/v)	9.1	0	-	34.9	25	8.5	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4.1	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	136.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	183	57	31	286	21	56	225	39	56	375	186
Future Vol, veh/h	100	183	57	31	286	21	56	225	39	56	375	186
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	105	193	60	33	301	22	59	237	41	59	395	196
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	53.2	52.9	47	274.2
HCM LOS	F	F	E	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	29%	9%	9%
Vol Thru, %	70%	54%	85%	61%
Vol Right, %	12%	17%	6%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	320	340	338	617
LT Vol	56	100	31	56
Through Vol	225	183	286	375
RT Vol	39	57	21	186
Lane Flow Rate	337	358	356	649
Geometry Grp	1	1	1	1
Degree of Util (X)	0.824	0.866	0.864	1.534
Departure Headway (Hd)	10.267	10.258	10.288	8.503
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	357	358	356	435
Service Time	8.267	8.258	8.288	6.503
HCM Lane V/C Ratio	0.944	1	1	1.492
HCM Control Delay, s/veh	47	53.2	52.9	274.2
HCM Lane LOS	E	F	F	F
HCM 95th-tile Q	7.2	8.1	8.1	35.2

Intersection	
Int Delay, s/veh	8.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	22	0	0	76
Future Vol, veh/h	0	0	22	0	0	76
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	23	0	0	80

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	47	1
Stage 1	-	-	-	-	1	-
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	-	-	1635	-	967	1089
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	981	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1635	-	954	1089
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	7.23	8.57
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1089	-	-	1635	-
HCM Lane V/C Ratio	0.073	-	-	0.014	-
HCM Ctrl Dly (s/v)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	0	28	22	0	65
Future Vol, veh/h	76	0	28	22	0	65
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	80	0	29	23	0	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	162	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	82	-
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	-	-	1531	-	833	986
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1531	-	817	986
Mov Cap-2 Maneuver	-	-	-	-	817	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.14	8.92
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	986	-	-	1008	-
HCM Lane V/C Ratio	0.069	-	-	0.019	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	141	0	35	50	0	90
Future Vol, veh/h	141	0	35	50	0	90
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	148	0	37	53	0	95

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	148	0	275	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	126	-
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	-	-	1445	-	719	904
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1445	-	700	904
Mov Cap-2 Maneuver	-	-	-	-	700	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.11	9.45
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	904	-	-	741	-
HCM Lane V/C Ratio	0.105	-	-	0.025	-
HCM Ctrl Dly (s/v)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	231	0	20	85	0	39
Future Vol, veh/h	231	0	20	85	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	243	0	21	89	0	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	243	0	375	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	132	-
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	-	-	1335	-	630	801
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	899	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1335	-	620	801
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.47	9.74
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	801	-	-	343	-
HCM Lane V/C Ratio	0.051	-	-	0.016	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	0	15	105	0	51
Future Vol, veh/h	270	0	15	105	0	51
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	284	0	16	111	0	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	284	0	426	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	142	-
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	-	-	1290	-	589	760
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1290	-	581	760
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	878	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.98	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	760	-	-	225	-
HCM Lane V/C Ratio	0.071	-	-	0.012	-
HCM Ctrl Dly (s/v)	10.1	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	321	0	23	120	0	60
Future Vol, veh/h	321	0	23	120	0	60
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	338	0	24	126	0	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	338	0	513	338
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	175	-
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	-	-	1233	-	525	709
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	861	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1233	-	514	709
Mov Cap-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.28	10.57
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	709	-	-	290	-
HCM Lane V/C Ratio	0.089	-	-	0.02	-
HCM Ctrl Dly (s/v)	10.6	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	12	601	632	0
Future Vol, veh/h	0	30	12	601	632	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	32	13	633	665	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1323	665	665	0	-	0
Stage 1	665	-	-	-	-	-
Stage 2	658	-	-	-	-	-
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	174	463	934	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	463	934	-	-	-
Mov Cap-2 Maneuver	170	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.34	0.17	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	35	-	463	-	-
HCM Lane V/C Ratio	0.014	-	0.068	-	-
HCM Ctrl Dly (s/v)	8.9	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	16	35	0
Future Vol, veh/h	0	0	0	16	35	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	17	37	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	17	0	-	0	8	8
Stage 1	-	-	-	-	8	-
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	1614	-	-	-	1017	1079
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1614	-	-	-	1017	1079
Mov Cap-2 Maneuver	-	-	-	-	1017	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.67
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1614	-	-	-	1017
HCM Lane V/C Ratio	-	-	-	-	0.036
HCM Ctrl Dly (s/v)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	16	7	25	0
Future Vol, veh/h	0	35	16	7	25	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	37	17	7	26	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	24	0	-	0	57	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	37	-
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	1604	-	-	-	955	1063
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1604	-	-	-	955	1063
Mov Cap-2 Maneuver	-	-	-	-	955	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	991	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.88
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	955
HCM Lane V/C Ratio	-	-	-	-	0.028
HCM Ctrl Dly (s/v)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	60	23	12	30	0
Future Vol, veh/h	0	60	23	12	30	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	63	24	13	32	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	37	0	-	0	94	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	63	-
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	-	-	-	911	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	911	1050
Mov Cap-2 Maneuver	-	-	-	-	911	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	965	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.09
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	911
HCM Lane V/C Ratio	-	-	-	-	0.035
HCM Ctrl Dly (s/v)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	90	35	16	35	0
Future Vol, veh/h	0	90	35	16	35	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	95	37	17	37	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	54	0	-	0	140	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1565	-	-	-	858	1030
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	858	1030
Mov Cap-2 Maneuver	-	-	-	-	858	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.39
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	858
HCM Lane V/C Ratio	-	-	-	-	0.043
HCM Ctrl Dly (s/v)	0	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	125	51	16	35	0
Future Vol, veh/h	0	125	51	16	35	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	132	54	17	37	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	71	0	-	0	194	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	132	-
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	1543	-	-	-	800	1008
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	899	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1543	-	-	-	800	1008
Mov Cap-2 Maneuver	-	-	-	-	800	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	899	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.72
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1543	-	-	-	800
HCM Lane V/C Ratio	-	-	-	-	0.046
HCM Ctrl Dly (s/v)	0	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	159	67	12	30	0
Future Vol, veh/h	0	159	67	12	30	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	167	71	13	32	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	83	0	-	0	244	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	167	-
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	-	-	-	749	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1527	-	-	-	749	990
Mov Cap-2 Maneuver	-	-	-	-	749	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	867	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.02
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1527	-	-	-	749
HCM Lane V/C Ratio	-	-	-	-	0.042
HCM Ctrl Dly (s/v)	0	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

APPENDIX 6.3: HORIZON YEAR (2050) WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

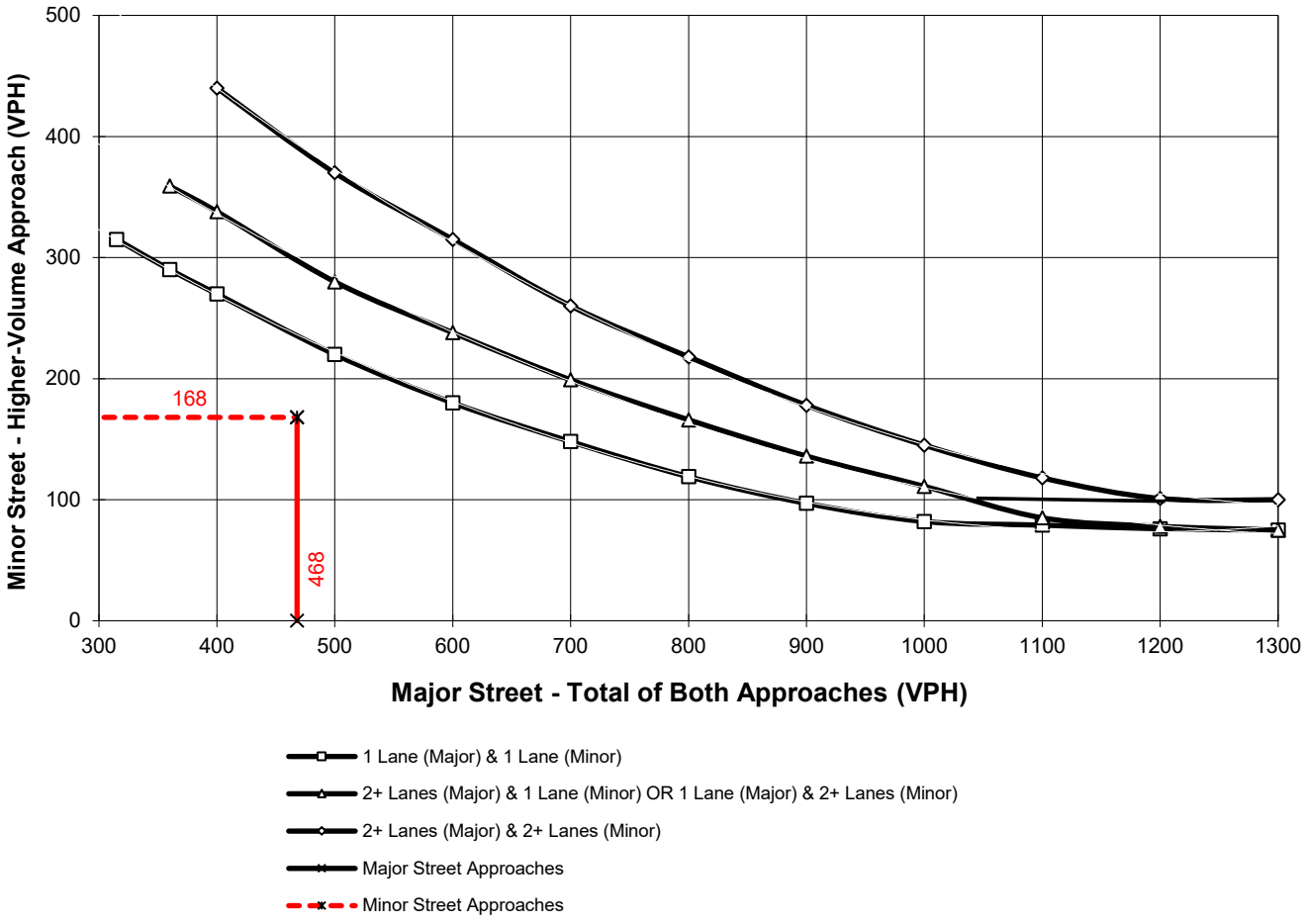
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2050) No Project - Weekday AM Peak Hour**

Major Street Name = **Quarry Road** Total of Both Approaches (VPH) = **468**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps** High Volume Approach (VPH) = **168**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

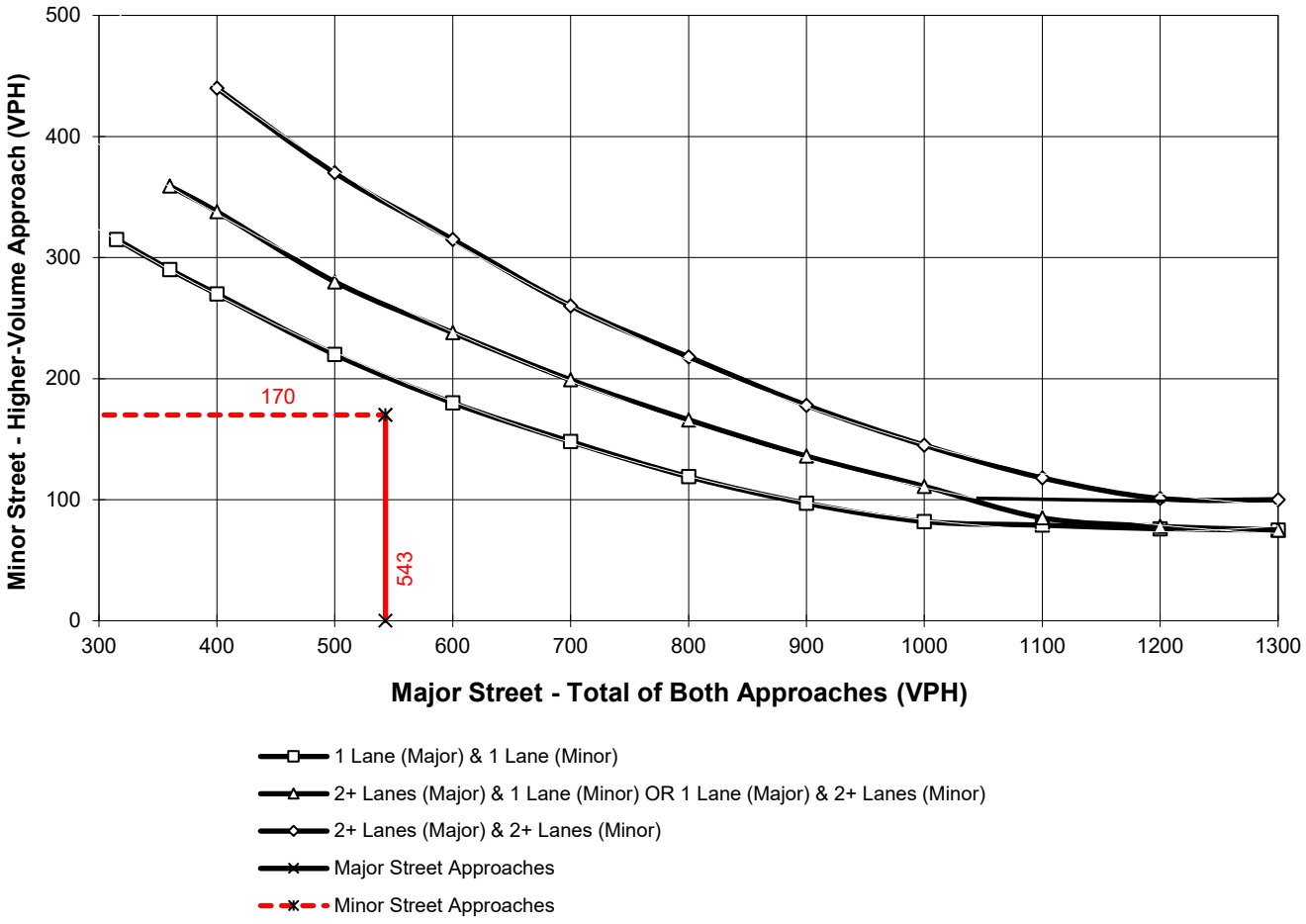
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2050) No Project - Weekday AM Peak Hour**

Major Street Name = **Stoddard Wells Road** Total of Both Approaches (VPH) = **543**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Road** High Volume Approach (VPH) = **170**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

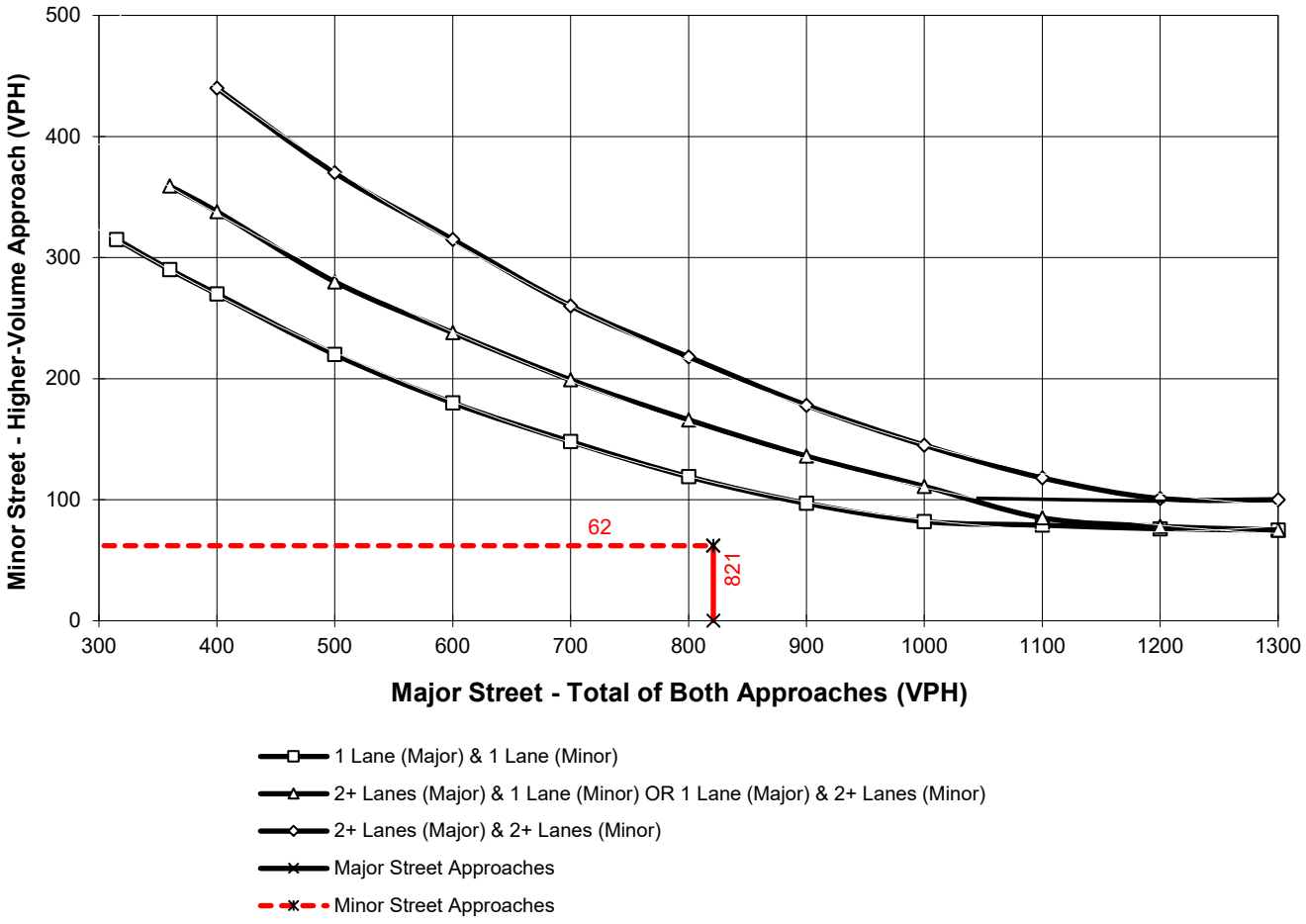
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2050) No Project - Weekday PM Peak Hour**

Major Street Name = **I-15 Southbound Ramps** Total of Both Approaches (VPH) = **821**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dale Evans Parkway** High Volume Approach (VPH) = **62**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

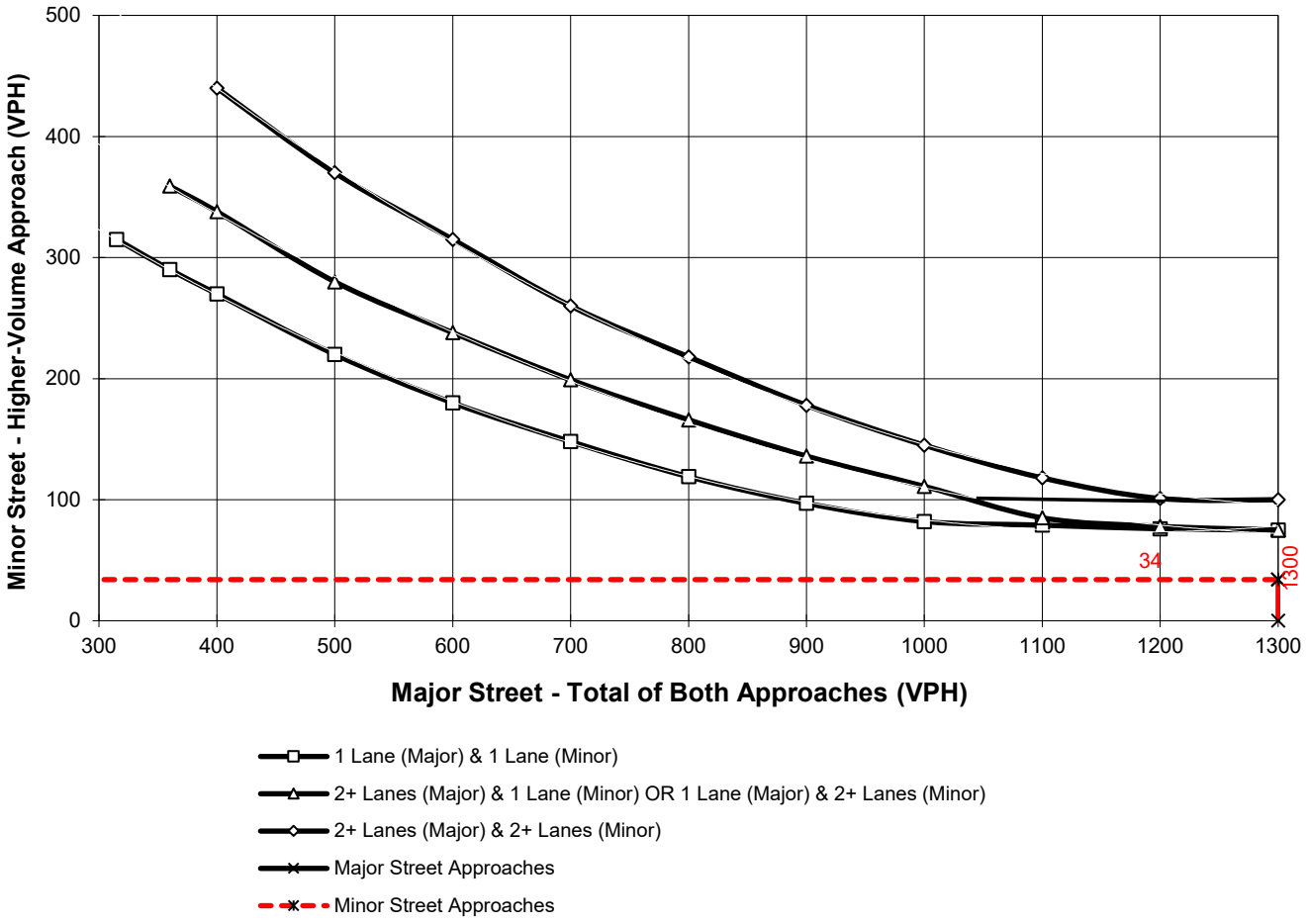
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2050) No Project - Weekday PM Peak Hour**

Major Street Name = **Dale Evans Parkway** Total of Both Approaches (VPH) = **2055**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Stoddard Wells Road** High Volume Approach (VPH) = **34**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 6.4: HORIZON YEAR (2050) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

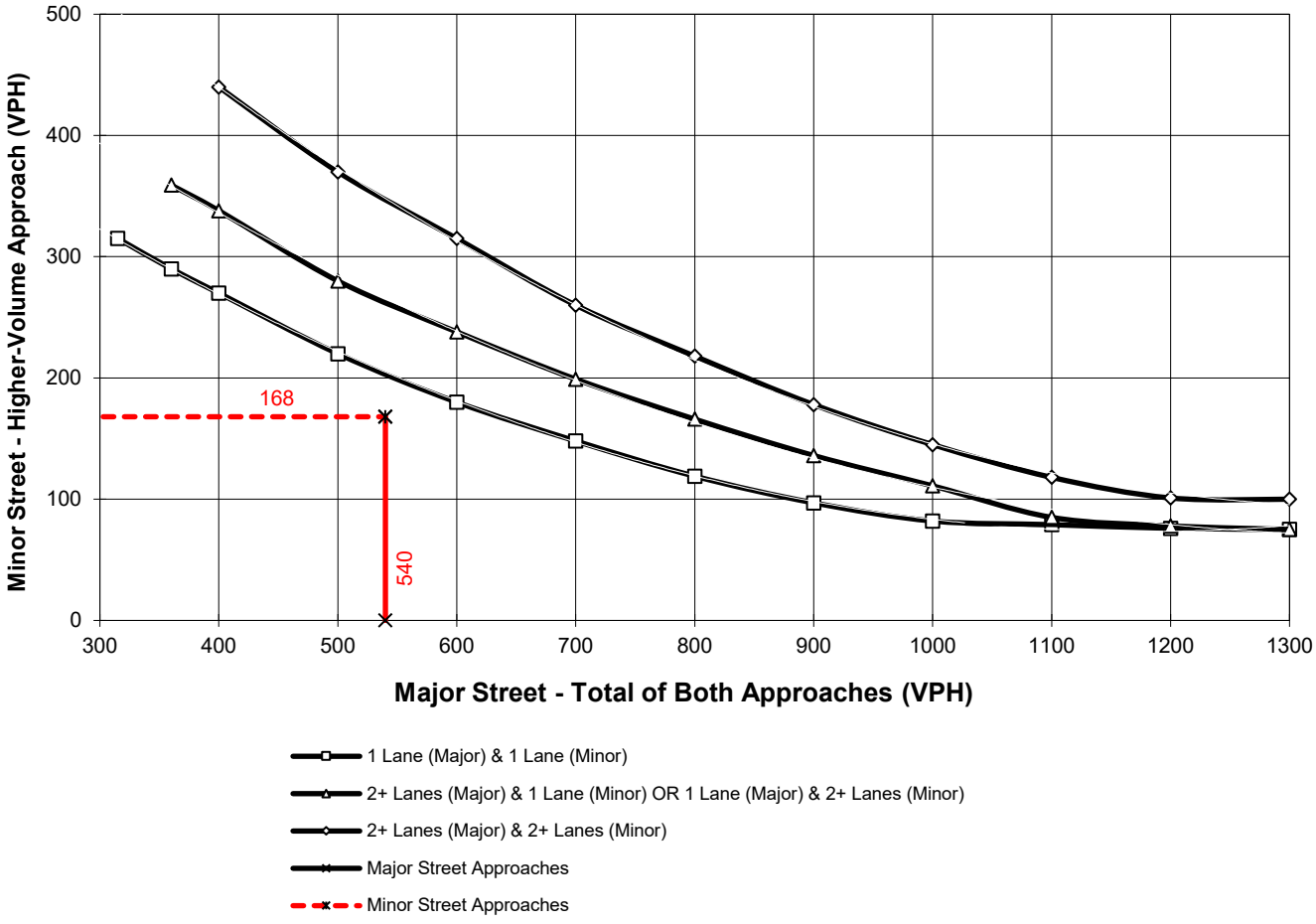
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2050) With Project - Weekday AM Peak Hour**

Major Street Name = **Quarry Road**
Total of Both Approaches (VPH) = **540**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps**
High Volume Approach (VPH) = **168**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

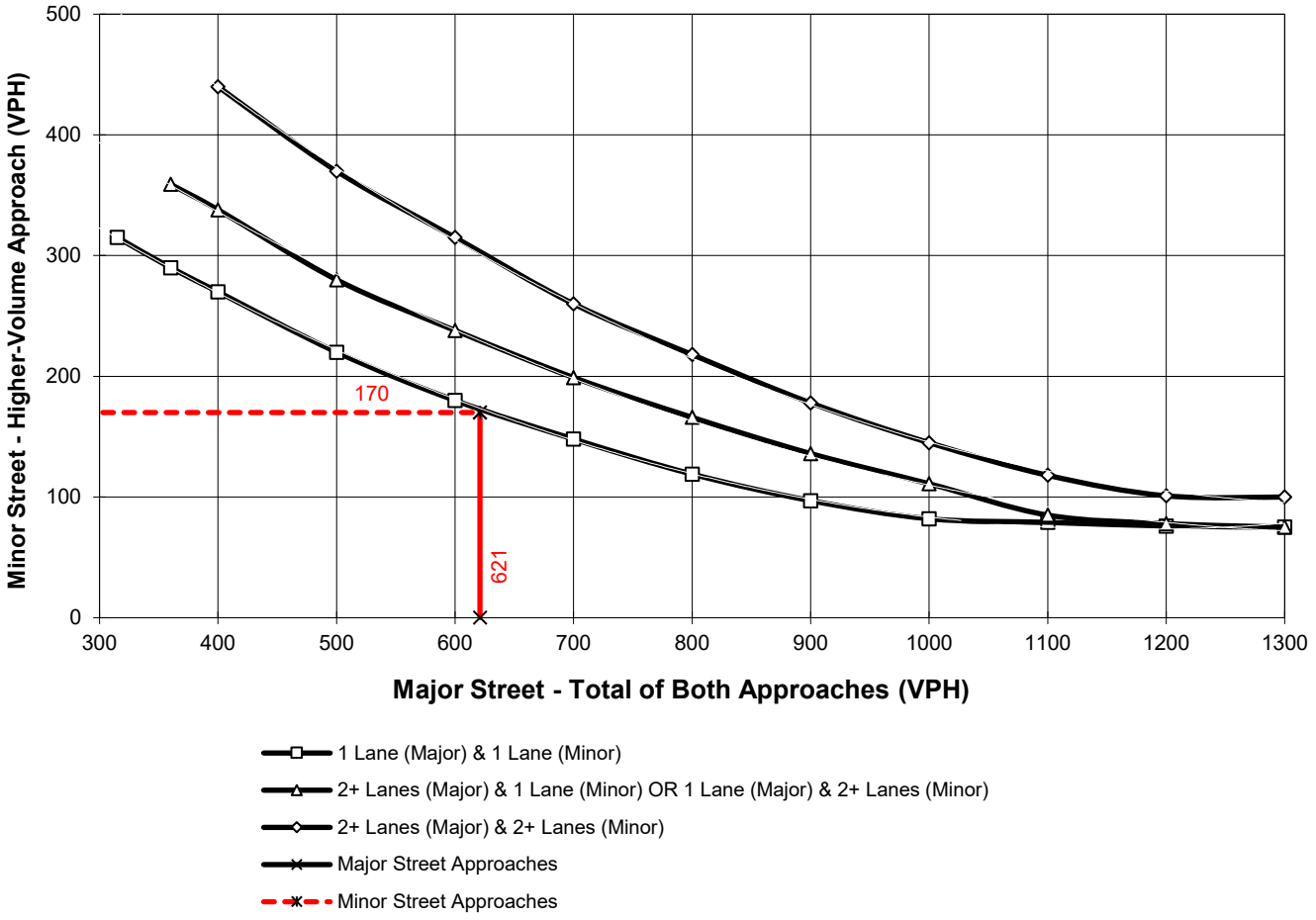
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2050) No Project - Weekday AM Peak Hour**

Major Street Name = **Stoddard Wells Road** Total of Both Approaches (VPH) = **621**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Road** High Volume Approach (VPH) = **170**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

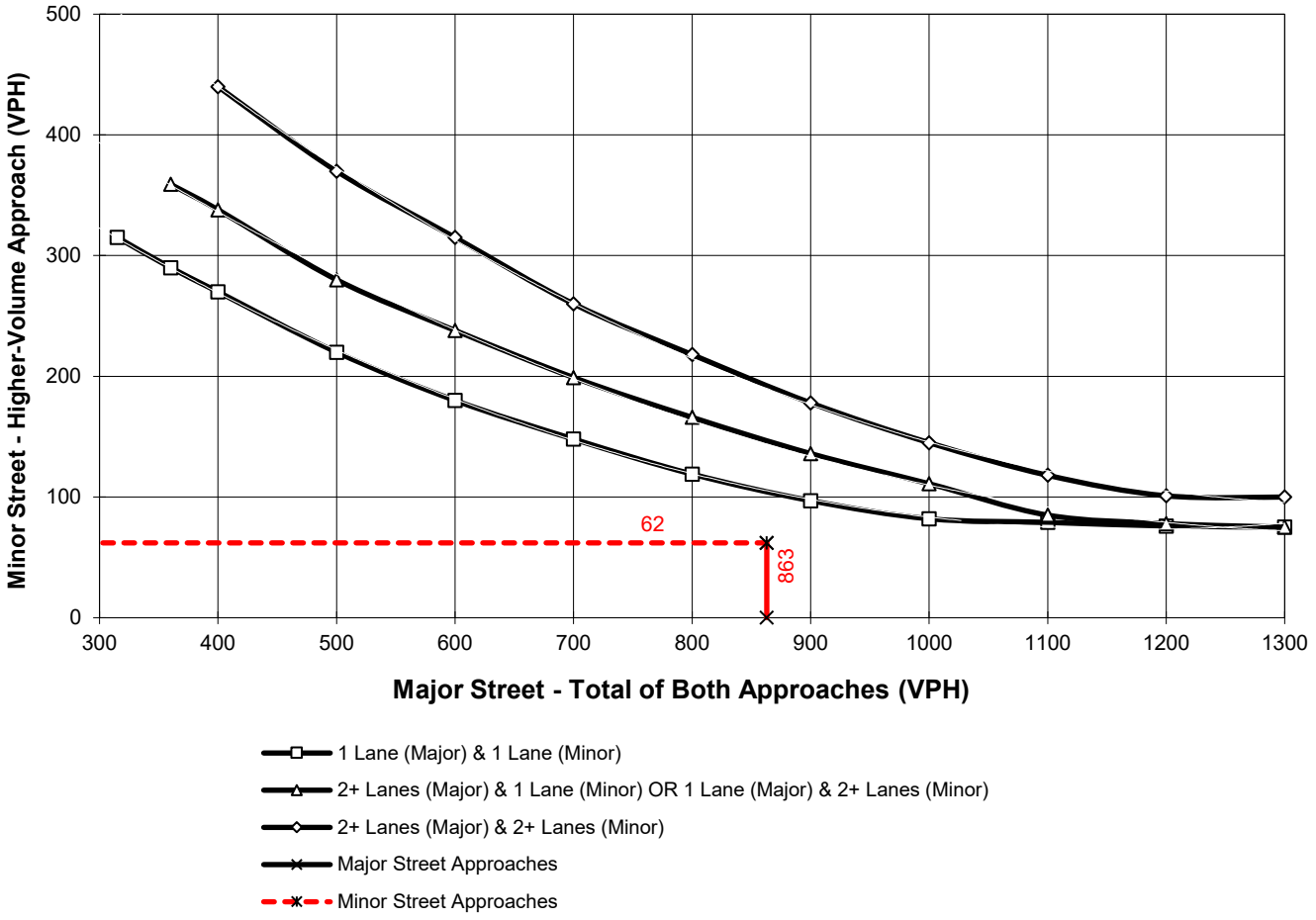
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2050) No Project - Weekday PM Peak Hour**

Major Street Name = **I-15 Southbound Ramps** Total of Both Approaches (VPH) = **863**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dale Evans Parkway** High Volume Approach (VPH) = **62**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

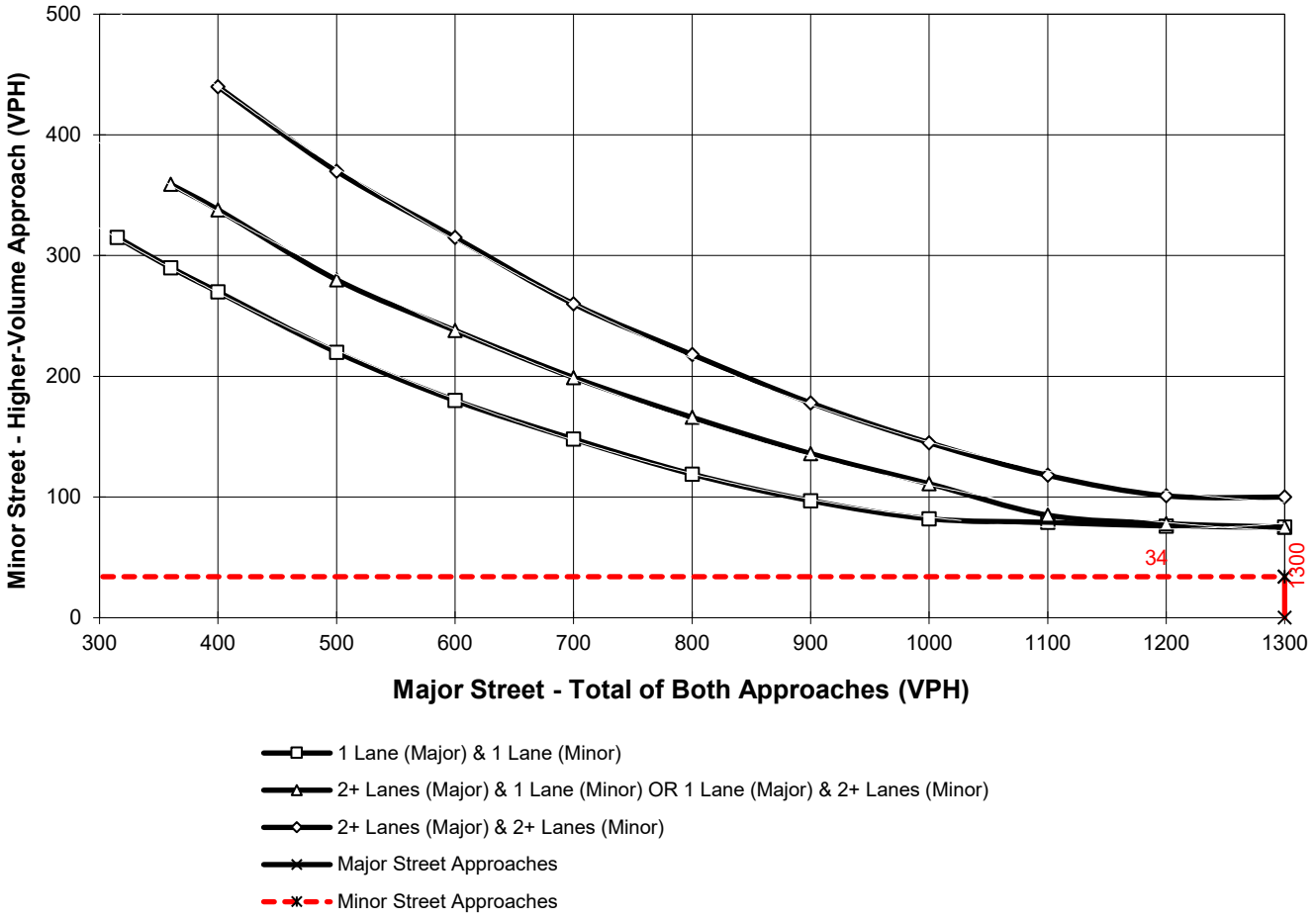
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2050) No Project - Weekday PM Peak Hour**

Major Street Name = **Dale Evans Parkway** Total of Both Approaches (VPH) = **2229**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Stoddard Wells Road** High Volume Approach (VPH) = **34**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2050 With Project**
				CALC IA	DATE 06/03/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 06/03/24
Major Street: **Gustine Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 1**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **522** vpd Minor Street Future ADT = **522** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL **XX**

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **522**	*1* **522**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **522**	*1* **522**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied **XX**

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** **9%** **B** **6%**

Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2050 With Project**
				CALC IA	DATE 06/03/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 06/03/24
Major Street: **Gustine Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 2**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **1,497** vpd Minor Street Future ADT = **453** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL **XX**

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,497**	*1* **453**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,497**	*1* **453**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied **XX**

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** **27%** **B** **18%**

2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2050 With Project**
				CALC IA	DATE 06/03/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 06/03/24
Major Street: **Gustine Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 3**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **2,578** vpd Minor Street Future ADT = **628** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL **XX**

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **2,578**	*1* **628**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **2,578**	*1* **628**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied **XX**

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** **37%** **B** **31%**

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2050 With Project**
				CALC IA	DATE 06/03/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 06/03/24
Major Street: **Gustine Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 4**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **3,486** vpd Minor Street Future ADT = **280** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **3,486** / *1* **280**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **3,486** / *1* **280**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** 17% **B** 33%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2050 With Project**
				CALC IA	DATE 06/03/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 06/03/24
Major Street: **Gustine Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 5**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **4,114** vpd Minor Street Future ADT = **348** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL **XX**

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **4,114**	*1* **348**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **4,114**	*1* **348**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied **XX**

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** **21%** **B** **41%**

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2050 With Project**
				CALC IA	DATE 06/03/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 06/03/24
Major Street: **Gustine Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 6**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **4,881** vpd Minor Street Future ADT = **419** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL **XX**

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **4,881**	*1* **419**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **4,881**	*1* **419**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied **XX**

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** **25%** **B** **49%**

2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2050 With Project**
				CALC IA	DATE 06/03/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 06/03/24
Major Street: **Central Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 7**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **8,284** vpd Minor Street Future ADT = **209** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **8,284** / *1* **209**	8,000	5,600 *	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **8,284** / *1* **209**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 12% B 25%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2050 With Project
				CALC IA	DATE 06/03/24
Jurisdiction: Town of Apple Valley				CHK IA	DATE 06/03/24
Major Street: Corwin Road				Critical Approach Speed (Major)	45 mph
Minor Street: Driveway 8				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **245** vpd Minor Street Future ADT = **245** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **245** / 1 **245**	8,000	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **245** / 1 **245**	12,000	8,400	1,200	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,400	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 4% B: 3%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2050 With Project**
				CALC IA	DATE 06/03/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 06/03/24
Major Street: **Corwin Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 9**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **664** vpd Minor Street Future ADT = **174** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **664** / *1* **174**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **664** / *1* **174**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 10% B 8%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2050 With Project**
				CALC IA	DATE 06/03/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 06/03/24
Major Street: **Corwin Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 10**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **1,047** vpd Minor Street Future ADT = **209** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL **XX**

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,047**	*1* **209**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,047**	*1* **209**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied **XX**

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** **12%** **B** **12%**

2 CONDITIONS 80% 2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2050 With Project**
				CALC IA	DATE 06/03/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 06/03/24
Major Street: **Corwin Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 11**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **1,501** vpd Minor Street Future ADT = **245** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL **XX**

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,501**	*1* **245**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,501**	*1* **245**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied **XX**

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** **15%** **B** **18%**

Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2050 With Project**
				CALC IA	DATE 06/03/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 06/03/24
Major Street: **Corwin Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 12**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **1,989** vpd Minor Street Future ADT = **245** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL **XX**

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,989**	*1* **245**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied **XX**

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,989**	*1* **245**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied **XX**

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** **15%** **B** **24%**

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	**2050 With Project**
				CALC IA	DATE 06/03/24
Jurisdiction: **Town of Apple Valley**				CHK IA	DATE 06/03/24
Major Street: **Corwin Road**				Critical Approach Speed (Major)	45 mph
Minor Street: **Driveway 13**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **2,443** vpd Minor Street Future ADT = **209** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **2,443** / *1* **209**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **2,443** / *1* **209**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 12% B 25%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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APPENDIX 6.5: HORIZON YEAR (2050) WITHOUT PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	166	0	5	554	0	5
Future Vol, veh/h	166	0	5	554	0	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	-	-	-	-	-
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	175	0	5	583	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	302	297	0	0	588	0
Stage 1	297	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	694	747	-	-	997	-
Stage 1	759	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	694	747	-	-	997	-
Mov Cap-2 Maneuver	694	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.93	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	694	997	-
HCM Lane V/C Ratio	-	-	0.252	-	-
HCM Ctrl Dly (s/v)	-	-	11.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	1382.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	81	119	25	580	58	6	45	42	1300	0	15
Future Vol, veh/h	12	81	119	25	580	58	6	45	42	1300	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	-	-	-	-	-	-	-	-	-	-	-	-
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	85	125	26	611	61	6	47	44	1368	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	672	0	0	211	0	0	836	897	148	828	929	641
Stage 1	-	-	-	-	-	-	173	173	-	694	694	-
Stage 2	-	-	-	-	-	-	663	724	-	134	236	-
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	929	-	-	1372	-	-	289	281	904	~ 293	269	478
Stage 1	-	-	-	-	-	-	833	759	-	~ 437	447	-
Stage 2	-	-	-	-	-	-	454	433	-	~ 874	714	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	929	-	-	1372	-	-	266	268	904	~ 220	257	478
Mov Cap-2 Maneuver	-	-	-	-	-	-	266	268	-	~ 220	257	-
Stage 1	-	-	-	-	-	-	820	747	-	~ 423	434	-
Stage 2	-	-	-	-	-	-	425	420	-	~ 766	702	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.51	0.29	17.17	$ 2399.38
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	393	91	-	-	67	-	-	222
HCM Lane V/C Ratio	0.249	0.014	-	-	0.019	-	-	6.242
HCM Ctrl Dly (s/v)	17.2	8.9	0	-	7.7	0		$ 2399.4
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	148.8

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	207.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	16	56	10	0	0	0	0	1114	17	9
Future Vol, veh/h	0	10	16	56	10	0	0	0	0	1114	17	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	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	11	17	59	11	0	0	0	0	1173	18	9

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	27	0	0	139	156	11
Stage 1	-	-	-	-	-	-	128	128	-
Stage 2	-	-	-	-	-	-	11	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	-	-	1599	-	0	~ 859	740	1076
Stage 1	0	-	-	-	-	0	~ 902	794	-
Stage 2	0	-	-	-	-	0	~ 1018	876	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1599	-	-	~ 827	0	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 827	0	-
Stage 1	-	-	-	-	-	-	~ 902	0	-
Stage 2	-	-	-	-	-	-	~ 980	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	6.23	224.2
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1527	-	829
HCM Lane V/C Ratio	-	-	0.037	-	1.448
HCM Ctrl Dly (s/v)	-	-	7.3	0	224.2
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0.1	-	54.7

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1119	0	0	61	467	6	4	78	0	0	0
Future Vol, veh/h	6	1119	0	0	61	467	6	4	78	0	0	0
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	6	1178	0	0	64	492	6	4	82	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	556	0	-	-	-	0	1255	1746	1178
Stage 1	-	-	-	-	-	-	1191	1191	-
Stage 2	-	-	-	-	-	-	64	556	-
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	1025	-	0	0	-	-	191	87	235
Stage 1	-	-	0	0	-	-	291	263	-
Stage 2	-	-	0	0	-	-	964	516	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1025	-	-	-	-	-	188	0	235
Mov Cap-2 Maneuver	-	-	-	-	-	-	188	0	-
Stage 1	-	-	-	-	-	-	286	0	-
Stage 2	-	-	-	-	-	-	964	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.05	0	30.73
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	231	10	-	-	-
HCM Lane V/C Ratio	0.402	0.006	-	-	-
HCM Ctrl Dly (s/v)	30.7	8.5	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	1.8	0	-	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	135	3	7	1340	1	1
Future Vol, veh/h	135	3	7	1340	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	142	3	7	1411	1	1

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	716	713	0	0	1418	0
Stage 1	713	-	-	-	-	-
Stage 2	3	-	-	-	-	-
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	400	435	-	-	487	-
Stage 1	490	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	399	435	-	-	487	-
Mov Cap-2 Maneuver	399	-	-	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.06	0	6.21
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	400	486	-
HCM Lane V/C Ratio	-	-	0.363	0.002	-
HCM Ctrl Dly (s/v)	-	-	19.1	12.4	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	1.6	0	-

Intersection	
Int Delay, s/veh	30.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	87	75	49	1371	64	5	107	46	902	4	10
Future Vol, veh/h	4	87	75	49	1371	64	5	107	46	902	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	4	92	79	52	1443	67	5	113	48	949	4	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1511	0	0	171	0	0	1688	1753	131	1736	1759	1477
Stage 1	-	-	-	-	-	-	139	139	-	1580	1580	-
Stage 2	-	-	-	-	-	-	1548	1614	-	156	179	-
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	449	-	-	1419	-	-	75	~ 86	924	~ 69	86	156
Stage 1	-	-	-	-	-	-	868	785	-	~ 138	171	-
Stage 2	-	-	-	-	-	-	144	165	-	~ 851	755	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	449	-	-	1419	-	-	50	~ 65	924	-	65	156
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	~ 65	-	-	65	-
Stage 1	-	-	-	-	-	-	859	777	-	~ 106	130	-
Stage 2	-	-	-	-	-	-	99	126	-	~ 682	747	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0.25	$ 518.16	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	88	40	-	-	59	-	-	-
HCM Lane V/C Ratio	1.887	0.009	-	-	0.036	-	-	-
HCM Ctrl Dly (s/v)	$ 518.2	13.1	0	-	7.6	0	-	-
HCM Lane LOS	F	B	A	-	A	A	-	-
HCM 95th %tile Q(veh)	14.2	0	-	-	0.1	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	87.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	2	63	4	1	0	0	0	852	21	7
Future Vol, veh/h	0	8	2	63	4	1	0	0	0	852	21	7
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	8	2	66	4	1	0	0	0	897	22	7

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	11	0	0			146	148	5
Stage 1	-	-	-	-	-	-			137	137	-
Stage 2	-	-	-	-	-	-			8	11	-
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	-	-	1622	-	-			~ 851	747	1084
Stage 1	0	-	-	-	-	-			~ 894	787	-
Stage 2	0	-	-	-	-	-			1020	891	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	-	-	-	1622	-	-			~ 816	0	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-			~ 816	0	-
Stage 1	-	-	-	-	-	-			~ 894	0	-
Stage 2	-	-	-	-	-	-			978	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	6.78	95.12
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1604	-	-	818
HCM Lane V/C Ratio	-	-	0.041	-	-	1.132
HCM Ctrl Dly (s/v)	-	-	7.3	0	-	95.1
HCM Lane LOS	-	-	A	A	-	F
HCM 95th %tile Q(veh)	-	-	0.1	-	-	26.6

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	857	0	0	66	1055	2	20	50	0	0	0
Future Vol, veh/h	3	857	0	0	66	1055	2	20	50	0	0	0
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	3	902	0	0	69	1111	2	21	53	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1180	0	-	-	-	0	978	2088	902
Stage 1	-	-	-	-	-	-	908	908	-
Stage 2	-	-	-	-	-	-	69	1180	-
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	599	-	0	0	-	-	280	53	339
Stage 1	-	-	0	0	-	-	396	357	-
Stage 2	-	-	0	0	-	-	958	266	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	599	-	-	-	-	-	277	0	339
Mov Cap-2 Maneuver	-	-	-	-	-	-	277	0	-
Stage 1	-	-	-	-	-	-	392	0	-
Stage 2	-	-	-	-	-	-	958	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.04	0	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	336	6	-	-	-
HCM Lane V/C Ratio	0.225	0.005	-	-	-
HCM Ctrl Dly (s/v)	18.8	11	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	0.9	0	-	-	-

APPENDIX 6.6: HORIZON YEAR (2050) WITH PROJECT CONDITIONS

OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	166	0	5	662	0	5
Future Vol, veh/h	166	0	5	662	0	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	-	-	-	-	-
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	175	0	5	697	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	359	354	0	0	702	0
Stage 1	354	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	644	695	-	-	905	-
Stage 1	715	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	644	695	-	-	905	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	1023	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.66	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	905	-
HCM Lane V/C Ratio	-	-	0.271	-	-
HCM Ctrl Dly (s/v)	-	-	12.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Intersection	
Int Delay, s/veh	2385.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	86	119	27	689	58	6	45	51	1589	0	15
Future Vol, veh/h	12	86	119	27	689	58	6	45	51	1589	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	-	-	-	-	-	-	-	-	-	-	-	-
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	91	125	28	725	61	6	47	54	1673	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	786	0	0	216	0	0	961	1022	153	952	1054	756
Stage 1	-	-	-	-	-	-	178	178	-	813	813	-
Stage 2	-	-	-	-	-	-	782	843	-	139	241	-
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	842	-	-	1366	-	-	238	238	898	~ 241	228	411
Stage 1	-	-	-	-	-	-	828	755	-	~ 375	395	-
Stage 2	-	-	-	-	-	-	390	382	-	~ 868	710	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	842	-	-	1366	-	-	217	225	898	~ 171	216	411
Mov Cap-2 Maneuver	-	-	-	-	-	-	217	225	-	~ 171	216	-
Stage 1	-	-	-	-	-	-	814	742	-	~ 361	380	-
Stage 2	-	-	-	-	-	-	361	368	-	~ 751	698	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.52	0.27	19.27	$ 4009.73
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	359	89	-	-	62	-	-	172
HCM Lane V/C Ratio	0.299	0.015	-	-	0.021	-	-	9.802
HCM Ctrl Dly (s/v)	19.3	9.3	0	-	7.7	0	-	$ 4009.7
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	192.8

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	276.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	16	56	10	0	0	0	0	1244	17	9
Future Vol, veh/h	0	10	16	56	10	0	0	0	0	1244	17	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	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	11	17	59	11	0	0	0	0	1309	18	9

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	27	0	0	139	156	11
Stage 1	-	-	-	-	-	-	128	128	-
Stage 2	-	-	-	-	-	-	11	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	-	-	1599	-	0	~ 859	740	1076
Stage 1	0	-	-	-	-	0	~ 902	794	-
Stage 2	0	-	-	-	-	0	~ 1018	876	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1599	-	-	~ 827	0	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 827	0	-
Stage 1	-	-	-	-	-	-	~ 902	0	-
Stage 2	-	-	-	-	-	-	~ 980	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	6.23	296.47
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1527	-	828
HCM Lane V/C Ratio	-	-	0.037	-	1.614
HCM Ctrl Dly (s/v)	-	-	7.3	0	296.5
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0.1	-	70.6

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1249	0	0	61	505	6	4	78	0	0	0
Future Vol, veh/h	6	1249	0	0	61	505	6	4	78	0	0	0
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	6	1315	0	0	64	532	6	4	82	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	596	0	-	-	-	0	1392	1923	1315
Stage 1	-	-	-	-	-	-	1327	1327	-
Stage 2	-	-	-	-	-	-	64	596	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	5.7
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	991	-	0	0	-	-	158	68	234
Stage 1	-	-	0	0	-	-	250	227	-
Stage 2	-	-	0	0	-	-	964	495	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	991	-	-	-	-	-	154	0	234
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	0	-
Stage 1	-	-	-	-	-	-	244	0	-
Stage 2	-	-	-	-	-	-	964	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.04	0	31.61
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	226	9	-	-	-
HCM Lane V/C Ratio	0.41	0.006	-	-	-
HCM Ctrl Dly (s/v)	31.6	8.7	0	-	-
HCM Lane LOS	D	A	A	-	-
HCM 95th %tile Q(veh)	1.9	0	-	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	135	3	7	1654	1	1
Future Vol, veh/h	135	3	7	1654	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	142	3	7	1741	1	1

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	881	878	0	0	1748	0
Stage 1	878	-	-	-	-	-
Stage 2	3	-	-	-	-	-
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	320	350	-	-	364	-
Stage 1	410	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	319	350	-	-	364	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	25.33	0	7.46
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	319	363	-
HCM Lane V/C Ratio	-	-	0.455	0.003	-
HCM Ctrl Dly (s/v)	-	-	25.3	14.9	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	2.3	0	-

Intersection	
Int Delay, s/veh	39.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	88	75	59	1690	64	5	107	49	1032	4	10
Future Vol, veh/h	4	88	75	59	1690	64	5	107	49	1032	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	4	93	79	62	1779	67	5	113	52	1086	4	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1846	0	0	172	0	0	2046	2111	132	2094	2117	1813
Stage 1	-	-	-	-	-	-	141	141	-	1937	1937	-
Stage 2	-	-	-	-	-	-	1905	1971	-	157	180	-
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	333	-	-	1418	-	-	42	~ 52	923	~ 39	51	99
Stage 1	-	-	-	-	-	-	867	784	-	~ 86	114	-
Stage 2	-	-	-	-	-	-	90	~ 109	-	~ 850	754	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	333	-	-	1418	-	-	34	~ 51	923	-	50	99
Mov Cap-2 Maneuver	-	-	-	-	-	-	34	~ 51	-	-	50	-
Stage 1	-	-	-	-	-	-	855	773	-	~ 86	114	-
Stage 2	-	-	-	-	-	-	77	~ 109	-	~ 676	744	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.38	0.25	$ 775.49	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	70	39	-	-	~ 58	-	-	-
HCM Lane V/C Ratio	2.424	0.013	-	-	0.044	-	-	-
HCM Ctrl Dly (s/v)	$ 775.5	15.9	0	-	7.7	0	-	-
HCM Lane LOS	F	C	A	-	A	A	-	-
HCM 95th %tile Q(veh)	16.3	0	-	-	0.1	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	110.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	2	63	4	1	0	0	0	902	21	7
Future Vol, veh/h	0	8	2	63	4	1	0	0	0	902	21	7
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	8	2	66	4	1	0	0	0	949	22	7

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	11	0	0			146	148	5
Stage 1	-	-	-	-	-	-			137	137	-
Stage 2	-	-	-	-	-	-			8	11	-
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	-	-	1622	-	-			~ 851	747	1084
Stage 1	0	-	-	-	-	-			~ 894	787	-
Stage 2	0	-	-	-	-	-			1020	891	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	-	-	-	1622	-	-			~ 816	0	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-			~ 816	0	-
Stage 1	-	-	-	-	-	-			~ 894	0	-
Stage 2	-	-	-	-	-	-			978	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	6.78	119.5
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1604	-	-	818
HCM Lane V/C Ratio	-	-	0.041	-	-	1.197
HCM Ctrl Dly (s/v)	-	-	7.3	0	-	119.5
HCM Lane LOS	-	-	A	A	-	F
HCM 95th %tile Q(veh)	-	-	0.1	-	-	31.7

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	907	0	0	66	1196	2	20	50	0	0	0
Future Vol, veh/h	3	907	0	0	66	1196	2	20	50	0	0	0
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	3	955	0	0	69	1259	2	21	53	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1328	0	-	-	-	0	1031	2289	955
Stage 1	-	-	-	-	-	-	961	961	-
Stage 2	-	-	-	-	-	-	69	1328	-
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	526	-	0	0	-	-	261	40	316
Stage 1	-	-	0	0	-	-	374	337	-
Stage 2	-	-	0	0	-	-	958	226	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	526	-	-	-	-	-	257	0	316
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	0	-
Stage 1	-	-	-	-	-	-	370	0	-
Stage 2	-	-	-	-	-	-	958	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.04	0	20.11
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	313	6	-	-	-
HCM Lane V/C Ratio	0.242	0.006	-	-	-
HCM Ctrl Dly (s/v)	20.1	11.9	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	0.9	0	-	-	-

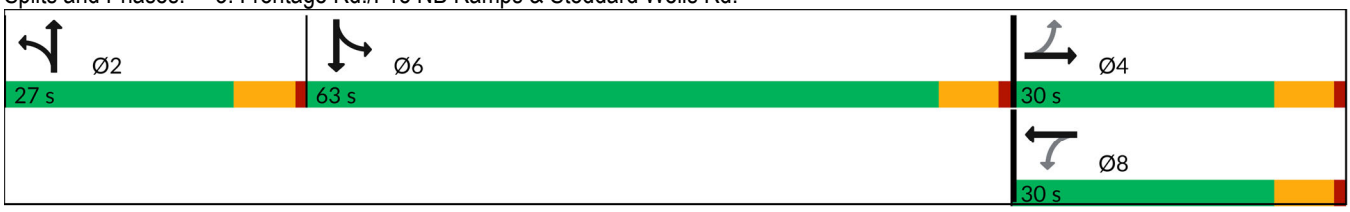
APPENDIX 6.7: HORIZON YEAR (2050) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

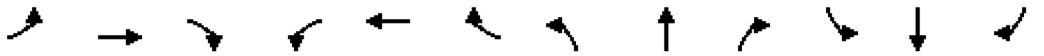
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Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	12	86	27	689	45	1589	0
Future Volume (vph)	12	86	27	689	45	1589	0
Turn Type	Perm	NA	Perm	NA	NA	Split	NA
Protected Phases		4		8	2	6	6
Permitted Phases	4		8				
Detector Phase	4	4	8	8	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5
Total Split (s)	30.0	30.0	30.0	30.0	27.0	63.0	63.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	22.5%	52.5%	52.5%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	23.5	23.5	23.5	23.5	11.3	56.5	56.5
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.10	0.51	0.51
v/c Ratio	0.20	0.53	0.15	0.98	0.50	0.98	0.87
Control Delay (s/veh)	45.9	35.0	38.9	71.0	39.7	53.4	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.9	35.0	38.9	71.0	39.7	53.4	32.6
LOS	D	C	D	E	D	D	C
Approach Delay (s/veh)		35.6		69.9	39.7		43.1
Approach LOS		D		E	D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 110.8	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay (s/veh): 50.0	Intersection LOS: D
Intersection Capacity Utilization 87.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	86	119	27	689	58	6	45	51	1589	0	15
Future Volume (veh/h)	12	86	119	27	689	58	6	45	51	1589	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	13	91	72	28	725	33	6	47	28	1688	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	88	218	173	241	801	36	11	89	53	1741	965	0
Arrive On Green	0.22	0.33	0.22	0.33	0.33	0.33	0.09	0.13	0.09	0.76	0.00	0.00
Sat Flow, veh/h	680	983	777	1177	3606	164	132	1034	616	3429	1900	0
Grp Volume(v), veh/h	13	0	163	28	382	376	81	0	0	1688	0	0
Grp Sat Flow(s),veh/h/ln	680	0	1760	1177	1900	1870	1782	0	0	1714	1900	0
Q Serve(g_s), s	2.0	0.0	8.0	2.0	20.3	20.3	4.5	0.0	0.0	47.4	0.0	0.0
Cycle Q Clear(g_c), s	22.3	0.0	8.0	10.0	20.3	20.3	4.5	0.0	0.0	47.4	0.0	0.0
Prop In Lane	1.00		0.44	1.00		0.09	0.07		0.35	1.00		0.00
Lane Grp Cap(c), veh/h	88	0	391	241	422	415	153	0	0	1741	965	0
V/C Ratio(X)	0.15	0.00	0.42	0.12	0.91	0.91	0.53	0.00	0.00	0.97	0.00	0.00
Avail Cap(c_a), veh/h	88	0	391	241	422	415	345	0	0	1830	1014	0
HCM Platoon Ratio	1.00	1.50	1.00	1.50	1.50	1.50	1.00	1.50	1.00	1.50	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.8	0.0	32.3	34.0	34.2	34.2	45.0	0.0	0.0	11.8	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.7	0.2	22.6	23.0	2.8	0.0	0.0	14.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.2	0.5	10.4	10.3	2.1	0.0	0.0	12.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.5	0.0	33.0	34.2	56.8	57.2	47.9	0.0	0.0	26.0	0.0	0.0
LnGrp LOS	D		C	C	E	E	D			C		
Approach Vol, veh/h		176			786			81			1688	
Approach Delay, s/veh		34.4			56.2			47.9			26.0	
Approach LOS		C			E			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.6		30.0		60.3		30.0				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		20.5		23.5		56.5		23.5				
Max Q Clear Time (g_c+I1), s		6.5		24.3		49.4		22.3				
Green Ext Time (p_c), s		0.3		0.0		4.3		0.5				

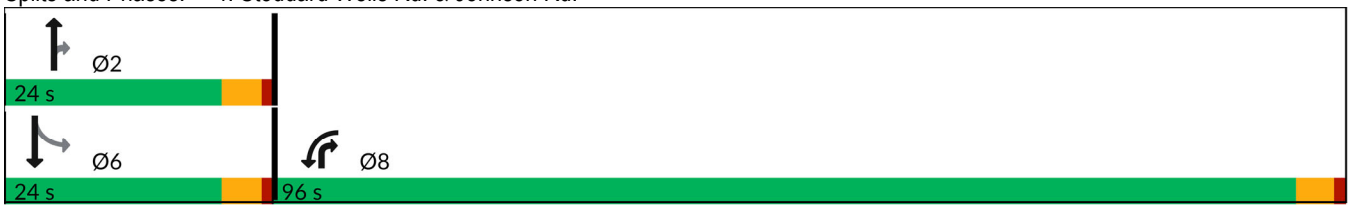
Intersection Summary		
HCM 7th Control Delay, s/veh	35.9	
HCM 7th LOS	D	

Notes
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	730	163	1563	28	44
Future Volume (vph)	730	163	1563	28	44
Turn Type	Prot	NA	pm+ov	Perm	NA
Protected Phases	8	2	8		6
Permitted Phases			2	6	
Detector Phase	8	2	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	96.0	24.0	96.0	24.0	24.0
Total Split (%)	80.0%	20.0%	80.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Min	None	Min	Min
Act Effct Green (s)	91.5	15.2	115.8		15.2
Actuated g/C Ratio	0.79	0.13	1.00		0.13
v/c Ratio	0.29	0.69	1.02		0.48
Control Delay (s/veh)	3.9	62.6	30.7		57.1
Queue Delay	0.0	0.0	0.0		0.0
Total Delay (s/veh)	3.9	62.6	30.7		57.1
LOS	A	E	C		E
Approach Delay (s/veh)	3.9	33.7			57.1
Approach LOS	A	C			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 115.8	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay (s/veh): 25.8	Intersection LOS: C
Intersection Capacity Utilization 108.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 4: Stoddard Wells Rd. & Johnson Rd.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	730	0	163	1563	28	44
Future Volume (veh/h)	730	0	163	1563	28	44
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1800	0	1900	1900	1900	1900
Adj Flow Rate, veh/h	768	0	172	908	29	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	1488	911	473	654
Arrive On Green	0.00	0.00	0.78	0.78	0.78	0.78
Sat Flow, veh/h	0	0	1900	1610	297	836
Grp Volume(v), veh/h	0	0	172	908	75	0
Grp Sat Flow(s),veh/h/ln	0	0	1900	1610	1133	0
Q Serve(g_s), s	0.0	0.0	0.4	11.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.4	11.6	0.2	0.0
Prop In Lane	0.00	0.00		1.00	0.39	
Lane Grp Cap(c), veh/h	0	0	1488	911	1128	0
V/C Ratio(X)	0.00	0.00	0.12	1.00	0.07	0.00
Avail Cap(c_a), veh/h	0	0	1787	1165	1278	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.5	4.5	0.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	23.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.9	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	0.0	0.6	27.8	0.5	0.0
LnGrp LOS			A	C	A	
Approach Vol, veh/h	0		1080			75
Approach Delay, s/veh	0.0		23.5			0.5
Approach LOS			C			A

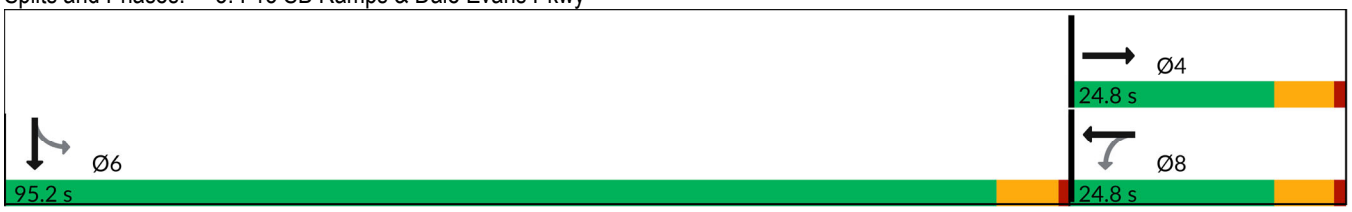
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	20.7				20.7	0.0
Change Period (Y+Rc), s	4.5				4.5	4.5
Max Green Setting (Gmax), s	19.5				19.5	91.5
Max Q Clear Time (g_c+I1), s	13.6				2.2	0.0
Green Ext Time (p_c), s	2.6				0.4	0.0

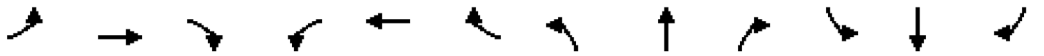
Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	10	56	10	17
Future Volume (vph)	10	56	10	17
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		8		
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	24.8	24.8	24.8	95.2
Total Split (%)	20.7%	20.7%	20.7%	79.3%
Yellow Time (s)	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.5		6.5	6.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	None
Act Effct Green (s)	12.1		12.1	86.8
Actuated g/C Ratio	0.11		0.11	0.82
v/c Ratio	0.13		0.43	0.90
Control Delay (s/veh)	27.6		56.5	20.5
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	27.6		56.5	20.5
LOS	C		E	C
Approach Delay (s/veh)	27.6		56.5	20.5
Approach LOS	C		E	C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 105.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 22.4	Intersection LOS: C
Intersection Capacity Utilization 91.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 5: I-15 SB Ramps & Dale Evans Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	10	16	56	10	0	0	0	0	1244	17	9
Future Volume (veh/h)	0	10	16	56	10	0	0	0	0	1244	17	9
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	11	17	59	11	0				1309	18	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	62	97	162	25	0				1379	19	9
Arrive On Green	0.00	0.09	0.09	0.09	0.09	0.00				0.78	0.78	0.78
Sat Flow, veh/h	0	673	1040	1034	268	0				1773	24	12
Grp Volume(v), veh/h	0	0	28	70	0	0				1336	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1713	1302	0	0				1809	0	0
Q Serve(g_s), s	0.0	0.0	1.5	4.2	0.0	0.0				63.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	1.5	5.7	0.0	0.0				63.1	0.0	0.0
Prop In Lane	0.00		0.61	0.84		0.00				0.98		0.01
Lane Grp Cap(c), veh/h	0	0	159	187	0	0				1408	0	0
V/C Ratio(X)	0.00	0.00	0.18	0.37	0.00	0.00				0.95	0.00	0.00
Avail Cap(c_a), veh/h	0	0	311	317	0	0				1592	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	42.2	44.4	0.0	0.0				9.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	1.2	0.0	0.0				11.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	1.7	0.0	0.0				15.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	42.7	45.7	0.0	0.0				21.2	0.0	0.0
LnGrp LOS			D	D						C		
Approach Vol, veh/h		28			70						1336	
Approach Delay, s/veh		42.7			45.7						21.2	
Approach LOS		D			D						C	

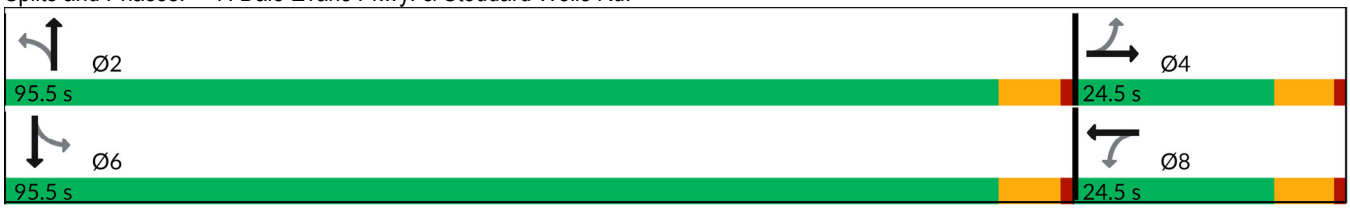
Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		15.9		84.9		15.9						
Change Period (Y+Rc), s		6.5		6.5		6.5						
Max Green Setting (Gmax), s		18.3		88.7		18.3						
Max Q Clear Time (g_c+I1), s		3.5		65.1		7.7						
Green Ext Time (p_c), s		0.0		13.3		0.1						

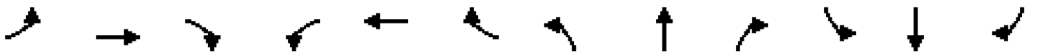
Intersection Summary												
HCM 7th Control Delay, s/veh		22.9										
HCM 7th LOS		C										

Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	1	10	0	674	1314
Future Volume (vph)	1	10	0	674	1314
Turn Type	NA	Perm	NA	NA	NA
Protected Phases	4		8	2	6
Permitted Phases		8			
Detector Phase	4	8	8	2	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5
Total Split (s)	24.5	24.5	24.5	95.5	95.5
Total Split (%)	20.4%	20.4%	20.4%	79.6%	79.6%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5		6.5	6.5	6.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	10.3		10.3	79.1	79.1
Actuated g/C Ratio	0.12		0.12	0.96	0.96
v/c Ratio	0.00		0.05	0.39	0.77
Control Delay (s/veh)	39.0		39.1	1.8	7.2
Queue Delay	0.0		0.0	0.0	0.0
Total Delay (s/veh)	39.0		39.1	1.8	7.2
LOS	D		D	A	A
Approach Delay (s/veh)	39.0		39.1	1.8	7.2
Approach LOS	D		D	A	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 82.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 5.6	Intersection LOS: A
Intersection Capacity Utilization 89.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Dale Evans Pkwy. & Stoddard Wells Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	10	0	0	0	674	1	0	1314	20
Future Volume (veh/h)	0	1	0	10	0	0	0	674	1	0	1314	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	1	0	11	0	0	0	709	1	0	1383	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	51	0	128	0	0	0	1539	2	0	1515	23
Arrive On Green	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.81	0.81	0.00	0.81	0.81
Sat Flow, veh/h	0	1900	0	1411	0	0	0	1897	3	0	1867	28
Grp Volume(v), veh/h	0	1	0	11	0	0	0	0	710	0	0	1404
Grp Sat Flow(s),veh/h/ln	0	1900	0	1411	0	0	0	0	1900	0	0	1895
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	9.1	0.0	0.0	43.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	9.1	0.0	0.0	43.4
Prop In Lane	0.00		0.00	1.00		0.00	0.00		0.00	0.00		0.01
Lane Grp Cap(c), veh/h	0	51	0	128	0	0	0	0	1542	0	0	1538
V/C Ratio(X)	0.00	0.02	0.00	0.09	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.91
Avail Cap(c_a), veh/h	0	424	0	410	0	0	0	0	2098	0	0	2093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.2	0.0	38.5	0.0	0.0	0.0	0.0	2.3	0.0	0.0	5.5
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.2	0.0	0.0	5.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.0	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	38.3	0.0	38.8	0.0	0.0	0.0	0.0	2.5	0.0	0.0	10.8
LnGrp LOS		D		D					A			B
Approach Vol, veh/h		1			11			710			1404	
Approach Delay, s/veh		38.3			38.8			2.5			10.8	
Approach LOS		D			D			A			B	

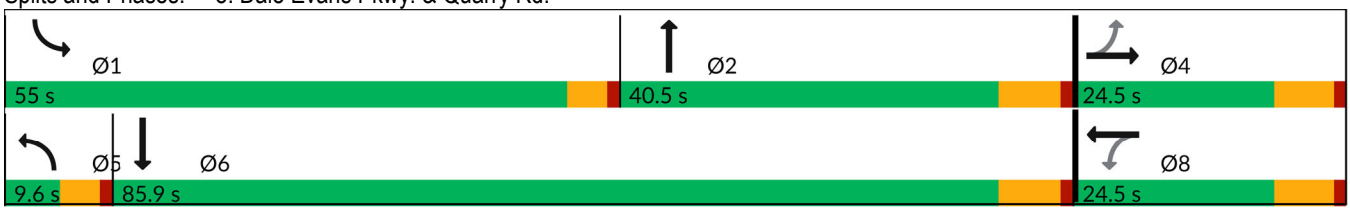
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		71.9		8.7		71.9		8.7				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		89.0		18.0		89.0		18.0				
Max Q Clear Time (g_c+I1), s		11.1		2.0		45.4		2.6				
Green Ext Time (p_c), s		4.7		0.0		20.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.2									
HCM 7th LOS			A									

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	8	1	19	1	470	589	736
Future Volume (vph)	8	1	19	1	470	589	736
Turn Type	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	4		8	5	2	1	6
Permitted Phases		8					
Detector Phase	4	8	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	24.5	24.5	24.5	9.6	24.5	9.6	24.5
Total Split (s)	24.5	24.5	24.5	9.6	40.5	55.0	85.9
Total Split (%)	20.4%	20.4%	20.4%	8.0%	33.8%	45.8%	71.6%
Yellow Time (s)	5.5	5.5	5.5	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.5	4.6	6.5	4.6	6.5
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	11.2		11.3	5.1	30.8	41.0	74.9
Actuated g/C Ratio	0.11		0.11	0.05	0.30	0.41	0.74
v/c Ratio	0.05		0.63	0.01	0.85	0.89	0.55
Control Delay (s/veh)	39.8		16.8	53.0	50.2	45.4	8.1
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.8		16.8	53.0	50.2	45.4	8.1
LOS	D		B	D	D	D	A
Approach Delay (s/veh)	39.8		16.8		50.2		24.7
Approach LOS	D		B		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 29.8	Intersection LOS: C
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Dale Evans Pkwy. & Quarry Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	8	3	1	19	204	1	470	0	589	736	0
Future Volume (veh/h)	0	8	3	1	19	204	1	470	0	589	736	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	0	8	3	1	20	162	1	495	0	620	775	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	0	177	66	40	25	195	2	553	0	654	1276	0
Arrive On Green	0.00	0.13	0.13	0.13	0.13	0.13	0.00	0.29	0.00	0.38	0.67	0.00
Sat Flow, veh/h	0	1317	494	2	186	1450	1714	1900	0	1714	1900	0
Grp Volume(v), veh/h	0	0	11	183	0	0	1	495	0	620	775	0
Grp Sat Flow(s),veh/h/ln	0	0	1811	1638	0	0	1714	1900	0	1714	1900	0
Q Serve(g_s), s	0.0	0.0	0.5	0.7	0.0	0.0	0.1	22.8	0.0	32.0	20.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.5	9.9	0.0	0.0	0.1	22.8	0.0	32.0	20.6	0.0
Prop In Lane	0.00		0.27	0.01		0.89	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	243	260	0	0	2	553	0	654	1276	0
V/C Ratio(X)	0.00	0.00	0.05	0.70	0.00	0.00	0.43	0.89	0.00	0.95	0.61	0.00
Avail Cap(c_a), veh/h	0	0	358	363	0	0	94	709	0	948	1655	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	34.4	38.5	0.0	0.0	45.5	31.0	0.0	27.3	8.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	3.6	0.0	0.0	39.4	11.7	0.0	12.1	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	4.0	0.0	0.0	0.0	11.1	0.0	13.5	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	34.5	42.1	0.0	0.0	84.9	42.6	0.0	39.4	8.8	0.0
LnGrp LOS			C	D			F	D		D	A	
Approach Vol, veh/h		11			183			496			1395	
Approach Delay, s/veh		34.5			42.1			42.7			22.4	
Approach LOS		C			D			D			C	

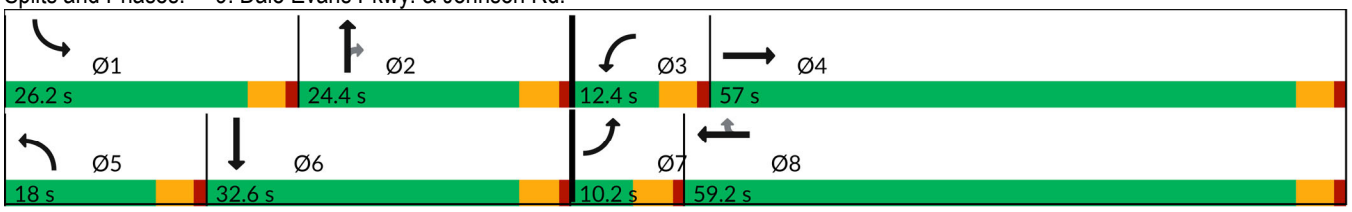
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	39.4	33.1		18.7	4.7	67.7		18.7				
Change Period (Y+Rc), s	4.6	6.5		6.5	4.6	6.5		6.5				
Max Green Setting (Gmax), s	50.4	34.0		18.0	5.0	79.4		18.0				
Max Q Clear Time (g_c+I1), s	34.0	24.8		2.5	2.1	22.6		11.9				
Green Ext Time (p_c), s	0.8	1.8		0.0	0.0	5.4		0.4				

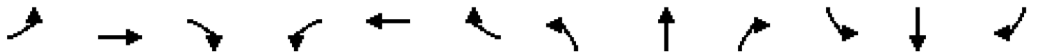
Intersection Summary			
HCM 7th Control Delay, s/veh		29.0	
HCM 7th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	18	1464	93	631	175	89	278	298	554	175
Future Volume (vph)	18	1464	93	631	175	89	278	298	554	175
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.2	57.0	12.4	59.2	59.2	18.0	24.4	24.4	26.2	32.6
Total Split (%)	8.5%	47.5%	10.3%	49.3%	49.3%	15.0%	20.3%	20.3%	21.8%	27.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	5.7	52.5	7.9	61.0	61.0	11.1	17.2	17.2	21.7	27.8
Actuated g/C Ratio	0.05	0.45	0.07	0.52	0.52	0.09	0.15	0.15	0.18	0.24
v/c Ratio	0.23	0.99	0.85	0.34	0.20	0.58	0.53	0.89	0.95	0.22
Control Delay (s/veh)	61.9	52.7	107.3	18.3	3.2	65.9	49.9	54.8	74.2	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.9	52.7	107.3	18.3	3.2	65.9	49.9	54.8	74.2	36.2
LOS	E	D	F	B	A	E	D	D	E	D
Approach Delay (s/veh)		52.8		24.6			54.2			64.7
Approach LOS		D		C			D			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 117.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 48.8	Intersection LOS: D
Intersection Capacity Utilization 90.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Dale Evans Pkwy. & Johnson Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1464	109	93	631	175	89	278	298	554	175	10
Future Volume (veh/h)	18	1464	109	93	631	175	89	278	298	554	175	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	19	1541	62	98	664	0	94	293	167	583	184	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	34	1631	65	121	1889		117	482	206	627	877	52
Arrive On Green	0.03	0.68	0.68	0.11	0.75	0.00	0.10	0.26	0.19	0.38	0.37	0.37
Sat Flow, veh/h	1714	3610	145	1714	3762	1610	1714	3762	1610	3326	3533	210
Grp Volume(v), veh/h	19	801	802	98	664	0	94	293	167	583	97	98
Grp Sat Flow(s),veh/h/ln	1714	1881	1874	1714	1881	1610	1714	1881	1610	1663	1881	1862
Q Serve(g_s), s	1.2	42.3	43.0	6.2	6.6	0.0	6.0	7.6	11.1	18.7	3.9	4.0
Cycle Q Clear(g_c), s	1.2	42.3	43.0	6.2	6.6	0.0	6.0	7.6	11.1	18.7	3.9	4.0
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	34	850	846	121	1889		117	482	206	627	467	462
V/C Ratio(X)	0.56	0.94	0.95	0.81	0.35		0.80	0.61	0.81	0.93	0.21	0.21
Avail Cap(c_a), veh/h	88	886	883	122	1889		208	672	288	648	474	470
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	2.00	1.50	2.00	1.50	1.50
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	16.7	16.8	49.1	7.7	0.0	49.3	39.0	43.7	34.0	27.5	27.5
Incr Delay (d2), s/veh	13.3	17.5	18.5	32.6	0.1	0.0	11.9	1.2	11.3	19.8	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	14.4	14.8	3.6	2.2	0.0	2.8	3.2	4.7	7.2	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	34.2	35.3	81.7	7.8	0.0	61.2	40.2	55.0	53.8	27.7	27.8
LnGrp LOS	E	C	D	F	A		E	D	D	D	C	C
Approach Vol, veh/h		1622			762			554			778	
Approach Delay, s/veh		35.1			17.3			48.2			47.3	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.5	18.8	12.3	54.8	12.1	32.1	6.7	60.4
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	21.7	19.9	7.9	52.5	13.5	28.1	5.7	54.7
Max Q Clear Time (g_c+I1), s	20.7	13.1	8.2	45.0	8.0	6.0	3.2	8.6
Green Ext Time (p_c), s	0.3	1.2	0.0	5.3	0.1	0.8	0.0	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	36.0
HCM 7th LOS	D

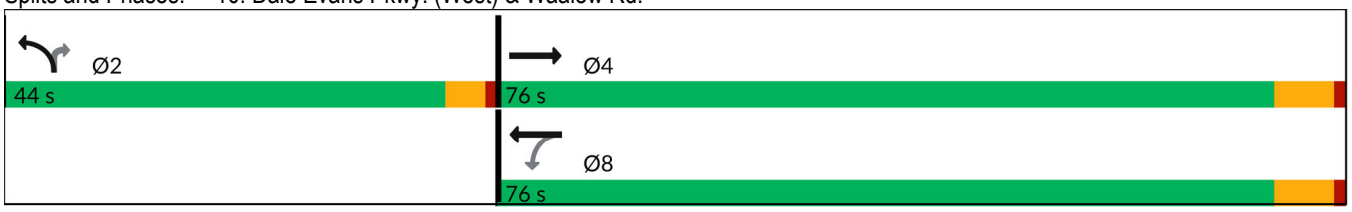
Notes

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

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	208	98	246	41	218
Future Volume (vph)	208	98	246	41	218
Turn Type	NA	Perm	NA	Prot	Perm
Protected Phases	4		8	2	
Permitted Phases		8			2
Detector Phase	4	8	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	22.6	22.6
Total Split (s)	76.0	76.0	76.0	44.0	44.0
Total Split (%)	63.3%	63.3%	63.3%	36.7%	36.7%
Yellow Time (s)	5.5	5.5	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5		6.5	4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	13.0		13.0	7.3	7.3
Actuated g/C Ratio	0.41		0.41	0.23	0.23
v/c Ratio	0.37		0.58	0.11	0.42
Control Delay (s/veh)	8.5		12.6	10.8	4.7
Queue Delay	0.0		0.1	0.0	0.0
Total Delay (s/veh)	8.5		12.7	10.8	4.7
LOS	A		B	B	A
Approach Delay (s/veh)	8.5		12.7	5.7	
Approach LOS	A		B	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 32	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 9.3	Intersection LOS: A
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Dale Evans Pkwy. (West) & Waalew Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	208	57	98	246	41	218
Future Volume (veh/h)	208	57	98	246	41	218
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1800	1900
Adj Flow Rate, veh/h	219	60	103	259	43	229
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	502	138	294	443	337	317
Arrive On Green	0.35	0.35	0.35	0.35	0.20	0.20
Sat Flow, veh/h	1435	393	300	1266	1714	1610
Grp Volume(v), veh/h	0	279	362	0	43	229
Grp Sat Flow(s),veh/h/ln	0	1828	1565	0	1714	1610
Q Serve(g_s), s	0.0	2.9	2.0	0.0	0.5	3.3
Cycle Q Clear(g_c), s	0.0	2.9	4.8	0.0	0.5	3.3
Prop In Lane		0.22	0.28		1.00	1.00
Lane Grp Cap(c), veh/h	0	640	736	0	337	317
V/C Ratio(X)	0.00	0.44	0.49	0.00	0.13	0.72
Avail Cap(c_a), veh/h	0	5189	4677	0	2759	2591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	6.1	6.6	0.0	8.1	9.2
Incr Delay (d2), s/veh	0.0	0.5	0.5	0.0	0.1	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.3	0.0	0.1	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	6.6	7.1	0.0	8.2	10.4
LnGrp LOS		A	A		A	B
Approach Vol, veh/h	279			362	272	
Approach Delay, s/veh	6.6			7.1	10.0	
Approach LOS	A			A	B	

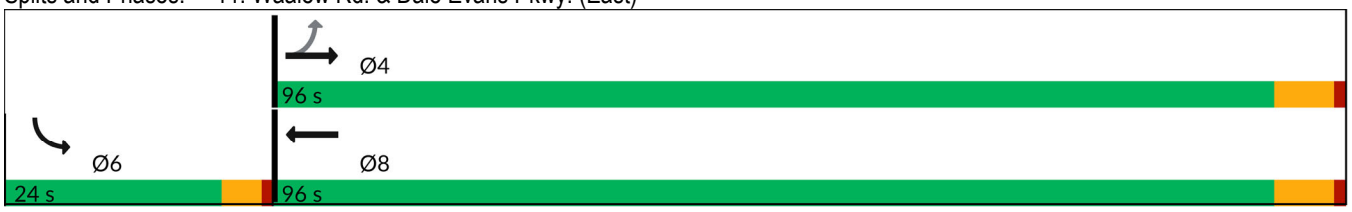
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		9.4		15.1		15.1
Change Period (Y+Rc), s		4.6		6.5		6.5
Max Green Setting (Gmax), s		39.4		69.5		69.5
Max Q Clear Time (g_c+I1), s		5.3		4.9		6.8
Green Ext Time (p_c), s		0.5		1.5		2.2

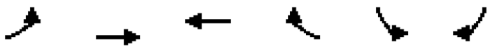
Intersection Summary	
HCM 7th Control Delay, s/veh	7.8
HCM 7th LOS	A

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	347	288	324	157
Future Volume (vph)	347	288	324	157
Turn Type	Perm	NA	NA	Prot
Protected Phases		4	8	6
Permitted Phases	4			
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	5.0
Minimum Split (s)	24.5	24.5	24.5	22.6
Total Split (s)	96.0	96.0	96.0	24.0
Total Split (%)	80.0%	80.0%	80.0%	20.0%
Yellow Time (s)	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Min
Act Effct Green (s)		69.6	69.6	19.8
Actuated g/C Ratio		0.69	0.69	0.20
v/c Ratio		0.97	0.41	0.83
Control Delay (s/veh)		42.9	6.3	58.9
Queue Delay		1.9	0.0	0.0
Total Delay (s/veh)		44.8	6.3	58.9
LOS		D	A	E
Approach Delay (s/veh)		44.8	6.3	58.9
Approach LOS		D	A	E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 101	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 34.2	Intersection LOS: C
Intersection Capacity Utilization 93.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 11: Waalew Rd. & Dale Evans Pkwy. (East)





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	347	288	324	170	157	128
Future Volume (veh/h)	347	288	324	170	157	128
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	365	303	341	179	165	135
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	436	318	837	439	171	140
Arrive On Green	0.71	0.71	0.71	0.71	0.18	0.18
Sat Flow, veh/h	537	446	1173	616	940	769
Grp Volume(v), veh/h	668	0	0	520	301	0
Grp Sat Flow(s),veh/h/ln	983	0	0	1789	1715	0
Q Serve(g_s), s	56.4	0.0	0.0	12.5	18.5	0.0
Cycle Q Clear(g_c), s	69.0	0.0	0.0	12.5	18.5	0.0
Prop In Lane	0.55			0.34	0.55	0.45
Lane Grp Cap(c), veh/h	754	0	0	1277	312	0
V/C Ratio(X)	0.89	0.00	0.00	0.41	0.96	0.00
Avail Cap(c_a), veh/h	904	0	0	1504	312	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.1	0.0	0.0	6.2	43.2	0.0
Incr Delay (d2), s/veh	9.3	0.0	0.0	0.2	40.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	0.0	0.0	3.3	10.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.4	0.0	0.0	6.4	83.9	0.0
LnGrp LOS	C			A	F	
Approach Vol, veh/h		668	520		301	
Approach Delay, s/veh		29.4	6.4		83.9	
Approach LOS		C	A		F	

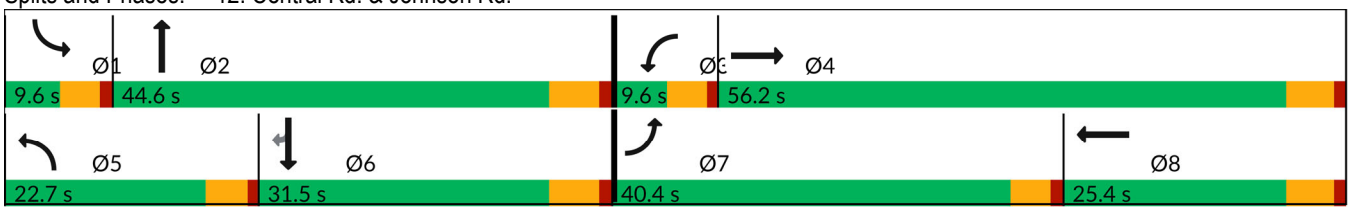
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			82.5		24.0	82.5
Change Period (Y+Rc), s			6.5		4.6	6.5
Max Green Setting (Gmax), s			89.5		19.4	89.5
Max Q Clear Time (g_c+I1), s			71.0		20.5	14.5
Green Ext Time (p_c), s			5.0		0.0	3.2

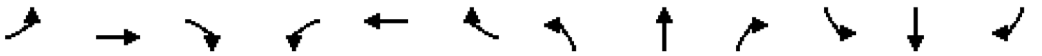
Intersection Summary		
HCM 7th Control Delay, s/veh	32.4	
HCM 7th LOS	C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations									
Traffic Volume (vph)	295	3	8	5	277	335	114	82	
Future Volume (vph)	295	3	8	5	277	335	114	82	
Turn Type	Prot	NA	Prot	NA	Prot	NA	NA	Perm	
Protected Phases	7	4	3	8	5	2	6		1
Permitted Phases								6	
Detector Phase	7	4	3	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	9.6	23.4	9.6	23.4	9.6	23.4	23.4	23.4	9.6
Total Split (s)	40.4	56.2	9.6	25.4	22.7	44.6	31.5	31.5	9.6
Total Split (%)	33.7%	46.8%	8.0%	21.2%	18.9%	37.2%	26.3%	26.3%	8%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.4	4.4	4.4	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.4	5.4	5.4	
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	16.1	15.9	5.4	10.8	10.7	27.2	11.6	11.6	
Actuated g/C Ratio	0.29	0.28	0.10	0.19	0.19	0.49	0.21	0.21	
v/c Ratio	0.63	0.71	0.05	0.01	0.49	0.39	0.31	0.18	
Control Delay (s/veh)	25.5	6.6	32.3	27.4	25.4	12.8	25.7	0.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	25.5	6.6	32.3	27.4	25.4	12.8	25.7	0.8	
LOS	C	A	C	C	C	B	C	A	
Approach Delay (s/veh)		12.7		30.4		18.5	15.3		
Approach LOS		B		C		B	B		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 56	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 15.2	Intersection LOS: B
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: Central Rd. & Johnson Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	3	620	8	5	0	277	335	3	0	114	82
Future Volume (veh/h)	295	3	620	8	5	0	277	335	3	0	114	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1700	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	311	3	442	8	5	0	292	353	3	0	120	54
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	365	4	588	18	313	0	401	693	6	3	313	265
Arrive On Green	0.21	0.37	0.37	0.01	0.16	0.00	0.13	0.37	0.37	0.00	0.16	0.16
Sat Flow, veh/h	1714	11	1601	1714	1900	0	3141	1881	16	1714	1900	1610
Grp Volume(v), veh/h	311	0	445	8	5	0	292	0	356	0	120	54
Grp Sat Flow(s),veh/h/ln	1714	0	1612	1714	1900	0	1570	0	1897	1714	1900	1610
Q Serve(g_s), s	10.6	0.0	14.6	0.3	0.1	0.0	5.4	0.0	8.8	0.0	3.4	1.8
Cycle Q Clear(g_c), s	10.6	0.0	14.6	0.3	0.1	0.0	5.4	0.0	8.8	0.0	3.4	1.8
Prop In Lane	1.00		0.99	1.00		0.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	365	0	592	18	313	0	401	0	699	3	313	265
V/C Ratio(X)	0.85	0.00	0.75	0.45	0.02	0.00	0.73	0.00	0.51	0.00	0.38	0.20
Avail Cap(c_a), veh/h	1012	0	1350	141	627	0	938	0	1226	141	818	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	16.8	29.8	21.2	0.0	25.4	0.0	14.9	0.0	22.6	21.9
Incr Delay (d2), s/veh	2.2	0.0	2.0	6.4	0.0	0.0	1.0	0.0	0.6	0.0	0.8	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	4.7	0.1	0.1	0.0	1.8	0.0	3.0	0.0	1.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.2	0.0	18.7	36.3	21.2	0.0	26.4	0.0	15.5	0.0	23.3	22.3
LnGrp LOS	C		B	D	C		C		B		C	C
Approach Vol, veh/h		756			13			648			174	
Approach Delay, s/veh		21.4			30.5			20.4			23.0	
Approach LOS		C			C			C			C	

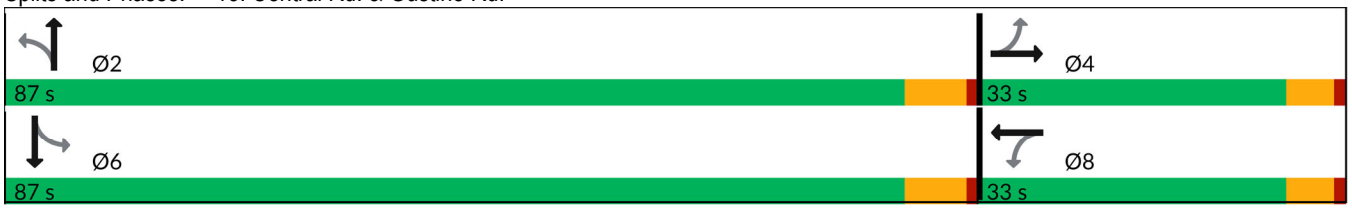
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	27.7	5.2	27.7	12.3	15.4	17.5	15.4
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4
Max Green Setting (Gmax), s	5.0	39.2	5.0	50.8	18.1	26.1	35.8	20.0
Max Q Clear Time (g_c+I1), s	0.0	10.8	2.3	16.6	7.4	5.4	12.6	2.1
Green Ext Time (p_c), s	0.0	1.8	0.0	3.1	0.4	0.6	0.4	0.0

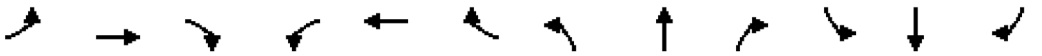
Intersection Summary	
HCM 7th Control Delay, s/veh	21.2
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	113	0	0	501	391
Future Volume (vph)	113	0	0	501	391
Turn Type	Perm	NA	NA	NA	NA
Protected Phases		4	8	2	6
Permitted Phases	4				
Detector Phase	4	4	8	2	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	23.4	23.4	23.4	24.5	24.5
Total Split (s)	33.0	33.0	33.0	87.0	87.0
Total Split (%)	27.5%	27.5%	27.5%	72.5%	72.5%
Yellow Time (s)	4.4	4.4	4.4	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.4	5.4	6.5	6.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)		13.8	13.0	37.4	37.4
Actuated g/C Ratio		0.25	0.23	0.67	0.67
v/c Ratio		0.36	0.00	0.45	0.69
Control Delay (s/veh)		27.1	0.0	8.1	11.5
Queue Delay		0.0	0.0	0.0	0.0
Total Delay (s/veh)		27.1	0.0	8.1	11.5
LOS		C	A	A	B
Approach Delay (s/veh)		27.1		8.1	11.5
Approach LOS		C		A	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 55.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B
Intersection Capacity Utilization 64.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Central Rd. & Gustine Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	0	0	0	0	1	0	501	1	0	391	351
Future Volume (veh/h)	113	0	0	0	0	1	0	501	1	0	391	351
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	0	0	0	0	1	0	569	1	0	444	399
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	393	0	0	0	0	273	0	1107	2	0	538	484
Arrive On Green	0.17	0.00	0.00	0.00	0.00	0.17	0.00	0.58	0.58	0.00	0.58	0.58
Sat Flow, veh/h	1434	0	0	0	0	1610	0	1896	3	0	922	829
Grp Volume(v), veh/h	128	0	0	0	0	1	0	0	570	0	0	843
Grp Sat Flow(s),veh/h/ln	1434	0	0	0	0	1610	0	0	1899	0	0	1751
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	18.7
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	18.7
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	0.00		0.47
Lane Grp Cap(c), veh/h	393	0	0	0	0	274	0	0	1109	0	0	1022
V/C Ratio(X)	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.82
Avail Cap(c_a), veh/h	970	0	0	0	0	920	0	0	3165	0	0	2918
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	0.0	0.0	0.0	16.7	0.0	0.0	6.0	0.0	0.0	8.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.8	0.0	0.0	0.0	0.0	16.7	0.0	0.0	6.3	0.0	0.0	9.8
LnGrp LOS	B					B			A			A
Approach Vol, veh/h		128			1			570			843	
Approach Delay, s/veh		18.8			16.7			6.3			9.8	
Approach LOS		B			B			A			A	

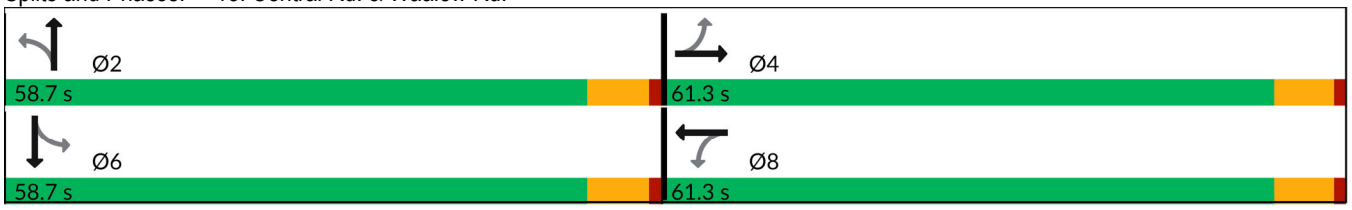
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.7		13.6		34.7		13.6				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		80.5		27.6		80.5		27.6				
Max Q Clear Time (g_c+I1), s		10.6		5.9		20.7		2.0				
Green Ext Time (p_c), s		3.8		0.6		7.5		0.0				

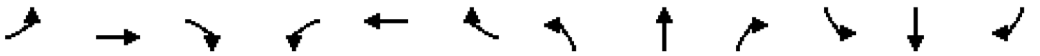
Intersection Summary												
HCM 7th Control Delay, s/veh			9.3									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	179	165	32	266	69	347	10	137
Future Volume (vph)	179	165	32	266	69	347	10	137
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5
Total Split (s)	61.3	61.3	61.3	61.3	58.7	58.7	58.7	58.7
Total Split (%)	51.1%	51.1%	51.1%	51.1%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.5		6.5		6.5		6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)		33.7		33.7		28.5		28.5
Actuated g/C Ratio		0.44		0.44		0.37		0.37
v/c Ratio		0.77		0.47		0.73		0.31
Control Delay (s/veh)		29.2		17.8		29.8		18.5
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		29.2		17.8		29.8		18.5
LOS		C		B		C		B
Approach Delay (s/veh)		29.2		17.8		29.8		18.5
Approach LOS		C		B		C		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 25.1	Intersection LOS: C
Intersection Capacity Utilization 97.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 15: Central Rd. & Waalew Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	165	66	32	266	44	69	347	28	10	137	53
Future Volume (veh/h)	179	165	66	32	266	44	69	347	28	10	137	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	188	174	69	34	280	46	73	365	29	11	144	56
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	324	248	86	123	534	83	160	509	38	99	442	164
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	576	700	243	88	1509	234	184	1480	110	32	1283	475
Grp Volume(v), veh/h	431	0	0	360	0	0	467	0	0	211	0	0
Grp Sat Flow(s),veh/h/ln	1519	0	0	1831	0	0	1773	0	0	1789	0	0
Q Serve(g_s), s	3.8	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.5	0.0	0.0	6.7	0.0	0.0	9.9	0.0	0.0	3.7	0.0	0.0
Prop In Lane	0.44		0.16	0.09		0.13	0.16		0.06	0.05		0.27
Lane Grp Cap(c), veh/h	658	0	0	740	0	0	707	0	0	704	0	0
V/C Ratio(X)	0.65	0.00	0.00	0.49	0.00	0.00	0.66	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	1932	0	0	2347	0	0	2200	0	0	2208	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.1	0.0	0.0	11.2	0.0	0.0	12.4	0.0	0.0	10.5	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	1.8	0.0	0.0	2.9	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	0.0	0.0	11.7	0.0	0.0	13.5	0.0	0.0	10.7	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		431			360			467			211	
Approach Delay, s/veh		13.2			11.7			13.5			10.7	
Approach LOS		B			B			B			B	

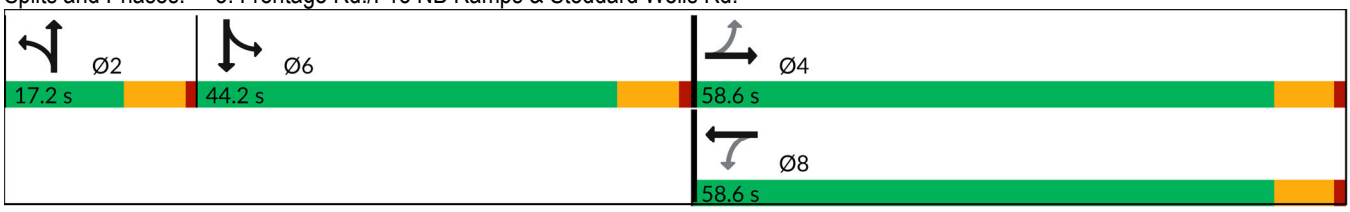
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.3		21.8		21.3		21.8				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		52.2		54.8		52.2		54.8				
Max Q Clear Time (g_c+I1), s		11.9		12.5		5.7		8.7				
Green Ext Time (p_c), s		3.0		2.9		1.2		2.0				

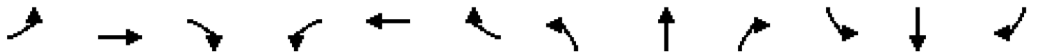
Intersection Summary		
HCM 7th Control Delay, s/veh	12.6	
HCM 7th LOS	B	

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	4	88	59	1690	107	1032	4
Future Volume (vph)	4	88	59	1690	107	1032	4
Turn Type	Perm	NA	Perm	NA	NA	Split	NA
Protected Phases		4		8	2	6	6
Permitted Phases	4		8				
Detector Phase	4	4	8	8	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	16.5	16.5	16.5
Total Split (s)	58.6	58.6	58.6	58.6	17.2	44.2	44.2
Total Split (%)	48.8%	48.8%	48.8%	48.8%	14.3%	36.8%	36.8%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	52.1	52.1	52.1	52.1	10.7	37.7	37.7
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.09	0.31	0.31
v/c Ratio	0.07	0.20	0.12	1.05	0.91	1.00	0.90
Control Delay (s/veh)	23.5	16.1	21.3	70.5	96.5	79.4	59.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.5	16.1	21.3	70.5	96.5	79.4	59.2
LOS	C	B	C	E	F	E	E
Approach Delay (s/veh)		16.2		68.9	96.5		69.3
Approach LOS		B		E	F		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 67.7	Intersection LOS: E
Intersection Capacity Utilization 107.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	88	75	59	1690	64	5	107	49	1032	4	10
Future Volume (veh/h)	4	88	75	59	1690	64	5	107	49	1032	4	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1976	1976	1800	1976	1976	1900	1976	1976	1872	1976	1976
Adj Flow Rate, veh/h	4	93	40	62	1779	33	5	113	27	1096	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	60	569	245	546	1680	31	6	133	32	1119	620	0
Arrive On Green	0.43	0.65	0.43	0.65	0.87	0.65	0.13	0.13	0.13	0.63	0.00	0.00
Sat Flow, veh/h	249	1311	564	1209	3868	72	66	1487	355	3566	1976	0
Grp Volume(v), veh/h	4	0	133	62	907	905	145	0	0	1096	0	0
Grp Sat Flow(s),veh/h/ln	249	0	1875	1209	1976	1963	1909	0	0	1783	1976	0
Q Serve(g_s), s	0.0	0.0	3.9	2.6	52.1	52.1	8.9	0.0	0.0	35.6	0.0	0.0
Cycle Q Clear(g_c), s	52.1	0.0	3.9	6.5	52.1	52.1	8.9	0.0	0.0	35.6	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.04	0.03		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	60	0	814	546	858	853	170	0	0	1119	620	0
V/C Ratio(X)	0.07	0.00	0.16	0.11	1.06	1.06	0.85	0.00	0.00	0.98	0.00	0.00
Avail Cap(c_a), veh/h	60	0	814	546	858	853	170	0	0	1121	621	0
HCM Platoon Ratio	1.00	1.50	1.00	1.50	2.00	1.50	1.50	1.50	1.50	2.00	1.50	1.50
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	60.0	0.0	14.8	13.8	7.9	8.4	51.2	0.0	0.0	21.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.1	46.8	48.6	31.6	0.0	0.0	21.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.6	0.7	14.5	15.1	5.6	0.0	0.0	12.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.4	0.0	14.9	13.9	54.7	56.9	82.8	0.0	0.0	43.8	0.0	0.0
LnGrp LOS	E		B	B	F	F	F			D		
Approach Vol, veh/h		137			1874			145			1096	
Approach Delay, s/veh		16.3			54.4			82.8			43.8	
Approach LOS		B			D			F			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.2		58.6		44.2		58.6				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		10.7		52.1		37.7		52.1				
Max Q Clear Time (g_c+I1), s		10.9		54.1		37.6		54.1				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	50.5
HCM 7th LOS	D

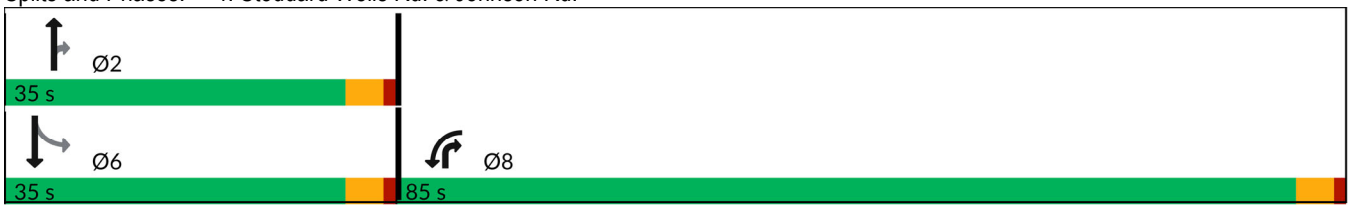
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	1626	91	1079	47	188
Future Volume (vph)	1626	91	1079	47	188
Turn Type	Prot	NA	pm+ov	Perm	NA
Protected Phases	8	2	8		6
Permitted Phases			2	6	
Detector Phase	8	2	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5
Total Split (s)	85.0	35.0	85.0	35.0	35.0
Total Split (%)	70.8%	29.2%	70.8%	29.2%	29.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	Min	None	Min	Min
Act Effct Green (s)	58.5	19.0	87.2		19.0
Actuated g/C Ratio	0.67	0.22	1.00		0.22
v/c Ratio	0.78	0.23	0.70		0.65
Control Delay (s/veh)	13.4	33.7	2.6		42.8
Queue Delay	0.0	0.0	0.0		0.0
Total Delay (s/veh)	13.4	33.7	2.6		42.8
LOS	B	C	A		D
Approach Delay (s/veh)	13.4	5.0			42.8
Approach LOS	B	A			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 12.4	Intersection LOS: B
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Stoddard Wells Rd. & Johnson Rd.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1626	30	91	1079	47	188
Future Volume (veh/h)	1626	30	91	1079	47	188
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1800	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1727	0	96	610	49	198
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2126	999	389	1329	125	287
Arrive On Green	0.62	0.00	0.20	0.20	0.20	0.20
Sat Flow, veh/h	3429	1610	1900	1610	199	1399
Grp Volume(v), veh/h	1727	0	96	610	247	0
Grp Sat Flow(s),veh/h/ln	1714	1610	1900	1610	1598	0
Q Serve(g_s), s	19.8	0.0	2.2	5.5	3.8	0.0
Cycle Q Clear(g_c), s	19.8	0.0	2.2	5.5	7.1	0.0
Prop In Lane	1.00	1.00		1.00	0.20	
Lane Grp Cap(c), veh/h	2126	999	389	1329	411	0
V/C Ratio(X)	0.81	0.00	0.25	0.46	0.60	0.00
Avail Cap(c_a), veh/h	5362	2518	1126	1953	977	0
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	7.5	0.0	17.1	1.3	18.9	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.3	0.2	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.8	6.6	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.3	0.0	17.5	1.5	20.3	0.0
LnGrp LOS	A		B	A	C	
Approach Vol, veh/h	1727		706		247	
Approach Delay, s/veh	8.3		3.7		20.3	
Approach LOS	A		A		C	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	15.0			15.0	36.4
Change Period (Y+Rc), s	4.5			4.5	4.5
Max Green Setting (Gmax), s	30.5			30.5	80.5
Max Q Clear Time (g_c+I1), s	7.5			9.1	21.8
Green Ext Time (p_c), s	2.8			1.4	10.1

Intersection Summary	
HCM 7th Control Delay, s/veh	8.2
HCM 7th LOS	A

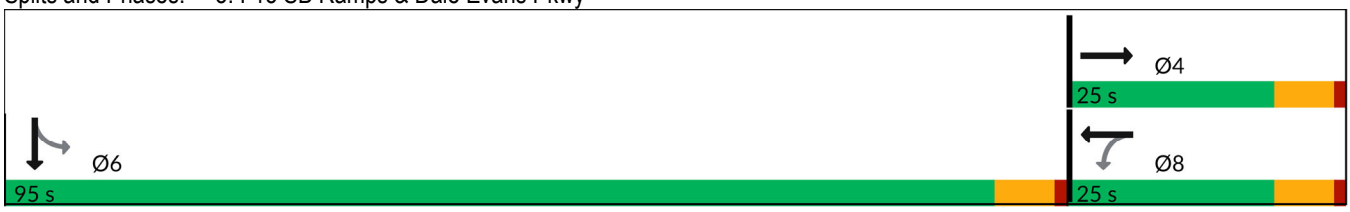
Notes

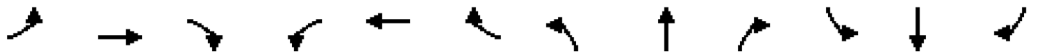
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	8	63	4	21
Future Volume (vph)	8	63	4	21
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		8		
Detector Phase	4	8	8	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	25.0	25.0	25.0	95.0
Total Split (%)	20.8%	20.8%	20.8%	79.2%
Yellow Time (s)	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.5		6.5	6.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	None
Act Effct Green (s)	13.9		14.0	44.5
Actuated g/C Ratio	0.23		0.23	0.72
v/c Ratio	0.02		0.22	0.75
Control Delay (s/veh)	28.7		32.1	12.8
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	28.7		32.1	12.8
LOS	C		C	B
Approach Delay (s/veh)	28.7		32.1	12.8
Approach LOS	C		C	B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 61.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 14.3	Intersection LOS: B
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: I-15 SB Ramps & Dale Evans Pkwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	8	2	63	4	1	0	0	0	902	21	7
Future Volume (veh/h)	0	8	2	63	4	1	0	0	0	902	21	7
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	8	2	66	4	1				949	22	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	179	45	288	15	2				1114	26	8
Arrive On Green	0.00	0.12	0.12	0.12	0.12	0.12				0.63	0.63	0.63
Sat Flow, veh/h	0	1467	367	1294	122	20				1756	41	13
Grp Volume(v), veh/h	0	0	10	71	0	0				978	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1834	1437	0	0				1810	0	0
Q Serve(g_s), s	0.0	0.0	0.3	2.2	0.0	0.0				22.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.3	2.5	0.0	0.0				22.9	0.0	0.0
Prop In Lane	0.00		0.20	0.93		0.01				0.97		0.01
Lane Grp Cap(c), veh/h	0	0	224	305	0	0				1148	0	0
V/C Ratio(X)	0.00	0.00	0.04	0.23	0.00	0.00				0.85	0.00	0.00
Avail Cap(c_a), veh/h	0	0	636	631	0	0				3003	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	20.7	21.7	0.0	0.0				7.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.4	0.0	0.0				1.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.7	0.0	0.0				3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	20.8	22.1	0.0	0.0				9.7	0.0	0.0
LnGrp LOS			C	C						A		
Approach Vol, veh/h		10			71						978	
Approach Delay, s/veh		20.8			22.1						9.7	
Approach LOS		C			C						A	

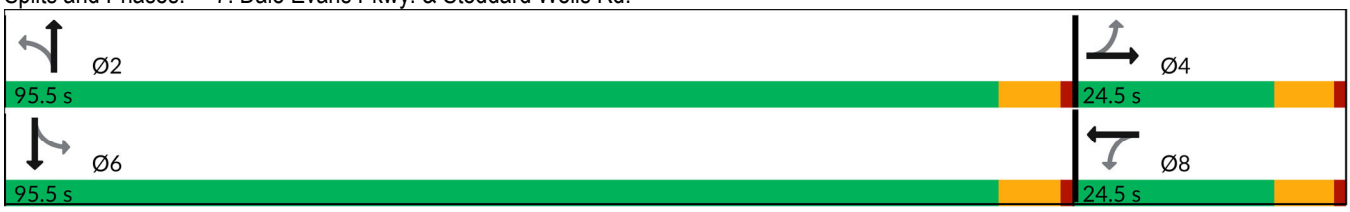
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				13.0		40.3		13.0				
Change Period (Y+Rc), s				6.5		6.5		6.5				
Max Green Setting (Gmax), s				18.5		88.5		18.5				
Max Q Clear Time (g_c+I1), s				2.3		24.9		4.5				
Green Ext Time (p_c), s				0.0		8.9		0.2				

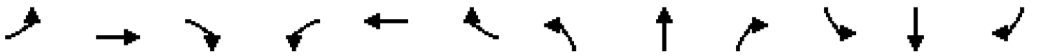
Intersection Summary												
HCM 7th Control Delay, s/veh			10.6									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	15	4	1	2	1295	1067
Future Volume (vph)	15	4	1	2	1295	1067
Turn Type	Perm	NA	Perm	NA	NA	NA
Protected Phases		4		8	2	6
Permitted Phases	4		8			
Detector Phase	4	4	8	8	2	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5
Total Split (s)	24.5	24.5	24.5	24.5	95.5	95.5
Total Split (%)	20.4%	20.4%	20.4%	20.4%	79.6%	79.6%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)		11.4		11.4	77.9	77.9
Actuated g/C Ratio		0.13		0.13	0.88	0.88
v/c Ratio		0.16		0.01	0.82	0.68
Control Delay (s/veh)		35.6		47.0	12.6	7.2
Queue Delay		0.0		0.0	0.0	0.0
Total Delay (s/veh)		35.6		47.0	12.6	7.2
LOS		D		D	B	A
Approach Delay (s/veh)		35.6		47.0	12.6	7.2
Approach LOS		D		D	B	A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.8	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 10.5	Intersection LOS: B
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Dale Evans Pkwy. & Stoddard Wells Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	4	12	1	2	0	0	1295	6	0	1067	10
Future Volume (veh/h)	15	4	12	1	2	0	0	1295	6	0	1067	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	4	13	1	2	0	0	1363	6	0	1123	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	26	40	74	96	0	0	1484	7	0	1475	14
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.00	0.00	0.79	0.79	0.00	0.79	0.79
Sat Flow, veh/h	557	417	633	290	1512	0	0	1890	8	0	1878	18
Grp Volume(v), veh/h	33	0	0	3	0	0	0	0	1369	0	0	1134
Grp Sat Flow(s),veh/h/ln	1607	0	0	1802	0	0	0	0	1899	0	0	1897
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.7	0.0	0.0	27.4
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0	47.7	0.0	0.0	27.4
Prop In Lane	0.48		0.39	0.33		0.00	0.00		0.00	0.00		0.01
Lane Grp Cap(c), veh/h	164	0	0	170	0	0	0	0	1491	0	0	1489
V/C Ratio(X)	0.20	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.76
Avail Cap(c_a), veh/h	390	0	0	419	0	0	0	0	1966	0	0	1964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	0.0	0.0	37.7	0.0	0.0	0.0	0.0	7.1	0.0	0.0	4.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0	8.1	0.0	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.0	0.0	0.0	37.8	0.0	0.0	0.0	0.0	13.2	0.0	0.0	6.2
LnGrp LOS	D			D					B			A
Approach Vol, veh/h		33			3			1369			1134	
Approach Delay, s/veh		39.0			37.8			13.2			6.2	
Approach LOS		D			D			B			A	

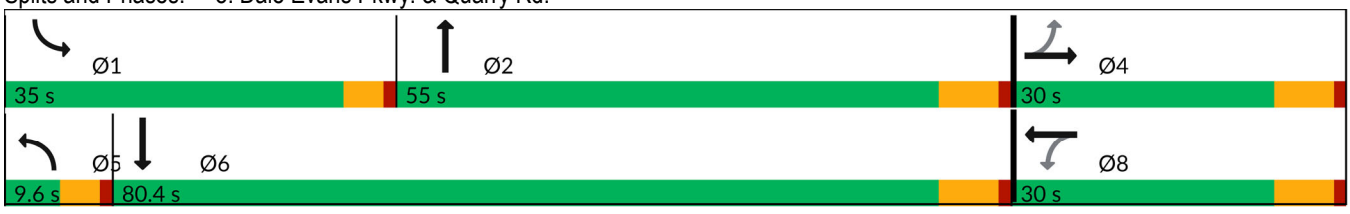
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		74.0		12.0		74.0		12.0				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		89.0		18.0		89.0		18.0				
Max Q Clear Time (g_c+I1), s		49.7		3.5		29.4		2.1				
Green Ext Time (p_c), s		17.8		0.1		11.9		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.4									
HCM 7th LOS			B									

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	3	1	20	8	713	418	654
Future Volume (vph)	3	1	20	8	713	418	654
Turn Type	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases	4		8	5	2	1	6
Permitted Phases		8					
Detector Phase	4	8	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	24.5	24.5	24.5	9.6	24.5	9.6	24.5
Total Split (s)	30.0	30.0	30.0	9.6	55.0	35.0	80.4
Total Split (%)	25.0%	25.0%	25.0%	8.0%	45.8%	29.2%	67.0%
Yellow Time (s)	5.5	5.5	5.5	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.5	4.6	6.5	4.6	6.5
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	15.3		21.6	5.0	47.6	30.5	80.8
Actuated g/C Ratio	0.13		0.18	0.04	0.41	0.26	0.69
v/c Ratio	0.06		0.97	0.11	0.98	0.99	0.53
Control Delay (s/veh)	23.0		43.4	58.9	62.1	85.3	11.8
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.0		43.4	58.9	62.1	85.3	11.8
LOS	C		D	E	E	F	B
Approach Delay (s/veh)	23.0		43.4		62.1		40.2
Approach LOS	C		D		E		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 117.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 47.4	Intersection LOS: D
Intersection Capacity Utilization 115.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 8: Dale Evans Pkwy. & Quarry Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	10	1	20	588	8	713	0	418	654	8
Future Volume (veh/h)	0	3	10	1	20	588	8	713	0	418	654	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	0	3	11	1	21	330	8	751	0	440	688	8
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	0	70	257	30	20	299	17	765	0	435	1213	14
Arrive On Green	0.00	0.20	0.29	0.20	0.29	0.29	0.01	0.60	0.00	0.38	0.81	0.65
Sat Flow, veh/h	0	357	1308	1	101	1524	1714	1900	0	1714	1874	22
Grp Volume(v), veh/h	0	0	14	352	0	0	8	751	0	440	0	696
Grp Sat Flow(s),veh/h/ln	0	0	1665	1625	0	0	1714	1900	0	1714	0	1896
Q Serve(g_s), s	0.0	0.0	0.7	4.3	0.0	0.0	0.6	46.0	0.0	30.4	0.0	15.7
Cycle Q Clear(g_c), s	0.0	0.0	0.7	23.5	0.0	0.0	0.6	46.0	0.0	30.4	0.0	15.7
Prop In Lane	0.00		0.79	0.00		0.94	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	0	327	349	0	0	17	765	0	435	0	1227
V/C Ratio(X)	0.00	0.00	0.04	1.01	0.00	0.00	0.48	0.98	0.00	1.01	0.00	0.57
Avail Cap(c_a), veh/h	0	0	327	349	0	0	72	770	0	435	0	1227
HCM Platoon Ratio	1.00	1.00	1.50	1.00	1.50	1.50	1.00	1.50	1.00	1.50	1.25	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.2	43.3	0.0	0.0	59.0	23.2	0.0	37.1	0.0	5.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	50.2	0.0	0.0	19.7	27.6	0.0	45.9	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	14.2	0.0	0.0	0.3	19.1	0.0	15.8	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	35.3	93.5	0.0	0.0	78.7	50.9	0.0	83.0	0.0	6.2
LnGrp LOS			D	F			E	D		F		A
Approach Vol, veh/h		14			352			759			1136	
Approach Delay, s/veh		35.3			93.5			51.2			35.9	
Approach LOS		D			F			D			D	

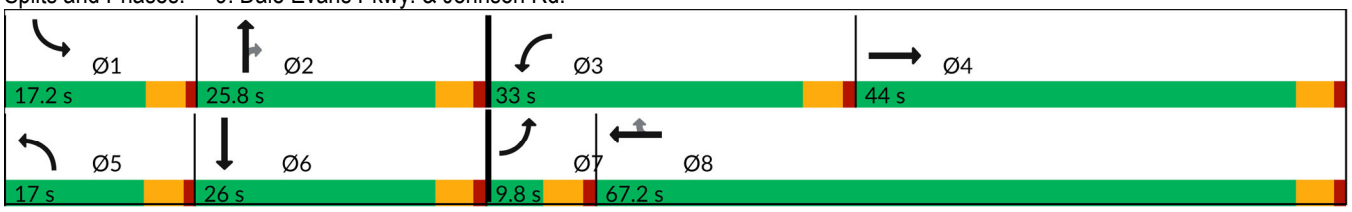
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.0	54.7		30.0	5.8	84.0		30.0				
Change Period (Y+Rc), s	4.6	6.5		6.5	4.6	6.5		6.5				
Max Green Setting (Gmax), s	30.4	48.5		23.5	5.0	73.9		23.5				
Max Q Clear Time (g_c+I1), s	32.4	48.0		2.7	2.6	17.7		25.5				
Green Ext Time (p_c), s	0.0	0.2		0.0	0.0	4.6		0.0				

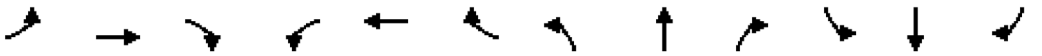
Intersection Summary			
HCM 7th Control Delay, s/veh		50.0	
HCM 7th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	14	965	334	1506	427	134	280	185	284	365
Future Volume (vph)	14	965	334	1506	427	134	280	185	284	365
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	9.8	44.0	33.0	67.2	67.2	17.0	25.8	25.8	17.2	26.0
Total Split (%)	8.2%	36.7%	27.5%	56.0%	56.0%	14.2%	21.5%	21.5%	14.3%	21.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	5.3	38.9	26.8	66.3	66.3	12.0	21.3	21.3	12.6	21.9
Actuated g/C Ratio	0.05	0.33	0.23	0.56	0.56	0.10	0.18	0.18	0.11	0.19
v/c Ratio	0.19	0.94	0.90	0.74	0.44	0.81	0.43	0.43	0.84	0.57
Control Delay (s/veh)	61.4	53.6	71.6	22.6	7.3	84.8	45.5	9.1	73.4	47.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.4	53.6	71.6	22.6	7.3	84.8	45.5	9.1	73.4	47.4
LOS	E	D	E	C	A	F	D	A	E	D
Approach Delay (s/veh)		53.7		26.9			43.0			58.5
Approach LOS		D		C			D			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 117.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 40.0	Intersection LOS: D
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Dale Evans Pkwy. & Johnson Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	965	147	334	1506	427	134	280	185	284	365	17
Future Volume (veh/h)	14	965	147	334	1506	427	134	280	185	284	365	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	15	1016	60	352	1585	0	141	295	116	299	384	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	1126	67	378	1980		167	733	310	354	727	34
Arrive On Green	0.03	0.48	0.48	0.33	0.78	0.00	0.15	0.29	0.29	0.16	0.30	0.30
Sat Flow, veh/h	1714	3552	210	1714	3800	1610	1714	3800	1610	3326	3601	168
Grp Volume(v), veh/h	15	543	533	352	1585	0	141	295	116	299	202	200
Grp Sat Flow(s),veh/h/ln	1714	1900	1862	1714	1900	1610	1714	1900	1610	1663	1900	1870
Q Serve(g_s), s	1.0	29.0	29.0	21.9	26.9	0.0	8.9	6.9	6.3	9.6	9.7	9.8
Cycle Q Clear(g_c), s	1.0	29.0	29.0	21.9	26.9	0.0	8.9	6.9	6.3	9.6	9.7	9.8
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	29	602	590	378	1980		167	733	310	354	384	377
V/C Ratio(X)	0.52	0.90	0.90	0.93	0.80		0.84	0.40	0.37	0.84	0.53	0.53
Avail Cap(c_a), veh/h	82	679	666	442	2157		194	733	310	382	384	377
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	27.4	27.4	36.1	8.7	0.0	46.4	34.1	33.9	45.5	34.1	34.2
Incr Delay (d2), s/veh	14.0	14.2	14.5	24.3	2.1	0.0	24.8	1.6	3.4	15.0	5.1	5.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	12.6	12.4	10.3	5.5	0.0	4.6	3.1	2.6	4.3	4.5	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.5	41.6	41.9	60.4	10.8	0.0	71.1	35.8	37.4	60.5	39.2	39.4
LnGrp LOS	E	D	D	E	B		E	D	D	E	D	D
Approach Vol, veh/h		1091			1937			552			701	
Approach Delay, s/veh		42.1			19.8			45.1			48.4	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	25.8	28.9	39.5	15.3	26.8	6.3	62.1
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	12.7	21.3	28.5	39.5	12.5	21.5	5.3	62.7
Max Q Clear Time (g_c+I1), s	11.6	8.9	23.9	31.0	10.9	11.8	3.0	28.9
Green Ext Time (p_c), s	0.1	1.5	0.5	4.0	0.0	1.3	0.0	14.9

Intersection Summary	
HCM 7th Control Delay, s/veh	33.4
HCM 7th LOS	C

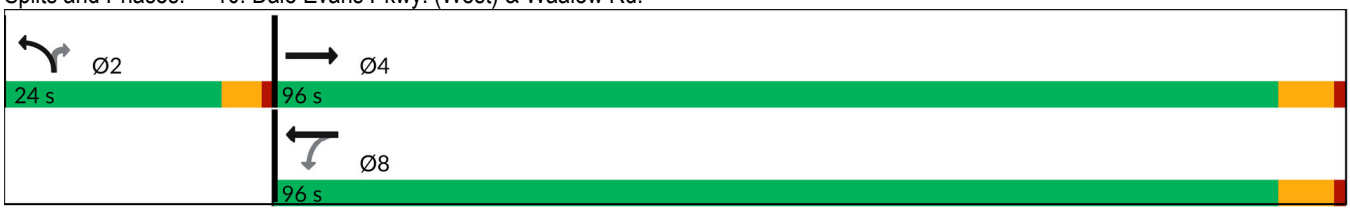
Notes

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

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	255	398	239	105	262
Future Volume (vph)	255	398	239	105	262
Turn Type	NA	Perm	NA	Prot	Perm
Protected Phases	4		8	2	
Permitted Phases		8			2
Detector Phase	4	8	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	22.6	22.6
Total Split (s)	96.0	96.0	96.0	24.0	24.0
Total Split (%)	80.0%	80.0%	80.0%	20.0%	20.0%
Yellow Time (s)	5.0	5.0	5.0	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	Min	Min
Act Effct Green (s)	45.1		45.1	10.1	10.1
Actuated g/C Ratio	0.67		0.67	0.15	0.15
v/c Ratio	0.28		0.85	0.43	0.58
Control Delay (s/veh)	4.2		20.2	38.8	10.7
Queue Delay	0.0		0.2	0.0	0.0
Total Delay (s/veh)	4.2		20.3	38.8	10.7
LOS	A		C	D	B
Approach Delay (s/veh)	4.2		20.3	18.8	
Approach LOS	A		C	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 67.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 15.9	Intersection LOS: B
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Dale Evans Pkwy. (West) & Waalew Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	255	78	398	239	105	262
Future Volume (veh/h)	255	78	398	239	105	262
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1800	1900
Adj Flow Rate, veh/h	268	82	419	252	111	276
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	923	282	535	275	338	318
Arrive On Green	0.66	0.66	0.66	0.66	0.20	0.20
Sat Flow, veh/h	1395	427	691	415	1714	1610
Grp Volume(v), veh/h	0	350	671	0	111	276
Grp Sat Flow(s),veh/h/ln	0	1822	1106	0	1714	1610
Q Serve(g_s), s	0.0	6.0	35.9	0.0	4.2	12.5
Cycle Q Clear(g_c), s	0.0	6.0	41.9	0.0	4.2	12.5
Prop In Lane		0.23	0.62		1.00	1.00
Lane Grp Cap(c), veh/h	0	1205	809	0	338	318
V/C Ratio(X)	0.00	0.29	0.83	0.00	0.33	0.87
Avail Cap(c_a), veh/h	0	2185	1486	0	443	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	5.3	14.1	0.0	25.8	29.2
Incr Delay (d2), s/veh	0.0	0.1	2.3	0.0	0.2	11.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	7.3	0.0	1.7	5.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	5.5	16.4	0.0	26.1	41.0
LnGrp LOS		A	B		C	D
Approach Vol, veh/h	350			671	387	
Approach Delay, s/veh	5.5			16.4	36.7	
Approach LOS	A			B	D	

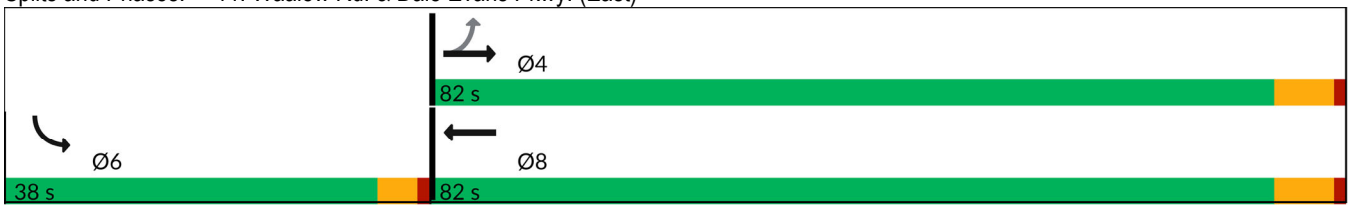
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		19.4		55.6		55.6
Change Period (Y+Rc), s		4.6		6.0		6.0
Max Green Setting (Gmax), s		19.4		90.0		90.0
Max Q Clear Time (g_c+I1), s		14.5		8.0		43.9
Green Ext Time (p_c), s		0.3		1.9		5.7

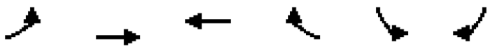
Intersection Summary		
HCM 7th Control Delay, s/veh		19.3
HCM 7th LOS		B

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	276	303	319	163
Future Volume (vph)	276	303	319	163
Turn Type	Perm	NA	NA	Prot
Protected Phases		4	8	6
Permitted Phases	4			
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	5.0
Minimum Split (s)	29.0	29.0	29.0	22.6
Total Split (s)	82.0	82.0	82.0	38.0
Total Split (%)	68.3%	68.3%	68.3%	31.7%
Yellow Time (s)	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	4.6
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	None
Act Effct Green (s)		75.5	75.5	33.4
Actuated g/C Ratio		0.63	0.63	0.28
v/c Ratio		1.07	0.50	1.03
Control Delay (s/veh)		81.7	12.4	83.4
Queue Delay		12.2	0.0	0.0
Total Delay (s/veh)		93.8	12.4	83.4
LOS		F	B	F
Approach Delay (s/veh)		93.8	12.4	83.4
Approach LOS		F	B	F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 63.7	Intersection LOS: E
Intersection Capacity Utilization 107.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 11: Waalew Rd. & Dale Evans Pkwy. (East)





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	276	303	319	224	163	366
Future Volume (veh/h)	276	303	319	224	163	366
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	291	319	336	131	172	227
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	359	346	819	319	188	248
Arrive On Green	0.63	0.63	0.63	0.63	0.26	0.26
Sat Flow, veh/h	485	549	1301	507	727	960
Grp Volume(v), veh/h	610	0	0	467	400	0
Grp Sat Flow(s),veh/h/ln	1034	0	0	1809	1691	0
Q Serve(g_s), s	43.5	0.0	0.0	12.8	22.8	0.0
Cycle Q Clear(g_c), s	56.3	0.0	0.0	12.8	22.8	0.0
Prop In Lane	0.48			0.28	0.43	0.57
Lane Grp Cap(c), veh/h	704	0	0	1138	437	0
V/C Ratio(X)	0.87	0.00	0.00	0.41	0.91	0.00
Avail Cap(c_a), veh/h	874	0	0	1379	570	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.6	0.0	0.0	9.2	35.7	0.0
Incr Delay (d2), s/veh	7.7	0.0	0.0	0.2	16.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	0.0	0.0	4.0	10.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.3	0.0	0.0	9.4	52.1	0.0
LnGrp LOS	C			A	D	
Approach Vol, veh/h		610	467		400	
Approach Delay, s/veh		30.3	9.4		52.1	
Approach LOS		C	A		D	

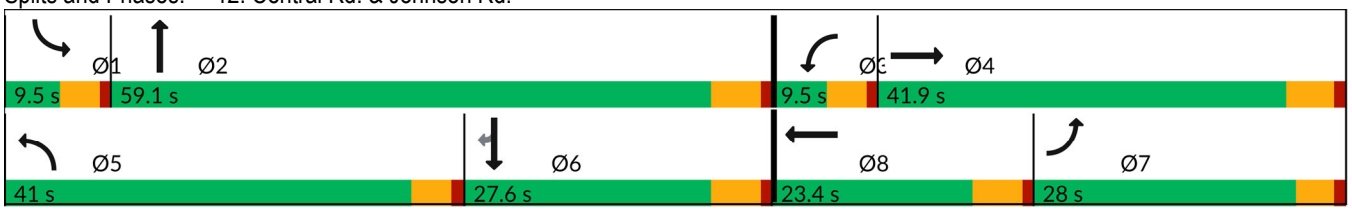
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			68.8		30.2	68.8
Change Period (Y+Rc), s			6.5		4.6	6.5
Max Green Setting (Gmax), s			75.5		33.4	75.5
Max Q Clear Time (g_c+I1), s			58.3		24.8	14.8
Green Ext Time (p_c), s			4.0		0.9	2.8

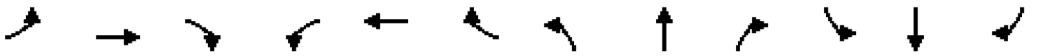
Intersection Summary	
HCM 7th Control Delay, s/veh	29.6
HCM 7th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	284	38	3	22	823	147	9	273	483
Future Volume (vph)	284	38	3	22	823	147	9	273	483
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.5	23.4	9.5	23.4	9.5	23.4	9.5	23.4	23.4
Total Split (s)	28.0	41.9	9.5	23.4	41.0	59.1	9.5	27.6	27.6
Total Split (%)	23.3%	34.9%	7.9%	19.5%	34.2%	49.3%	7.9%	23.0%	23.0%
Yellow Time (s)	3.5	4.4	3.5	4.4	3.5	4.4	3.5	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.4	4.5	5.4	4.5	5.4	4.5	5.4	5.4
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	21.2	26.5	5.3	10.6	31.4	54.2	5.3	19.7	19.7
Actuated g/C Ratio	0.22	0.28	0.06	0.11	0.33	0.57	0.06	0.21	0.21
v/c Ratio	0.79	0.68	0.03	0.13	0.84	0.16	0.09	0.73	0.69
Control Delay (s/veh)	54.5	8.8	52.0	43.0	40.0	12.5	53.8	51.0	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.5	8.8	52.0	43.0	40.0	12.5	53.8	51.0	9.1
LOS	D	A	D	D	D	B	D	D	A
Approach Delay (s/veh)		24.7		43.9		35.6		24.5	
Approach LOS		C		D		D		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 95.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 29.0	Intersection LOS: C
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 12: Central Rd. & Johnson Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	38	496	3	22	4	823	147	10	9	273	483
Future Volume (veh/h)	284	38	496	3	22	4	823	147	10	9	273	483
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1700	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	299	40	269	3	23	4	866	155	9	9	287	297
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	329	65	437	7	170	30	933	828	48	19	342	290
Arrive On Green	0.29	0.46	0.46	0.01	0.16	0.16	0.45	0.70	0.70	0.02	0.27	0.27
Sat Flow, veh/h	1714	213	1430	1714	1576	274	3141	1778	103	1714	1900	1610
Grp Volume(v), veh/h	299	0	309	3	0	27	866	0	164	9	287	297
Grp Sat Flow(s),veh/h/ln	1714	0	1643	1714	0	1851	1570	0	1881	1714	1900	1610
Q Serve(g_s), s	15.6	0.0	13.2	0.2	0.0	1.2	24.2	0.0	2.8	0.5	13.2	10.4
Cycle Q Clear(g_c), s	15.6	0.0	13.2	0.2	0.0	1.2	24.2	0.0	2.8	0.5	13.2	10.4
Prop In Lane	1.00		0.87	1.00		0.15	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	329	0	502	7	0	200	933	0	876	19	342	290
V/C Ratio(X)	0.91	0.00	0.62	0.44	0.00	0.14	0.93	0.00	0.19	0.47	0.84	1.03
Avail Cap(c_a), veh/h	434	0	647	92	0	359	1236	0	1090	92	455	385
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	21.0	46.0	0.0	35.2	24.8	0.0	7.9	45.3	32.6	13.2
Incr Delay (d2), s/veh	16.5	0.0	1.2	15.3	0.0	0.3	8.8	0.0	0.1	6.5	10.2	49.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	4.2	0.1	0.0	0.5	7.3	0.0	1.0	0.2	6.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.7	0.0	22.2	61.3	0.0	35.5	33.6	0.0	8.0	51.8	42.8	62.3
LnGrp LOS	D		C	E		D	C		A	D	D	F
Approach Vol, veh/h		608			30			1030			593	
Approach Delay, s/veh		35.2			38.1			29.5			52.7	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	48.6	4.9	33.7	32.0	22.1	23.2	15.4
Change Period (Y+Rc), s	4.5	5.4	4.5	5.4	4.5	5.4	5.4	* 5.4
Max Green Setting (Gmax), s	5.0	53.7	5.0	36.5	36.5	22.2	23.5	* 18
Max Q Clear Time (g_c+I1), s	2.5	4.8	2.2	15.2	26.2	15.2	17.6	3.2
Green Ext Time (p_c), s	0.0	0.8	0.0	1.7	1.4	1.4	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	37.2
HCM 7th LOS	D

Notes

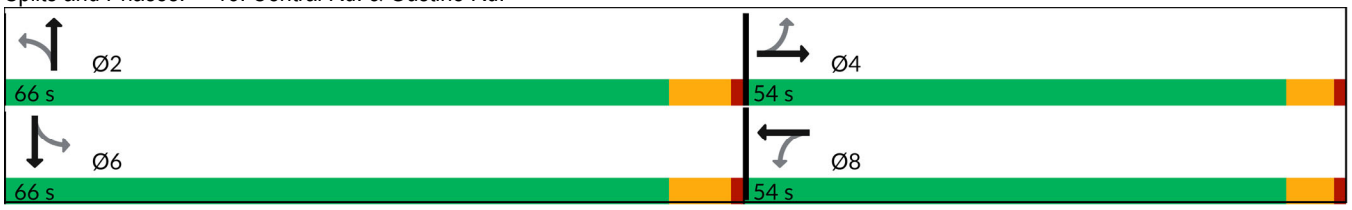
User approved pedestrian interval to be less than phase max green.

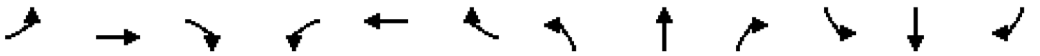
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	381	0	2	0	600	629
Future Volume (vph)	381	0	2	0	600	629
Turn Type	Perm	NA	Perm	NA	NA	NA
Protected Phases		4		8	2	6
Permitted Phases	4		8			
Detector Phase	4	4	8	8	2	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5
Total Split (s)	54.0	54.0	54.0	54.0	66.0	66.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0
Total Lost Time (s)		5.4		5.4	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	Min
Act Effct Green (s)		38.9		24.1	58.2	58.2
Actuated g/C Ratio		0.36		0.22	0.53	0.53
v/c Ratio		0.89		0.01	0.71	0.93
Control Delay (s/veh)		53.3		24.0	25.5	41.1
Queue Delay		0.0		0.0	0.0	0.0
Total Delay (s/veh)		53.3		24.0	25.5	41.1
LOS		D		C	C	D
Approach Delay (s/veh)		53.3		24.0	25.5	41.1
Approach LOS		D		C	C	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 38.4	Intersection LOS: D
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Central Rd. & Gustine Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	0	0	2	0	0	0	600	1	0	629	144
Future Volume (veh/h)	381	0	0	2	0	0	0	600	1	0	629	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	454	0	0	2	0	0	0	714	1	0	749	171
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	571	0	0	682	0	0	0	1013	1	0	800	183
Arrive On Green	0.35	0.00	0.00	0.35	0.00	0.00	0.00	0.53	0.53	0.00	0.53	0.53
Sat Flow, veh/h	1441	0	0	1760	0	0	0	1897	3	0	1497	342
Grp Volume(v), veh/h	454	0	0	2	0	0	0	0	715	0	0	920
Grp Sat Flow(s),veh/h/ln	1441	0	0	1760	0	0	0	0	1900	0	0	1838
Q Serve(g_s), s	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.1	0.0	0.0	46.6
Cycle Q Clear(g_c), s	30.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	28.1	0.0	0.0	46.6
Prop In Lane	1.00		0.00	1.00		0.00	0.00		0.00	0.00		0.19
Lane Grp Cap(c), veh/h	571	0	0	682	0	0	0	0	1015	0	0	982
V/C Ratio(X)	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.70	0.00	0.00	0.94
Avail Cap(c_a), veh/h	773	0	0	883	0	0	0	0	1131	0	0	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	0.0	21.4	0.0	0.0	0.0	0.0	17.4	0.0	0.0	21.7
Incr Delay (d2), s/veh	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	13.7
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	10.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.2	0.0	0.0	21.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.3	0.0	0.0	21.4	0.0	0.0	0.0	0.0	19.1	0.0	0.0	35.4
LnGrp LOS	D			C					B			D
Approach Vol, veh/h		454			2			715			920	
Approach Delay, s/veh		35.3			21.4			19.1			35.4	
Approach LOS		D			C			B			D	

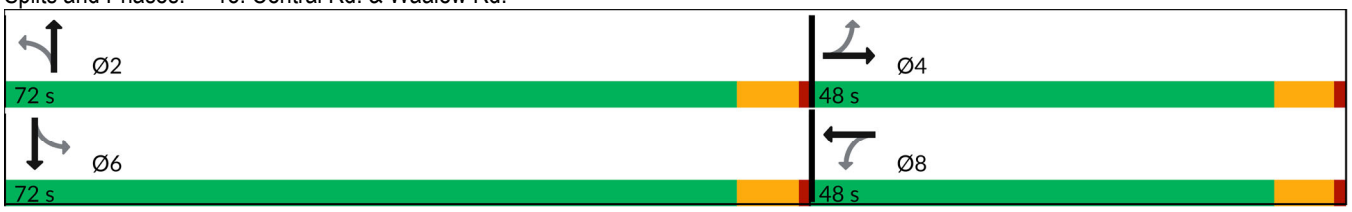
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.9		40.0		59.9		40.0				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		59.5		48.6		59.5		48.6				
Max Q Clear Time (g_c+I1), s		30.1		32.0		48.6		2.1				
Green Ext Time (p_c), s		4.9		2.6		4.8		0.0				

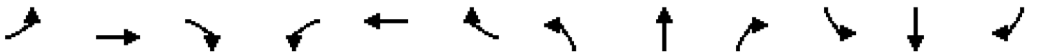
Intersection Summary												
HCM 7th Control Delay, s/veh			29.8									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	100	183	31	286	56	225	56	375
Future Volume (vph)	100	183	31	286	56	225	56	375
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5
Total Split (s)	48.0	48.0	48.0	48.0	72.0	72.0	72.0	72.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.5		6.5		6.5		6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)		29.7		29.7		38.4		38.4
Actuated g/C Ratio		0.36		0.36		0.47		0.47
v/c Ratio		0.73		0.55		0.47		0.80
Control Delay (s/veh)		34.5		26.5		17.5		27.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		34.5		26.5		17.5		27.0
LOS		C		C		B		C
Approach Delay (s/veh)		34.5		26.5		17.5		27.0
Approach LOS		C		C		B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 82.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 26.6	Intersection LOS: C
Intersection Capacity Utilization 92.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 15: Central Rd. & Waalew Rd.





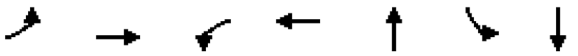
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	183	57	31	286	21	56	225	39	56	375	186
Future Volume (veh/h)	100	183	57	31	286	21	56	225	39	56	375	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	193	60	33	301	22	59	237	41	59	395	196
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	198	273	76	106	455	32	166	598	94	124	513	240
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	374	984	273	94	1643	114	174	1306	205	95	1120	524
Grp Volume(v), veh/h	358	0	0	356	0	0	337	0	0	650	0	0
Grp Sat Flow(s),veh/h/ln	1632	0	0	1851	0	0	1685	0	0	1739	0	0
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0
Cycle Q Clear(g_c), s	9.6	0.0	0.0	8.3	0.0	0.0	5.9	0.0	0.0	15.6	0.0	0.0
Prop In Lane	0.29		0.17	0.09		0.06	0.18		0.12	0.09		0.30
Lane Grp Cap(c), veh/h	547	0	0	593	0	0	858	0	0	877	0	0
V/C Ratio(X)	0.65	0.00	0.00	0.60	0.00	0.00	0.39	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	1405	0	0	1598	0	0	2195	0	0	2364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	15.8	0.0	0.0	8.8	0.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.0	0.0	0.0	0.3	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.7	0.0	0.0	1.6	0.0	0.0	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.5	0.0	0.0	16.8	0.0	0.0	9.1	0.0	0.0	12.6	0.0	0.0
LnGrp LOS	B			B			A			B		
Approach Vol, veh/h		358			356			337			650	
Approach Delay, s/veh		17.5			16.8			9.1			12.6	
Approach LOS		B			B			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.0		20.1		29.0		20.1				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		65.5		41.5		65.5		41.5				
Max Q Clear Time (g_c+I1), s		7.9		11.6		17.6		10.3				
Green Ext Time (p_c), s		2.3		2.1		4.9		1.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.8									
HCM 7th LOS			B									

APPENDIX 6.8: HORIZON YEAR (2050) WITH PROJECT CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS

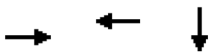
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Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	13	216	28	786	107	853	836
v/c Ratio	0.20	0.53	0.15	0.98	0.50	0.98	0.87
Control Delay (s/veh)	45.9	35.0	38.9	71.0	39.7	53.4	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.9	35.0	38.9	71.0	39.7	53.4	32.6
Queue Length 50th (ft)	8	102	16	273	47	556	446
Queue Length 95th (ft)	28	189	44	#422	104	#900	#767
Internal Link Dist (ft)		809		1064	899		1195
Turn Bay Length (ft)	100		150				
Base Capacity (vph)	64	408	183	802	356	872	965
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.53	0.15	0.98	0.30	0.98	0.87

Intersection Summary

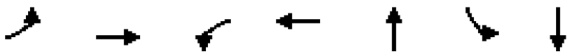
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	28	70	1336
v/c Ratio	0.13	0.43	0.90
Control Delay (s/veh)	27.6	56.5	20.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	27.6	56.5	20.5
Queue Length 50th (ft)	7	49	637
Queue Length 95th (ft)	35	96	#1299
Internal Link Dist (ft)	683	759	1327
Turn Bay Length (ft)			
Base Capacity (vph)	327	252	1487
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.09	0.28	0.90

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	4	172	62	1846	170	554	547
v/c Ratio	0.07	0.20	0.12	1.05	0.91	1.00	0.90
Control Delay (s/veh)	23.5	16.1	21.3	70.5	96.5	79.4	59.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.5	16.1	21.3	70.5	96.5	79.4	59.2
Queue Length 50th (ft)	2	59	28	~781	121	428	404
Queue Length 95th (ft)	10	106	58	#916	#256	#663	#612
Internal Link Dist (ft)		809		1064	899		1234
Turn Bay Length (ft)	150		150				
Base Capacity (vph)	60	844	500	1753	186	555	606
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.20	0.12	1.05	0.91	1.00	0.90

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	10	71	978
v/c Ratio	0.02	0.22	0.75
Control Delay (s/veh)	28.7	32.1	12.8
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	28.7	32.1	12.8
Queue Length 50th (ft)	3	23	252
Queue Length 95th (ft)	19	84	488
Internal Link Dist (ft)	683	759	1327
Turn Bay Length (ft)			
Base Capacity (vph)	739	556	1773
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.01	0.13	0.55

Intersection Summary