# Appendix H

## TRAFFIC IMPACT STUDY REPORT

# TRANSPORTATION IMPACT ANALYSIS

## DRAFT

# EASLEY RENEWABLE ENERGY PROJECT

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**April 21, 2023**

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DAVID EVANS AND ASSOCIATES INC.

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# 1. EXECUTIVE SUMMARY

## A. Project Description

IP Easley, LLC (Applicant or Proponent), a subsidiary of Intersect Power, LLC, proposes to construct, operate, and decommission the Easley Renewable Energy Project (Easley or Project), a utility-scale solar photovoltaic (PV) electrical generating and storage facility, and associated infrastructure to generate and deliver renewable electricity to the statewide electricity transmission grid.

The proposed project application area is located on approximately 3,735 acres of which 990 acres is private and 2,745 ac is Bureau of Land Management (BLM) administered land, in Riverside County north of Desert Center, California. The project would generate and store up to 650 megawatts (MW) of renewable electricity via arrays of PV panels, battery energy storage system (BESS), and appurtenant facilities. A 6.7-mile 500 kilovolt (kV) generation-tie (gen-tie) line would mainly traverse the Intersect Power's adjacent Oberon Renewable Energy Project site and connect to the Oberon Substation (currently under construction). From the Oberon Substation, the power generated by the Easley Project would be transmitted to the SCE Red Bluff Substation via the Oberon 500 kV gen-tie line, which is expected to be online by the end of 2023.

Public lands within the Project solar application area are designated as Development Focus Area (DFA) by the Desert Renewable Energy Conservation Plan (DRECP) and associated Record of Decision (ROD), and thus, have been targeted for renewable energy development. Because the proposed Project is partially located on federal land under management of the U.S. Bureau of Land Management (BLM), the BLM is the lead agency under the National Environmental Policy Act (NEPA), 42 U.S.C. section 4321 et seq. Riverside County will be the lead agency under the California Environmental Quality Act (CEQA).

## B. Temporary Construction Impacts With Project

The Other Desert Center Area Project's construction traffic volumes are based on estimates of the number of employees and material and equipment delivery trucks during the height of the construction phase for each identified Other Desert Center Area Project. The Easley Project's construction traffic volumes are based on estimates of the number of employees and material and equipment delivery trucks during the height of the construction phase.

Conservatively, the height of the construction phase for each of the Other Desert Center Area Project are assumed to occur simultaneously. Additionally, the estimated traffic generated by employees assumes that each employee travels to and from work sites in single occupant vehicles and arrive and depart during the same AM peak hour and PM peak hour of the day.

In actuality, the height of the construction phase for each Other Desert Center Area Projects are likely to be offset, and not coincide, depending on the stage of construction of each individual project at any given point in time. Furthermore, many construction employees will carpool from their residence or from remote parking outside of the study area to the work sites and their arrivals and departures will be distributed over the morning (6:00-9:00 AM) peak period and afternoon (3:00-7:00 PM) peak period rather than concentrated in a single hour (AM peak hour) during the morning peak period or single hour (PM peak hour) during afternoon peak period.

As a result, the analysis of temporary construction impacts represents a worst-case scenario.

Under the Temporary Construction Conditions with Project scenario, three study intersections are anticipated to operate at a LOS F during either the AM peak hour and / or PM peak hour. These intersections include Rice Road (SR 177) at I-10 WB Off-Ramp/On-Ramp, and Rice Road (SR 177) at Ragsdale Road.

The movements operating at LOS F at the intersections are the stop-controlled movements from the interchange off ramps intersecting Rice Road (SR 177). These intersections would experience significant delays for the stop-controlled movements if all assumed maximum construction traffic accessed these intersections during a single hour during the AM peak hour and PM peak hour.

## C. Temporary Construction Mitigation Measures

Monitoring Construction Traffic Conditions

Implementation of any temporary mitigation of construction traffic impacts should result from periodic and regular monitoring the project's construction access routes. Monitoring is recommended to identify when flagging operations are needed and should be conducted continuously in the initial two weeks of construction and whenever a new stage of construction begins or the number of workers and/or daily delivery of materials or equipment changes materially. A monitoring plan may be developed in coordination with Caltrans and include criteria triggering implementation of mitigation measures.

Temporary Traffic Control Measures

Mitigation of temporary impacts with the addition of project traffic may require flagging operations during maximum inbound or outbound periods when indicated through monitoring traffic operations during construction or determined to be required during construction stage planning.

Measures to Reduce Peak Construction Demands

Demand management measures can reduce construction worker traffic to the extent where flagging operations may be avoided. Types of measures include:

- Worker ridesharing / carpooling – is most effective when incentives such as preferential parking at worksites, or financial incentives such as fuel vouchers or reimbursement are offered.
- Remote parking with shuttle to worksites – when temporary impacts of construction traffic is projected to intensify due to overlapping schedules of the Easley and Sapphire projects, or during a labor-intensive construction stage, designating a temporary off-site parking area with contracted shuttle service operating all day on a frequent schedule can effectively reduce highly peaked periods of demand.
- Offset shifts – offsetting work start and end times, even by 15-minutes but preferably 30-minutes, can reduce peak hour traffic and spread the demand into the hour before the peak hour and the hour after the peak hour. If many workers arrive and depart within the same hour, this measure can be effective enough to avoid flagging operations.

## D. Project Operation and Maintenance Traffic Impacts

The opening year is defined as the period in which the Easley project is fully constructed and in now in full commercial operation. Under Opening Year Conditions with Project, the study intersections are anticipated to operate at LOS B or better. Traffic generated from operations and maintenance of the facility is substantially lower than construction generated traffic. Therefore, the project does not cause any level of service-related deficiencies during the operation and maintenance phase.

## E. Project Operations and Maintenance Recommended Improvements

Although not required to mitigate level of service impacts, access to the proposed project from Rice Road (SR 177) at the proposed driveway "A" will require general safety related improvements for a two-lane, high speed rural highway.

Improvements required for the Oberon Solar project at the Rice Road (SR 177) at Oberon Solar Project Driveway "A" and "B" have been reviewed and accepted by Caltrans as part of Oberon's permitting process. Similar improvements are recommended for the Easley project's proposed access Rice Road (SR 177) at Driveway #1 and Rice Road (SR 177) at Driveway #2. As such the following outlined recommended improvement are expected to be approved by Caltrans as well.

The recommended access improvements for the project's Rice Road (SR 177) / north and south of Driveway #1 include:

1. Widen Rice Road (SR 177) north and south of Driveway #1 to accommodate the following deceleration and storage lanes into access driveway:
    a. 460-foot-long northbound deceleration / left turn lane
    b. 460-foot-long southbound deceleration / left turn lane
2. Construct Driveway #1 paved at a width of 26’ both east and west of Rice Road (SR 177).

The recommended access improvements for the project’s Rice Road (SR 177) north and south of Driveway #2 include:

1. Widen Rice Road (SR 177) north and south of Driveway #2 to accommodate the following deceleration and storage lanes into access driveway:
    a. 460-foot-long northbound deceleration / left turn lane
    b. 460-foot-long southbound deceleration / left turn lane
2. Construct Driveway #2 paved at a width of 26’ both east and west of Rice Road (SR 177).

# 2. INTRODUCTION

## A. Purpose of Study

This draft Transportation Impact Analysis Report analyzes the effects of the Easley Renewable Energy Project being planned and operated by IP Easley, LLC. The proposed project is in the unincorporated community of Desert Center in Riverside County. The project would generate and store up to 650 megawatts (MW) of renewable electricity via arrays of solar photovoltaic (PV) panels, battery energy storage system (BESS), and appurtenant facilities on approximately 3,735 acres of which 990 acres is private and 2,745 acres is BLM administered land, in Riverside County located off Rice Road (SR 177) near Desert Center, California.

## B. Scope of Study

### Study Area

The study area covers the approximately 3,735 acres described above in the purpose of study section. Public lands within the solar application area are designated as Development Focus Area (DFA) by the Desert Renewable Energy Conservation Plan (DRECP) and associated Record of Decision (ROD), and thus, have been targeted for renewable energy development. **Figure 1** illustrates the vicinity map and **Figure 2** illustrates the proposed project site plan. This study evaluates five existing study intersections along Rice Road (SR 177). The study also evaluates three Project Access Driveways/future intersections. The study intersections include:

1. Rice Road (SR 177) / I-10 Eastbound Ramps
2. Rice Road (SR 177) / I-10 Westbound Ramps
3. Rice Road (SR 177) / Ragsdale Road
4. Rice Road (SR 177) / Kaiser Road (County R2)
5. Rice Road (SR 177) / Oasis Road
6. Oasis Road / Kaiser Road (County R2)

7A. Rice Road (SR 177) / Project Driveway #1

7B. Rice Road (SR 177) / Project Driveway #2

8. Kaiser Road (County R2) / Project Driveway #3

### Study Scenarios and Analysis Periods

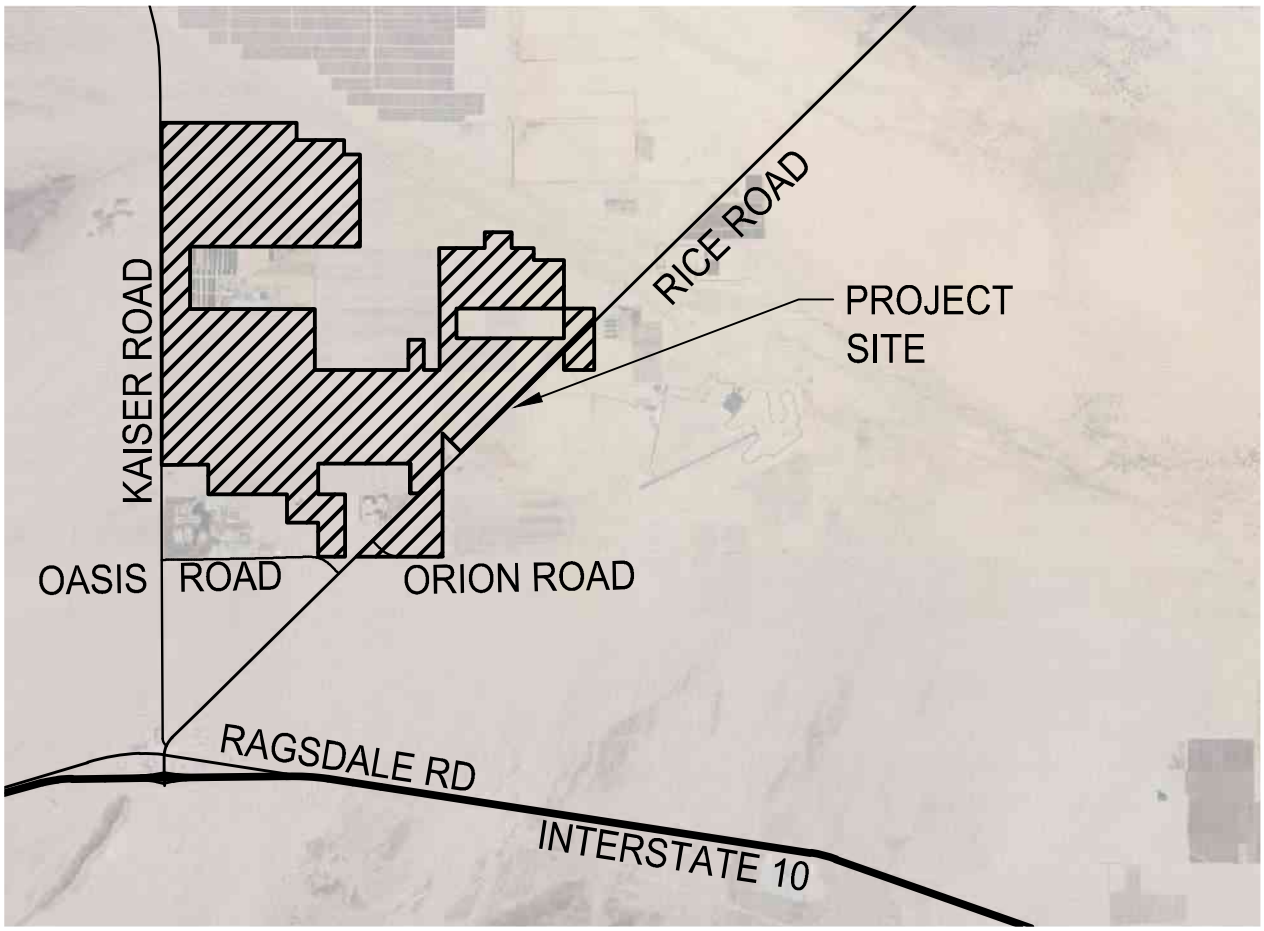
In conformance with Riverside County requirements, this study analyzes intersection level of service (LOS) required to maintain traffic operation performance in accordance with Riverside County's General Plan policies. The analysis contained in this report also conforms with the requirements of NEPA and may be incorporated into environmental review documents as deemed necessary. Specifically, this traffic impact analysis evaluates both temporary project construction impacts and permanent project operations and maintenance (O&M) impacts with completion of the project. The construction and O&M analyses address different peak periods of the day since construction traffic typically occurs earlier than operational traffic. The temporary construction impact analysis considers other concurrent construction projects near the proposed project. The traffic impact analysis evaluates the following no build and build scenarios:

1. Existing Conditions (No Build)
2. Temporary Construction Conditions without Project (No Build)
3. Temporary Construction Conditions with Project (Build)
4. Opening Year Conditions without Project (No Build)
5. Opening Year Conditions with Project (Build)
6. Cumulative Year 2045 Conditions without Project (No Build)
7. Cumulative Year 2045 Conditions with Project (Build)

The analysis periods reflect peak hours for construction and O&M traffic occurring within the morning peak period (6:00-9:00 AM) and afternoon peak period (3:00-7:00 PM).

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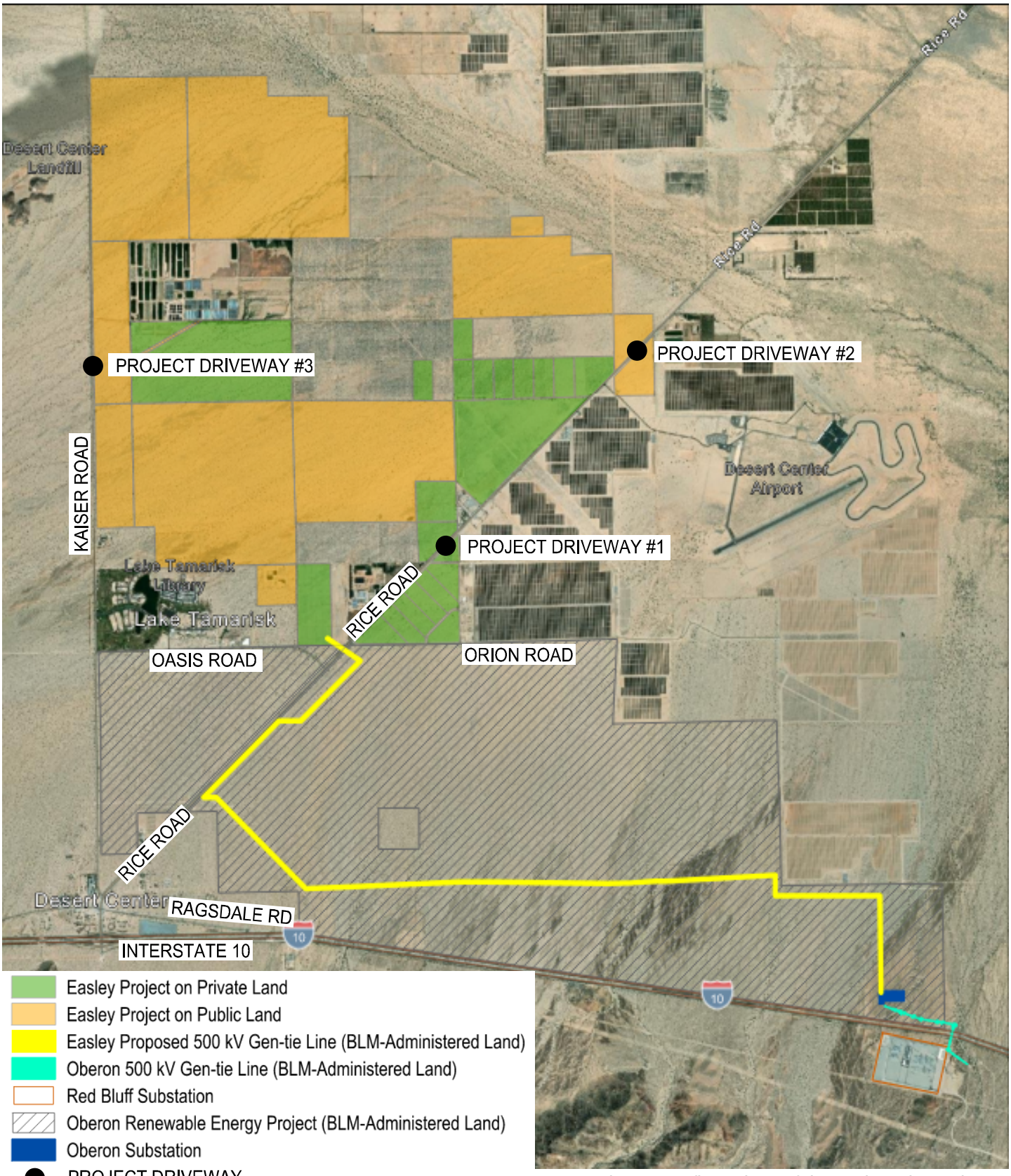
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FIGURE 1: VICINITY MAP
EASLEY RENEWABLE ENERGY PROJECT
DESERT CENTER, CA

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Note: Minor reconfigurations of the Project site and driveway locations would not impact the conclusions of this study.

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# FIGURE 2: SITE PLAN
# EASLEY RENEWABLE ENERGY PROJECT
# DESERT CENTER, CA

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# 3. EXISTING CONDITIONS

## A. Caltrans Level of Service Standards

The study intersections are located on state highways and therefore subject to the level of service standards of the California Department of Transportation (Caltrans). The Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) states "Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities." For the purpose of this study, LOS D is assumed to be the criteria for the study intersections and LOS E or LOS F is considered unacceptable for these facilities. Caltrans recognizes it is not always feasible to achieve a LOS D and will defer to the local agency's level of service standard.

## B. Analysis Methodology

Intersection capacity analyses were conducted using Synchro software (1), which implements the traffic analysis methodology concepts presented in Chapters 20 and 21 of the Highway Capacity Manual, 6th Edition (HCM 6) (2) used in this report. The intersection capacity analyses utilize existing intersection geometrics and existing traffic volumes in analyzing AM peak hour and PM peak hour intersection operating conditions.

The level of service (LOS) for a Two-Way Stop Controlled (TWSC) intersection is determined by the computed or measured control delay. The LOS is determined for each minor-street movement (or shared movement) by using the criteria provided in **Table 3-1** referenced from HCM 6 Chapter 20. The movement with the highest delay and worst level of service is reported as the LOS for the intersection.

**Table 3-1: HCM 6 – Level of Service Criteria for Two-Way (TWSC) or Side-Street Stop Controlled Intersections**

| Control Delay (s/veh) | LOS by Volume-to-Capacity Ratio | |
|---|---|---|
| | v/c ≤1.0 | v/c >1.0 |
| 0 - 10 | A | F |
| > 10 -15 | B | F |
| > 15 - 25 | C | F |
| > 25 - 35 | D | F |
| > 35 - 50 | E | F |
| > 50 | F | F |
| Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.<br>Source: Highway Capacity Manual 6th Edition, Exhibit 20-2. | | |

The LOS for an All-Way Stop Controlled (AWSC) intersection quantitatively describes the intersection's operating characteristics. The LOS is based on the average delay for the entire intersection using the criteria provided in **Table 3-2** referenced from Chapter 21 of the Highway Capacity Manual.

**Table 3-2: HCM 6 – Level of Service Criteria for All-Way Stop Controlled (AWSC) Intersections**

| Control Delay (s/veh) | LOS by Volume-to-Capacity Ratio | |
|---|---|---|
| | v/c ≤1.0 | v/c >1.0 |
| 0 - 10 | A | F |
| > 10 -15 | B | F |
| > 15 - 25 | C | F |
| > 25 - 35 | D | F |
| > 35 - 50 | E | F |
| > 50 | F | F |
| Note: For approach-based and intersectionwide assessments, LOS is defined solely by control delay for the intersection as a whole.<br>Source: Highway Capacity Manual 6th Edition, Exhibit 21-8. | | |

1 Trafficware Ltd, version 10.

2 Transportation Research Board, Washington D.C., 2010.

## C. Study Area Roadways

**Interstate 10 (I-10):** I-10 is a major east/west interstate freeway providing regional access throughout Riverside County, San Bernardino County, and Los Angeles County. Near the project site, the I-10 is a four-lane freeway with an interchange at SR-177.

**State Route 177 (SR-177):** SR-177 is a north/south highway running between Desert Center/I-10 and State Route 62 (approximately 25 miles northeast of Desert Center). SR-177 is a two-lane road, and the posted speed limit is 65 mph.

## D. Traffic Counts

Existing turn movement counts were conducted in February 2023 by Newport Traffic Studies (NTS) for the AM (6:00-9:00 AM) Peak Period and PM (3:00-7:00 PM) Peak Period, provided in **Appendix 1**. **Figure 3** illustrates the existing traffic volumes and **Figure 4** illustrates the existing intersection geometrics utilized in the capacity analysis.

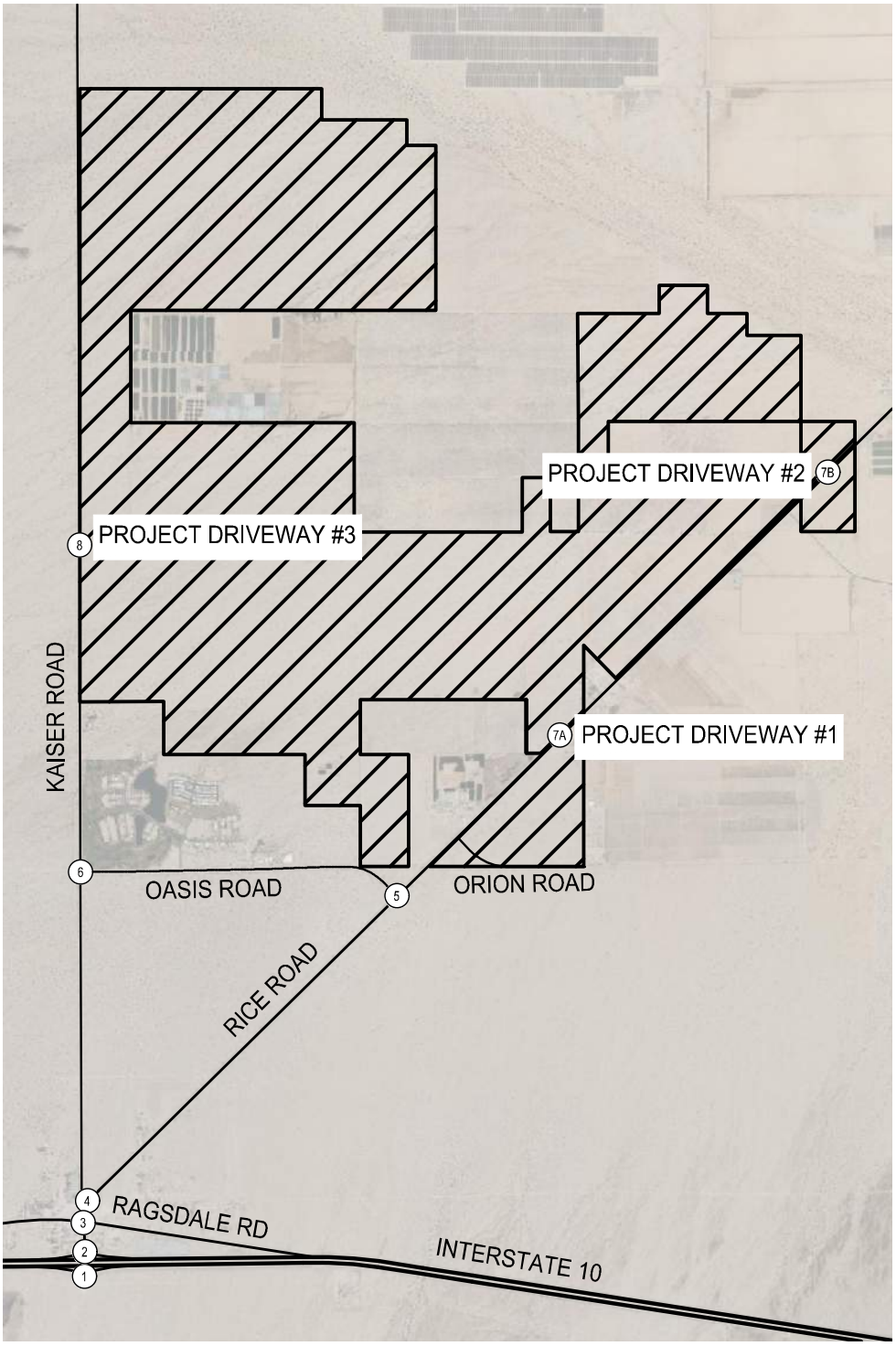
## E. Existing Traffic Analysis

**Table 3-3** presents the existing intersection levels of service which operate at a LOS B or better for the worst movement from the stop-controlled side streets. The results of the analysis are provided in **Appendix 2**.

Table 3-3: Existing Intersection Levels of Service

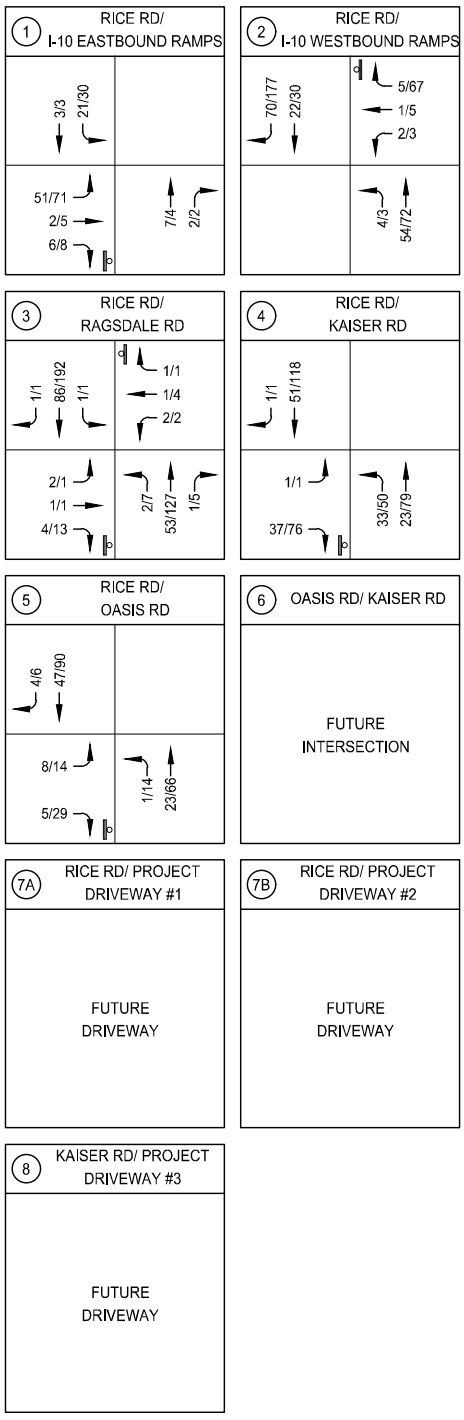
| Intersection | Control Type | AM Peak | | PM Peak | |
|---|---|---|---|---|---|
| | | Delay | LOS | Delay | LOS |
| 1. Rice Road (SR 177) / I-10 Eastbound Ramps | SSSC | 9.5 | A | 9.4 | A |
| 2. Rice Road (SR 177) / I-10 Westbound Ramps | SSSC | 9.3 | A | 9.4 | A |
| 3. Rice Road (SR 177) / Ragsdale Road | SSSC | 9.7 | A | 11.5 | B |
| 4. Rice Road (SR 177) / Kaiser Road (County R2) | SSSC | 8.9 | A | 9.7 | A |
| 5. Rice Road (SR 177) / Oasis Road | SSSC | 8.8 | A | 9.5 | A |
| 6. Oasis Road / Kaiser Road (County R2) | SSSC | Not Applicable (Future Intersections) | | | |
| 7A. Rice Road (SR 177) / Project Driveway #1 | SSSC | Not Applicable (Future Driveways) | | | |
| 7B. Rice Road (SR 177) / Project Driveway #2 | SSSC | | | | |
| 8. Kaiser Road (County R2) / Project Driveway #3 | SSSC | | | | |

Source: David Evans and Associates, Inc.
Definitions and Abbreviations:
SSSC – Side-street stop-controlled intersection, Delay – seconds per vehicle, LOS – Level of Service




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## LEGEND

XX/XX - AM/PM TRAFFIC VOLUMES

(#) - STUDY INTERSECTIONS

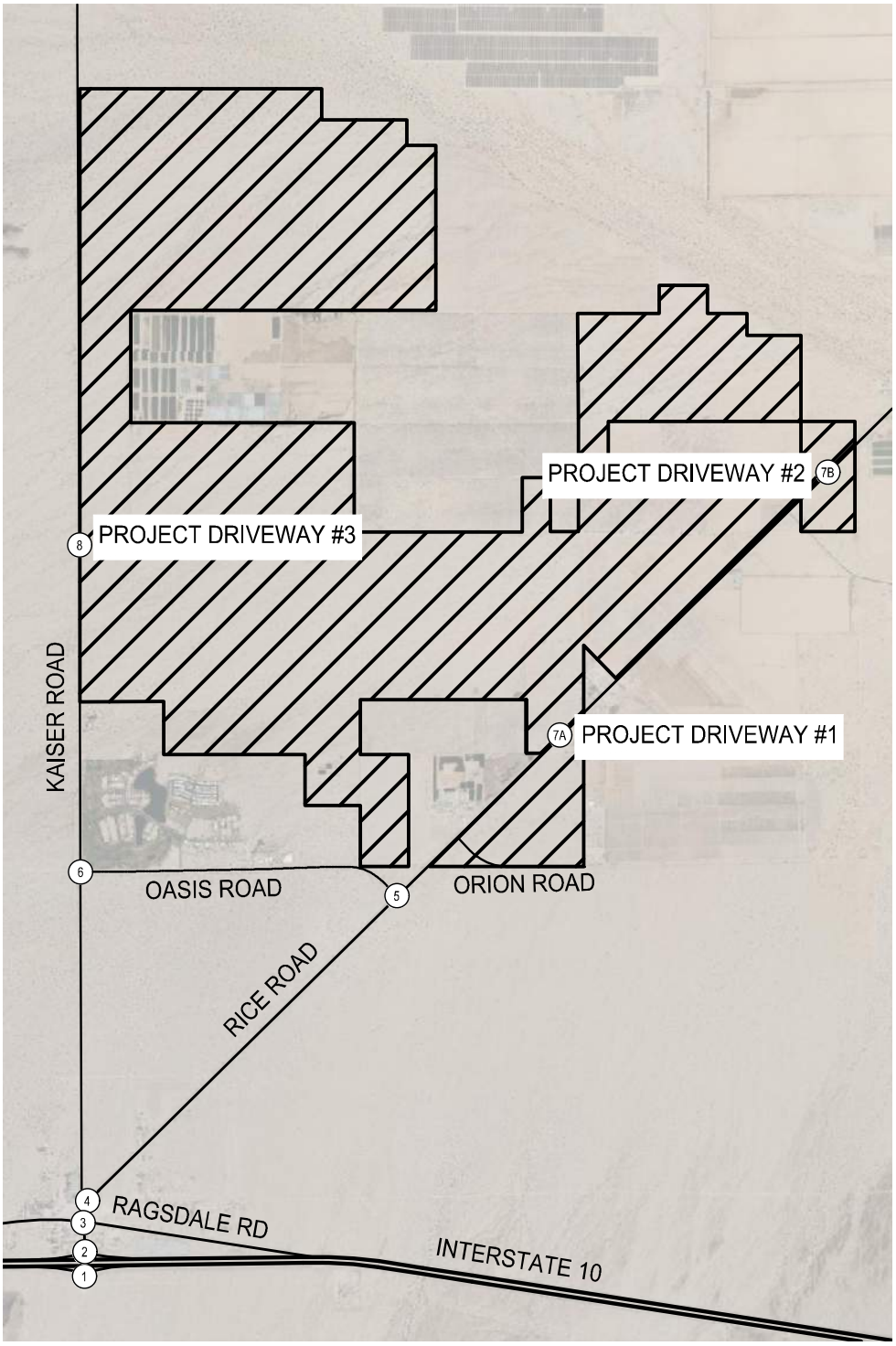
- SIGNALIZED INTERSECTION

- STOP CONTROLLED APPROACH

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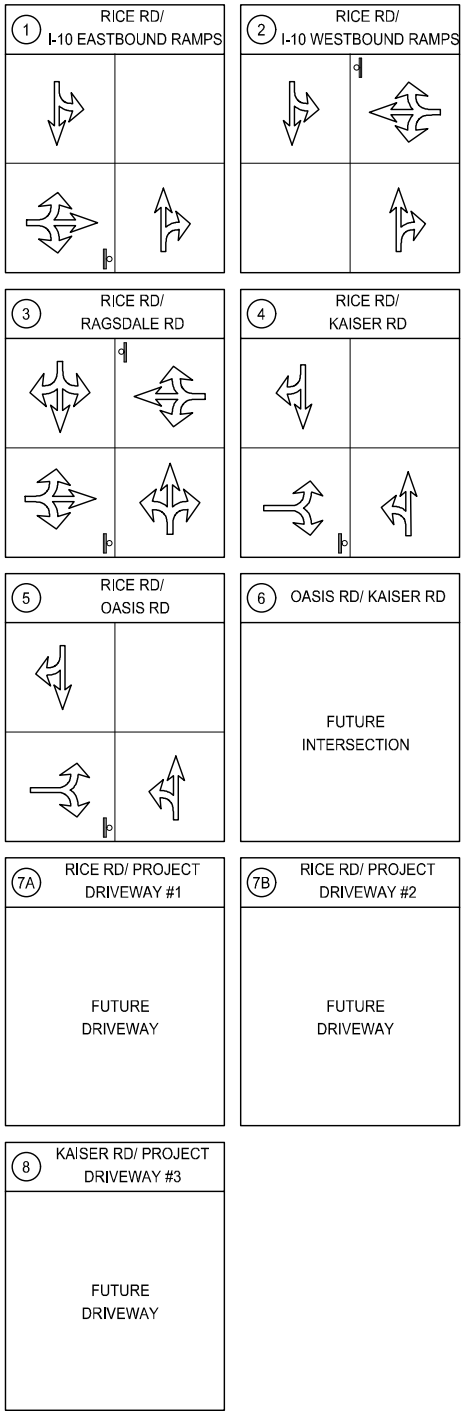
# FIGURE 3: EXISTING TRAFFIC VOLUMES
# EASLEY RENEWABLE ENERGY PROJECT
# DESERT CENTER, CA

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## LEGEND

- EXISTING GEOMETRICS
- # - STUDY INTERSECTIONS
- SIGNALIZED INTERSECTION
- STOP CONTROLLED APPROACH

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# FIGURE 4: EXISTING INTERSECTION GEOMETRICS
# EASLEY RENEWABLE ENERGY PROJECT
# DESERT CENTER, CA

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## 4. TEMPORARY CONSTRUCTION CONDITIONS WITHOUT PROJECT

The Temporary Construction Conditions without Project Scenario reflects the maximum construction-related traffic for Other Desert Center Area Projects undergoing construction during the same period as the project. The Temporary Construction Conditions traffic volume forecasts are comprised of existing traffic volumes, ambient growth, and traffic generated by Other Desert Center Area Projects. The Easley Project's construction related traffic is not included in this scenario. The scenario represents year 2024 consistent with the start of the project's proposed construction timeline and is anticipated to require approximately 24-months to complete.

Ambient growth is a general rate of growth in traffic from overall regional growth (assumed to be 3% annually for this study). The annual growth rate is consistent with the forecasts used in the nearby Oberon Renewable Energy Project (currently under construction) traffic study.

### A. Other Desert Center Area Project Construction Projects

**Table 4-1** lists past and present projects or programs in the vicinity of the Easley project. Based on current information, the only Other Desert Center Area Projects that would contribute traffic to the study intersections are the Arica, Victory Pass Solar, and Oberon projects which are highlighted in the lower portion of **Table 4-1**. These projects are currently under construction and or will be in operation prior to the start of the proposed projects construction phase.

**Table 4-1: Past and Present Cumulative Projects or Programs in the Vicinity of Proposed Project (Easley)**

| ID | Project Name; Agency ID | Status | Acres |
|---|---|---|---|
| 1 | West-wide Section 368 Energy Corridors | Approved | N/A |
| 2 | Blythe PV Project | Operational | 200 |
| 3 | McCoy Solar Project | Operational | 8,100 |
| 4 | Genesis Solar Energy Project | Operational | 1,950 |
| 5 | Blythe Solar Power Project | Operational | 4,100 |
| 6 | Desert Sunlight Solar Project | Operational | 4,400 |
| 7 | SCE Red Bluff Substation | Operational | 75 |
| 8 | Devers–Palo Verde No. 1 Transmission Line | Operational | N/A |
| 9 | Devers–Colorado River Transmission Line | Operational | N/A |
| 10 | Blythe Energy Project Transmission Line | Operational | N/A |
| 11 | SCE Colorado River Substation | Operational | 90 |
| 12 | NRG Blythe II | Operational | 150 |
| 13 | Desert Harvest Solar Project | Operational | 1,208 |
| 14 | Palen Solar Project | Operational | 3,400 |
| 15 | Desert Quartzite Solar Project | Operational in 2023 | 3,770 |
| 16 | Crimson Solar Project | Operational. | 2,500 |
| 17 | Blythe Mesa Solar Project | Under construction. | 3,600 |
| 18 | Athos Renewable Energy Project | Operational | 3,400 |
| 19 | Oberon Renewable Energy Project | Under construction | 2,600 |
| 20 | Ten West Link Transmission Line | Under construction. | N/A |
| 21 | Victory Pass Solar Project | Under construction. | 1,800 |
| 22 | Arica Solar Project | Under construction. | 2,000 |

The only Other Desert Center Area Project that may be actively under construction simultaneously with the project's construction and contribute traffic to the study intersections is the Sapphire Project highlighted in the **Table 4-2**. A map of the other area development projects is provided in **Appendix 4.**

**Table 4-2: Potential Future Projects in the Project Area in the Vicinity of Proposed Project (Easley)**

| ID | Project Name | Status | Acres |
|---|---|---|---|
| A | Desert Southwest Transmission Line | Approved in 2006 | N/A |
| B | Palo Verde Mesa Solar Project | Approved in August 2017 | 3,250 |
| C | Eagle Mountain Pumped Storage Project | Approved | 90 |
| D | Sapphire Solar Project | Under review | 1,140 |
| E | Lycan Solar Project | Under review | 6,944 |
| F | Calypso I Solar Project | Under review | 3,271 |
| G | Calypso II Solar Project | Under review | 2,133 |
| H | Redonda Solar Project | Under review | 3,483 |

*Other Desert Center Area Project Construction Traffic Assumptions*

The Arica, Victory Pass Solar, and Oberon projects are anticipated to be in full operation prior to the proposed project (Easley) beginning construction. As a result, the Other Desert Center Area Projects construction traffic trip assumptions for the Temporary Construction Conditions include the operation and maintenance traffic for the Arica, Victory Pass Solar, and Oberon projects and the construction traffic for the Sapphire Solar Project.

The Other Desert Center Area Project's construction traffic volumes are based on estimates of the number of employees and material and equipment delivery trucks occurring at the height of the construction phase of each identified Other Desert Center Area Project.

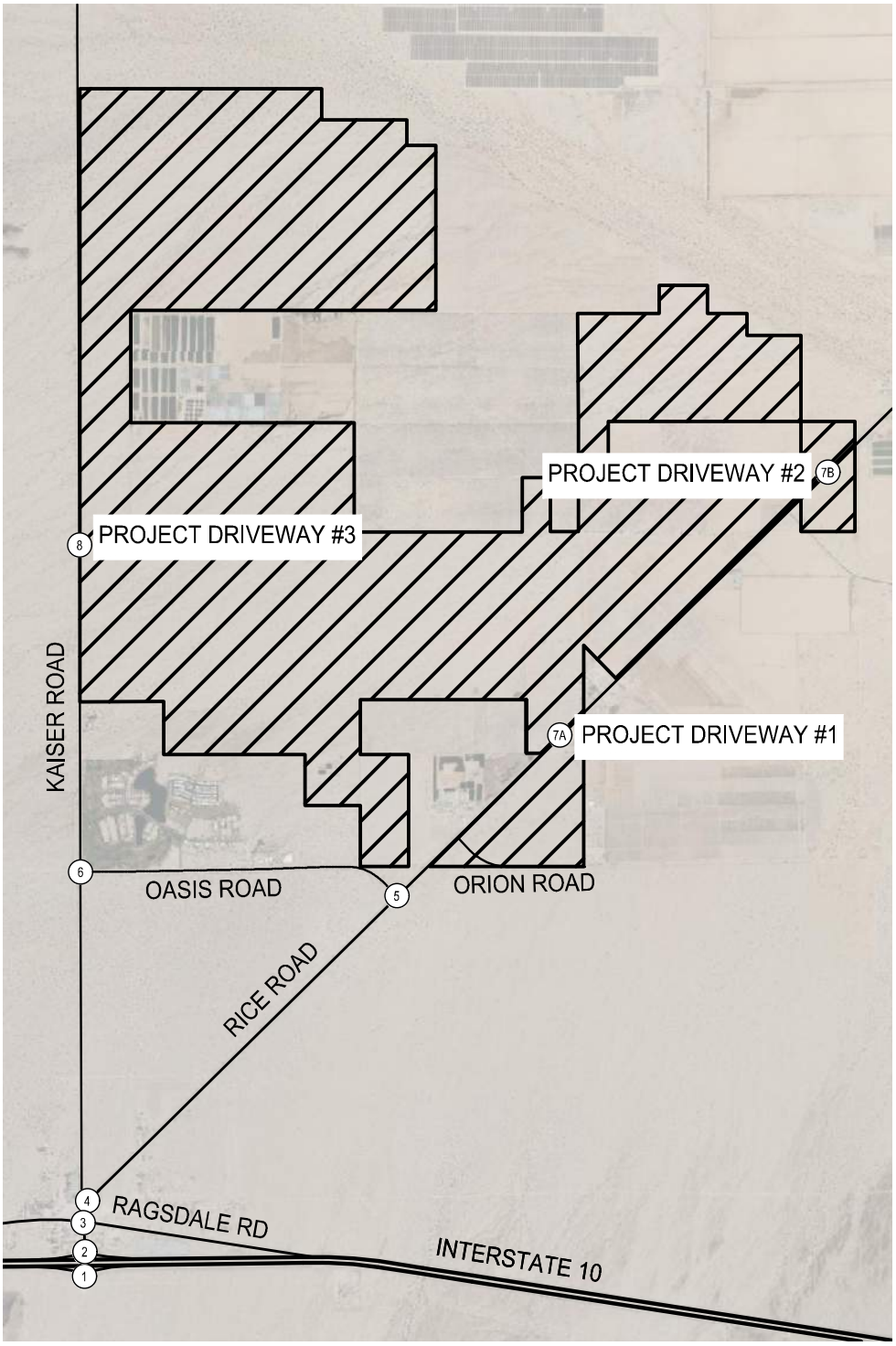
The Easley Project's construction traffic volumes are based on estimates of the number of employees and material and equipment delivery trucks occurring at the height of the construction phase. Conservatively, the height of the construction phase for each of the Other Desert Center Area Project are assumed to occur simultaneously.

Additionally, the estimated traffic generated by employees assumes that each employee travels to and from work sites in single occupant vehicles and arrive and depart during the same AM peak hour and PM peak hour of the day.

In actuality, the height of the construction phase for each Other Desert Center Area Project care likely to be offset depending on stage of construction. Furthermore, many construction employees will carpool from remote parking outside of the study area to the work sites and their arrivals and departures will be distributed over the morning (6:00-9:00 AM) peak period and afternoon (3:00-7:00 PM) peak period rather than concentrated in a single hour (AM peak hour) during the morning peak period or single hour (PM peak hour) during afternoon peak period.

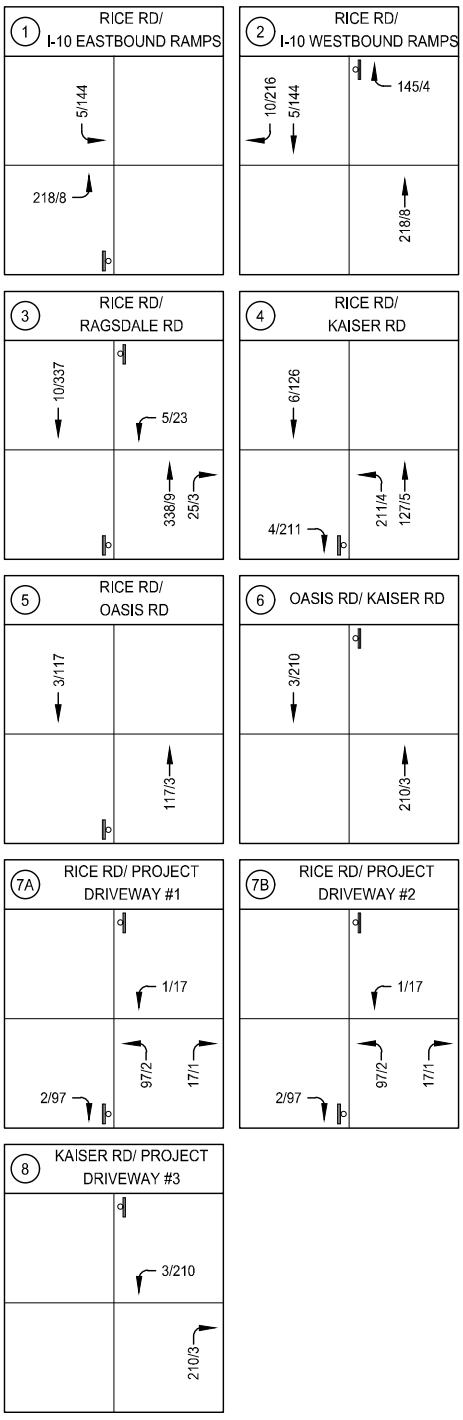
As a result, the analysis of temporary construction impacts represents a worst-case scenario.

**Table 4-3** lists the maximum construction activity traffic generation assumptions for the Sapphire Solar Project. Construction related trips from the cumulative projects are provided in **Figure 5.**




N

NOT TO SCALE




## LEGEND

XX/XX - AM/PM CUMULATIVE PROJECT TRIPS

(#) - STUDY INTERSECTIONS

- SIGNALIZED INTERSECTION

- STOP CONTROLLED APPROACH

## CUMULATIVE PROJECT CONSTRUCTION TRIPS

AM PEAK PERIOD - 359 IN / 10 OUT

PM PEAK PERIOD - 5 IN / 334 OUT

DAVID EVANS AND ASSOCIATES INC.

# FIGURE 5: CUMULATIVE PROJECTS CONSTRUCTION TRIPS
# EASLEY RENEWABLE ENERGY PROJECT
# DESERT CENTER, CA

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**Table 4-3: Other Desert Center Area Project Projects Trips - Temporary Construction Conditions**

| Description | Quantity | ADT | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| **Arica Solar Project** | | | | | | | | |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Delivery Trucks | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| **Arica Solar Project Total** | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| **Victory Pass Solar Project** | | | | | | | | |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Delivery Trucks | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| Victory Pass Solar Project Total | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| **Oberon Solar** | | | | | | | | |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Maintenance and Deliveries | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| **Oberon Solar Project Total** | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| **Sapphire Solar Project** | | | | | | | | |
| Workers | 322 | 650 | 322 | 3 | 325 | 3 | 322 | 325 |
| Delivery Trucks | 9 | 17 | 1 | 1 | 2 | 1 | 1 | 2 |
| Sapphire Solar Project Total | | 667 | 323 | 4 | 327 | 4 | 323 | 327 |
| **Other Desert Center Area Project Construction Traffic Total** | | **745** | **359** | **10** | **369** | **7** | **356** | **363** |

## B. Temporary Construction Conditions without Project Traffic Analysis

The primary access routes for construction related traffic are from the I-10 interchange to Kaiser Road and Rice Road for the Sapphire Solar Project.

The Temporary Construction without Project Conditions intersection capacity analysis utilized existing intersection geometrics. The Temporary Construction without Project traffic volumes are shown in **Figure 6**. **Table 4-4** and **Appendix 2** provide the results of the analysis.

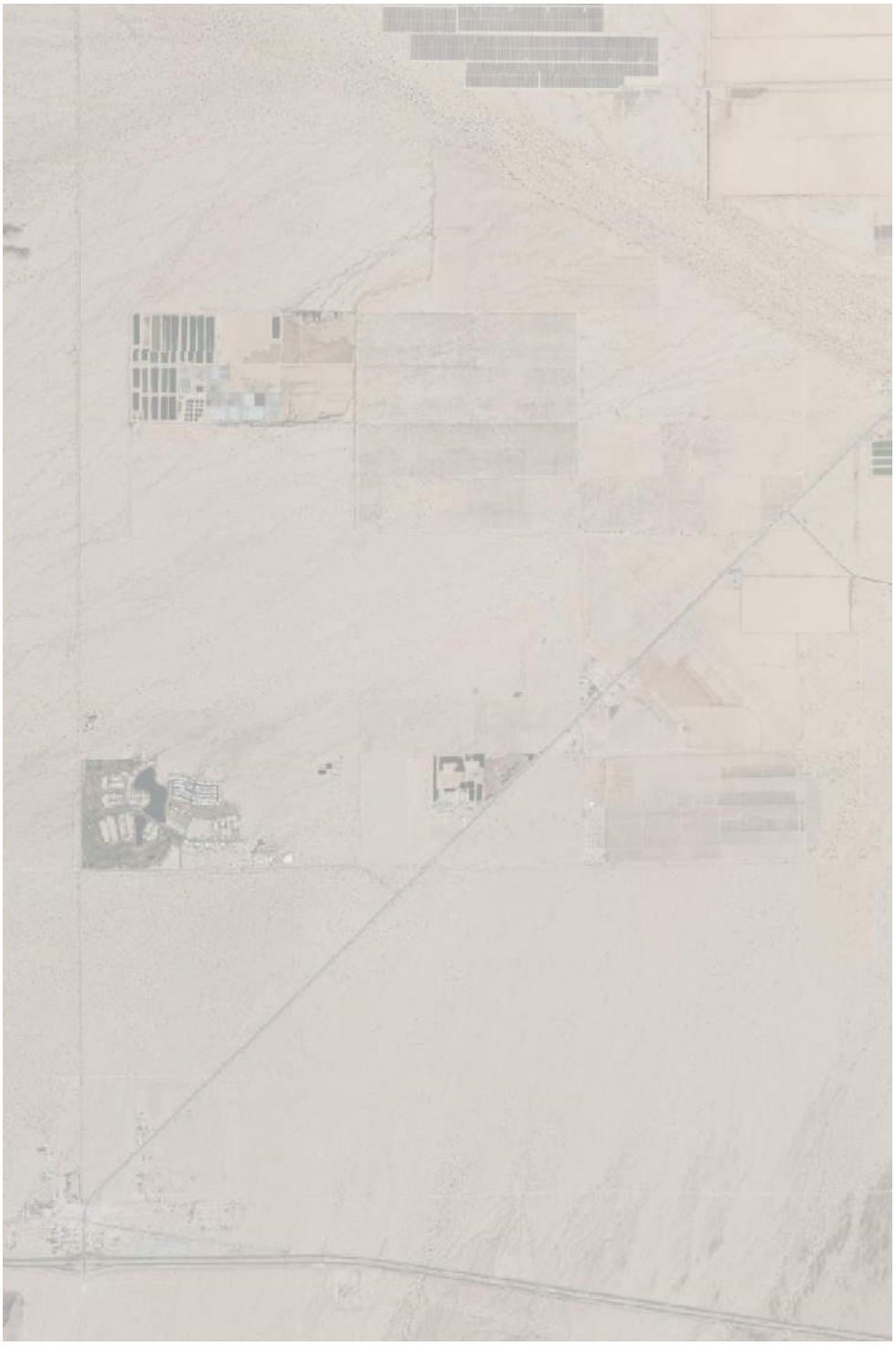
Table 4-4: Temporary Construction Conditions without Project Intersection Levels of Service

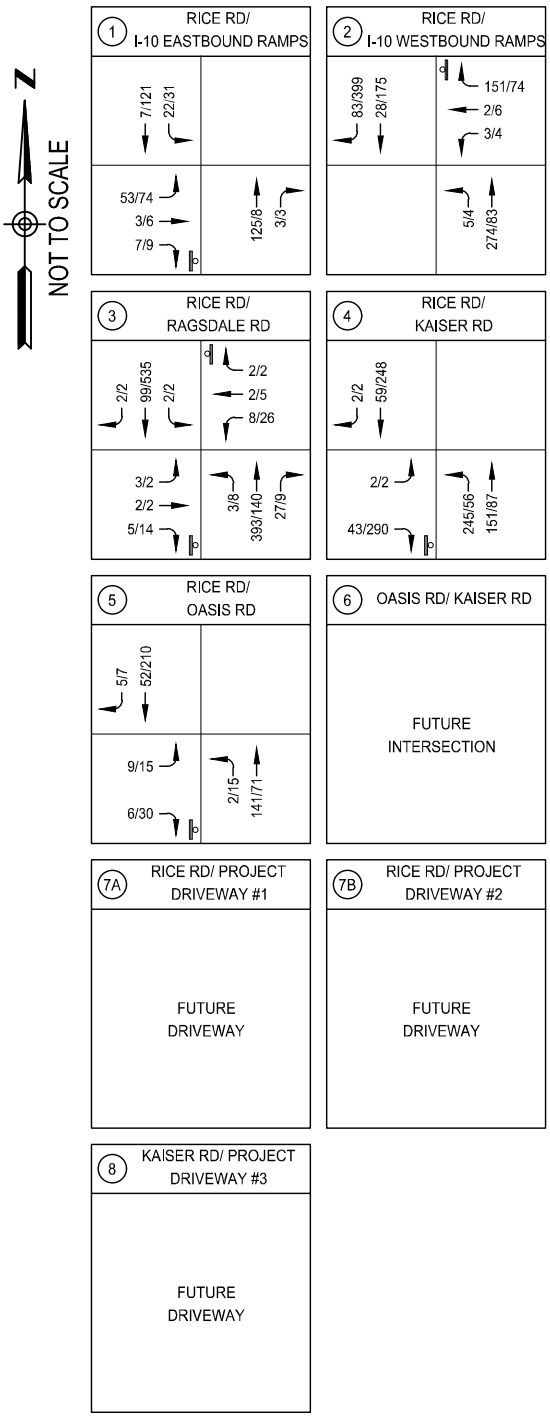
| Intersection | Control Type | AM Peak | | PM Peak | |
|---|---|---|---|---|---|
| | | Delay | LOS | Delay | LOS |
| 1. Rice Road (SR 177) / I-10 Eastbound Ramps | SSSC | 10.4 | B | 10.4 | B |
| 2. Rice Road (SR 177) / I-10 Westbound Ramps | SSSC | 12.9 | B | 9.7 | A |
| 3. Rice Road (SR 177) / Ragsdale Road | SSSC | 13.8 | B | 20.3 | C |
| 4. Rice Road (SR 177) / Kaiser Road (County R2) | SSSC | 9.4 | A | 15.5 | C |
| 5. Rice Road (SR 177) / Oasis Road | SSSC | 9.3 | A | 10.7 | B |
| 6. Oasis Road / Kaiser Road (County R2) | SSSC | Not Applicable (Future Intersections) | | | |
| 7A. Rice Road (SR 177) / Project Driveway #1 | SSSC | Not Applicable (Future Driveways) | | | |
| 7B. Rice Road (SR 177) / Project Driveway #2 | SSSC | | | | |
| 8. Kaiser Road (County R2) / Project Driveway #3 | SSSC | | | | |

Source: David Evans and Associates, Inc.
Definitions and Abbreviations:
SSSC – Side-street stop-controlled intersection, Delay – seconds per vehicle, LOS – Level of Service

## C. Temporary Construction Impacts without Project

As shown in **Table 4-4**, under the Temporary Construction Conditions without Project scenario, the study intersections are anticipated to operate at a LOS C or better for the worst movement from the stop-controlled side streets during both the AM peak hour and PM peak hour.






## LEGEND

XX/XX - AM/PM TRAFFIC VOLUMES

(#) - STUDY INTERSECTIONS

- SIGNALIZED INTERSECTION

- STOP CONTROLLED APPROACH

DAVID EVANS AND ASSOCIATES INC.

# FIGURE 6: TEMPORARY CONSTRUCTION TRAFFIC VOLUMES
# EASLEY RENEWABLE ENERGY PROJECT
# DESERT CENTER, CA

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## 5. TEMPORARY CONSTRUCTION CONDITIONS WITH PROJECT

The Temporary Construction Conditions with Project scenario adds the project's estimated maximum construction-related traffic to the Temporary Construction Conditions without Project Scenario.

### A. Estimated Project Construction Traffic

Trip generation for the proposed project (Easley)was developed for the construction phase of the project using information provided by the applicant. **Table 5-1** provides the Average daily (ADT), AM peak hour, and PM peak hour project trips generated for the construction period of the project.

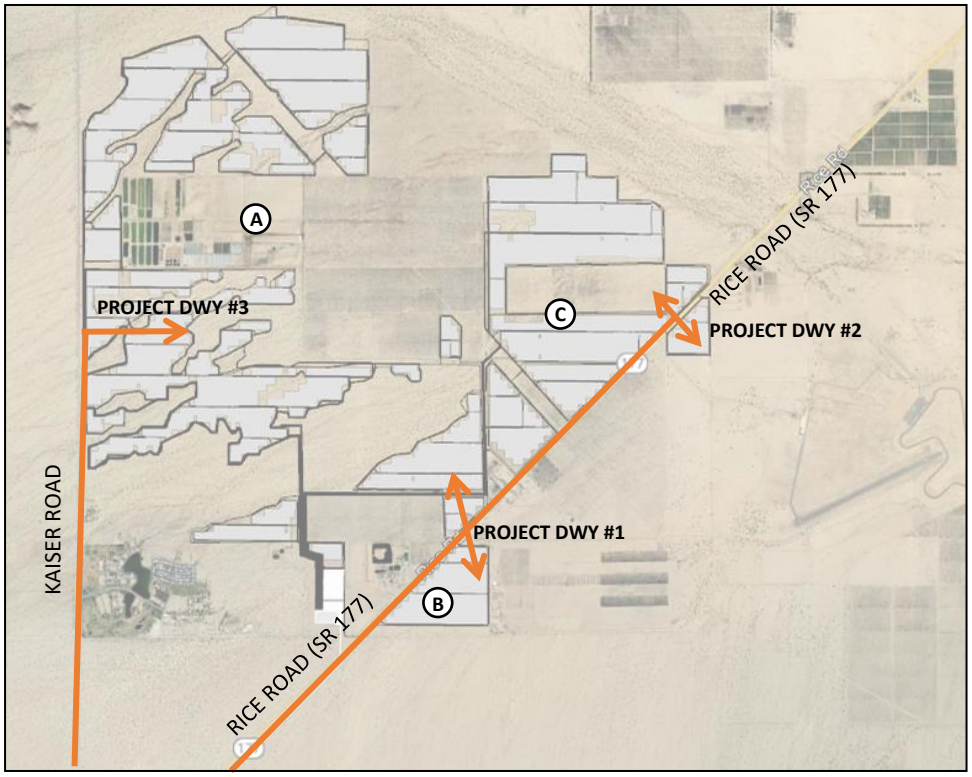
Table 5-1: Easley Renewable Energy Project Estimated Maximum Construction Related Trip Generation

| Description | Quantity (Workers or Trucks) | Average Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| Workers | 530 | 1080 | 530 | 10 | 540 | 10 | 530 | 540 |
| Delivery Trucks | 80 | 160 | 3 | 3 | 6 | 3 | 3 | 6 |
| | **Total Trips** | **1240** | **533** | **13** | **546** | **13** | **533** | **546** |

### B. Construction Traffic Distribution and Assignment

*Project Construction Traffic Access Routes to Work Sites*

Due to the size of the proposed project (Easley) area and the distribution of work sites, access to the work sites occurs at several locations. For purposes of distributing project construction traffic, the project site was divided into work sites A, B, and C. The diagram below illustrates the routes construction traffic would take to access each work site. Project Driveway #1 will be used as a primary driveway for worksite B and C. Project Driveway #2 will be used as a primary driveway for worksite C. Project Driveway #3 will be used as a primary driveway for worksite A.




*Construction traffic routes to work sites.*

The estimated project construction traffic was distributed and assigned to the surrounding streets and study intersections based on the anticipated direction of travel for employees and delivery vehicles. The assumed project construction traffic distribution is shown on **Figure 7**. Project-only construction traffic at the study intersections is shown on **Figure 8**.

## C. Temporary Construction Conditions with Project Traffic Analysis

**Figure 9** shows the Temporary Construction Conditions traffic volumes with the addition of project construction traffic. **Figure 10** illustrates the temporary project construction intersection geometrics utilized in the capacity analysis. **Table 5-2** and **Appendix 2** provide the results of the analysis.

Table 5-2: Temporary Construction Conditions with Project Intersection Levels of Service

| Intersection | Control Type | Temporary Construction Traffic Volumes | | | | Temporary Construction with Project Traffic Volumes | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 1. Rice Road (SR 177) / I-10 Eastbound Ramps | SSSC | 10.4 | B | 10.4 | B | 18.5 | C | 18.3 | C |
| 2. Rice Road (SR 177) / I-10 Westbound Ramps | SSSC | 12.9 | B | 9.7 | A | **114.3** | **F** | 12.2 | B |
| 3. Rice Road (SR 177) / Ragsdale Road | SSSC | 13.8 | B | 20.3 | C | 29.5 | D | **72.8** | **F** |
| 4. Rice Road (SR 177) / Kaiser Road (County R2) | SSSC | 9.4 | A | 15.5 | C | 14.4 | B | **271.6** | **F** |
| 5. Rice Road (SR 177) / Oasis Road | SSSC | 9.3 | A | 10.7 | B | 10.4 | B | 13.2 | B |
| 6. Oasis Road / Kaiser Road (County R2) | SSSC | Not Applicable (Future Intersection) | | | | 13.9 | B | 12.8 | B |
| 7A. Rice Road (SR 177) / Project Driveway #1 | SSSC | Not Applicable (Future Driveways) | | | | 17.3 | C | 17.5 | C |
| 7B. Rice Road (SR 177) / Project Driveway #2 | SSSC | | | | | 17.3 | C | 17.5 | C |
| 8. Kaiser Road (County R2) / Project Driveway #3 | SSSC | | | | | 11.2 | B | 29.3 | D |

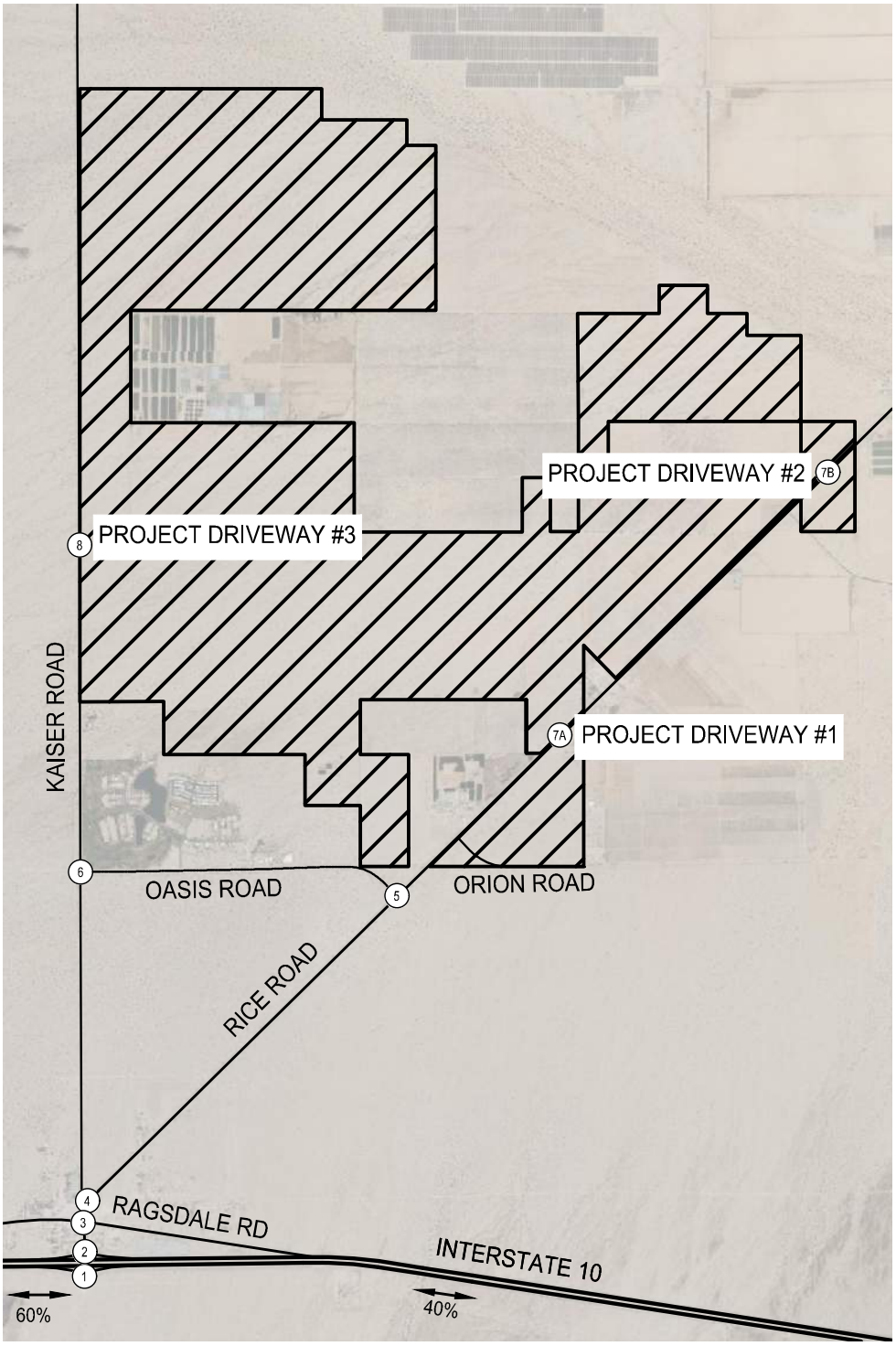
Source: David Evans and Associates, Inc.
Definitions and Abbreviations:
SSSC – Side-street stop-controlled intersection, Delay – seconds per vehicle, LOS – Level of Service

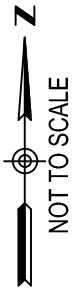
## D. Temporary Project Construction Impacts with Project

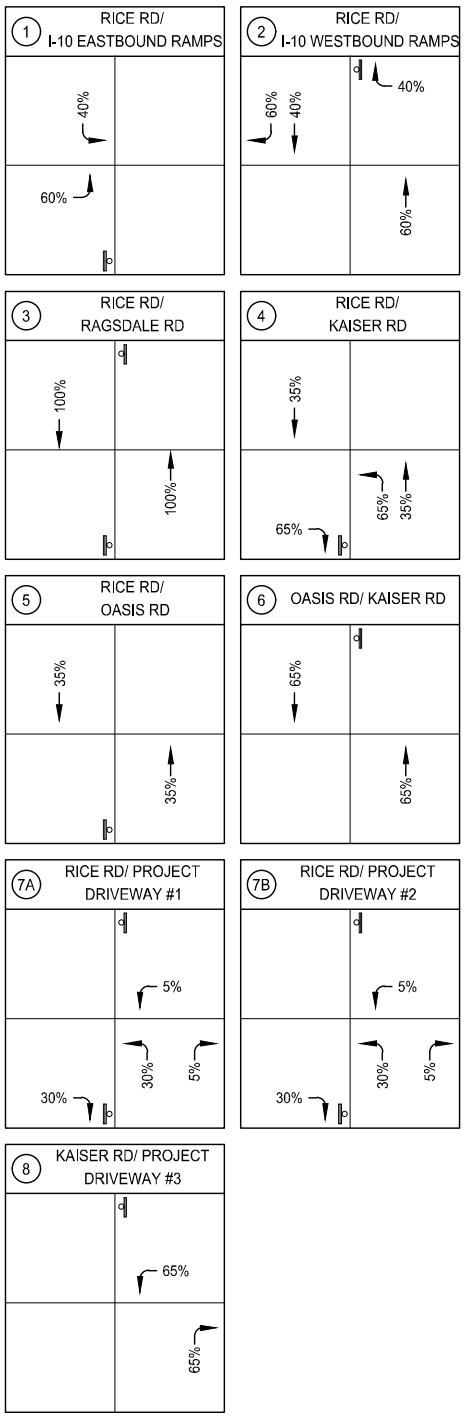
As presented in **Table 5-2***,* under the Temporary Construction Conditions with Project Scenario, three study intersections are anticipated to operate at a LOS F during either the AM peak hour or PM peak hour. These intersections include Rice Road (SR 177) at I-10 WB Ramps, Rice Road (SR 177) at Ragsdale Road, and Rice Road (SR 177) / Kaiser Road (County R2).

The movements operating at LOS F at the intersections are the stop-controlled movements from the side streets or interchange ramps intersecting Rice Road (SR 177). These intersections would experience delays exceeding 50 seconds per vehicle which is the threshold for acceptable delays at side-street stop-controlled intersections, assuming the maximum construction traffic accessed these intersections during a single peak hour.

- **Rice Road (SR 177) at I-10 WB Off-Ramp/On-Ramp**: In the AM peak hour the movement operating at LOS F is the nearly 600 vehicles traveling northbound on the overpass conflicting with more than 350 vehicles exiting the westbound off-ramp and turning right onto Rice Road (all inbound construction employees). There is no impact in the PM peak hour because the outbound construction traffic accesses the interchange ramps with uncontrolled movements and the conflicting off-ramp traffic volumes are very low.
- **Rice Road (SR 177) at Ragsdale Road:** There is no impact in the AM peak hour because the construction traffic at this intersection is traveling northbound as uncontrolled through traffic destined to either the Sapphire Solar Project or Proposed Project (Easley) work sites. Conflicting movements at this intersection in the AM peak hour are very low. However, in the PM peak hour the more than 1,000 southbound through vehicles (combined outbound construction traffic from Sapphire Solar Project and the proposed project traffic) conflicts with 26 stop-controlled westbound left turns (outbound Operation and Maintenance traffic from Arica and Victory Pass).



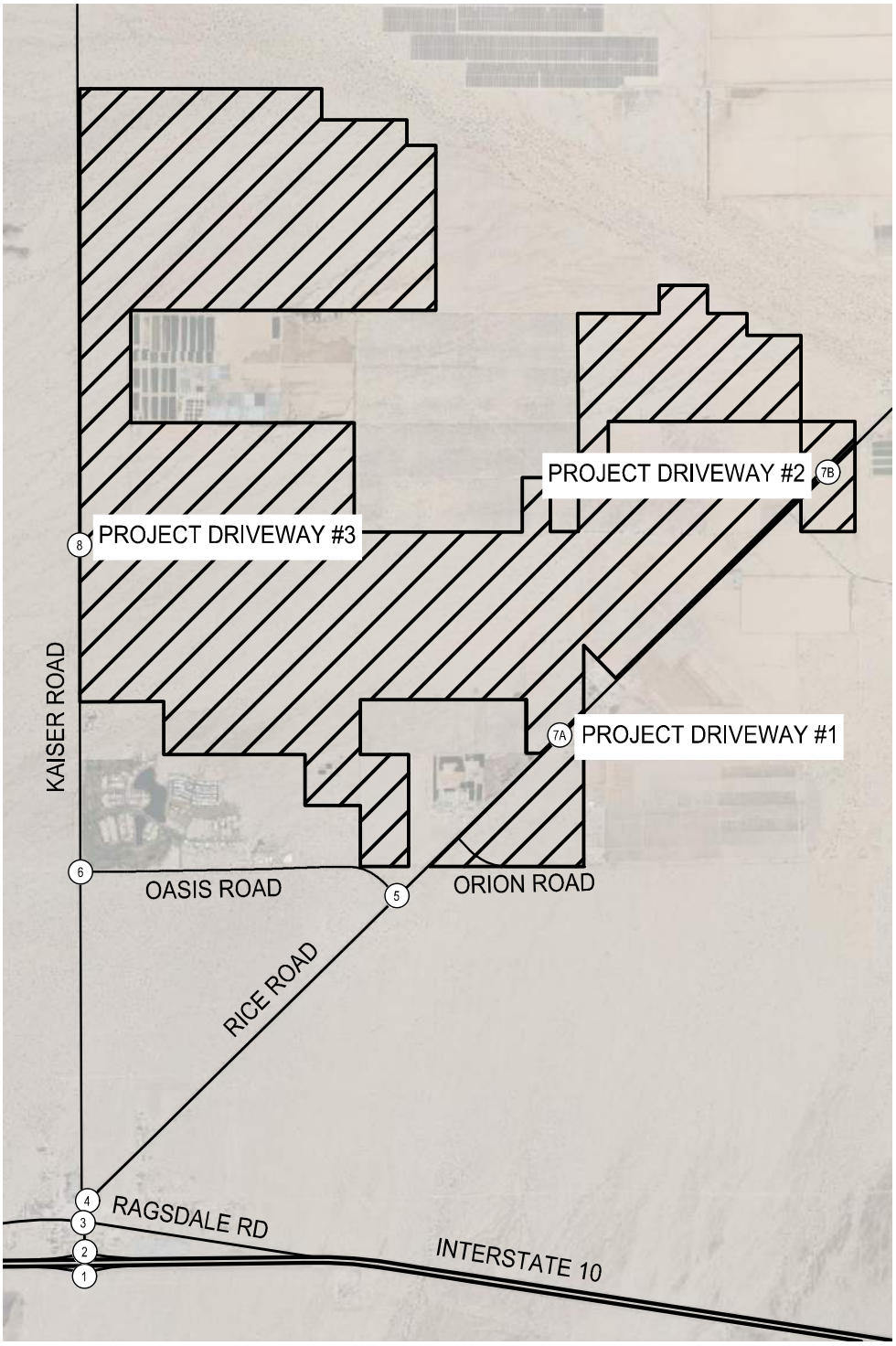

## LEGEND

- XX% - GENERAL PROJECT TRIP DISTRIBUTION
- XX% - SPECIFIC PROJECT TRIP PERCENTAGE
- (#) - STUDY INTERSECTIONS
- STOP CONTROLLED INTERSECTION
- SIGNAL CONTROLLED INTERSECTION

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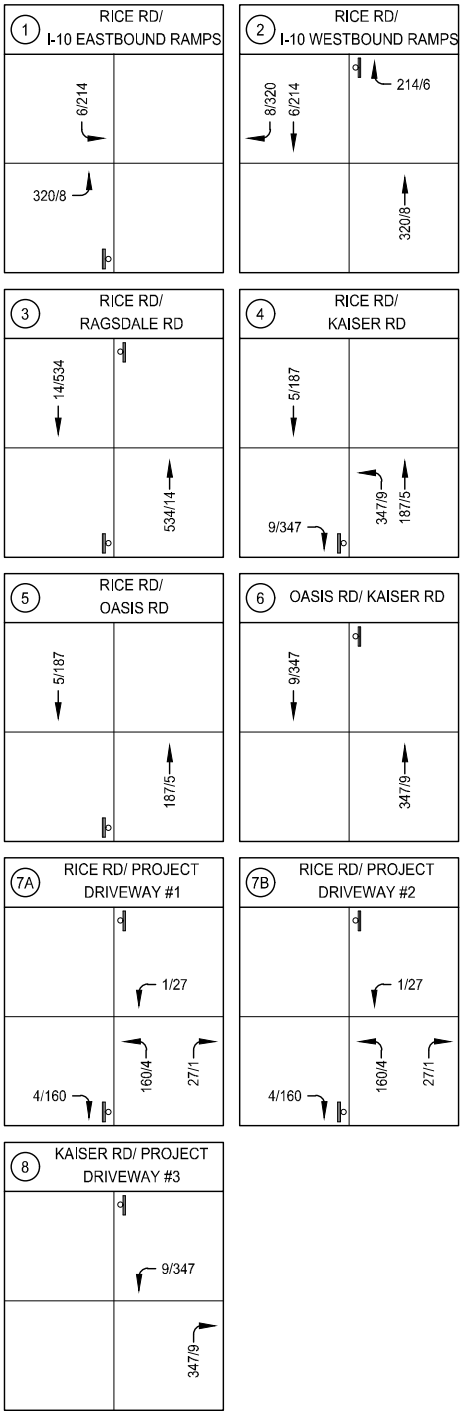
# FIGURE 7: PROJECT CONSTRUCTION TRAFFIC TRIP DISTRIBUTION
# EASLEY RENEWABLE ENERGY PROJECT
# DESERT CENTER, CA

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N

NOT TO SCALE




## LEGEND

XX/XX - AM/PM PROJECT TRIPS

(#) - STUDY INTERSECTIONS

- SIGNALIZED INTERSECTION

- STOP CONTROLLED APPROACH

## PROJECT CONSTRUCTION TRAFFIC TRIPS

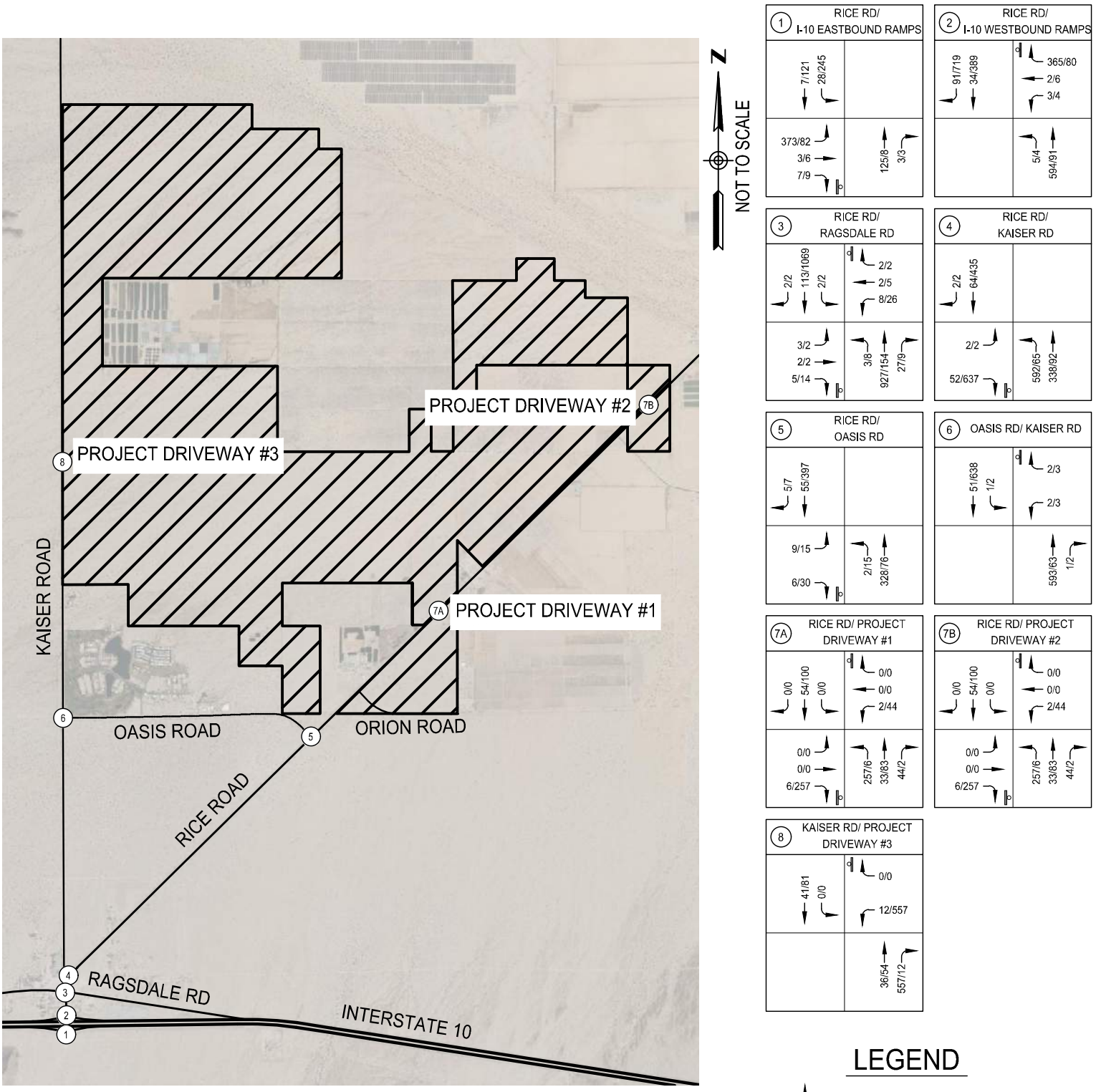
AM PEAK PERIOD - 533 IN / 13 OUT

PM PEAK PERIOD - 13 IN / 533 OUT

DAVID EVANS AND ASSOCIATES INC.

# FIGURE 8: PROJECT CONSTRUCTION TRAFFIC TRIPS
# EASLEY RENEWABLE ENERGY PROJECT
# DESERT CENTER, CA

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## LEGEND

XX/XX - AM/PM TRAFFIC VOLUMES

(#) - STUDY INTERSECTIONS

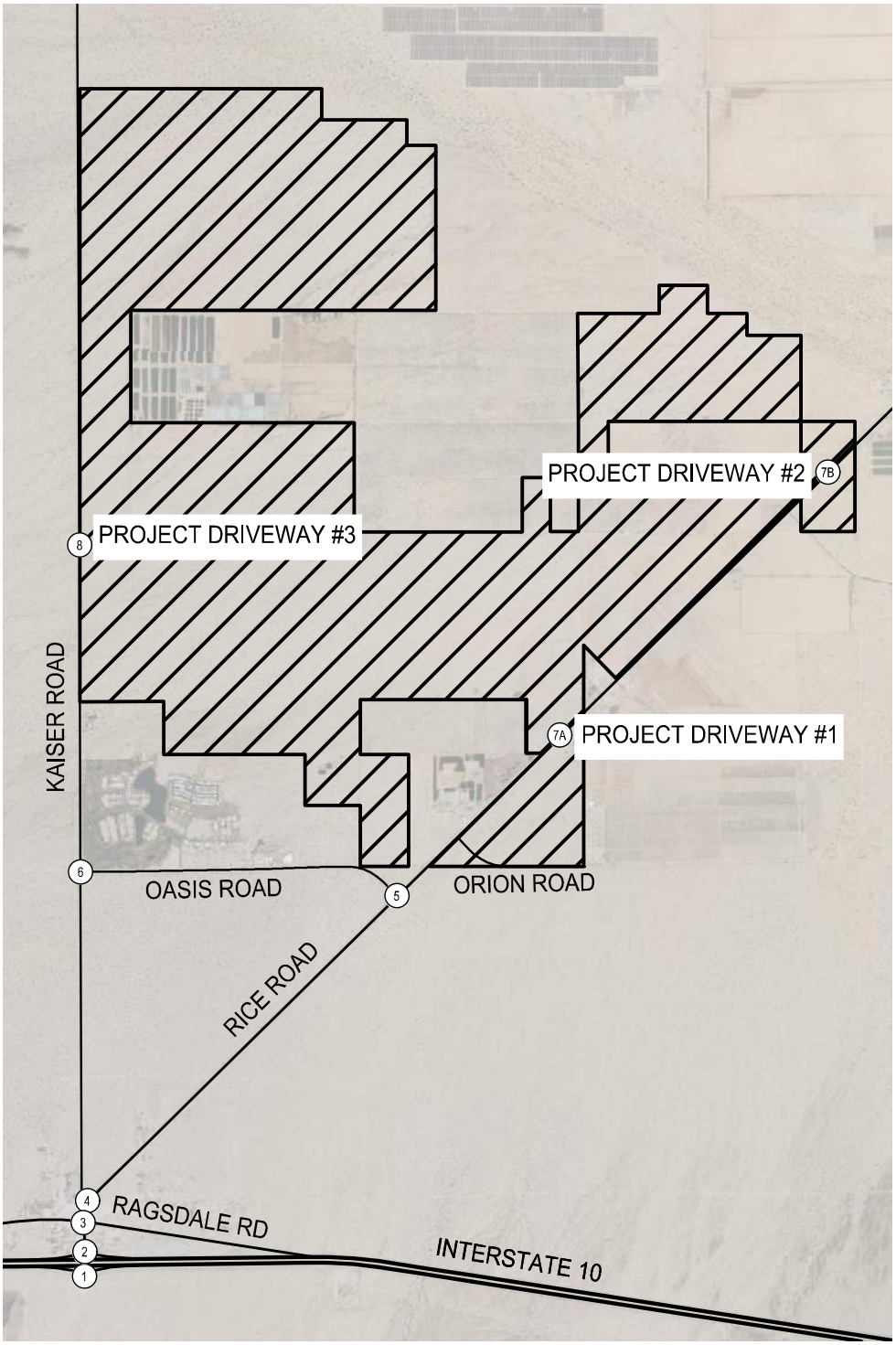
- SIGNALIZED INTERSECTION

- STOP CONTROLLED APPROACH

DAVID EVANS AND ASSOCIATES INC.

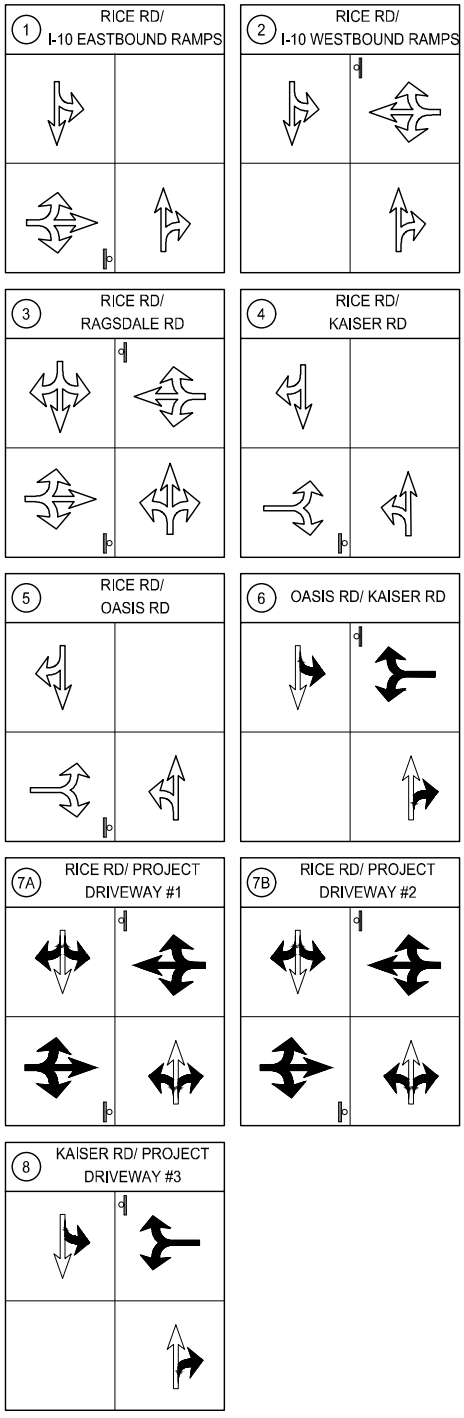
# FIGURE 9: TEMPORARY CONSTRUCTION WITH PROJECT TRAFFIC VOLUMES
# EASLEY RENEWABLE ENERGY PROJECT
# DESERT CENTER, CA

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N

NOT TO SCALE




LEGEND

- EXISTING GEOMETRICS
- PROPOSED GEOMETRICS
- # - STUDY INTERSECTIONS
- SIGNALIZED INTERSECTION
- STOP CONTROLLED APPROACH

Note: Minor reconfigurations of the Project site and driveway locations would not impact the conclusions of this study.

DAVID EVANS AND ASSOCIATES INC.

# FIGURE 10: TEMPORARY CONSTRUCTION WITH PROJECT INTERSECTION GEOMETRICS
# EASLEY RENEWABLE ENERGY PROJECT
# DESERT CENTER, CA

Drawing Name: P:\AVASPE00000040400CAD\TTE\XHIBITS\Study\Figure 10.dwg
Last Opened: Mar 27, 2023 - 3:02pm by: Tmm

- **Rice Road (SR 177) at Kaiser Road:** There is no impact in the AM peak hour because the construction traffic at this intersection are uncontrolled movements turning left northbound or continuing through northbound destined to the Sapphire Solar or proposed project (Easley) work site. Conflicting movements at this intersection in the AM peak hour are very low. However, in the PM peak hour the more than 400 southbound through vehicles (outbound construction traffic from Sapphire Solar Project and the proposed project traffic) conflicts with the more than 600 stop-controlled eastbound right turns (outbound construction traffic from Sapphire Solar Project and the proposed project (Easley)).

## E. Temporary Construction Mitigation Measures

Monitoring Construction Traffic Conditions

Initial monitoring is recommended because the conservative assumptions used in forecasting construction traffic may have over-estimated peak hour demands. The actual variability of daily construction traffic is due to different start and end times, subcontractors arriving and departing throughout the day, the offset of the height of construction traffic of the Easley and Sapphire projects, and the potential for workers on the same daily schedule to carpool to work. This variability means the construction traffic will typically be spread throughout the day. However, on occasion when a new stage of construction begins or when labor intensive work is scheduled, there may be substantial demands at the stop-controlled intersections.

Monitoring should be conducted continuously in the initial two weeks of construction and whenever a new stage of construction begins or the number of workers and/or daily deliveries or equipment changes materially to identify when flagging operations are needed.

Monitoring should include observation of off-ramp queues to identify the potential for queues extending into the mainline. Coordinate monitoring with Caltrans to establish criteria for triggering flagging operations.

Temporary Traffic Control Measures

Mitigation of temporary impacts with the addition of project traffic may require flagging operations[3] during maximum inbound or outbound periods or when indicated through monitoring traffic operations during construction or determined to be required during construction stage planning. A plan should be in place prior to the onset of construction, reviewed and approved by Caltrans, for deployment of flagging operations with little lead time.

Measures to Reduce Peak Construction Demands

Demand management measures can reduce construction worker traffic to the extent where flagging operations may be avoided. Demand management options should be developed in coordination with the contracting companies working on the project who are usually familiar with the types of measures suitable for their workforce. Types of measures include:

- Worker ridesharing / carpooling – is most effective when incentives such as preferential parking at worksites, or financial incentives such as fuel vouchers or reimbursement are offered. The demand management plan should include a ride matching program and incentives for workers who commit to carpool two or more days per week.
- Remote parking with shuttle to worksites – when temporary impacts of construction traffic is projected to intensify due to overlapping schedules of the Easley and Sapphire projects, or during a labor-intensive construction stage, designating a temporary off-site parking area with contracted shuttle service operating all day on a frequent schedule can effectively reduce highly peaked periods of demand.

[3] Flagging operations will require a plan in accordance with California Code of Regulations, Title 8, Section 1599, (8 CCR 1599) "Flaggers," and Chapter 6E, "Flagger Control," of the *California MUTCD*. This plan should be prepared and approved before beginning construction.

- Offset shifts – offsetting work start and end times, even by 15-minutes but preferably 30-minutes, can reduce peak hour traffic and spread the demand into the hour before the peak hour and the hour after the peak hour. If many workers arrive and depart within the same hour, this measure can be effective enough to avoid flagging operations.

## 6. OPENING YEAR CONDITIONS WITHOUT PROJECT

The opening year is defined as the period in which the Easley project is fully constructed and in now in full operation. The Opening Year Conditions forecast traffic volumes are comprised of existing traffic volumes, ambient growth, and operation and maintenance traffic generated by the cumulative projects. The opening year, 2026, represents the first year of commercial operation of the proposed project (Easley) at which time the construction of the Sapphire Solar Project is also anticipated to have been completed. The Arica, Victory Pass, and Oberon Solar Projects are anticipated to be in operation prior to the construction phase of the proposed project (Easley).

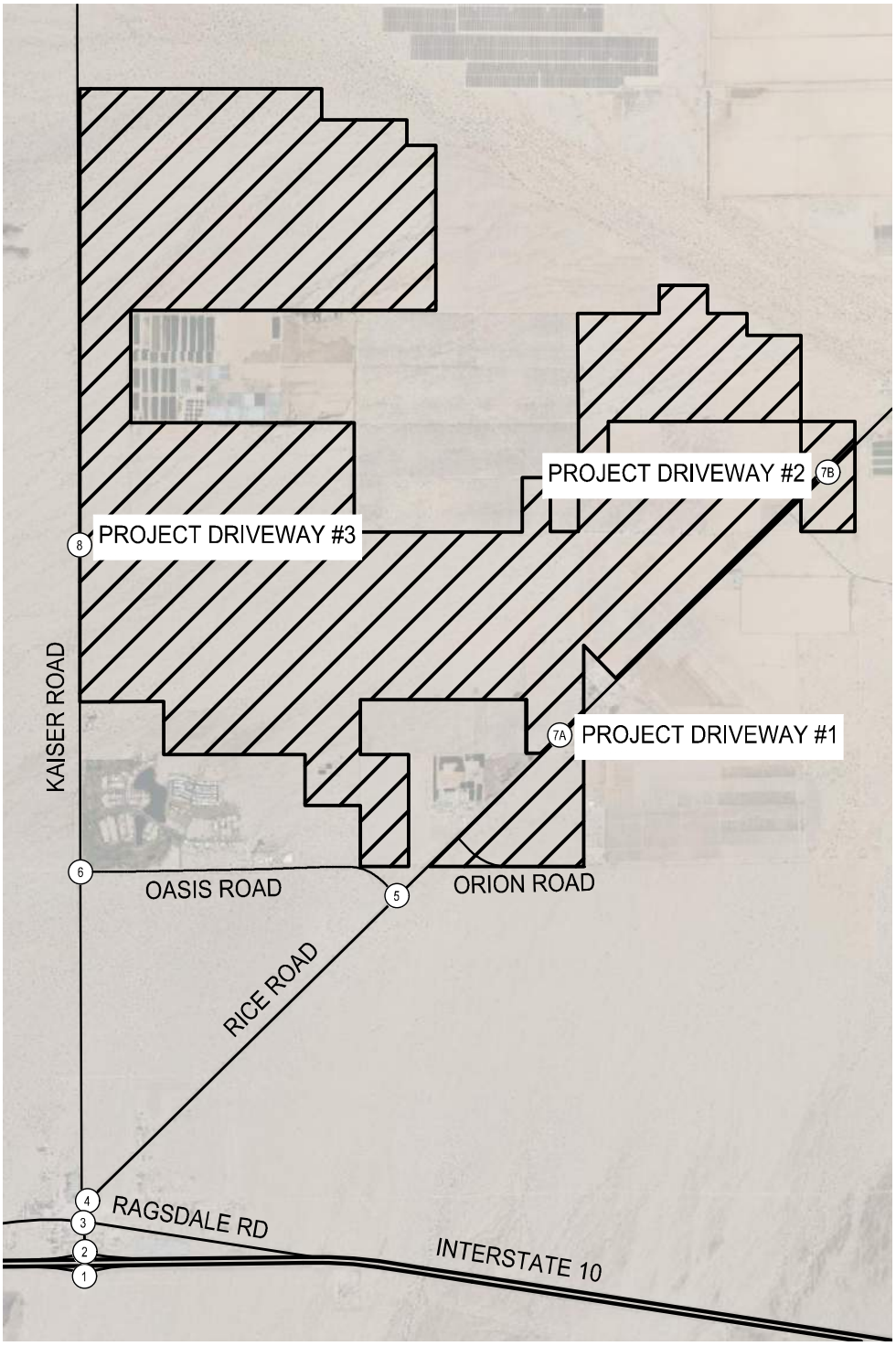
The ambient growth is a general rate of growth in traffic from overall regional growth (assumed to be 3% annually for this study). In addition, operations and maintenance traffic generated by the cumulative projects are provided in the **Appendix 4**.

### A. Estimated Operations and Maintenance Traffic Generation of Cumulative Projects

**Table 6-1** presents the estimated operations and maintenance traffic generation for the Arica, Victory Pass, Oberon, and Sapphire projects. The cumulative project operations and maintenance trips are shown in **Figure 11**.

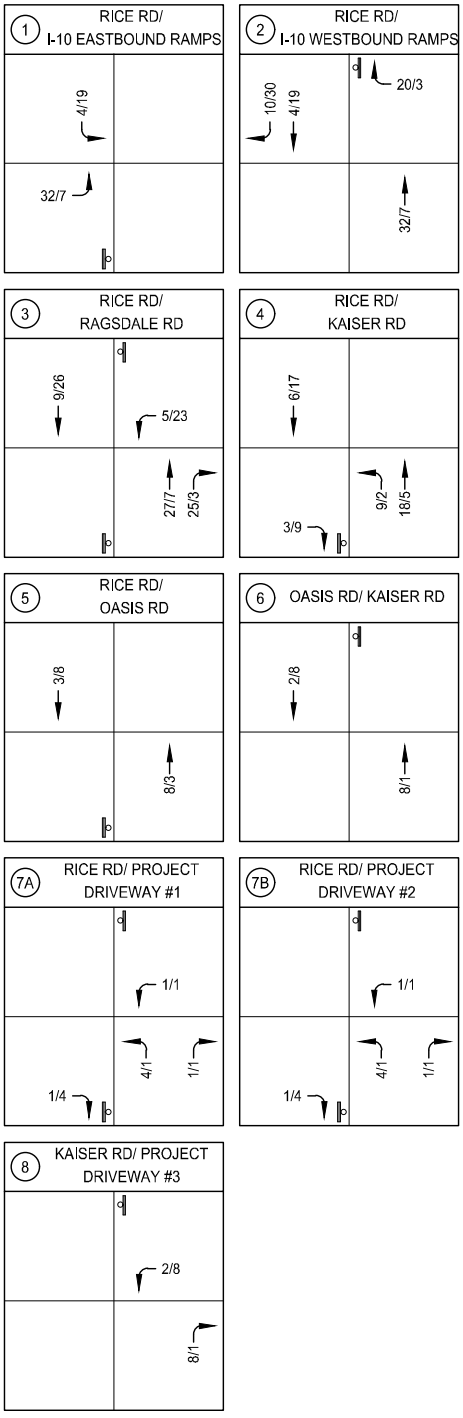
Table 6-1: Estimated Operations and Maintenance Traffic Generation of Cumulative Projects

| Description | Quantity | ADT | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| **Arica Solar Project** | | | | | | | | |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Delivery Trucks | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| Arica Solar Project Total | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| **Victory Pass Solar Project** | | | | | | | | |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Delivery Trucks | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| Victory Pass Solar Project Total | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| **Oberon Solar** | | | | | | | | |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Maintenance and Deliveries | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| Oberon Solar Project Total | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| **Sapphire Solar Project** | | | | | | | | |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Delivery Trucks | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| Sapphire Solar Project Total | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| **All Cumulative Projects Total** | | **104** | **48** | **8** | **56** | **4** | **44** | **48** |




N

NOT TO SCALE




## LEGEND

XX/XX - AM/PM CUMULATIVE PROJECT TRIPS

(#) - STUDY INTERSECTIONS

- SIGNALIZED INTERSECTION

- STOP CONTROLLED APPROACH

## CUMULATIVE PROJECT CONSTRUCTION TRIPS

AM PEAK PERIOD - 48 IN / 8 OUT

PM PEAK PERIOD - 4 IN / 44 OUT

DAVID EVANS AND ASSOCIATES INC.

# FIGURE 11: CUMULATIVE PROJECTS O&M TRIPS EASLEY RENEWABLE ENERGY PROJECT DESERT CENTER, CA

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## B. Opening Year Conditions without Project Traffic Analysis

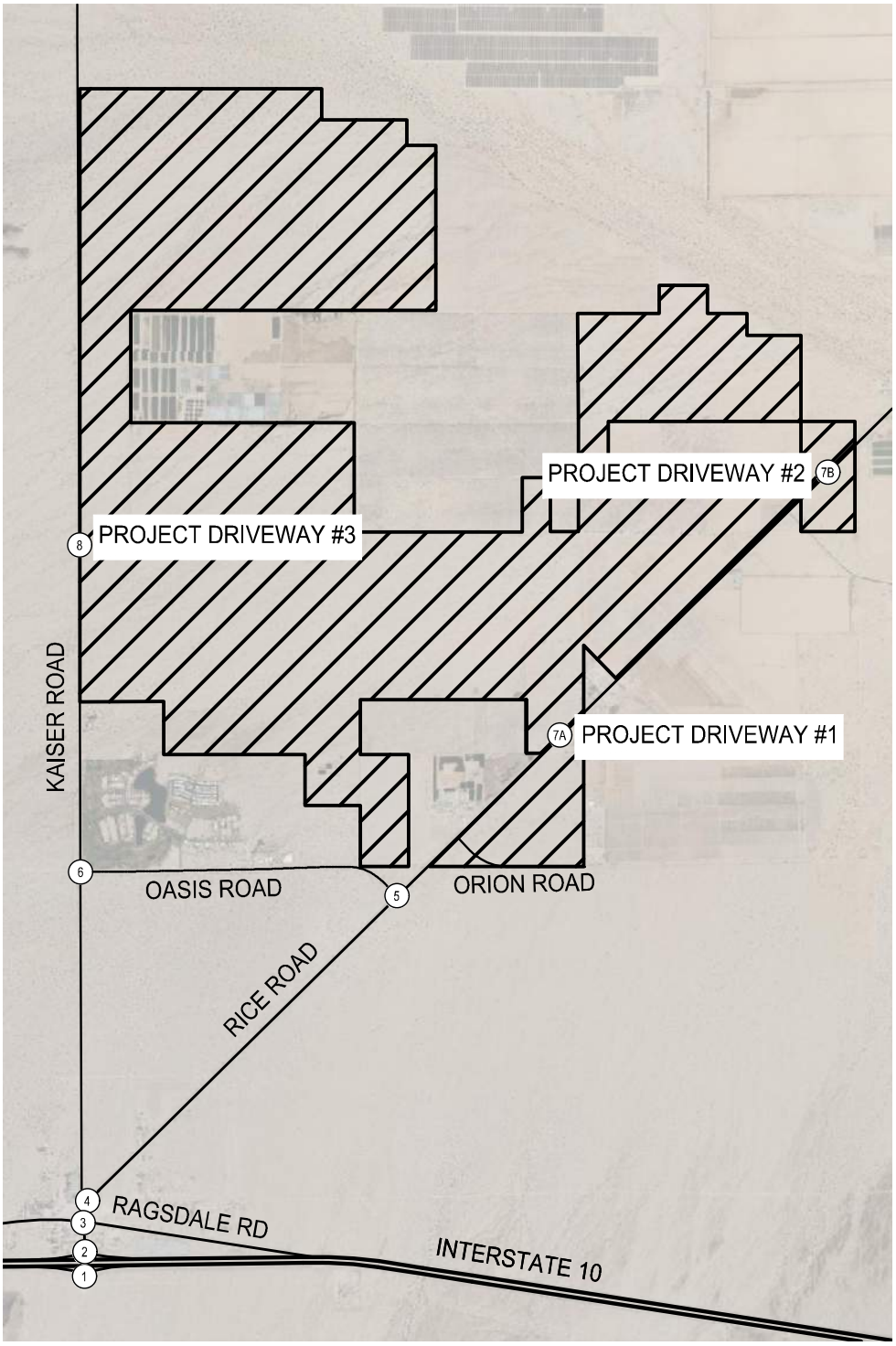
The trip distribution and assignment of the cumulative projects operations and maintenance traffic assumes the same patterns as their construction related traffic. The Opening Year Conditions intersection capacity analysis utilized existing intersection geometrics and the projected AM peak hour and PM peak hour traffic volumes shown in **Figure 12**. **Table 6-2** and **Appendix 2** provide the results of the analysis.

Table 6-2: Opening Year Conditions without Project Intersection Levels of Service

| Intersection | Control Type | AM Peak | | PM Peak | |
|---|---|---|---|---|---|
| | | Delay | LOS | Delay | LOS |
| 1. Rice Road (SR 177) / I-10 Eastbound Ramps | SSSC | 9.9 | A | 9.9 | B |
| 2. Rice Road (SR 177) / I-10 Westbound Ramps | SSSC | 9.6 | A | 9.6 | A |
| 3. Rice Road (SR 177) / Ragsdale Road | SSSC | 10.2 | B | 13.4 | B |
| 4. Rice Road (SR 177) / Kaiser Road (County R2) | SSSC | 9.0 | A | 10.1 | B |
| 5. Rice Road (SR 177) / Oasis Road | SSSC | 9.0 | A | 9.8 | A |
| 6. Oasis Road / Kaiser Road (County R2) | SSSC | Not Applicable (Future Intersections) | | | |
| 7A. Rice Road (SR 177) / Project Driveway #1 | SSSC | Not Applicable (Future Driveways) | | | |
| 7B. Rice Road (SR 177) / Project Driveway #2 | SSSC | | | | |
| 8. Kaiser Road (County R2) / Project Driveway #3 | SSSC | | | | |

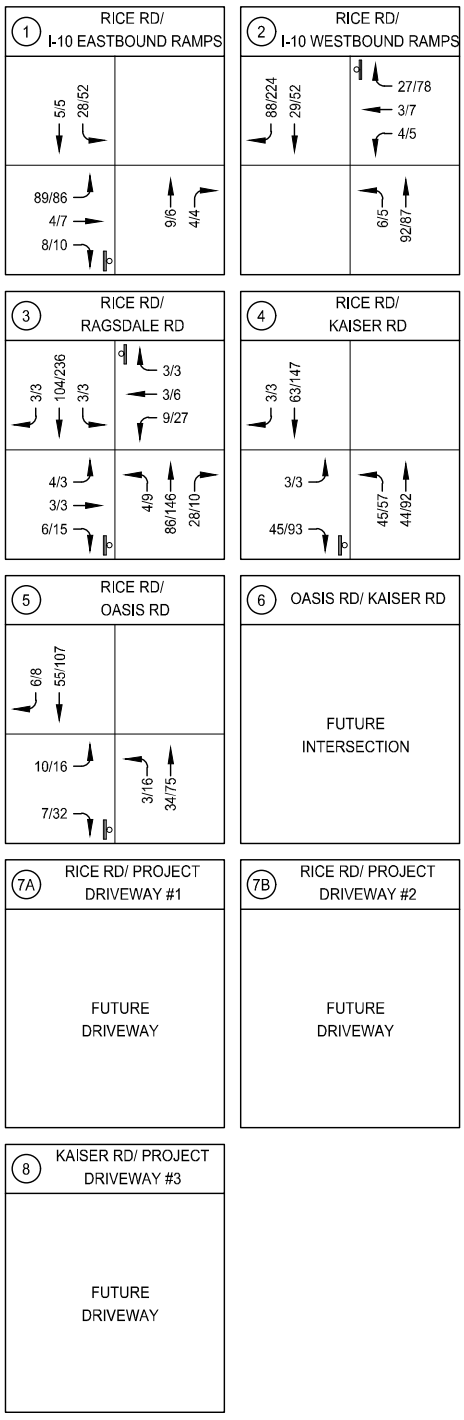
Source: David Evans and Associates, Inc.
Definitions and Abbreviations:
SSSC – Side-street stop-controlled intersection, Delay – seconds per vehicle, LOS – Level of Service

As presented in **Table 6-2***,* under Opening Year Conditions without Project Scenario, the study intersections are anticipated to operate at a LOS B or better in both the AM peak hour and PM peak hour.




N

NOT TO SCALE




## LEGEND

XX/XX - AM/PM TRAFFIC VOLUMES

(#) - STUDY INTERSECTIONS

- SIGNALIZED INTERSECTION

- STOP CONTROLLED APPROACH

DAVID EVANS AND ASSOCIATES INC.

# FIGURE 12: OPENING YEAR CONDITIONS WITHOUT PROJECT TRAFFIC VOLUMES
# EASLEY RENEWABLE ENERGY PROJECT
# DESERT CENTER, CA

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## 7. OPENING YEAR CONDITIONS WITH PROJECT

The opening year is defined as the period in which the Easley project is fully constructed and in now in full operation. The opening year with project scenario includes the addition of the project's maximum operation and maintenance-related traffic to the opening year without project scenario.

### A. Estimated Project Operations and Maintenance Traffic Generation

Trip generation for the proposed project (Easley) was developed for the operations and maintenance phase of the project using information provided by the applicant. **Table 7-1** provides the average daily, AM peak hour, and PM peak hour trips generated for the operation and maintenance phase.

Table 7-1: Easley Renewable Energy Project Operations and Maintenance Trip Generation

| Description | Quantity | ADT | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Delivery Trucks | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| **Total** | | **26** | **12** | **2** | **14** | **1** | **11** | **12** |

### B. Project Operations and Maintenance Trip Distribution and Assignment

The project's operations and maintenance trip distribution is shown on **Figure 13**, and the resulting project only trips at the study intersections is shown on **Figure 14**.

### C. Project Operations and Maintenance Project Traffic Analysis

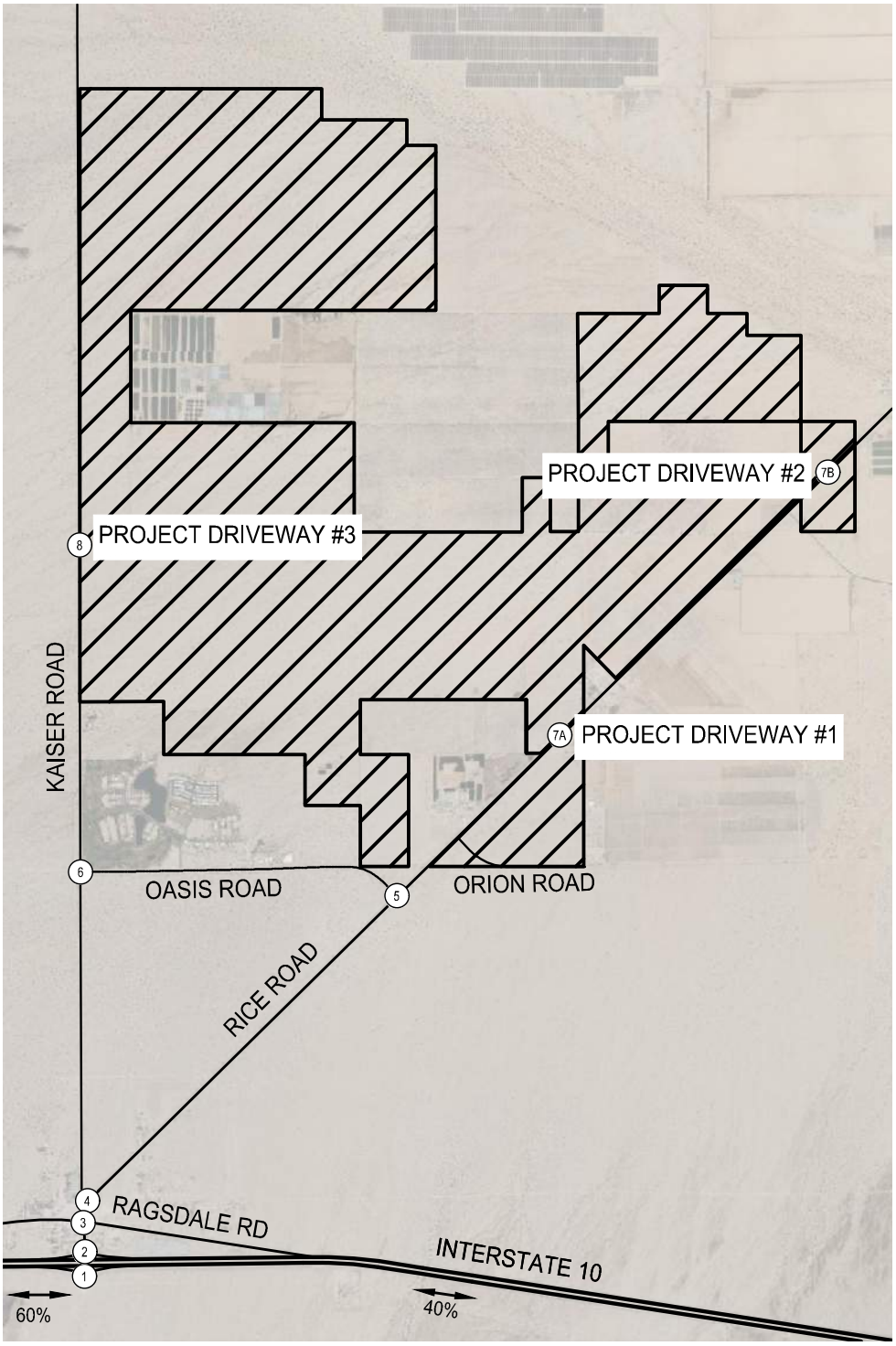
**Figure 15** shows the Opening Year Conditions with Project traffic volumes utilized in the capacity analysis. **Table 7-2: Opening Year Conditions with Project Intersection Levels of** Service and **Appendix 2** provide the results of the analysis.

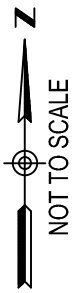
Table 7-2: Opening Year Conditions with Project Intersection Levels of Service

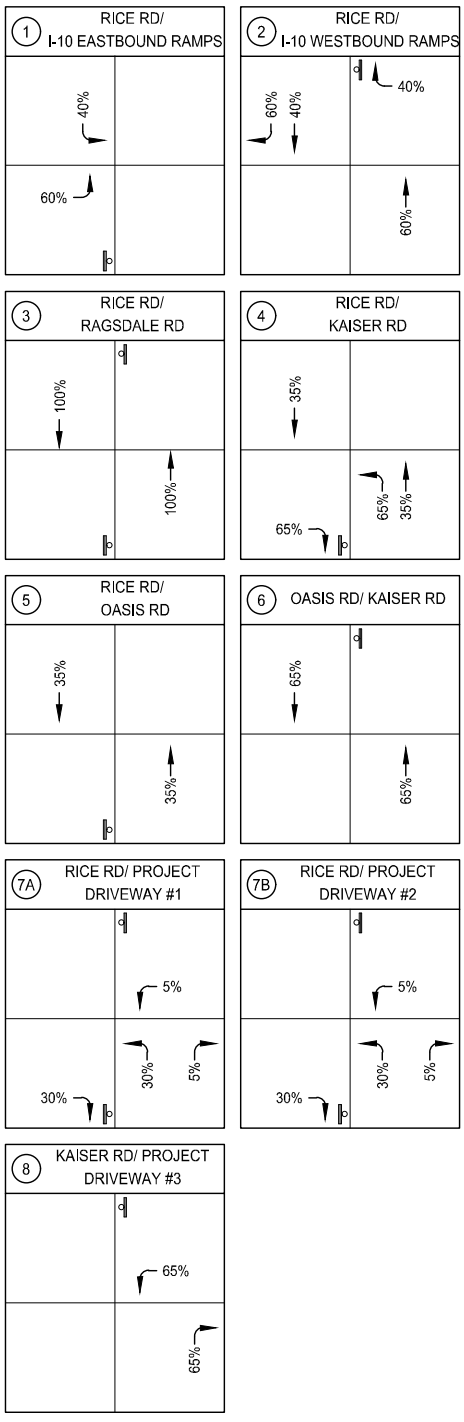
| Intersection | Control Type | Opening Year Conditions Traffic Volumes | | | | Opening Year Conditions with Project Traffic Volumes | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 1. Rice Road (SR 177) / I-10 Eastbound Ramps | SSSC | 9.9 | A | 9.9 | B | 10.0 | B | 10.0 | B |
| 2. Rice Road (SR 177) / I-10 Westbound Ramps | SSSC | 9.6 | A | 9.6 | A | 9.6 | A | 9.7 | A |
| 3. Rice Road (SR 177) / Ragsdale Road | SSSC | 10.2 | B | 13.4 | B | 10.4 | B | 13.7 | B |
| 4. Rice Road (SR 177) / Kaiser Road (County R2) | SSSC | 9.0 | A | 10.1 | B | 9.1 | B | 10.3 | B |
| 5. Rice Road (SR 177) / Oasis Road | SSSC | 9.0 | A | 9.8 | A | 9.0 | A | 9.8 | A |
| 6. Oasis Road / Kaiser Road (County R2) | SSSC | Not Applicable (Future Intersections) | | | | 8.9 | A | 9.2 | A |
| 7A. Rice Road (SR 177) / Project Driveway #1 | SSSC | Not Applicable (Future Driveways) | | | | 9.3 | A | 10.3 | B |
| 7B. Rice Road (SR 177) / Project Driveway #2" | SSSC | | | | | 9.3 | A | 10.3 | B |
| 8. Kaiser Road (County R2) / Project Driveway #3 | SSSC | | | | | 9.1 | A | 9.6 | A |

Source: David Evans and Associates, Inc.
Definitions and Abbreviations:
SSSC – Side-street stop-controlled intersection, Delay – seconds per vehicle, LOS – Level of Service

As presented in **Table 7-2***,* under Opening Year Conditions with Project Scenario, the study intersections are anticipated to operate at LOS B or better during both the AM peak hour and PM peak hour.




## LEGEND

XX% - GENERAL PROJECT TRIP DISTRIBUTION

XX% - SPECIFIC PROJECT TRIP PERCENTAGE

(#) - STUDY INTERSECTIONS

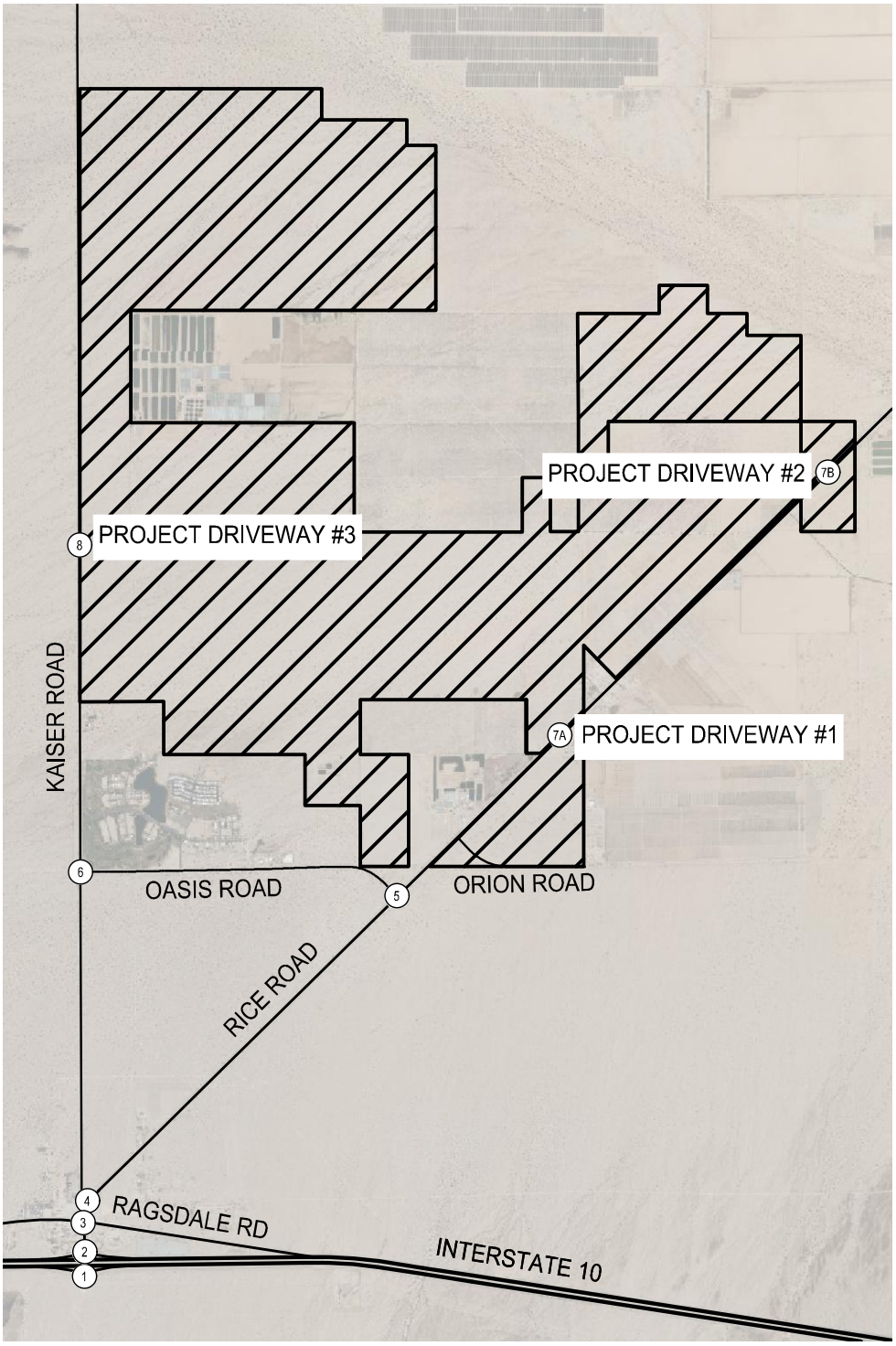
- STOP CONTROLLED INTERSECTION

- SIGNAL CONTROLLED INTERSECTION

DAVID EVANS AND ASSOCIATES INC.

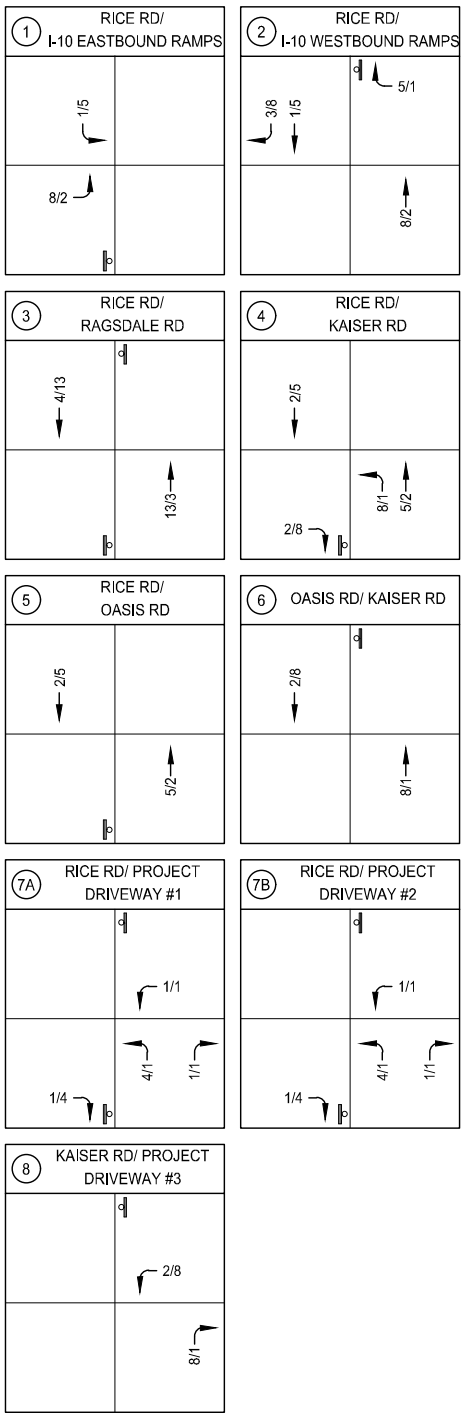
# FIGURE 13: PROJECT OPERATION AND MAINTENANCE TRIP DISTRIBUTION
# EASLEY RENEWABLE ENERGY PROJECT
# DESERT CENTER, CA

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N

NOT TO SCALE




## LEGEND

XX/XX - AM/PM PROJECT TRIPS

(#) - STUDY INTERSECTIONS

- SIGNALIZED INTERSECTION

- STOP CONTROLLED APPROACH

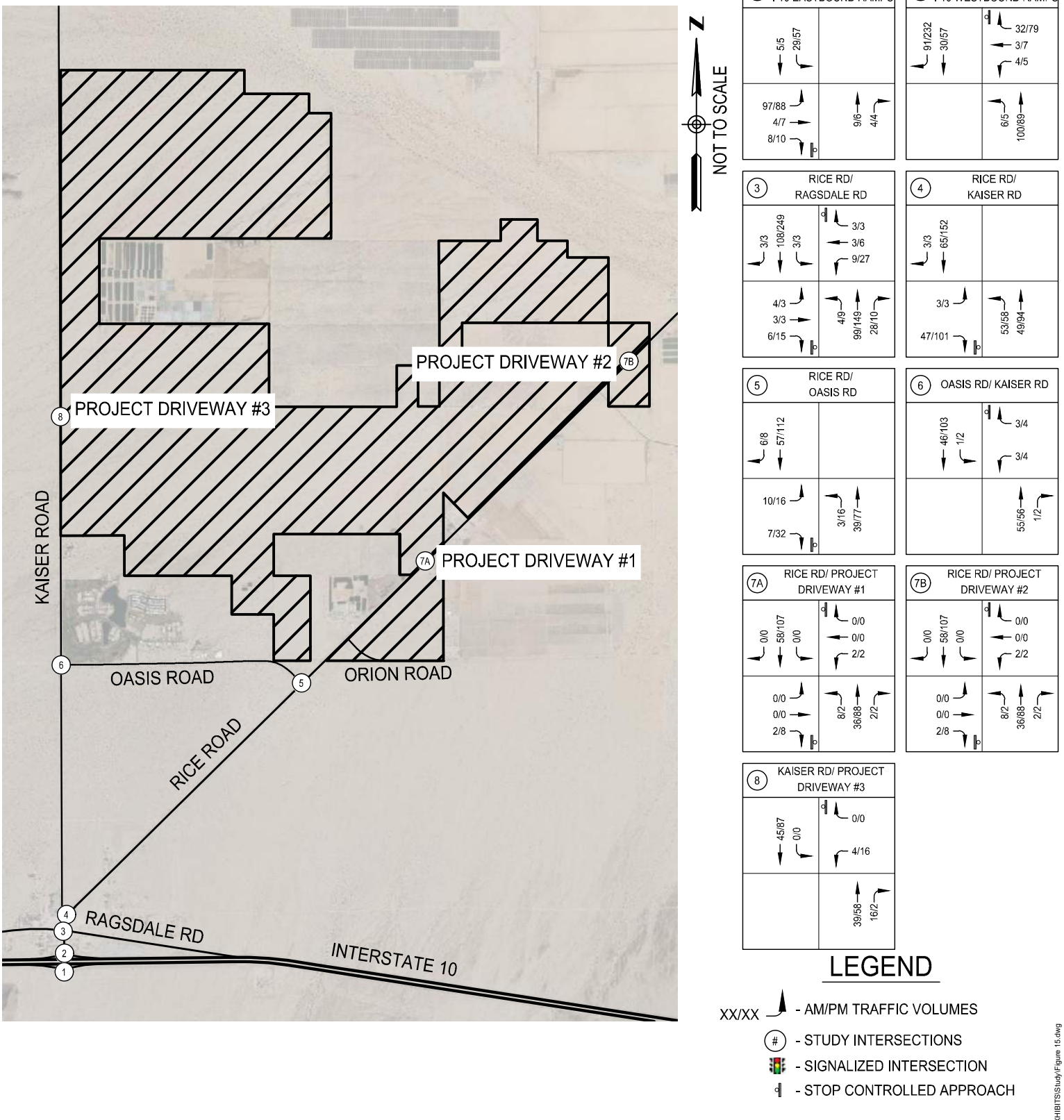
## PROJECT OPERATION AND MAINTENANCE TRIPS

AM PEAK PERIOD - 12 IN / 2 OUT
PM PEAK PERIOD - 1 IN / 11 OUT

DAVID EVANS AND ASSOCIATES INC.

# FIGURE 14: PROJECT OPERATIONS AND MAINTENANCE TRIPS
# EASLEY RENEWABLE ENERGY PROJECT
# DESERT CENTER, CA

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DAVID EVANS AND ASSOCIATES INC.

FIGURE 15: OPENING YEAR WITH PROJECT TRAFFC VOLUMES
EASLEY RENEWABLE ENERGY PROJECT
DESERT CENTER, CA

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Last Opened: Mar 27, 2023 - 3:03pm by: Tmm

## D. Project Operations and Maintenance Mitigations Measures

Although not required to mitigate level of service impacts, access to the proposed project from Rice Road (SR 177) at the proposed driveway "A" will require general safety related improvements for a two-lane, high speed rural highway.

Improvements required for the Oberon Solar project at the Rice Road (SR 177) at Oberon Solar Project Driveway “A” and “B” have been reviewed and accepted by Caltrans as part of Oberon’s permitting process. Similar improvements are recommended for the Easley project’s proposed access Rice Road (SR 177) at Driveway #1 and Rice Road (SR 177) at Driveway #2.

As such the following outlined recommended improvement are expected to be approved by Caltrans as well.

The recommended access improvements for the project’s Rice Road (SR 177) / north and south of Driveway #1 include:

1. Widen Rice Road (SR 177) north and south of Driveway #1 to accommodate the following deceleration and storage lanes into access driveway:
    a. 460-foot-long northbound deceleration / left turn lane
    b. 460-foot-long southbound deceleration / left turn lane
2. Construct Driveway #1 paved at a width of 26’ both east and west of Rice Road (SR 177).

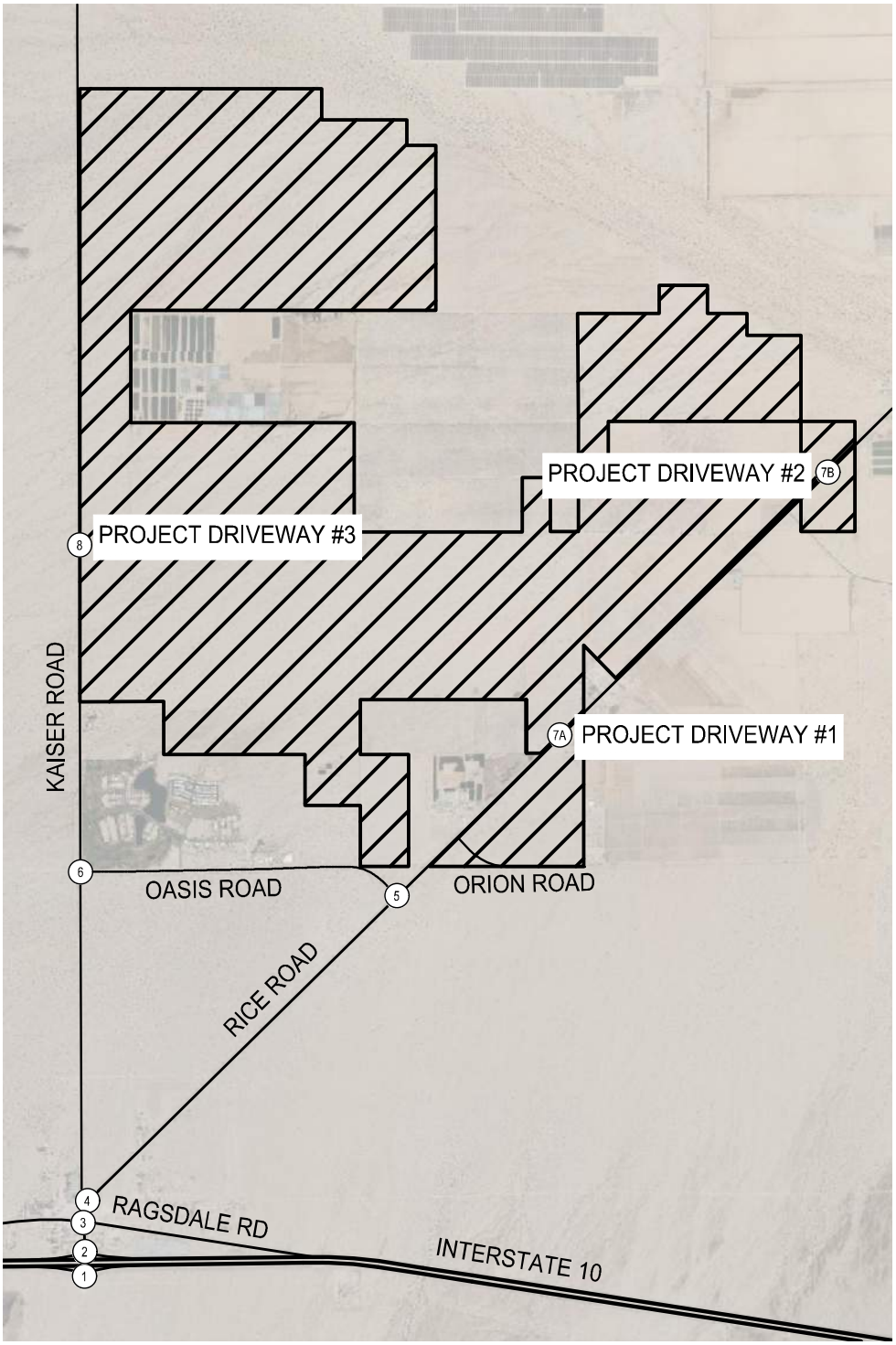
The recommended access improvements for the project’s Rice Road (SR 177) north and south of Driveway #2 include:

1. Widen Rice Road (SR 177) north and south of Driveway #2 to accommodate the following deceleration and storage lanes into access driveway:
    a. 460-foot-long northbound deceleration / left turn lane
    b. 460-foot-long southbound deceleration / left turn lane
2. Construct Driveway #2 paved at a width of 26’ both east and west of Rice Road (SR 177).

The **Table 7-3** presents the mitigated level of service at the Rice Road (SR 177) at Project Driveway #1 and Rice Road (SR 177) at Project Driveway #2 intersections, which will operate at LOS A during both the AM peak hour and PM peak hour. It is important to reiterate that the recommended mitigation measures are for safety improvements and not level of service improvements. **Figure 16** illustrates the mitigated intersection geometrics.

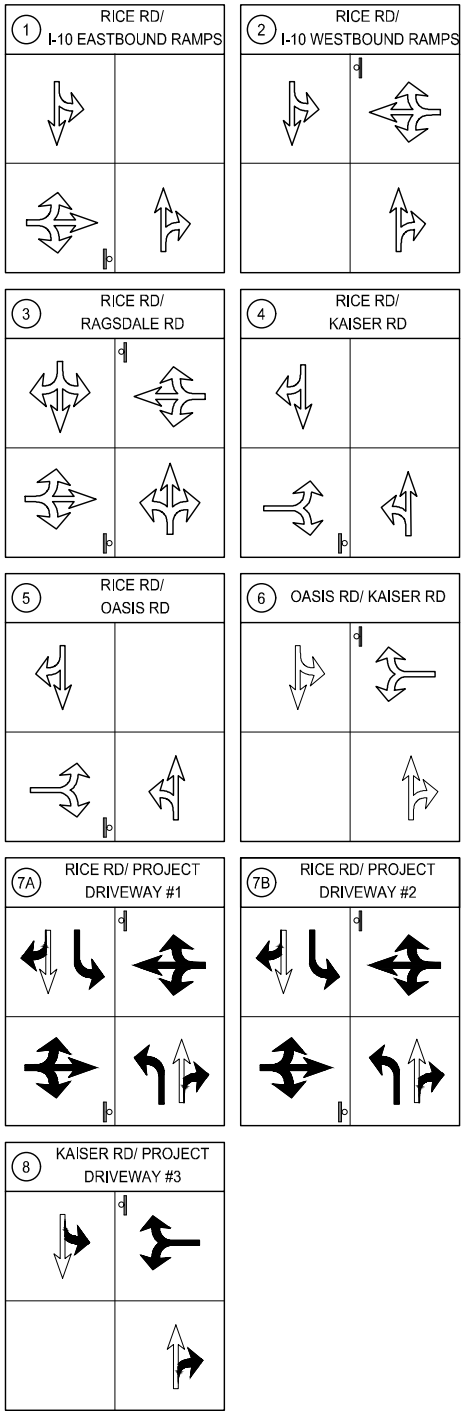
Table 7-3: Opening Year Conditions with Project – With Mitigation Measures

| Intersection | Control Type | AM Peak | | PM Peak | |
|---|---|---|---|---|---|
| | | Delay | LOS | Delay | LOS |
| 7A. Rice Road (SR 177) / Project Driveway #1 | SSSC | 9.3 | A | 10.3 | B |
| 7B. Rice Road (SR 177) / Project Driveway #2 | SSSC | 9.3 | A | 10.3 | B |
| Source: David Evans and Associates, Inc.<br>Definitions and Abbreviations:<br>SSSC – Side-street stop-controlled intersection, Delay – seconds per vehicle, LOS – Level of Service | | | | | |




N

NOT TO SCALE




LEGEND

- EXISTING GEOMETRICS
- PROPOSED GEOMETRICS
- # - STUDY INTERSECTIONS
- SIGNALIZED INTERSECTION
- STOP CONTROLLED APPROACH

Note: Minor reconfigurations of the Project site and driveway locations would not impact the conclusions of this study.

DAVID EVANS AND ASSOCIATES INC.

# FIGURE 16: OPENING YEAR WITH PROJECT INTERSECTION GEOMETRICS
# EASLEY RENEWABLE ENERGY PROJECT
# DESERT CENTER, CA

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## 8. CUMULATIVE YEAR 2045 CONDITIONS WITHOUT PROJECT

The Cumulative Year 2045 Conditions Scenario represents long-term conditions assuming a 20-year planning horizon without traffic generated by the project. The 2040 forecasts are derived from the Western Riverside Council of Governments (WRCOG) regional travel demand model (RIVCOM), provided in the **Appendix 3**. The 2045 forecasts are used to develop annual growth rates which are applied to the 2023 traffic counts and compounded annually for the 22-year period between 2023 and 2045. The cumulative year 2045 forecast traffic volumes are comprised of the forecast model volumes and the operation and maintenance traffic generated by the cumulative projects.

In the Cumulative Year 2045 Conditions Scenario, the Arica, Victory Pass, Oberon, and Sapphire Solar Projects are anticipated to be in operation.

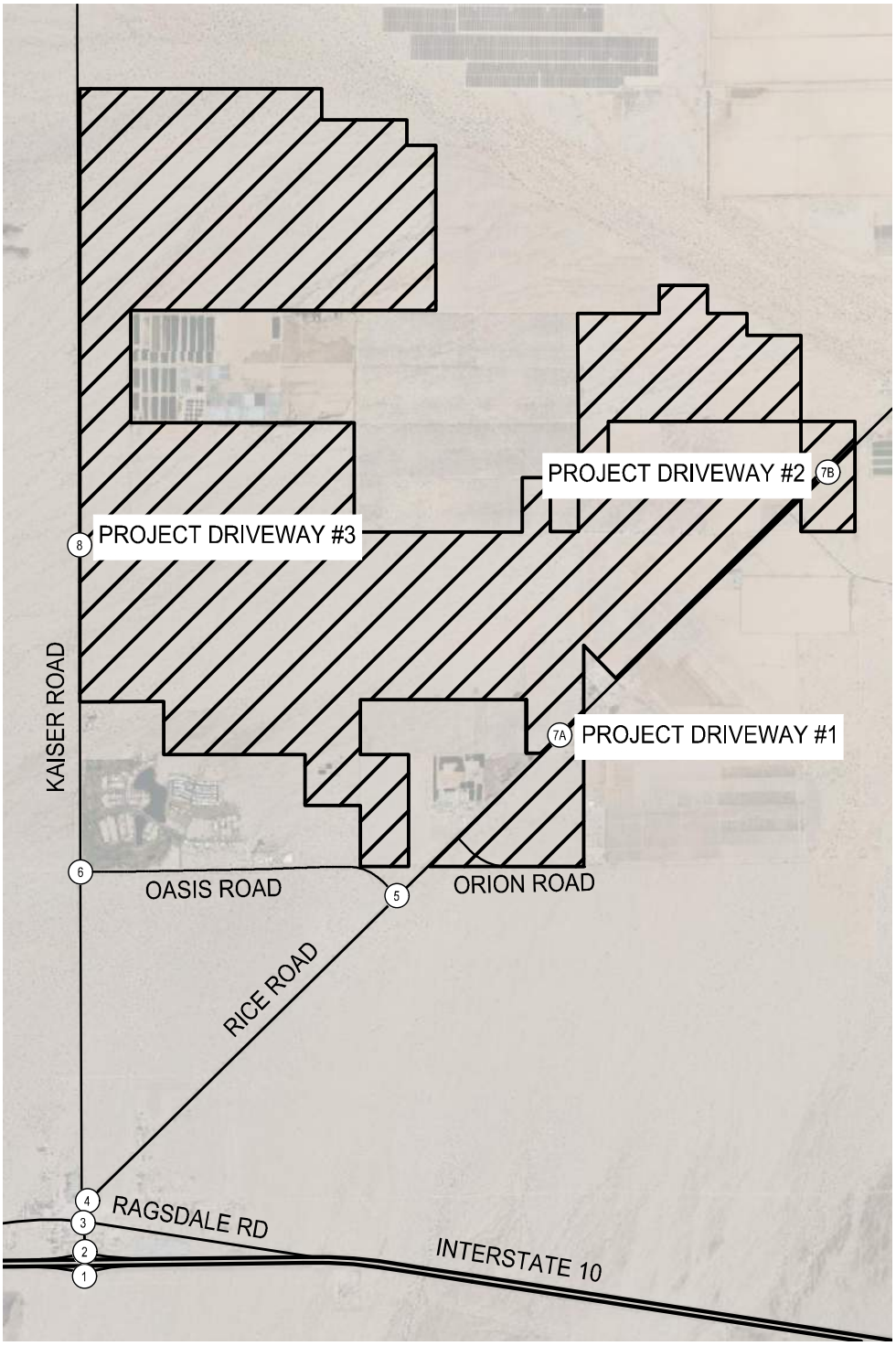
### A. Cumulative Year 2045 Conditions without Project Traffic Analysis

The Cumulative Year 2045 Conditions intersection capacity analysis utilized existing intersection geometrics and the projected AM peak hour and PM peak hour traffic volumes shown in **Figure 17**. **Table 8-1** and **Appendix 2** provide the results of the analysis.

Table 8-1: Cumulative Year 2045 Conditions without Project Intersection Levels of Service

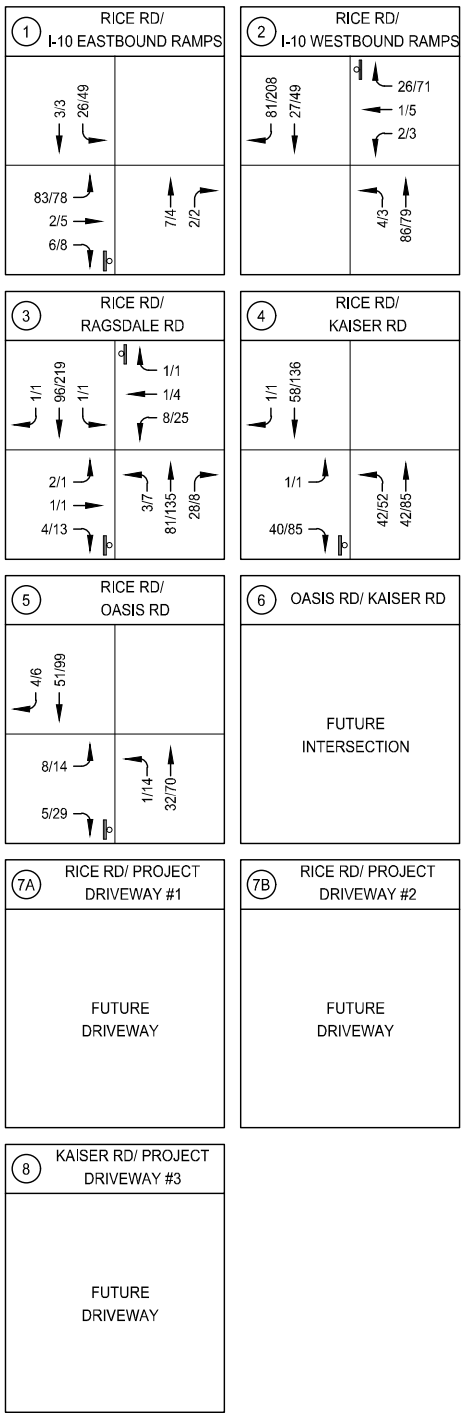
| Intersection | Control Type | AM Peak | | PM Peak | |
|---|---|---|---|---|---|
| | | Delay | LOS | Delay | LOS |
| 1. Rice Road (SR 177) / I-10 Eastbound Ramps | SSSC | 9.8 | B | 10.2 | B |
| 2. Rice Road (SR 177) / I-10 Westbound Ramps | SSSC | 9.4 | A | 9.7 | A |
| 3. Rice Road (SR 177) / Ragsdale Road | SSSC | 10.1 | B | 12.6 | B |
| 4. Rice Road (SR 177) / Kaiser Road (County R2) | SSSC | 8.9 | A | 9.7 | A |
| 5. Rice Road (SR 177) / Oasis Road | SSSC | 8.9 | A | 9.4 | A |
| 6. Oasis Road / Kaiser Road (County R2) | SSSC | Not Applicable (Future Intersection) | | | |
| 7A. Rice Road (SR 177) / Project Driveway #1 | SSSC | Not Applicable (Future Driveways) | | | |
| 7B. Rice Road (SR 177) / Project Driveway #2” | SSSC | | | | |
| 8. Kaiser Road (County R2) / Project Driveway #3 | SSSC | | | | |
| Source: David Evans and Associates, Inc.<br>Definitions and Abbreviations:<br>SSSC – Side-street stop-controlled intersection, Delay – seconds per vehicle, LOS – Level of Service | | | | | |

As presented in **Table 8-1**, under Cumulative Year 2045 Conditions without Project, the study intersections are anticipated to operate at a LOS B or better in both the AM peak hour and PM peak hour.




N

NOT TO SCALE




## LEGEND

XX/XX - AM/PM TRAFFIC VOLUMES

(#) - STUDY INTERSECTIONS

- SIGNALIZED INTERSECTION

- STOP CONTROLLED APPROACH

DAVID EVANS AND ASSOCIATES INC.

# FIGURE 17: CUMULATIVE YEAR 2045 CONDITIONS WITHOUT PROJECT TRAFFIC VOLUMES EASLEY RENEWABLE ENERGY PROJECT DESERT CENTER, CA

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## 9. CUMULATIVE YEAR 2045 CONDITIONS WITH PROJECT TRAFFIC VOLUMES

The Cumulative Year 2045 with Project Scenario includes the addition of the project's maximum operation and maintenance-related traffic to the Cumulative Year 2045 Conditions without Project Scenario.

### A. Cumulative Year 2045 Conditions with Project Traffic Analysis

The Cumulative Year 2045 Conditions with Project intersection capacity analysis utilized existing intersection geometrics. **Figure 18** shows the Cumulative Year 2045 Conditions with Project traffic volumes. **Table 9-1** and **Appendix 2** provide the results of the analysis.

Table 9-1: Cumulative Year 2045 Conditions with Project Intersection Levels of Service

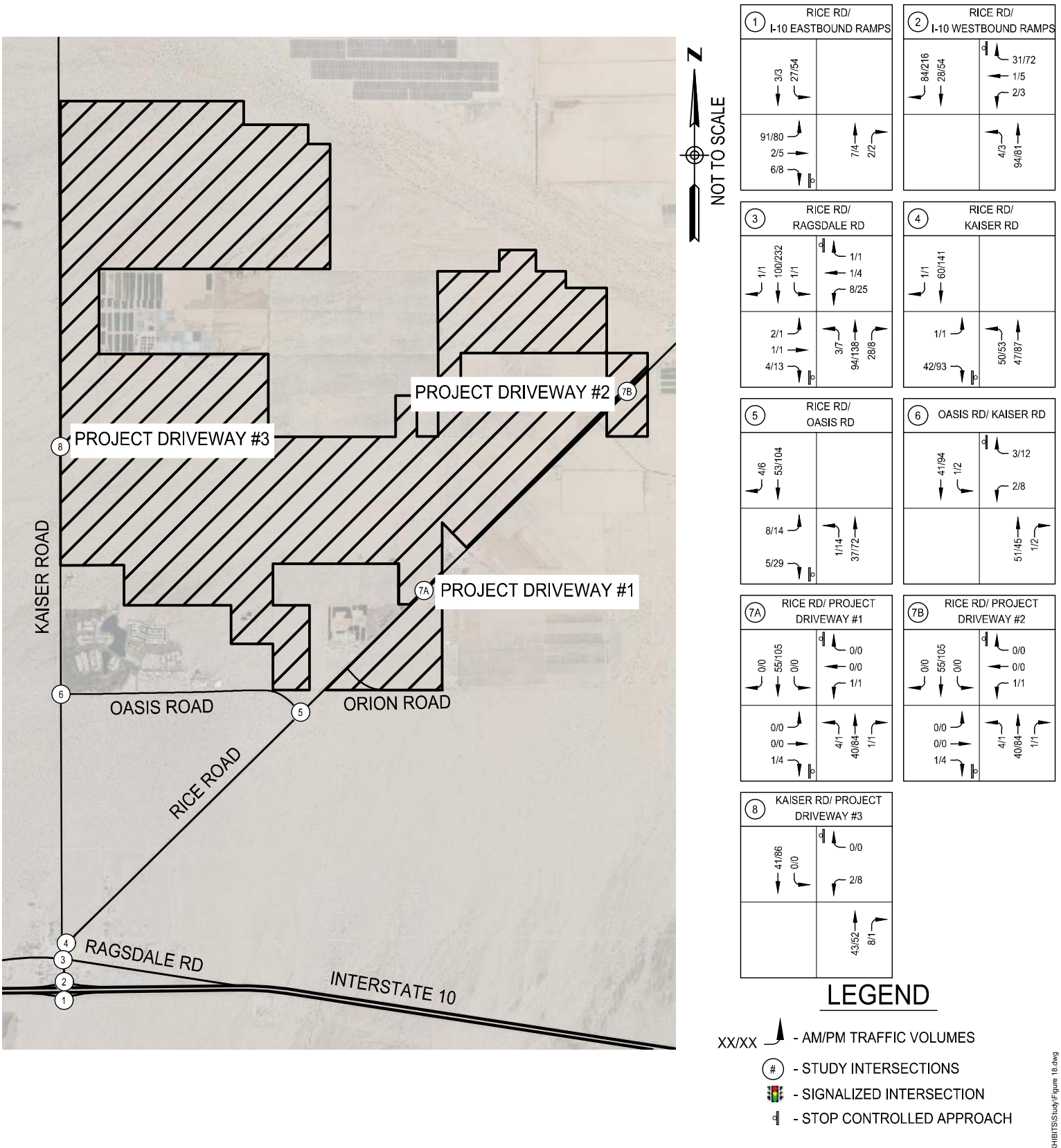
| Intersection | Control Type | Cumulative Year 2045 Conditions Traffic Volumes | | | | Cumulative Year 2045 Conditions with Project Traffic Volumes | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| 1. Rice Road (SR 177) / I-10 Eastbound Ramps | SSSC | 9.8 | B | 10.2 | B | 9.9 | A | 9.9 | A |
| 2. Rice Road (SR 177) / I-10 Westbound Ramps | SSSC | 9.4 | A | 9.7 | A | 9.5 | A | 9.5 | A |
| 3. Rice Road (SR 177) / Ragsdale Road | SSSC | 10.1 | B | 12.6 | B | 10.2 | B | 13.0 | B |
| 4. Rice Road (SR 177) / Kaiser Road (County R2) | SSSC | 8.9 | A | 9.7 | A | 8.9 | A | 10.0 | B |
| 5. Rice Road (SR 177) / Oasis Road | SSSC | 8.9 | A | 9.4 | A | 8.9 | A | 9.6 | A |
| 6. Oasis Road / Kaiser Road (County R2) | SSSC | Not Applicable (Future Intersection) | | | | 8.8 | A | 9.1 | A |
| 7A. Rice Road (SR 177) / Project Driveway #1 | SSSC | Not Applicable (Future Driveways) | | | | 9.2 | A | 10.2 | B |
| 7B. Rice Road (SR 177) / Project Driveway #2 | SSSC | | | | | 9.2 | A | 10.2 | B |
| 8. Kaiser Road (County R2) / Project Driveway #3 | SSSC | | | | | 9.0 | A | 9.5 | A |

Source: David Evans and Associates, Inc.
Definitions and Abbreviations:
SSSC – Side-street stop-controlled intersection, Delay – seconds per vehicle, LOS – Level of Service

As presented in **Table 9-1***,* under Cumulative Year 2045 Conditions with Project Scenario, the study intersections are anticipated to operate at a LOS B or better in both the AM peak hour and PM peak hour.

### B. Project Operations and Maintenance Mitigations Measures

The safety measures required in Opening Day Conditions with Project will be in place in Cumulative Year 2045 Conditions with Project. No additional improvements are required to improve level of service deficiencies or safety.




DAVID EVANS AND ASSOCIATES INC.

FIGURE 18: CUMULATIVE YEAR 2045 CONDITIONS WITH PROJECT TRAFFIC VOLUMES
EASLEY RENEWABLE ENERGY PROJECT
DESERT CENTER, CA

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Last Opened: Mar 27, 2023 - 3:03pm by: Tmm

The **Table 9-2** presents the mitigated level of service at the Rice Road (SR 177) at Project Driveway #1 and Rice Road (SR 177) at Project Driveway #2 intersections, which will operate at LOS A during both the AM peak hour and PM peak hour. It is important to reiterate that the recommended mitigation measures are for safety improvements and not level of service improvements.

Table 9-2: Cumulative Year 2045 Conditions with Project – With Mitigation Measures

| Intersection | Control Type | AM Peak | | PM Peak | |
|---|---|---|---|---|---|
| | | Delay | LOS | Delay | LOS |
| 7A. Rice Road (SR 177) / Project Driveway #1 | SSSC | 9.2 | A | 10.1 | B |
| 7B. Rice Road (SR 177) / Project Driveway #2 | SSSC | 9.2 | A | 10.1 | B |
| Source: David Evans and Associates, Inc.<br>Definitions and Abbreviations:<br>SSSC – Side-street stop-controlled intersection, Delay – seconds per vehicle, LOS – Level of Service | | | | | |

# APPENDICES

**Appendix 1. Traffic Counts**
**Appendix 2. Intersection Capacity Analysis Worksheets**
**Appendix 3. Riverside County Transportation Model (RIVCOM) Plots**
**Appendix 4. Cumulative Projects**

# Appendix 1. Traffic Counts

# INTERSECTION TURN COUNT

## PEAK HOUR

NORTH-SOUTH STREET: RICE RD
EAST-WEST STREET: I-10 EB RAMPS
JURISDICTION: DESERT CENTER

DATE: 02-15-23

PEAK HOUR: 07:30AM

### NORTH LEG

TOTAL: 24

| | | | |
|---|---|---|---|
| | 3 | 21 | Total |
| | 1 | 4 | 1st |
| | 1 | 5 | 2nd |
| | 0 | 6 | 3rd |
| | 1 | 6 | 4th |
| Rt | Thru | Lt | |

### EAST LEG TOTAL: 0

| | | | | | |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |
| | 1st | 2nd | 3rd | 4th | Total |

### WEST LEG TOTAL: 59

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 51 | 12 | 10 | 15 | 14 | Lt |
| 2 | 1 | 0 | 0 | 1 | Thru |
| 6 | 2 | 2 | 1 | 1 | Rt |

### PEAK HOUR FACTORS

NORTH LEG = 0.86
SOUTH LEG = 0.56
EAST LEG =
WEST LEG = 0.92

ALL LEGS = 0.88

### SOUTH LEG

TOTAL: 9

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | | 2 | 1 |
| 2nd | | 0 | 0 |
| 3rd | | 3 | 1 |
| 4th | | 2 | 0 |
| Total | | 7 | 2 |

HOUR TOTAL: 92

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : I-10 EB RAMPS

DESERT CENTER
02-15-23

BEGINNING TIME : 06:00AM

| AUTOS | | | LARGE 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RT | THRU | LT | RT | THRU | LT | RT | THRU | LT | RT | THRU | LT | |
| | | | | | | NORTH LEG | | | | | | |
| 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 |
| 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 0 | 7 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 40 |
| | | | | | | SOUTH LEG | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | | | | | | EAST LEG | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | WEST LEG | | | | | | |
| 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 1 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 |
| 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 2 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 |
| 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 |
| 9 | 2 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 78 |

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : I-10 EB RAMPS
BEGINNING TIME : 08:00AM

DESERT CENTER
02-15-23

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NORTH LEG | | | | | | | |
| 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 |
| 0 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 0 | 4 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 21 |
| | | | | | SOUTH LEG | | | | | | | |
| 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | | | | | EAST LEG | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | WEST LEG | | | | | | | |
| 1 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 16 |
| 1 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16 |
| 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 11 |
| 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 9 |
| 2 | 1 | 25 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 52 |

Prepared by Newport Traffic Studies

## INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 EB RAMPS

TIME: 06:00AM-07:00AM DATE: 02-15-23

NORTH LEG

| | | | |
|---|---|---|---|
| | 4 | 15 | Total |
| | 0 | 4 | 1st |
| | 1 | 4 | 2nd |
| | 0 | 3 | 3rd |
| | 3 | 4 | 4th |

Rt Thru Lt

| | | | | | |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |
| | 1st | 2nd | 3rd | 4th | Total |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 24 | 5 | 5 | 8 | 6 | Lt |
| 1 | 0 | 0 | 1 | 0 | Thru |
| 2 | 0 | 0 | 1 | 1 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | | 0 | 0 |
| 2nd | | 1 | 0 |
| 3rd | | 2 | 0 |
| 4th | | 1 | 2 |
| Total | | 4 | 2 |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 EB RAMPS

TIME: 07:00AM-08:00AM DATE: 02-15-23

NORTH LEG

| | | | |
|---|---|---|---|
| | 3 | 18 | Total |
| | 1 | 5 | 1st |
| | 0 | 4 | 2nd |
| | 1 | 4 | 3rd |
| | 1 | 5 | 4th |
| Rt | Thru | Lt | |

| | | | | | |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |
| | 1st | 2nd | 3rd | 4th | Total |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 43 | 11 | 10 | 12 | 10 | Lt |
| 1 | 0 | 0 | 1 | 0 | Thru |
| 7 | 3 | 0 | 2 | 2 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | | 0 | 0 |
| 2nd | | 1 | 1 |
| 3rd | | 2 | 1 |
| 4th | | 0 | 0 |
| Total | | 3 | 2 |

Prepared by NEWPORT TRAFFIC STUDIES

## INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 EB RAMPS

TIME: 08:00AM-09:00AM DATE: 02-15-23

NORTH LEG

| | | | |
|---|---|---|---|
| | 4 | 17 | Total |
| | 0 | 6 | 1st |
| | 1 | 6 | 2nd |
| | 2 | 2 | 3rd |
| | 1 | 3 | 4th |
| Rt | Thru | Lt | |

| | | | | | |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |
| | 1st | 2nd | 3rd | 4th | Total |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 49 | 15 | 14 | 11 | 9 | Lt |
| 1 | 0 | 1 | 0 | 0 | Thru |
| 2 | 1 | 1 | 0 | 0 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | | 3 | 1 |
| 2nd | | 2 | 0 |
| 3rd | | 0 | 0 |
| 4th | | 1 | 1 |
| Total | | 6 | 2 |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURN COUNT

## PEAK HOUR

NORTH-SOUTH STREET: RICE RD
EAST-WEST STREET: I-10 EB RAMPS
JURISDICTION: DESERT CENTER

DATE: 02-15-23

PEAK HOUR: 03:00PM

### NORTH LEG

TOTAL: 26

| Rt | Thru | Lt | |
|---|---|---|---|
| | 2 | 24 | Total |
| | 0 | 7 | 1st |
| | 0 | 6 | 2nd |
| | 1 | 5 | 3rd |
| | 1 | 6 | 4th |

### EAST LEG TOTAL: 0

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

### WEST LEG TOTAL: 84

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 71 | 19 | 16 | 21 | 15 | Lt |
| 5 | 0 | 3 | 1 | 1 | Thru |
| 8 | 0 | 2 | 1 | 5 | Rt |

### SOUTH LEG

TOTAL: 6

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | | 1 | 0 |
| 2nd | | 2 | 1 |
| 3rd | | 0 | 0 |
| 4th | | 1 | 1 |
| Total | | 4 | 2 |

### PEAK HOUR FACTORS

NORTH LEG = 0.93
SOUTH LEG = 0.50
EAST LEG =
WEST LEG = 0.91

ALL LEGS = 0.97

HOUR TOTAL: 116

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : I-10 EB RAMPS
BEGINNING TIME : 03:00PM

DESERT CENTER
02-15-23

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NORTH LEG | | | | | | | |
| 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 |
| 0 | 2 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 0 | 2 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 0 | 7 | 41 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 58 |
| | | | | | SOUTH LEG | | | | | | | |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | | | | | EAST LEG | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | WEST LEG | | | | | | | |
| 0 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 19 |
| 2 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 |
| 1 | 1 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 23 |
| 5 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 2 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 14 |
| 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 |
| 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 |
| 2 | 2 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16 | 8 | 105 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 150 |

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : I-10 EB RAMPS
BEGINNING TIME : 05:00PM

DESERT CENTER
02-15-23

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NORTH LEG** | | | | | | | | | | | | |
| 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 6 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 43 |
| **SOUTH LEG** | | | | | | | | | | | | |
| 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| **EAST LEG** | | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **WEST LEG** | | | | | | | | | | | | |
| 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 17 |
| 2 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 13 |
| 0 | 1 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 3 | 2 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 1 | 1 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| 0 | 1 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 9 | 8 | 60 | 0 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 7 | 94 |

Prepared by Newport Traffic Studies

## INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 EB RAMPS

TIME: 03:00PM-04:00PM DATE: 02-15-23

NORTH LEG

| | | | |
|---|---|---|---|
| | 2 | 24 | Total |
| | 0 | 7 | 1st |
| | 0 | 6 | 2nd |
| | 1 | 5 | 3rd |
| | 1 | 6 | 4th |
| Rt | Thru | Lt | |

| | | | | | |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |
| | 1st | 2nd | 3rd | 4th | Total |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 71 | 19 | 16 | 21 | 15 | Lt |
| 5 | 0 | 3 | 1 | 1 | Thru |
| 8 | 0 | 2 | 1 | 5 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | | 1 | 0 |
| 2nd | | 2 | 1 |
| 3rd | | 0 | 0 |
| 4th | | 1 | 1 |
| Total | | 4 | 2 |

Prepared by NEWPORT TRAFFIC STUDIES

## INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 EB RAMPS

TIME: 04:00PM-05:00PM DATE: 02-15-23

NORTH LEG

| | | | |
|---|---|---|---|
| | 5 | 27 | Total |
| | 0 | 8 | 1st |
| | 2 | 9 | 2nd |
| | 2 | 5 | 3rd |
| | 1 | 5 | 4th |
| Rt | Thru | Lt | |

| | | | | | |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |
| | 1st | 2nd | 3rd | 4th | Total |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 55 | 11 | 16 | 10 | 18 | Lt |
| 3 | 1 | 0 | 0 | 2 | Thru |
| 8 | 2 | 2 | 2 | 2 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | | 0 | 2 |
| 2nd | | 2 | 1 |
| 3rd | | 2 | 4 |
| 4th | | 1 | 2 |
| Total | | 5 | 9 |

Prepared by NEWPORT TRAFFIC STUDIES

## INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 EB RAMPS

TIME: 05:00PM-06:00PM DATE: 02-15-23

NORTH LEG

| | | | |
|---|---|---|---|
| | 4 | 25 | Total |
| | 2 | 6 | 1st |
| | 1 | 6 | 2nd |
| | 0 | 5 | 3rd |
| | 1 | 8 | 4th |
| Rt | Thru | Lt | |

| | | | | | |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |
| | 1st | 2nd | 3rd | 4th | Total |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 48 | 15 | 9 | 11 | 13 | Lt |
| 5 | 0 | 2 | 1 | 2 | Thru |
| 7 | 2 | 2 | 0 | 3 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | | 3 | 0 |
| 2nd | | 3 | 1 |
| 3rd | | 2 | 4 |
| 4th | | 1 | 2 |
| Total | | 9 | 7 |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 EB RAMPS

TIME: 06:00PM-07:00PM DATE: 02-15-23

NORTH LEG

| | | | |
|---|---|---|---|
| | 2 | 12 | Total |
| | 0 | 4 | 1st |
| | 1 | 4 | 2nd |
| | 1 | 3 | 3rd |
| | 0 | 1 | 4th |
| Rt | Thru | Lt | |

| | | | | | |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |
| | 1st | 2nd | 3rd | 4th | Total |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 29 | 8 | 6 | 10 | 5 | Lt |
| 3 | 1 | 1 | 0 | 1 | Thru |
| 2 | 1 | 0 | 1 | 0 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | | 1 | 0 |
| 2nd | | 1 | 2 |
| 3rd | | 0 | 1 |
| 4th | | 0 | 0 |
| Total | | 2 | 3 |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURN COUNT

## PEAK HOUR

NORTH-SOUTH STREET: RICE RD
EAST-WEST STREET: I-10 WB RAMPS
JURISDICTION: DESERT CENTER

DATE: 02-15-23

PEAK HOUR: 08:00AM

### NORTH LEG

TOTAL: 89

| Rt | Thru | Lt | |
|---|---|---|---|
| 70 | 19 | | Total |
| 15 | 6 | | 1st |
| 19 | 6 | | 2nd |
| 16 | 3 | | 3rd |
| 20 | 4 | | 4th |

### EAST LEG TOTAL: 8

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 2 | 2 | 0 | 1 | 5 |
| Thru | 0 | 0 | 0 | 1 | 1 |
| Lt | 0 | 1 | 1 | 0 | 2 |

### WEST LEG TOTAL: 0

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| | | | | | Lt |
| | | | | | Thru |
| | | | | | Rt |

### PEAK HOUR FACTORS

NORTH LEG = 0.89
SOUTH LEG = 0.76
EAST LEG = 0.67
WEST LEG =

ALL LEGS = 0.86

### SOUTH LEG

TOTAL: 55

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 2 | 16 | |
| 2nd | 1 | 15 | |
| 3rd | 0 | 11 | |
| 4th | 1 | 9 | |
| Total | 4 | 51 | |

HOUR TOTAL: 152

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : I-10 WB RAMPS
BEGINNING TIME : 06:00AM

DESERT CENTER
02-15-23

| AUTOS | | | LARGE 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RT | THRU | LT | RT | THRU | LT | RT | THRU | LT | RT | THRU | LT | |
| | | | | | | NORTH LEG | | | | | | |
| 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 14 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 16 |
| 10 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 21 |
| 9 | 6 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 14 |
| 6 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 14 |
| 9 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 13 |
| 67 | 21 | 0 | 10 | 0 | 0 | 5 | 0 | 0 | 11 | 8 | 0 | 122 |
| | | | | | | SOUTH LEG | | | | | | |
| 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 14 |
| 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 |
| 0 | 58 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 74 |
| | | | | | | EAST LEG | | | | | | |
| 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 5 | 6 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 32 |
| | | | | | | WEST LEG | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : I-10 WB RAMPS
BEGINNING TIME : 08:00AM

DESERT CENTER
02-15-23

| AUTOS | | | LARGE 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RT | THRU | LT | RT | THRU | LT | RT | THRU | LT | RT | THRU | LT | |
| **NORTH LEG** | | | | | | | | | | | | |
| 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 21 |
| 16 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 25 |
| 13 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 19 |
| 17 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 24 |
| 58 | 13 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 7 | 5 | 0 | 89 |
| **SOUTH LEG** | | | | | | | | | | | | |
| 0 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 18 |
| 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 16 |
| 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 11 |
| 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 10 |
| 0 | 29 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 22 | 0 | 55 |
| **EAST LEG** | | | | | | | | | | | | |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 8 |
| **WEST LEG** | | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Prepared by Newport Traffic Studies

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 WB RAMPS

TIME: 06:00AM-07:00AM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 45 | 17 | | Total |
| 7 | 4 | | 1st |
| 9 | 5 | | 2nd |
| 14 | 2 | | 3rd |
| 15 | 6 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 2 | 0 | 2 | 2 | 6 |
| Thru | 1 | 1 | 0 | 2 | 4 |
| Lt | 0 | 0 | 1 | 1 | 2 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| | | | | | Lt |
| | | | | | Thru |
| | | | | | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 1 | 4 | |
| 2nd | 0 | 6 | |
| 3rd | 1 | 9 | |
| 4th | 2 | 5 | |
| Total | 4 | 24 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 WB RAMPS

TIME: 07:00AM-08:00AM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 48 | 12 | | Total |
| 13 | 6 | | 1st |
| 12 | 2 | | 2nd |
| 11 | 3 | | 3rd |
| 12 | 1 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 2 | 2 | 2 | 3 | 9 |
| Thru | 1 | 0 | 0 | 1 | 2 |
| Lt | 0 | 2 | 2 | 5 | 9 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| | | | | | Lt |
| | | | | | Thru |
| | | | | | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 1 | 10 | |
| 2nd | 0 | 11 | |
| 3rd | 0 | 14 | |
| 4th | 0 | 10 | |
| Total | 1 | 45 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 WB RAMPS

TIME: 08:00AM-09:00AM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 70 | 19 | | Total |
| 15 | 6 | | 1st |
| 19 | 6 | | 2nd |
| 16 | 3 | | 3rd |
| 20 | 4 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 2 | 2 | 0 | 1 | 5 |
| Thru | 0 | 0 | 0 | 1 | 1 |
| Lt | 0 | 1 | 1 | 0 | 2 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| | | | | | Lt |
| | | | | | Thru |
| | | | | | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 2 | 16 | |
| 2nd | 1 | 15 | |
| 3rd | 0 | 11 | |
| 4th | 1 | 9 | |
| Total | 4 | 51 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURN COUNT

## PEAK HOUR

NORTH-SOUTH STREET: RICE RD
EAST-WEST STREET: I-10 WB RAMPS
JURISDICTION: DESERT CENTER

DATE: 02-15-23

PEAK HOUR: 03:45PM

### NORTH LEG

TOTAL: 207

| Rt | Thru | Lt | |
|---|---|---|---|
| 177 | 30 | | Total |
| 44 | 7 | | 1st |
| 40 | 8 | | 2nd |
| 49 | 11 | | 3rd |
| 44 | 4 | | 4th |

### EAST LEG TOTAL: 65

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 9 | 11 | 21 | 16 | 57 |
| Thru | 1 | 2 | 2 | 0 | 5 |
| Lt | 0 | 0 | 0 | 3 | 3 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| | | | | | Lt |
| | | | | | Thru |
| | | | | | Rt |

WEST LEG TOTAL: 0

### PEAK HOUR FACTORS

NORTH LEG = 0.86
SOUTH LEG = 0.79
EAST LEG = 0.71
WEST LEG =

ALL LEGS = 0.81

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 1 | 15 | |
| 2nd | 1 | 10 | |
| 3rd | 1 | 17 | |
| 4th | 0 | 12 | |
| Total | 3 | 54 | |

SOUTH LEG

TOTAL: 57

HOUR TOTAL: 329

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : I-10 WB RAMPS

DESERT CENTER
02-15-23

BEGINNING TIME : 03:00PM

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NORTH LEG | | | | | | | |
| 21 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 31 |
| 19 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 30 |
| 24 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 38 |
| 30 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 12 | 1 | 0 | 51 |
| 27 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 48 |
| 33 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 60 |
| 35 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 48 |
| 24 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 6 | 1 | 0 | 36 |
| 213 | 41 | 0 | 3 | 6 | 0 | 3 | 0 | 0 | 72 | 4 | 0 | 342 |
| | | | | | SOUTH LEG | | | | | | | |
| 0 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 20 |
| 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 18 |
| 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 21 |
| 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 11 |
| 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 18 |
| 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 |
| 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 0 | 108 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 135 |
| | | | | | EAST LEG | | | | | | | |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 8 |
| 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 |
| 10 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 13 |
| 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 23 |
| 12 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 19 |
| 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 14 |
| 78 | 8 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 109 |
| | | | | | WEST LEG | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : I-10 WB RAMPS
BEGINNING TIME : 05:00PM

DESERT CENTER
02-15-23

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | NORTH LEG | | | | | | |
| 27 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 38 |
| 24 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 39 |
| 31 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 42 |
| 17 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 37 |
| 26 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 39 |
| 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 39 |
| 27 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 37 |
| 25 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 31 |
| 207 | 35 | 0 | 9 | 0 | 0 | 3 | 0 | 0 | 46 | 2 | 0 | 302 |
| | | | | | | SOUTH LEG | | | | | | |
| 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 18 |
| 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 12 |
| 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 0 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| 0 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 0 | 62 | 9 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 7 | 0 | 88 |
| | | | | | | EAST LEG | | | | | | |
| 12 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 15 |
| 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 18 |
| 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 15 |
| 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 10 |
| 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 |
| 80 | 10 | 6 | 2 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 109 |
| | | | | | | WEST LEG | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Prepared by Newport Traffic Studies

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 WB RAMPS

TIME: 03:00PM-04:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 127 | 23 | | Total |
| 24 | 7 | | 1st |
| 26 | 4 | | 2nd |
| 33 | 5 | | 3rd |
| 44 | 7 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 8 | 6 | 11 | 9 | 34 |
| Thru | 0 | 1 | 1 | 1 | 3 |
| Lt | 0 | 2 | 1 | 0 | 3 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| | | | | | Lt |
| | | | | | Thru |
| | | | | | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 0 | 20 | |
| 2nd | 0 | 18 | |
| 3rd | 2 | 19 | |
| 4th | 1 | 15 | |
| Total | 3 | 72 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 WB RAMPS

TIME: 04:00PM-05:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 164 | 28 | | Total |
| 40 | 8 | | 1st |
| 49 | 11 | | 2nd |
| 44 | 4 | | 3rd |
| 31 | 5 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 11 | 21 | 16 | 12 | 60 |
| Thru | 2 | 2 | 0 | 1 | 5 |
| Lt | 0 | 0 | 3 | 1 | 4 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| | | | | | Lt |
| | | | | | Thru |
| | | | | | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 1 | 10 | |
| 2nd | 1 | 17 | |
| 3rd | 0 | 12 | |
| 4th | 1 | 18 | |
| Total | 3 | 57 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 WB RAMPS

TIME: 05:00PM-06:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 129 | 27 | | Total |
| 31 | 7 | | 1st |
| 33 | 6 | | 2nd |
| 37 | 5 | | 3rd |
| 28 | 9 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 14 | 16 | 13 | 19 | 62 |
| Thru | 0 | 1 | 0 | 1 | 2 |
| Lt | 1 | 1 | 0 | 0 | 2 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| | | | | | Lt |
| | | | | | Thru |
| | | | | | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 1 | 17 | |
| 2nd | 0 | 12 | |
| 3rd | 0 | 13 | |
| 4th | 2 | 12 | |
| Total | 3 | 54 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: I-10 WB RAMPS

TIME: 06:00PM-07:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 136 | 10 | | Total |
| 35 | 4 | | 1st |
| 36 | 3 | | 2nd |
| 35 | 2 | | 3rd |
| 30 | 1 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 6 | 10 | 5 | 10 | 31 |
| Thru | 1 | 3 | 3 | 1 | 8 |
| Lt | 0 | 2 | 2 | 0 | 4 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| | | | | | Lt |
| | | | | | Thru |
| | | | | | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 0 | 9 | |
| 2nd | 3 | 4 | |
| 3rd | 3 | 7 | |
| 4th | 0 | 5 | |
| Total | 6 | 25 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURN COUNT

## PEAK HOUR

NORTH-SOUTH STREET: RICE RD
EAST-WEST STREET: RAGSDALE RD
JURISDICTION: DESERT CENTER

DATE: 02-15-23

PEAK HOUR: 08:00AM

### NORTH LEG

TOTAL: 83

| | | | |
|---|---|---|---|
| | 83 | | Total |
| 0 | 18 | 0 | 1st |
| 0 | 24 | 0 | 2nd |
| 0 | 18 | 0 | 3rd |
| 0 | 23 | 0 | 4th |
| Rt | Thru | Lt | |

### EAST LEG TOTAL: 4

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 0 | 0 | 1 | 0 | 1 |
| Thru | 0 | 1 | 0 | 0 | 1 |
| Lt | 1 | 0 | 1 | 0 | 2 |

### WEST LEG TOTAL: 6

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 2 | 0 | 1 | 1 | 0 | Lt |
| | 0 | 0 | 0 | 0 | Thru |
| 4 | 2 | 1 | 0 | 1 | Rt |

### PEAK HOUR FACTORS

NORTH LEG = 0.86
SOUTH LEG = 0.78
EAST LEG = 0.50
WEST LEG = 0.75

ALL LEGS = 0.85

### SOUTH LEG

TOTAL: 56

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 0 | 18 | 0 |
| 2nd | 1 | 16 | 0 |
| 3rd | 1 | 9 | 1 |
| 4th | 0 | 10 | 0 |
| Total | 2 | 53 | 1 |

HOUR TOTAL: 149

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : RAGSDALE RD
DESERT CENTER
02-15-23
BEGINNING TIME : 06:00AM

| AUTOS | | | LARGE 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RT | THRU | LT | RT | THRU | LT | RT | THRU | LT | RT | THRU | LT | |
| | | | | | | NORTH LEG | | | | | | |
| 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 |
| 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 14 |
| 0 | 14 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19 |
| 0 | 14 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 0 | 8 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 13 |
| 0 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 11 |
| 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 0 | 83 | 0 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 14 | 0 | 108 |
| | | | | | | SOUTH LEG | | | | | | |
| 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 |
| 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 12 |
| 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 13 |
| 1 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 16 |
| 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 13 |
| 6 | 56 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 84 |
| | | | | | | EAST LEG | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | | | | | | WEST LEG | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 5 |
| 4 | 4 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 18 |

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : RAGSDALE RD
BEGINNING TIME : 08:00AM

DESERT CENTER
02-15-23

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NORTH LEG | | | | | | | |
| 0 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 18 |
| 0 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 24 |
| 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 18 |
| 0 | 20 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 23 |
| 0 | 71 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 83 |
| | | | | | SOUTH LEG | | | | | | | |
| 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 18 |
| 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 17 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 11 |
| 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 10 |
| 1 | 28 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 56 |
| | | | | | EAST LEG | | | | | | | |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | | | | | WEST LEG | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 6 |

Prepared by Newport Traffic Studies

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: RAGSDALE RD

TIME: 06:00AM-07:00AM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 0 | 57 | 0 | Total |
| 0 | 11 | 0 | 1st |
| 0 | 13 | 0 | 2nd |
| 0 | 14 | 0 | 3rd |
| 0 | 19 | 0 | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 0 | 0 | 0 | 0 | 0 |
| Thru | 0 | 0 | 0 | 0 | 0 |
| Lt | 0 | 0 | 0 | 0 | 0 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | Lt |
| 0 | 0 | 0 | 0 | 0 | Thru |
| 5 | 0 | 1 | 2 | 2 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 0 | 6 | 0 |
| 2nd | 0 | 5 | 1 |
| 3rd | 0 | 9 | 2 |
| 4th | 0 | 7 | 0 |
| Total | 0 | 27 | 3 |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: RAGSDALE RD

TIME: 07:00AM-08:00AM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 0 | 51 | 0 | Total |
| 0 | 17 | 0 | 1st |
| 0 | 13 | 0 | 2nd |
| 0 | 11 | 0 | 3rd |
| 0 | 10 | 0 | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 0 | 1 | 0 | 2 | 3 |
| Thru | 1 | 1 | 0 | 2 | 4 |
| Lt | 0 | 0 | 1 | 0 | 1 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 1 | 0 | 0 | 1 | 0 | Lt |
| 4 | 0 | 0 | 2 | 2 | Thru |
| 8 | 2 | 1 | 2 | 3 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 0 | 12 | 0 |
| 2nd | 0 | 12 | 1 |
| 3rd | 0 | 15 | 1 |
| 4th | 0 | 12 | 1 |
| Total | 0 | 51 | 3 |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: RAGSDALE RD

TIME: 08:00AM-09:00AM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 0 | 83 | 0 | Total |
| 0 | 18 | 0 | 1st |
| 0 | 24 | 0 | 2nd |
| 0 | 18 | 0 | 3rd |
| 0 | 23 | 0 | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 0 | 0 | 1 | 0 | 1 |
| Thru | 0 | 1 | 0 | 0 | 1 |
| Lt | 1 | 0 | 1 | 0 | 2 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 2 | 0 | 1 | 1 | 0 | Lt |
| 0 | 0 | 0 | 0 | 0 | Thru |
| 4 | 2 | 1 | 0 | 1 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 0 | 18 | 0 |
| 2nd | 1 | 16 | 0 |
| 3rd | 1 | 9 | 1 |
| 4th | 0 | 10 | 0 |
| Total | 2 | 53 | 1 |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURN COUNT

## PEAK HOUR

NORTH-SOUTH STREET: RICE RD
EAST-WEST STREET: RAGSDALE RD
JURISDICTION: DESERT CENTER

DATE: 02-15-23

PEAK HOUR: 03:45PM

### NORTH LEG

TOTAL: 193

| | | | |
|---|---|---|---|
| | 192 | 1 | Total |
| 0 | 44 | 0 | 1st |
| 0 | 45 | 0 | 2nd |
| 0 | 59 | 0 | 3rd |
| 0 | 44 | 1 | 4th |
| Rt | Thru | Lt | |

### EAST LEG TOTAL: 7

| | | | | | |
|---|---|---|---|---|---|
| Rt | 0 | 0 | 1 | 0 | 1 |
| Thru | 0 | 2 | 1 | 1 | 4 |
| Lt | 1 | 0 | 0 | 1 | 2 |
| | 1st | 2nd | 3rd | 4th | Total |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 1 | Lt |
| 1 | 0 | 1 | 0 | 0 | Thru |
| 13 | 6 | 3 | 1 | 3 | Rt |

WEST LEG TOTAL: 15

### PEAK HOUR FACTORS

NORTH LEG = 0.82
SOUTH LEG = 0.73
EAST LEG = 0.88
WEST LEG = 0.63

ALL LEGS = 0.82

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 3 | 19 | 2 |
| 2nd | 2 | 17 | 2 |
| 3rd | 2 | 35 | 1 |
| 4th | 0 | 28 | 0 |
| Total | 7 | 99 | 5 |

TOTAL: 111

SOUTH LEG

HOUR TOTAL: 326

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : RAGSDALE RD

DESERT CENTER
02-15-23

BEGINNING TIME : 03:00PM

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NORTH LEG | | | | | | | |
| 0 | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 30 |
| 0 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 25 |
| 0 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 32 |
| 0 | 32 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 44 |
| 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 45 |
| 0 | 45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 59 |
| 0 | 35 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 45 |
| 1 | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 35 |
| 1 | 243 | 1 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 61 | 0 | 315 |
| | | | | | SOUTH LEG | | | | | | | |
| 2 | 18 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 28 |
| 1 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 24 |
| 2 | 22 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 30 |
| 2 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 2 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 21 |
| 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 38 |
| 0 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 28 |
| 0 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 30 |
| 9 | 167 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 25 | 4 | 223 |
| | | | | | EAST LEG | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| | | | | | WEST LEG | | | | | | | |
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 29 |

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : RAGSDALE RD

DESERT CENTER
02-15-23

BEGINNING TIME : 05:00PM

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NORTH LEG | | | | | | | |
| 0 | 32 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 36 |
| 0 | 29 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 38 |
| 1 | 33 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 41 |
| 0 | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 36 |
| 0 | 29 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 38 |
| 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 37 |
| 0 | 30 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 36 |
| 0 | 26 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 31 |
| 1 | 236 | 0 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 45 | 0 | 293 |
| | | | | | SOUTH LEG | | | | | | | |
| 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 31 |
| 0 | 22 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 28 |
| 1 | 22 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 1 | 27 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 0 | 13 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 0 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 |
| 2 | 149 | 3 | 0 | 10 | 0 | 0 | 2 | 0 | 0 | 5 | 1 | 172 |
| | | | | | EAST LEG | | | | | | | |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | | | | | WEST LEG | | | | | | | |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 17 |

Prepared by Newport Traffic Studies

## INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: RAGSDALE RD

TIME: 03:00PM-04:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 0 | 131 | 0 | Total |
| 0 | 30 | 0 | 1st |
| 0 | 25 | 0 | 2nd |
| 0 | 32 | 0 | 3rd |
| 0 | 44 | 0 | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 0 | 0 | 0 | 0 | 0 |
| Thru | 0 | 1 | 1 | 0 | 2 |
| Lt | 0 | 1 | 2 | 1 | 4 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 1 | 0 | 1 | 0 | 0 | Lt |
| 1 | 1 | 0 | 0 | 0 | Thru |
| 15 | 1 | 4 | 4 | 6 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 3 | 23 | 2 |
| 2nd | 3 | 20 | 1 |
| 3rd | 2 | 26 | 2 |
| 4th | 3 | 19 | 2 |
| Total | 11 | 88 | 7 |

Prepared by NEWPORT TRAFFIC STUDIES

## INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: RAGSDALE RD

TIME: 04:00PM-05:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 1 | 182 | 1 | Total |
| 0 | 45 | 0 | 1st |
| 0 | 59 | 0 | 2nd |
| 0 | 44 | 1 | 3rd |
| 1 | 34 | 0 | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 0 | 1 | 0 | 0 | 1 |
| Thru | 2 | 1 | 1 | 0 | 4 |
| Lt | 0 | 0 | 1 | 2 | 3 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 3 | 0 | 0 | 1 | 2 | Lt |
| 2 | 1 | 0 | 0 | 1 | Thru |
| 7 | 3 | 1 | 3 | 0 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 2 | 17 | 2 |
| 2nd | 2 | 35 | 1 |
| 3rd | 0 | 28 | 0 |
| 4th | 1 | 29 | 0 |
| Total | 5 | 109 | 3 |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: RAGSDALE RD

TIME: 05:00PM-06:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 1 | 150 | 0 | Total |
| 0 | 36 | 0 | 1st |
| 0 | 38 | 0 | 2nd |
| 1 | 40 | 0 | 3rd |
| 0 | 36 | 0 | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 1 | 0 | 2 | 2 | 5 |
| Thru | 0 | 0 | 0 | 1 | 1 |
| Lt | 0 | 1 | 1 | 0 | 2 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 4 | 0 | 1 | 1 | 2 | Lt |
| 4 | 0 | 1 | 2 | 1 | Thru |
| 4 | 2 | 0 | 1 | 1 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 0 | 31 | 0 |
| 2nd | 2 | 26 | 0 |
| 3rd | 1 | 24 | 1 |
| 4th | 0 | 30 | 1 |
| Total | 3 | 111 | 2 |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: RAGSDALE RD

TIME: 06:00PM-07:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 0 | 142 | 0 | Total |
| 0 | 38 | 0 | 1st |
| 0 | 37 | 0 | 2nd |
| 0 | 36 | 0 | 3rd |
| 0 | 31 | 0 | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | 0 | 0 | 0 | 0 | 0 |
| Thru | 0 | 0 | 0 | 0 | 0 |
| Lt | 1 | 1 | 0 | 0 | 2 |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 3 | 1 | 1 | 1 | 0 | Lt |
| 0 | 0 | 0 | 0 | 0 | Thru |
| 2 | 0 | 1 | 1 | 0 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 0 | 15 | 0 |
| 2nd | 0 | 14 | 0 |
| 3rd | 1 | 11 | 0 |
| 4th | 0 | 15 | 0 |
| Total | 1 | 55 | 0 |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURN COUNT

## PEAK HOUR

NORTH-SOUTH STREET: RICE RD
EAST-WEST STREET: KAISER RD
JURISDICTION: DESERT CENTER

DATE: 02-15-23

PEAK HOUR: 08:00AM

### NORTH LEG

TOTAL: 48

| | | | |
|---|---|---|---|
| | 48 | | Total |
| 0 | 8 | | 1st |
| 0 | 13 | | 2nd |
| 0 | 12 | | 3rd |
| 0 | 15 | | 4th |
| Rt | Thru | Lt | |

### EAST LEG TOTAL: 0

| | | | | | |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |
| | 1st | 2nd | 3rd | 4th | Total |

### WEST LEG TOTAL: 36

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 1 | 1 | 0 | 0 | 0 | Lt |
| | | | | | Thru |
| 35 | 10 | 11 | 6 | 8 | Rt |

### SOUTH LEG

TOTAL: 56

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 9 | 9 | |
| 2nd | 9 | 8 | |
| 3rd | 8 | 3 | |
| 4th | 7 | 3 | |
| Total | 33 | 23 | |

### PEAK HOUR FACTORS

NORTH LEG = 0.80
SOUTH LEG = 0.78
EAST LEG =
WEST LEG = 0.82

ALL LEGS = 0.85

HOUR TOTAL: 140

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : KAISER RD

DESERT CENTER
02-15-23

BEGINNING TIME : 06:00AM

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NORTH LEG | | | | | | | |
| 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 |
| 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 12 |
| 0 | 13 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 |
| 0 | 7 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 11 |
| 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 7 |
| 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0 | 57 | 0 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 14 | 0 | 82 |
| | | | | | SOUTH LEG | | | | | | | |
| 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 |
| 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 12 |
| 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 13 |
| 0 | 7 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 16 |
| 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 14 |
| 0 | 25 | 37 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 14 | 4 | 82 |
| | | | | | EAST LEG | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | WEST LEG | | | | | | | |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 42 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : KAISER RD

DESERT CENTER
02-15-23

BEGINNING TIME : 08:00AM

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NORTH LEG | | | | | | | |
| 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 |
| 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 |
| 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 |
| 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 15 |
| 0 | 39 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 48 |
| | | | | | SOUTH LEG | | | | | | | |
| 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 18 |
| 0 | 3 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 17 |
| 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 11 |
| 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 10 |
| 0 | 9 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 56 |
| | | | | | EAST LEG | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | WEST LEG | | | | | | | |
| 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 |
| 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 32 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 36 |

Prepared by Newport Traffic Studies

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: KAISER RD

TIME: 06:00AM-07:00AM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 0 | 52 | | Total |
| 0 | 11 | | 1st |
| 0 | 12 | | 2nd |
| 0 | 12 | | 3rd |
| 0 | 17 | | 4th |

| | Rt | Thru | Lt |
|---|---|---|---|
| 1st | | | |
| 2nd | | | |
| 3rd | | | |
| 4th | | | |
| Total | | | |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | Lt |
| | | | | | Thru |
| 21 | 4 | 3 | 7 | 7 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 2 | 4 | |
| 2nd | 2 | 3 | |
| 3rd | 4 | 5 | |
| 4th | 3 | 4 | |
| Total | 11 | 16 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: KAISER RD

TIME: 07:00AM-08:00AM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 0 | 30 | | Total |
| 0 | 11 | | 1st |
| 0 | 7 | | 2nd |
| 0 | 7 | | 3rd |
| 0 | 5 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 2 | 1 | 1 | 0 | 0 | Lt |
| | | | | | Thru |
| 21 | 6 | 6 | 4 | 5 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 4 | 8 | |
| 2nd | 9 | 4 | |
| 3rd | 8 | 8 | |
| 4th | 10 | 4 | |
| Total | 31 | 24 | |

Prepared by NEWPORT TRAFFIC STUDIES

## INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: KAISER RD

TIME: 08:00AM-09:00AM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 0 | 48 | | Total |
| 0 | 8 | | 1st |
| 0 | 13 | | 2nd |
| 0 | 12 | | 3rd |
| 0 | 15 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 1 | 1 | 0 | 0 | 0 | Lt |
| | | | | | Thru |
| 35 | 10 | 11 | 6 | 8 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 9 | 9 | |
| 2nd | 9 | 8 | |
| 3rd | 8 | 3 | |
| 4th | 7 | 3 | |
| Total | 33 | 23 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURN COUNT

## PEAK HOUR

NORTH-SOUTH STREET: RICE RD
EAST-WEST STREET: KAISER RD
JURISDICTION: DESERT CENTER

DATE: 02-15-23

PEAK HOUR: 04:15PM

### NORTH LEG

TOTAL: 106

| Rt | Thru | Lt | |
|---|---|---|---|
| | 106 | | Total |
| 0 | 40 | | 1st |
| 0 | 28 | | 2nd |
| 0 | 21 | | 3rd |
| 0 | 17 | | 4th |

### EAST LEG TOTAL: 0

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

### WEST LEG TOTAL: 70

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 1 | 0 | 1 | 0 | 0 | Lt |
| | | | | | Thru |
| 69 | 19 | 17 | 14 | 19 | Rt |

### SOUTH LEG

TOTAL: 129

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 14 | 22 | |
| 2nd | 10 | 19 | |
| 3rd | 13 | 19 | |
| 4th | 13 | 19 | |
| Total | 50 | 79 | |

### PEAK HOUR FACTORS

NORTH LEG = 0.66
SOUTH LEG = 0.90
EAST LEG =
WEST LEG = 0.92

ALL LEGS = 0.80

HOUR TOTAL: 305

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : KAISER RD

DESERT CENTER
02-15-23

BEGINNING TIME : 03:00PM

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NORTH LEG | | | | | | | |
| 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 16 |
| 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 |
| 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 17 |
| 0 | 24 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 33 |
| 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 29 |
| 0 | 30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 40 |
| 0 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 28 |
| 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 21 |
| 0 | 134 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 49 | 0 | 190 |
| | | | | | SOUTH LEG | | | | | | | |
| 0 | 8 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 23 |
| 0 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 21 |
| 0 | 13 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 26 |
| 0 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 0 | 1 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 1 | 17 |
| 0 | 20 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 36 |
| 0 | 14 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 29 |
| 0 | 19 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 32 |
| 0 | 89 | 84 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 20 | 5 | 203 |
| | | | | | EAST LEG | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | WEST LEG | | | | | | | |
| 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 16 |
| 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 12 |
| 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 17 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 19 |
| 15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 18 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 111 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 131 |

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : KAISER RD

DESERT CENTER
02-15-23

BEGINNING TIME : 05:00PM

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NORTH LEG | | | | | | | |
| 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 17 |
| 1 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 24 |
| 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 20 |
| 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 22 |
| 0 | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 22 |
| 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 23 |
| 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 26 |
| 0 | 16 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 20 |
| 1 | 129 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 37 | 0 | 174 |
| | | | | | SOUTH LEG | | | | | | | |
| 0 | 17 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 32 |
| 0 | 13 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 27 |
| 0 | 9 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 0 | 17 | 11 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 0 | 8 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 0 | 4 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 0 | 2 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 0 | 80 | 79 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 175 |
| | | | | | EAST LEG | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | WEST LEG | | | | | | | |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 19 |
| 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 22 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 14 |
| 13 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 17 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 10 |
| 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 12 |
| 108 | 0 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 124 |

Prepared by Newport Traffic Studies

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: KAISER RD

TIME: 03:00PM-04:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 0 | 72 | | Total |
| 0 | 16 | | 1st |
| 0 | 6 | | 2nd |
| 0 | 17 | | 3rd |
| 0 | 33 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 4 | 2 | 0 | 1 | 1 | Lt |
| | | | | | Thru |
| 59 | 14 | 19 | 15 | 11 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 10 | 13 | |
| 2nd | 12 | 9 | |
| 3rd | 9 | 17 | |
| 4th | 11 | 8 | |
| Total | 42 | 47 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: KAISER RD

TIME: 04:00PM-05:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 0 | 118 | | Total |
| 0 | 29 | | 1st |
| 0 | 40 | | 2nd |
| 0 | 28 | | 3rd |
| 0 | 21 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 2 | 1 | 0 | 1 | 0 | Lt |
| | | | | | Thru |
| 66 | 16 | 19 | 17 | 14 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 11 | 6 | |
| 2nd | 14 | 22 | |
| 3rd | 10 | 19 | |
| 4th | 13 | 19 | |
| Total | 48 | 66 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: KAISER RD

TIME: 05:00PM-06:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 1 | 82 | | Total |
| 0 | 17 | | 1st |
| 1 | 23 | | 2nd |
| 0 | 20 | | 3rd |
| 0 | 22 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 2 | 0 | 1 | 1 | 0 | Lt |
| | | | | | Thru |
| 69 | 19 | 15 | 21 | 14 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 13 | 19 | |
| 2nd | 10 | 17 | |
| 3rd | 16 | 11 | |
| 4th | 12 | 19 | |
| Total | 51 | 66 | |

Prepared by NEWPORT TRAFFIC STUDIES

## INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: KAISER RD

TIME: 06:00PM-07:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 0 | 91 | | Total |
| 0 | 22 | | 1st |
| 0 | 23 | | 2nd |
| 0 | 26 | | 3rd |
| 0 | 20 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 2 | 1 | 0 | 0 | 1 | Lt |
| | | | | | Thru |
| 51 | 16 | 14 | 10 | 11 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 6 | 10 | |
| 2nd | 10 | 5 | |
| 3rd | 9 | 3 | |
| 4th | 5 | 10 | |
| Total | 30 | 28 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURN COUNT

## PEAK HOUR

NORTH-SOUTH STREET: RICE RD
EAST-WEST STREET: OASIS RD
JURISDICTION: DESERT CENTER

DATE: 02-15-23

PEAK HOUR: 08:00AM

### NORTH LEG

TOTAL: 47

| Rt | Thru | Lt | |
|---|---|---|---|
| 4 | 43 | | Total |
| 0 | 8 | | 1st |
| 2 | 11 | | 2nd |
| 2 | 10 | | 3rd |
| 0 | 14 | | 4th |

### EAST LEG TOTAL: 0

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

### WEST LEG TOTAL: 13

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 8 | 1 | 1 | 4 | 2 | Lt |
| | | | | | Thru |
| 5 | 0 | 2 | 2 | 1 | Rt |

### SOUTH LEG

TOTAL: 24

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 0 | 10 | |
| 2nd | 1 | 7 | |
| 3rd | 0 | 3 | |
| 4th | 0 | 3 | |
| Total | 1 | 23 | |

### PEAK HOUR FACTORS

NORTH LEG = 0.84
SOUTH LEG = 0.60
EAST LEG =
WEST LEG = 0.54

ALL LEGS = 0.88

HOUR TOTAL: 84

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : OASIS RD

DESERT CENTER
02-15-23

BEGINNING TIME : 06:00AM

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NORTH LEG** | | | | | | | | | | | | |
| 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 |
| 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 12 |
| 0 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 16 |
| 0 | 4 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 9 |
| 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 8 |
| 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 |
| 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6 | 53 | 0 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 14 | 0 | 84 |
| **SOUTH LEG** | | | | | | | | | | | | |
| 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 9 |
| 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 |
| 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 0 | 25 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 42 |
| **EAST LEG** | | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **WEST LEG** | | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD — DESERT CENTER

EAST-WEST STREET : OASIS RD — 02-15-23

BEGINNING TIME : 08:00AM

| AUTOS RT | AUTOS THRU | AUTOS LT | LARGE 2 AXLE RT | LARGE 2 AXLE THRU | LARGE 2 AXLE LT | 3 AXLE RT | 3 AXLE THRU | 3 AXLE LT | 4(+) AXLE RT | 4(+) AXLE THRU | 4(+) AXLE LT | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | NORTH LEG | | | | | | | |
| 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 |
| 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 |
| 2 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 |
| 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 14 |
| 4 | 34 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 47 |
| | | | | | SOUTH LEG | | | | | | | |
| 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 |
| 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 |
| 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 0 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 24 |
| | | | | | EAST LEG | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | WEST LEG | | | | | | | |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |

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## INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: OASIS RD

TIME: 06:00AM-07:00AM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 0 | 51 | | Total |
| 0 | 11 | | 1st |
| 0 | 12 | | 2nd |
| 0 | 12 | | 3rd |
| 0 | 16 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | Lt |
| | | | | | Thru |
| 1 | 0 | 0 | 0 | 1 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 0 | 4 | |
| 2nd | 0 | 3 | |
| 3rd | 0 | 5 | |
| 4th | 0 | 4 | |
| Total | 0 | 16 | |

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# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: OASIS RD

TIME: 07:00AM-08:00AM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 6 | 27 | | Total |
| 0 | 9 | | 1st |
| 1 | 7 | | 2nd |
| 3 | 7 | | 3rd |
| 2 | 4 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 4 | 2 | 0 | 1 | 1 | Lt |
| | | | | | Thru |
| 3 | 2 | 0 | 0 | 1 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 1 | 8 | |
| 2nd | 1 | 4 | |
| 3rd | 0 | 8 | |
| 4th | 0 | 4 | |
| Total | 2 | 24 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: OASIS RD

TIME: 08:00AM-09:00AM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 4 | 43 | | Total |
| 0 | 8 | | 1st |
| 2 | 11 | | 2nd |
| 2 | 10 | | 3rd |
| 0 | 14 | | 4th |

| | Rt | Thru | Lt |
|---|---|---|---|
| Rt | | | |
| Thru | | | |
| Lt | | | |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 8 | 1 | 1 | 4 | 2 | Lt |
| | | | | | Thru |
| 5 | 0 | 2 | 2 | 1 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 0 | 10 | |
| 2nd | 1 | 7 | |
| 3rd | 0 | 3 | |
| 4th | 0 | 3 | |
| Total | 1 | 23 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURN COUNT

## PEAK HOUR

NORTH-SOUTH STREET: RICE RD
EAST-WEST STREET: OASIS RD
JURISDICTION: DESERT CENTER

DATE: 02-15-23

PEAK HOUR: 04:00PM

### NORTH LEG

TOTAL: 95

| Rt | Thru | Lt | |
|---|---|---|---|
| 6 | 89 | | Total |
| 1 | 24 | | 1st |
| 2 | 31 | | 2nd |
| 2 | 19 | | 3rd |
| 1 | 15 | | 4th |

### EAST LEG TOTAL: 0

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

### WEST LEG TOTAL: 43

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 14 | 2 | 3 | 3 | 6 | Lt |
| | | | | | Thru |
| 29 | 5 | 9 | 9 | 6 | Rt |

### PEAK HOUR FACTORS

NORTH LEG = 0.72
SOUTH LEG = 0.77
EAST LEG =
WEST LEG = 0.90

ALL LEGS = 0.77

### SOUTH LEG

TOTAL: 68

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 3 | 4 | |
| 2nd | 3 | 19 | |
| 3rd | 4 | 16 | |
| 4th | 2 | 17 | |
| Total | 12 | 56 | |

HOUR TOTAL: 206

Prepared by NEWPORT TRAFFIC STUDIES

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : OASIS RD

DESERT CENTER
02-15-23

BEGINNING TIME : 03:00PM

| AUTOS | | | LARGE 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RT | THRU | LT | RT | THRU | LT | RT | THRU | LT | RT | THRU | LT | |
| | | | | | | NORTH LEG | | | | | | |
| 2 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 14 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 12 |
| 1 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 30 |
| 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 25 |
| 2 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 33 |
| 2 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 21 |
| 1 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 16 |
| 10 | 93 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 45 | 0 | 154 |
| | | | | | | SOUTH LEG | | | | | | |
| 0 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 15 |
| 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 9 |
| 0 | 10 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 18 |
| 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 7 |
| 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 22 |
| 0 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 20 |
| 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 0 | 67 | 28 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 119 |
| | | | | | | EAST LEG | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | WEST LEG | | | | | | |
| 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 12 |
| 44 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 66 |

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : RICE RD
EAST-WEST STREET : OASIS RD

DESERT CENTER
02-15-23

BEGINNING TIME : 05:00PM

| AUTOS | | | LARGE 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RT | THRU | LT | RT | THRU | LT | RT | THRU | LT | RT | THRU | LT | |
| **NORTH LEG** | | | | | | | | | | | | |
| 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 13 |
| 1 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 20 |
| 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 18 |
| 1 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 21 |
| 1 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 18 |
| 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 19 |
| 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 24 |
| 1 | 13 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 18 |
| 6 | 104 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 34 | 0 | 151 |
| **SOUTH LEG** | | | | | | | | | | | | |
| 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 |
| 0 | 11 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 18 |
| 0 | 7 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 0 | 13 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 0 | 65 | 19 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 98 |
| **EAST LEG** | | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **WEST LEG** | | | | | | | | | | | | |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 26 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 37 |

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# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: OASIS RD

TIME: 03:00PM-04:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 4 | 55 | | Total |
| 2 | 12 | | 1st |
| 1 | 2 | | 2nd |
| 0 | 12 | | 3rd |
| 1 | 29 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 6 | 2 | 2 | 0 | 2 | Lt |
| | | | | | Thru |
| 17 | 4 | 4 | 5 | 4 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 3 | 12 | |
| 2nd | 5 | 4 | |
| 3rd | 4 | 14 | |
| 4th | 5 | 4 | |
| Total | 17 | 34 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: OASIS RD

TIME: 04:00PM-05:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 6 | 89 | | Total |
| 1 | 24 | | 1st |
| 2 | 31 | | 2nd |
| 2 | 19 | | 3rd |
| 1 | 15 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 14 | 2 | 3 | 3 | 6 | Lt |
| | | | | | Thru |
| 29 | 5 | 9 | 9 | 6 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 3 | 4 | |
| 2nd | 3 | 19 | |
| 3rd | 4 | 16 | |
| 4th | 2 | 17 | |
| Total | 12 | 56 | |

Prepared by NEWPORT TRAFFIC STUDIES

## INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: OASIS RD

TIME: 05:00PM-06:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 3 | 69 | | Total |
| 0 | 13 | | 1st |
| 1 | 19 | | 2nd |
| 1 | 17 | | 3rd |
| 1 | 20 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 2 | 0 | 1 | 1 | 0 | Lt |
| | | | | | Thru |
| 14 | 4 | 5 | 3 | 2 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 4 | 15 | |
| 2nd | 3 | 15 | |
| 3rd | 3 | 9 | |
| 4th | 4 | 15 | |
| Total | 14 | 54 | |

Prepared by NEWPORT TRAFFIC STUDIES

# INTERSECTION TURNING COUNT

NORTH-SOUTH STREET: RICE RD

EAST-WEST STREET: OASIS RD

TIME: 06:00PM-07:00PM DATE: 02-15-23

NORTH LEG

| Rt | Thru | Lt | |
|---|---|---|---|
| 3 | 76 | | Total |
| 1 | 17 | | 1st |
| 1 | 18 | | 2nd |
| 0 | 24 | | 3rd |
| 1 | 17 | | 4th |

| | 1st | 2nd | 3rd | 4th | Total |
|---|---|---|---|---|---|
| Rt | | | | | |
| Thru | | | | | |
| Lt | | | | | |

| Total | 1st | 2nd | 3rd | 4th | |
|---|---|---|---|---|---|
| 6 | 2 | 2 | 2 | 0 | Lt |
| | | | | | Thru |
| 15 | 5 | 5 | 2 | 3 | Rt |

| | Lt | Thru | Rt |
|---|---|---|---|
| 1st | 2 | 9 | |
| 2nd | 1 | 4 | |
| 3rd | 1 | 2 | |
| 4th | 1 | 10 | |
| Total | 5 | 25 | |

Prepared by NEWPORT TRAFFIC STUDIES

**Appendix 2. Intersection Capacity Analysis Worksheets**

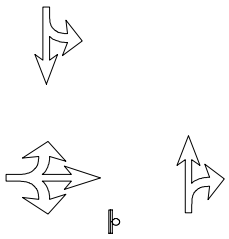
DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : I-10 EB RAMPS
N/S STREET : RICE ROAD (SR 177)
CONDITION : AM PEAK HOUR

INTERSECTION : 1
GROWTH PER YEAR : 3.0%

**CONDITION DIAGRAMS**



**EXISTING GEOMETRICS**

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | 3 | | 5 | | | 7 | | 9 | 11 | 13 |
| **I-10 EB RAMPS** | | | | | | | | | | | | | |
| EBL | 51 | 2 | 0 | 53 | 320 | 373 | 4 | 32 | 89 | 8 | 97 | 83 | 91 |
| EBT | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 2 | 2 |
| EBR | 6 | 1 | 0 | 7 | 0 | 7 | 1 | 0 | 8 | 0 | 8 | 6 | 6 |
| WBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NBT | 7 | 1 | 117 | 125 | 0 | 125 | 1 | 0 | 9 | 0 | 9 | 7 | 7 |
| NBR | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 2 | 2 |
| SBL | 21 | 1 | 0 | 22 | 6 | 28 | 2 | 4 | 28 | 1 | 29 | 26 | 27 |
| SBT | 3 | 1 | 3 | 7 | 0 | 7 | 1 | 0 | 5 | 0 | 5 | 3 | 3 |
| SBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Totals** | **92** | **8** | **120** | **220** | **326** | **546** | **11** | **36** | **147** | **9** | **156** | **129** | **138** |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN VOLUME SUMMARY | HEAY | 3/31/2023 | ASPE0000-0004 | 2 OF 2 |

E/W STREET : I-10 EB RAMPS
N/S STREET : RICE ROAD (SR 177)
CONDITION : AM PEAK HOUR
PHF : 0.88

| NORTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

| SOUTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| EAST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| WEST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 2 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |

| | Truck Volumes | Auto Volumes | Totals | Truck Percentage | Balanced Totals |
|---|---|---|---|---|---|
| **I-10 EB RAMPS** | | | | | |
| EBL | 17 | 34 | **51** | **34%** | **51** |
| EBTH | 0 | 2 | **2** | **1%** | **2** |
| EBR | 0 | 6 | **6** | **1%** | **6** |
| WBL | 0 | 0 | **0** | **0%** | **0** |
| WBTH | 0 | 0 | **0** | **0%** | **0** |
| WBR | 0 | 0 | **0** | **0%** | **0** |
| **RICE ROAD (SR 177)** | | | | | |
| NBL | 0 | 0 | **0** | **0%** | **0** |
| NBTH | 0 | 7 | **7** | **1%** | **7** |
| NBR | 0 | 2 | **2** | **1%** | **2** |
| SBL | 7 | 14 | **21** | **34%** | **21** |
| SBTH | 0 | 3 | **3** | **1%** | **3** |
| SBR | 0 | 0 | **0** | **0%** | **0** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 51 | 2 | 6 | 0 | 0 | 0 | 0 | 7 | 2 | 21 | 3 | 0 |
| Future Vol, veh/h | 51 | 2 | 6 | 0 | 0 | 0 | 0 | 7 | 2 | 21 | 3 | 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, % | 34 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 34 | 1 | 0 |
| Mvmt Flow | 58 | 2 | 7 | 0 | 0 | 0 | 0 | 8 | 2 | 24 | 3 | 0 |

| Major/Minor | Minor2 | | | | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 60 | 61 | 3 | | | | - | 0 | 0 | 10 | 0 | 0 |
| Stage 1 | 51 | 51 | - | | | | - | - | - | - | - | - |
| Stage 2 | 9 | 10 | - | | | | - | - | - | - | - | - |
| Critical Hdwy | 6.74 | 6.51 | 6.21 | | | | - | - | - | 4.44 | - | - |
| Critical Hdwy Stg 1 | 5.74 | 5.51 | - | | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.74 | 5.51 | - | | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.806 | 4.009 | 3.309 | | | | - | - | - | 2.506 | - | - |
| Pot Cap-1 Maneuver | 872 | 832 | 1084 | | | | 0 | - | - | 1424 | - | 0 |
| Stage 1 | 896 | 854 | - | | | | 0 | - | - | - | - | 0 |
| Stage 2 | 937 | 889 | - | | | | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 857 | 0 | 1084 | | | | - | - | - | 1424 | - | - |
| Mov Cap-2 Maneuver | 857 | 0 | - | | | | - | - | - | - | - | - |
| Stage 1 | 896 | 0 | - | | | | - | - | - | - | - | - |
| Stage 2 | 921 | 0 | - | | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 0 | 6.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 876 | 1424 | - |
| HCM Lane V/C Ratio | - | - | 0.077 | 0.017 | - |
| HCM Control Delay (s) | - | - | 9.5 | 7.6 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 53 | 3 | 7 | 0 | 0 | 0 | 0 | 125 | 3 | 22 | 7 | 0 |
| Future Vol, veh/h | 53 | 3 | 7 | 0 | 0 | 0 | 0 | 125 | 3 | 22 | 7 | 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, % | 34 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 34 | 1 | 0 |
| Mvmt Flow | 60 | 3 | 8 | 0 | 0 | 0 | 0 | 142 | 3 | 25 | 8 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 202 | 203 | 8 | - | 0 | 0 | 145 | 0 | 0 |
| Stage 1 | 58 | 58 | - | - | - | - | - | - | - |
| Stage 2 | 144 | 145 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.74 | 6.51 | 6.21 | - | - | - | 4.44 | - | - |
| Critical Hdwy Stg 1 | 5.74 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.74 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.806 | 4.009 | 3.309 | - | - | - | 2.506 | - | - |
| Pot Cap-1 Maneuver | 720 | 695 | 1077 | 0 | - | - | 1263 | - | 0 |
| Stage 1 | 889 | 849 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 811 | 779 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 706 | 0 | 1077 | - | - | - | 1263 | - | - |
| Mov Cap-2 Maneuver | 706 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 889 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 795 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.4 | 0 | 6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 736 | 1263 | - |
| HCM Lane V/C Ratio | - | - | 0.097 | 0.02 | - |
| HCM Control Delay (s) | - | - | 10.4 | 7.9 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 13.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 373 | 3 | 7 | 0 | 0 | 0 | 0 | 125 | 3 | 28 | 7 | 0 |
| Future Vol, veh/h | 373 | 3 | 7 | 0 | 0 | 0 | 0 | 125 | 3 | 28 | 7 | 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, % | 34 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 34 | 1 | 0 |
| Mvmt Flow | 424 | 3 | 8 | 0 | 0 | 0 | 0 | 142 | 3 | 32 | 8 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 216 | 217 | 8 | - | 0 | 0 | 145 | 0 | 0 |
| Stage 1 | 72 | 72 | - | - | - | - | - | - | - |
| Stage 2 | 144 | 145 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.74 | 6.51 | 6.21 | - | - | - | 4.44 | - | - |
| Critical Hdwy Stg 1 | 5.74 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.74 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.806 | 4.009 | 3.309 | - | - | - | 2.506 | - | - |
| Pot Cap-1 Maneuver | 706 | 683 | 1077 | 0 | - | - | 1263 | - | 0 |
| Stage 1 | 876 | 837 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 811 | 779 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 688 | 0 | 1077 | - | - | - | 1263 | - | - |
| Mov Cap-2 Maneuver | 688 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 876 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 791 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 18.5 | 0 | 6.3 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 693 | 1263 | - |
| HCM Lane V/C Ratio | - | - | 0.628 | 0.025 | - |
| HCM Control Delay (s) | - | - | 18.5 | 7.9 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 4.5 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 89 | 4 | 8 | 0 | 0 | 0 | 0 | 9 | 4 | 28 | 5 | 0 |
| Future Vol, veh/h | 89 | 4 | 8 | 0 | 0 | 0 | 0 | 9 | 4 | 28 | 5 | 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, % | 34 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 34 | 1 | 0 |
| Mvmt Flow | 101 | 5 | 9 | 0 | 0 | 0 | 0 | 10 | 5 | 32 | 6 | 0 |

| Major/Minor | Minor2 | | | | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 83 | 85 | 6 | | | | - | 0 | 0 | 15 | 0 | 0 |
| Stage 1 | 70 | 70 | - | | | | - | - | - | - | - | - |
| Stage 2 | 13 | 15 | - | | | | - | - | - | - | - | - |
| Critical Hdwy | 6.74 | 6.51 | 6.21 | | | | - | - | - | 4.44 | - | - |
| Critical Hdwy Stg 1 | 5.74 | 5.51 | - | | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.74 | 5.51 | - | | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.806 | 4.009 | 3.309 | | | | - | - | - | 2.506 | - | - |
| Pot Cap-1 Maneuver | 846 | 807 | 1080 | | | | 0 | - | - | 1418 | - | 0 |
| Stage 1 | 878 | 839 | - | | | | 0 | - | - | - | - | 0 |
| Stage 2 | 933 | 885 | - | | | | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 827 | 0 | 1080 | | | | - | - | - | 1418 | - | - |
| Mov Cap-2 Maneuver | 827 | 0 | - | | | | - | - | - | - | - | - |
| Stage 1 | 878 | 0 | - | | | | - | - | - | - | - | - |
| Stage 2 | 912 | 0 | - | | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.9 | 0 | 6.4 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 843 | 1418 | - |
| HCM Lane V/C Ratio | - | - | 0.136 | 0.022 | - |
| HCM Control Delay (s) | - | - | 9.9 | 7.6 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 97 | 4 | 8 | 0 | 0 | 0 | 0 | 9 | 4 | 29 | 5 | 0 |
| Future Vol, veh/h | 97 | 4 | 8 | 0 | 0 | 0 | 0 | 9 | 4 | 29 | 5 | 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, % | 34 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 34 | 1 | 0 |
| Mvmt Flow | 110 | 5 | 9 | 0 | 0 | 0 | 0 | 10 | 5 | 33 | 6 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 85 | 87 | 6 | - | 0 | 0 | 15 | 0 | 0 |
| Stage 1 | 72 | 72 | - | - | - | - | - | - | - |
| Stage 2 | 13 | 15 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.74 | 6.51 | 6.21 | - | - | - | 4.44 | - | - |
| Critical Hdwy Stg 1 | 5.74 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.74 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.806 | 4.009 | 3.309 | - | - | - | 2.506 | - | - |
| Pot Cap-1 Maneuver | 844 | 805 | 1080 | 0 | - | - | 1418 | - | 0 |
| Stage 1 | 876 | 837 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 933 | 885 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 825 | 0 | 1080 | - | - | - | 1418 | - | - |
| Mov Cap-2 Maneuver | 825 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 876 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 912 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10 | 0 | 6.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 840 | 1418 | - |
| HCM Lane V/C Ratio | - | - | 0.147 | 0.023 | - |
| HCM Control Delay (s) | - | - | 10 | 7.6 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 83 | 2 | 6 | 0 | 0 | 0 | 0 | 7 | 2 | 26 | 3 | 0 |
| Future Vol, veh/h | 83 | 2 | 6 | 0 | 0 | 0 | 0 | 7 | 2 | 26 | 3 | 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, % | 34 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 34 | 1 | 0 |
| Mvmt Flow | 94 | 2 | 7 | 0 | 0 | 0 | 0 | 8 | 2 | 30 | 3 | 0 |

| Major/Minor | Minor2 | | | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 72 | 73 | 3 | | | - | 0 | 0 | 10 | 0 | 0 |
| Stage 1 | 63 | 63 | - | | | - | - | - | - | - | - |
| Stage 2 | 9 | 10 | - | | | - | - | - | - | - | - |
| Critical Hdwy | 6.74 | 6.51 | 6.21 | | | - | - | - | 4.44 | - | - |
| Critical Hdwy Stg 1 | 5.74 | 5.51 | - | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.74 | 5.51 | - | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.806 | 4.009 | 3.309 | | | - | - | - | 2.506 | - | - |
| Pot Cap-1 Maneuver | 858 | 819 | 1084 | | | 0 | - | - | 1424 | - | 0 |
| Stage 1 | 884 | 844 | - | | | 0 | - | - | - | - | 0 |
| Stage 2 | 937 | 889 | - | | | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 840 | 0 | 1084 | | | - | - | - | 1424 | - | - |
| Mov Cap-2 Maneuver | 840 | 0 | - | | | - | - | - | - | - | - |
| Stage 1 | 884 | 0 | - | | | - | - | - | - | - | - |
| Stage 2 | 917 | 0 | - | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.8 | 0 | 6.8 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 853 | 1424 | - |
| HCM Lane V/C Ratio | - | - | 0.121 | 0.021 | - |
| HCM Control Delay (s) | - | - | 9.8 | 7.6 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 91 | 2 | 6 | 0 | 0 | 0 | 0 | 7 | 2 | 27 | 3 | 0 |
| Future Vol, veh/h | 91 | 2 | 6 | 0 | 0 | 0 | 0 | 7 | 2 | 27 | 3 | 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, % | 34 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 34 | 1 | 0 |
| Mvmt Flow | 103 | 2 | 7 | 0 | 0 | 0 | 0 | 8 | 2 | 31 | 3 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 74 | 75 | 3 | - | 0 | 0 | 10 | 0 | 0 |
| Stage 1 | 65 | 65 | - | - | - | - | - | - | - |
| Stage 2 | 9 | 10 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.74 | 6.51 | 6.21 | - | - | - | 4.44 | - | - |
| Critical Hdwy Stg 1 | 5.74 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.74 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.806 | 4.009 | 3.309 | - | - | - | 2.506 | - | - |
| Pot Cap-1 Maneuver | 856 | 817 | 1084 | 0 | - | - | 1424 | - | 0 |
| Stage 1 | 882 | 843 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 937 | 889 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 837 | 0 | 1084 | - | - | - | 1424 | - | - |
| Mov Cap-2 Maneuver | 837 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 882 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 916 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.9 | 0 | 6.8 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 849 | 1424 | - |
| HCM Lane V/C Ratio | - | - | 0.133 | 0.022 | - |
| HCM Control Delay (s) | - | - | 9.9 | 7.6 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0.1 | - |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : I-10 EB RAMPS
N/S STREET : RICE ROAD (SR 177)
CONDITION : PM PEAK HOUR

INTERSECTION : 1
GROWTH PER YEAR : 3.0%

## TURN MOVEMENTS

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | | | 4 | | 6 | | | 6 | | 8 | 12 | 14 |
| **I-10 EB RAMPS** | | | | | | | | | | | | | |
| EBL | 71 | 3 | 0 | 74 | 8 | 82 | 5 | 7 | 86 | 2 | 88 | 78 | 80 |
| EBT | 5 | 1 | 0 | 6 | 0 | 6 | 1 | 0 | 7 | 0 | 7 | 5 | 5 |
| EBR | 8 | 1 | 0 | 9 | 0 | 9 | 1 | 0 | 10 | 0 | 10 | 8 | 8 |
| WBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NBT | 4 | 1 | 3 | 8 | 0 | 8 | 1 | 0 | 6 | 0 | 6 | 4 | 4 |
| NBR | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 2 | 2 |
| SBL | 30 | 1 | 0 | 31 | 214 | 245 | 2 | 19 | 52 | 5 | 57 | 49 | 54 |
| SBT | 3 | 1 | 117 | 121 | 0 | 121 | 1 | 0 | 5 | 0 | 5 | 3 | 3 |
| SBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Totals** | **123** | **9** | **120** | **252** | **222** | **474** | **12** | **26** | **170** | **7** | **177** | **149** | **156** |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN VOLUME SUMMARY | HEAY | 31-Mar-23 | ASPE0000-0004 | 2 OF 2 |

E/W STREET : I-10 EB RAMPS
N/S STREET : RICE ROAD (SR 177)
CONDITION : PM PEAK HOUR
PHF : 0.97

| NORTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| SOUTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| EAST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| WEST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1 | 1 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Truck Volumes | Auto Volumes | Totals | Truck Percentage | Balanced Totals |
|---|---|---|---|---|---|
| **I-10 EB RAMPS** | | | | | |
| EBL | 9 | 62 | **71** | **13%** | **71** |
| EBTH | 0 | 5 | **5** | **1%** | **5** |
| EBR | 0 | 8 | **8** | **1%** | **8** |
| WBL | 0 | 0 | **0** | **0%** | **0** |
| WBTH | 0 | 0 | **0** | **0%** | **0** |
| WBR | 0 | 0 | **0** | **0%** | **0** |
| **RICE ROAD (SR 177)** | | | | | |
| NBL | 0 | 0 | **0** | **0%** | **0** |
| NBTH | 0 | 4 | **4** | **1%** | **4** |
| NBR | 0 | 2 | **2** | **1%** | **2** |
| SBL | 3 | 21 | **24** | **13%** | **30** |
| SBTH | 0 | 2 | **2** | **1%** | **3** |
| SBR | 0 | 0 | **0** | **0%** | **0** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 71 | 5 | 8 | 0 | 0 | 0 | 0 | 4 | 2 | 30 | 3 | 0 |
| Future Vol, veh/h | 71 | 5 | 8 | 0 | 0 | 0 | 0 | 4 | 2 | 30 | 3 | 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 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 1 | 0 |
| Mvmt Flow | 73 | 5 | 8 | 0 | 0 | 0 | 0 | 4 | 2 | 31 | 3 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 70 | 71 | 3 | - | 0 | 0 | 6 | 0 | 0 |
| Stage 1 | 65 | 65 | - | - | - | - | - | - | - |
| Stage 2 | 5 | 6 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.53 | 6.51 | 6.21 | - | - | - | 4.23 | - | - |
| Critical Hdwy Stg 1 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.617 | 4.009 | 3.309 | - | - | - | 2.317 | - | - |
| Pot Cap-1 Maneuver | 908 | 821 | 1084 | 0 | - | - | 1546 | - | 0 |
| Stage 1 | 930 | 843 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 990 | 893 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 890 | 0 | 1084 | - | - | - | 1546 | - | - |
| Mov Cap-2 Maneuver | 890 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 930 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 970 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.4 | 0 | 6.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 906 | 1546 | - |
| HCM Lane V/C Ratio | - | - | 0.096 | 0.02 | - |
| HCM Control Delay (s) | - | - | 9.4 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 | - |

| 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 | 74 | 6 | 9 | 0 | 0 | 0 | 0 | 8 | 3 | 31 | 121 | 0 |
| Future Vol, veh/h | 74 | 6 | 9 | 0 | 0 | 0 | 0 | 8 | 3 | 31 | 121 | 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 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 1 | 0 |
| Mvmt Flow | 76 | 6 | 9 | 0 | 0 | 0 | 0 | 8 | 3 | 32 | 125 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 199 | 200 | 125 | - | 0 | 0 | 11 | 0 | 0 |
| Stage 1 | 189 | 189 | - | - | - | - | - | - | - |
| Stage 2 | 10 | 11 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.53 | 6.51 | 6.21 | - | - | - | 4.23 | - | - |
| Critical Hdwy Stg 1 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.617 | 4.009 | 3.309 | - | - | - | 2.317 | - | - |
| Pot Cap-1 Maneuver | 765 | 698 | 928 | 0 | - | - | 1539 | - | 0 |
| Stage 1 | 817 | 746 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 985 | 888 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 748 | 0 | 928 | - | - | - | 1539 | - | - |
| Mov Cap-2 Maneuver | 748 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 817 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 963 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.4 | 0 | 1.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 764 | 1539 | - |
| HCM Lane V/C Ratio | - | - | 0.12 | 0.021 | - |
| HCM Control Delay (s) | - | - | 10.4 | 7.4 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 82 | 6 | 9 | 0 | 0 | 0 | 0 | 8 | 3 | 245 | 121 | 0 |
| Future Vol, veh/h | 82 | 6 | 9 | 0 | 0 | 0 | 0 | 8 | 3 | 245 | 121 | 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 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 1 | 0 |
| Mvmt Flow | 85 | 6 | 9 | 0 | 0 | 0 | 0 | 8 | 3 | 253 | 125 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 641 | 642 | 125 | - | 0 | 0 | 11 | 0 | 0 |
| Stage 1 | 631 | 631 | - | - | - | - | - | - | - |
| Stage 2 | 10 | 11 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.53 | 6.51 | 6.21 | - | - | - | 4.23 | - | - |
| Critical Hdwy Stg 1 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.617 | 4.009 | 3.309 | - | - | - | 2.317 | - | - |
| Pot Cap-1 Maneuver | 422 | 394 | 928 | 0 | - | - | 1539 | - | 0 |
| Stage 1 | 510 | 476 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 985 | 888 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 347 | 0 | 928 | - | - | - | 1539 | - | - |
| Mov Cap-2 Maneuver | 347 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 510 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 811 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 18.3 | 0 | 5.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 370 | 1539 | - |
| HCM Lane V/C Ratio | - | - | 0.27 | 0.164 | - |
| HCM Control Delay (s) | - | - | 18.3 | 7.8 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 1.1 | 0.6 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 86 | 7 | 10 | 0 | 0 | 0 | 0 | 6 | 4 | 52 | 5 | 0 |
| Future Vol, veh/h | 86 | 7 | 10 | 0 | 0 | 0 | 0 | 6 | 4 | 52 | 5 | 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 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 1 | 0 |
| Mvmt Flow | 89 | 7 | 10 | 0 | 0 | 0 | 0 | 6 | 4 | 54 | 5 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 121 | 123 | 5 | - | 0 | 0 | 10 | 0 | 0 |
| Stage 1 | 113 | 113 | - | - | - | - | - | - | - |
| Stage 2 | 8 | 10 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.53 | 6.51 | 6.21 | - | - | - | 4.23 | - | - |
| Critical Hdwy Stg 1 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.617 | 4.009 | 3.309 | - | - | - | 2.317 | - | - |
| Pot Cap-1 Maneuver | 849 | 769 | 1081 | 0 | - | - | 1541 | - | 0 |
| Stage 1 | 885 | 804 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 987 | 889 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 819 | 0 | 1081 | - | - | - | 1541 | - | - |
| Mov Cap-2 Maneuver | 819 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 885 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 952 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.9 | 0 | 6.8 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 840 | 1541 | - |
| HCM Lane V/C Ratio | - | - | 0.126 | 0.035 | - |
| HCM Control Delay (s) | - | - | 9.9 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 88 | 7 | 10 | 0 | 0 | 0 | 0 | 6 | 4 | 57 | 5 | 0 |
| Future Vol, veh/h | 88 | 7 | 10 | 0 | 0 | 0 | 0 | 6 | 4 | 57 | 5 | 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 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 1 | 0 |
| Mvmt Flow | 91 | 7 | 10 | 0 | 0 | 0 | 0 | 6 | 4 | 59 | 5 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 131 | 133 | 5 | - | 0 | 0 | 10 | 0 | 0 |
| Stage 1 | 123 | 123 | - | - | - | - | - | - | - |
| Stage 2 | 8 | 10 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.53 | 6.51 | 6.21 | - | - | - | 4.23 | - | - |
| Critical Hdwy Stg 1 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.617 | 4.009 | 3.309 | - | - | - | 2.317 | - | - |
| Pot Cap-1 Maneuver | 838 | 760 | 1081 | 0 | - | - | 1541 | - | 0 |
| Stage 1 | 876 | 796 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 987 | 889 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 806 | 0 | 1081 | - | - | - | 1541 | - | - |
| Mov Cap-2 Maneuver | 806 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 876 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 949 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10 | 0 | 6.8 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 827 | 1541 | - |
| HCM Lane V/C Ratio | - | - | 0.131 | 0.038 | - |
| HCM Control Delay (s) | - | - | 10 | 7.4 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 78 | 5 | 8 | 0 | 0 | 0 | 0 | 4 | 2 | 49 | 3 | 0 |
| Future Vol, veh/h | 78 | 5 | 8 | 0 | 0 | 0 | 0 | 4 | 2 | 49 | 3 | 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 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 1 | 0 |
| Mvmt Flow | 80 | 5 | 8 | 0 | 0 | 0 | 0 | 4 | 2 | 51 | 3 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 110 | 111 | 3 | - | 0 | 0 | 6 | 0 | 0 |
| Stage 1 | 105 | 105 | - | - | - | - | - | - | - |
| Stage 2 | 5 | 6 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.53 | 6.51 | 6.21 | - | - | - | 4.23 | - | - |
| Critical Hdwy Stg 1 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.617 | 4.009 | 3.309 | - | - | - | 2.317 | - | - |
| Pot Cap-1 Maneuver | 861 | 781 | 1084 | 0 | - | - | 1546 | - | 0 |
| Stage 1 | 893 | 810 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 990 | 893 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 833 | 0 | 1084 | - | - | - | 1546 | - | - |
| Mov Cap-2 Maneuver | 833 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 893 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 957 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.8 | 0 | 7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 851 | 1546 | - |
| HCM Lane V/C Ratio | - | - | 0.11 | 0.033 | - |
| HCM Control Delay (s) | - | - | 9.8 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 80 | 5 | 8 | 0 | 0 | 0 | 0 | 4 | 2 | 54 | 3 | 0 |
| Future Vol, veh/h | 80 | 5 | 8 | 0 | 0 | 0 | 0 | 4 | 2 | 54 | 3 | 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 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 1 | 0 |
| Mvmt Flow | 82 | 5 | 8 | 0 | 0 | 0 | 0 | 4 | 2 | 56 | 3 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 120 | 121 | 3 | - | 0 | 0 | 6 | 0 | 0 |
| Stage 1 | 115 | 115 | - | - | - | - | - | - | - |
| Stage 2 | 5 | 6 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.53 | 6.51 | 6.21 | - | - | - | 4.23 | - | - |
| Critical Hdwy Stg 1 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.53 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.617 | 4.009 | 3.309 | - | - | - | 2.317 | - | - |
| Pot Cap-1 Maneuver | 850 | 771 | 1084 | 0 | - | - | 1546 | - | 0 |
| Stage 1 | 883 | 802 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 990 | 893 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 819 | 0 | 1084 | - | - | - | 1546 | - | - |
| Mov Cap-2 Maneuver | 819 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 883 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 954 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.9 | 0 | 7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 838 | 1546 | - |
| HCM Lane V/C Ratio | - | - | 0.114 | 0.036 | - |
| HCM Control Delay (s) | - | - | 9.9 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.1 | - |

## CALCULATION OF FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES (NCHRP 255)

**Intersection No.:** 1
**North/South Street:** RICE ROAD (SR 177)
**East/West Street:** I-10 EB RAMPS

**Analysis Condition:** YEAR 2045 FUTURE TRAFFIC

### A.M. Peak Hour

| Approach Direction | | Base Year Count | Forecast Future Year Link Volume | | | Turn Volume | Rounded Volume |
|---|---|---|---|---|---|---|---|
| South leg | Left | 0 | Approach | 9 | Left | 0 | 0 |
| NB | Through | 7 | Departure | 9 | Through | 7 | 7 |
| | Right | 2 | | | Right | 2 | 2 |
| North leg | Left | 21 | Approach | 25 | Left | 22 | 22 |
| SB | Through | 3 | Departure | 58 | Through | 3 | 3 |
| | Right | 0 | | | Right | 0 | 0 |
| West leg | Left | 51 | Approach | 59 | Left | 51 | 51 |
| EB | Through | 2 | Departure | 0 | Through | 2 | 2 |
| | Right | 6 | | | Right | 6 | 6 |
| East leg | Left | 0 | Approach | 0 | Left | 0 | 0 |
| WB | Through | 0 | Departure | 26 | Through | 0 | 0 |
| | Right | 0 | | | Right | 0 | 0 |

### P.M. Peak Hour

| Approach Direction | | Base Year Count | Forecast Future Year Link Volume | | | Turn Volume | Rounded Volume |
|---|---|---|---|---|---|---|---|
| South leg | Left | 0 | Approach | 6 | Left | 0 | 0 |
| NB | Through | 4 | Departure | 11 | Through | 4 | 4 |
| | Right | 2 | | | Right | 2 | 2 |
| North leg | Left | 30 | Approach | 33 | Left | 30 | 30 |
| SB | Through | 3 | Departure | 75 | Through | 3 | 3 |
| | Right | 0 | | | Right | 0 | 0 |
| West leg | Left | 71 | Approach | 84 | Left | 71 | 71 |
| EB | Through | 5 | Departure | 0 | Through | 5 | 5 |
| | Right | 8 | | | Right | 8 | 8 |
| East leg | Left | 0 | Approach | 0 | Left | 0 | 0 |
| WB | Through | 0 | Departure | 37 | Through | 0 | 0 |

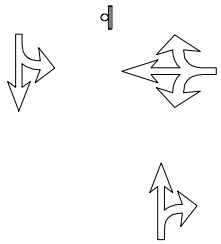
DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : I-10 WB RAMPS
N/S STREET : RICE ROAD (SR 177)
CONDITION : AM PEAK HOUR

INTERSECTION : 2
GROWTH PER YEAR : 3.0%

**CONDITION DIAGRAMS**



**EXISTING GEOMETRICS**

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | 3 | | 5 | | | 7 | | 9 | 11 | 13 |
| **I-10 WB RAMPS** | | | | | | | | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBL | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 2 | 2 |
| WBT | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| WBR | 5 | 1 | 145 | 151 | 214 | 365 | 1 | 20 | 27 | 5 | 32 | 26 | 31 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 4 | 1 | 0 | 5 | 0 | 5 | 1 | 0 | 6 | 0 | 6 | 4 | 4 |
| NBT | 54 | 2 | 218 | 274 | 320 | 594 | 4 | 32 | 92 | 8 | 100 | 86 | 94 |
| NBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBT | 22 | 1 | 5 | 28 | 6 | 34 | 2 | 4 | 29 | 1 | 30 | 27 | 28 |
| SBR | 70 | 3 | 10 | 83 | 8 | 91 | 5 | 10 | 88 | 3 | 91 | 81 | 84 |
| **Totals** | **158** | **10** | **378** | **546** | **548** | **1,094** | **15** | **66** | **249** | **17** | **266** | **227** | **244** |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN VOLUME SUMMARY | HEAY | 3/31/2023 | ASPE0000-0004 | 2 OF 2 |

E/W STREET : I-10 WB RAMPS
N/S STREET : RICE ROAD (SR 177)
CONDITION : AM PEAK HOUR
PHF : 0.86

| NORTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 |
| 16 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 13 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 |
| 17 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 |

| SOUTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 |
| 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 |

| EAST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| WEST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Truck Volumes | Auto Volumes | Totals | Truck Percentage | Balanced Totals |
|---|---|---|---|---|---|
| **I-10 WB RAMPS** | | | | | |
| EBL | 0 | 0 | **0** | **0%** | **0** |
| EBTH | 0 | 0 | **0** | **0%** | **0** |
| EBR | 0 | 0 | **0** | **0%** | **0** |
| WBL | 1 | 1 | **2** | **50%** | **2** |
| WBTH | 0 | 1 | **1** | **1%** | **1** |
| WBR | 2 | 3 | **5** | **40%** | **5** |
| **RICE ROAD (SR 177)** | | | | | |
| NBL | 2 | 2 | **4** | **50%** | **4** |
| NBTH | 22 | 29 | **51** | **44%** | **54** |
| NBR | 0 | 0 | **0** | **0%** | **0** |
| SBL | 0 | 0 | **0** | **0%** | **0** |
| SBTH | 6 | 13 | **19** | **32%** | **22** |
| SBR | 12 | 58 | **70** | **18%** | **70** |

| 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 | 0 | 0 | 2 | 1 | 5 | 4 | 54 | 0 | 0 | 22 | 70 |
| Future Vol, veh/h | 0 | 0 | 0 | 2 | 1 | 5 | 4 | 54 | 0 | 0 | 22 | 70 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 2 | 1 | 6 | 5 | 63 | 0 | 0 | 26 | 81 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 140 | 180 | 63 | 107 | 0 | - | - | - | 0 |
| Stage 1 | 73 | 73 | - | - | - | - | - | - | - |
| Stage 2 | 67 | 107 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 752 | 716 | 905 | 1232 | - | 0 | 0 | - | - |
| Stage 1 | 841 | 836 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 847 | 809 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 749 | 0 | 905 | 1232 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 749 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 838 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 847 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.3 | 0.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1232 | - | 854 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.011 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 9.3 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 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 | 0 | 0 | 3 | 2 | 151 | 5 | 274 | 0 | 0 | 28 | 83 |
| Future Vol, veh/h | 0 | 0 | 0 | 3 | 2 | 151 | 5 | 274 | 0 | 0 | 28 | 83 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 3 | 2 | 176 | 6 | 319 | 0 | 0 | 33 | 97 |

| Major/Minor | Minor1 | | Major1 | | Major2 | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 413 | 461 | 319 | 130 | 0 | - | - | - | 0 |
| Stage 1 | 331 | 331 | - | - | - | - | - | - | - |
| Stage 2 | 82 | 130 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 514 | 499 | 642 | 1207 | - | 0 | 0 | - | - |
| Stage 1 | 632 | 647 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 833 | 791 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 511 | 0 | 642 | 1207 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 511 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 628 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 833 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.9 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1207 | - | 639 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.284 | - | - |
| HCM Control Delay (s) | 8 | 0 | 12.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 1.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 38.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 3 | 2 | 365 | 5 | 594 | 0 | 0 | 34 | 91 |
| Future Vol, veh/h | 0 | 0 | 0 | 3 | 2 | 365 | 5 | 594 | 0 | 0 | 34 | 91 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 3 | 2 | 424 | 6 | 691 | 0 | 0 | 40 | 106 |

| Major/Minor | Minor1 | | Major1 | | Major2 | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 796 | 849 | 691 | 146 | 0 | - | - | - | 0 |
| Stage 1 | 703 | 703 | - | - | - | - | - | - | - |
| Stage 2 | 93 | 146 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 297 | 299 | ~ 386 | 1189 | - | 0 | 0 | - | - |
| Stage 1 | 413 | 442 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 823 | 778 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 295 | 0 | ~ 386 | 1189 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 295 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 410 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 823 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 114.3 | 0.1 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1189 | - | 385 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 1.117 | - | - |
| HCM Control Delay (s) | 8 | 0 | 114.3 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 15.8 | - | - |

| 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 | 0 | 0 | 0 | 4 | 3 | 27 | 6 | 92 | 0 | 0 | 29 | 88 |
| Future Vol, veh/h | 0 | 0 | 0 | 4 | 3 | 27 | 6 | 92 | 0 | 0 | 29 | 88 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 5 | 3 | 31 | 7 | 107 | 0 | 0 | 34 | 102 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 206 | 257 | 107 | 136 | 0 | - | - | - | 0 | |
| Stage 1 | 121 | 121 | - | - | - | - | - | - | - | |
| Stage 2 | 85 | 136 | - | - | - | - | - | - | - | |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - | |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - | |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - | |
| Pot Cap-1 Maneuver | 686 | 649 | 853 | 1200 | - | 0 | 0 | - | - | |
| Stage 1 | 798 | 798 | - | - | - | 0 | 0 | - | - | |
| Stage 2 | 830 | 786 | - | - | - | 0 | 0 | - | - | |
| Platoon blocked, % | | | | | - | | | - | - | |
| Mov Cap-1 Maneuver | 682 | 0 | 853 | 1200 | - | - | - | - | - | |
| Mov Cap-2 Maneuver | 682 | 0 | - | - | - | - | - | - | - | |
| Stage 1 | 793 | 0 | - | - | - | - | - | - | - | |
| Stage 2 | 830 | 0 | - | - | - | - | - | - | - | |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.6 | 0.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1200 | - | 826 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | 0.048 | - | - |
| HCM Control Delay (s) | 8 | 0 | 9.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| 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 | 0 | 0 | 0 | 4 | 3 | 32 | 6 | 100 | 0 | 0 | 30 | 91 |
| Future Vol, veh/h | 0 | 0 | 0 | 4 | 3 | 32 | 6 | 100 | 0 | 0 | 30 | 91 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 5 | 3 | 37 | 7 | 116 | 0 | 0 | 35 | 106 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 218 | 271 | 116 | 141 | 0 | - | - | - | 0 | |
| Stage 1 | 130 | 130 | - | - | - | - | - | - | - | |
| Stage 2 | 88 | 141 | - | - | - | - | - | - | - | |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - | |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - | |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - | |
| Pot Cap-1 Maneuver | 675 | 637 | 843 | 1194 | - | 0 | 0 | - | - | |
| Stage 1 | 790 | 791 | - | - | - | 0 | 0 | - | - | |
| Stage 2 | 828 | 782 | - | - | - | 0 | 0 | - | - | |
| Platoon blocked, % | | | | | - | | | - | - | |
| Mov Cap-1 Maneuver | 671 | 0 | 843 | 1194 | - | - | - | - | - | |
| Mov Cap-2 Maneuver | 671 | 0 | - | - | - | - | - | - | - | |
| Stage 1 | 785 | 0 | - | - | - | - | - | - | - | |
| Stage 2 | 828 | 0 | - | - | - | - | - | - | - | |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.6 | 0.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1194 | - | 820 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | 0.055 | - | - |
| HCM Control Delay (s) | 8 | 0 | 9.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 2 | 1 | 26 | 4 | 86 | 0 | 0 | 27 | 81 |
| Future Vol, veh/h | 0 | 0 | 0 | 2 | 1 | 26 | 4 | 86 | 0 | 0 | 27 | 81 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 2 | 1 | 30 | 5 | 100 | 0 | 0 | 31 | 94 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 188 | 235 | 100 | 125 | 0 | - | - | - | 0 | |
| Stage 1 | 110 | 110 | - | - | - | - | - | - | - | |
| Stage 2 | 78 | 125 | - | - | - | - | - | - | - | |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - | |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - | |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - | |
| Pot Cap-1 Maneuver | 703 | 667 | 861 | 1212 | - | 0 | 0 | - | - | |
| Stage 1 | 808 | 806 | - | - | - | 0 | 0 | - | - | |
| Stage 2 | 837 | 794 | - | - | - | 0 | 0 | - | - | |
| Platoon blocked, % | | | | | - | | | - | - | |
| Mov Cap-1 Maneuver | 700 | 0 | 861 | 1212 | - | - | - | - | - | |
| Mov Cap-2 Maneuver | 700 | 0 | - | - | - | - | - | - | - | |
| Stage 1 | 805 | 0 | - | - | - | - | - | - | - | |
| Stage 2 | 837 | 0 | - | - | - | - | - | - | - | |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.4 | 0.4 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1212 | - | 847 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.04 | - | - |
| HCM Control Delay (s) | 8 | 0 | 9.4 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 2 | 1 | 31 | 4 | 94 | 0 | 0 | 28 | 84 |
| Future Vol, veh/h | 0 | 0 | 0 | 2 | 1 | 31 | 4 | 94 | 0 | 0 | 28 | 84 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 2 | 1 | 36 | 5 | 109 | 0 | 0 | 33 | 98 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 201 | 250 | 109 | 131 | 0 | - | - | - | 0 |
| Stage 1 | 119 | 119 | - | - | - | - | - | - | - |
| Stage 2 | 82 | 131 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 691 | 655 | 851 | 1205 | - | 0 | 0 | - | - |
| Stage 1 | 800 | 799 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 833 | 790 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 688 | 0 | 851 | 1205 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 688 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 797 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 833 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 0.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1205 | - | 839 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.047 | - | - |
| HCM Control Delay (s) | 8 | 0 | 9.5 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : I-10 WB RAMPS
N/S STREET : RICE ROAD (SR 177)
CONDITION : PM PEAK HOUR

INTERSECTION : 2
GROWTH PER YEAR : 3.0%

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | | | 4 | | 6 | | | 6 | | 8 | 12 | 14 |
| **I-10 WB RAMPS** | | | | | | | | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBL | 3 | 1 | 0 | 4 | 0 | 4 | 1 | 0 | 5 | 0 | 5 | 3 | 3 |
| WBT | 5 | 1 | 0 | 6 | 0 | 6 | 1 | 0 | 7 | 0 | 7 | 5 | 5 |
| WBR | 67 | 3 | 4 | 74 | 6 | 80 | 5 | 3 | 78 | 1 | 79 | 71 | 72 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 3 | 1 | 0 | 4 | 0 | 4 | 1 | 0 | 5 | 0 | 5 | 3 | 3 |
| NBT | 72 | 3 | 8 | 83 | 8 | 91 | 5 | 7 | 87 | 2 | 89 | 79 | 81 |
| NBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBT | 30 | 1 | 144 | 175 | 214 | 389 | 2 | 19 | 52 | 5 | 57 | 49 | 54 |
| SBR | 177 | 6 | 216 | 399 | 320 | 719 | 11 | 30 | 224 | 8 | 232 | 208 | 216 |
| **Totals** | **357** | **16** | **372** | **745** | **548** | **1,293** | **26** | **59** | **458** | **16** | **474** | **418** | **434** |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN VOLUME SUMMARY | HEAY | 31-Mar-23 | ASPE0000-0004 | 2 OF 2 |

E/W STREET : I-10 WB RAMPS
N/S STREET : RICE ROAD (SR 177)
CONDITION : PM PEAK HOUR
PHF : 0.81

| NORTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 30 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 12 | 1 | 0 |
| 27 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 |
| 33 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 1 | 0 |
| 35 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 |

| SOUTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |

| EAST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 12 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |

| WEST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Truck Volumes | Auto Volumes | Totals | Truck Percentage | Balanced Totals |
|---|---|---|---|---|---|
| **I-10 WB RAMPS** | | | | | |
| EBL | 0 | 0 | **0** | **0%** | **0** |
| EBTH | 0 | 0 | **0** | **0%** | **0** |
| EBR | 0 | 0 | **0** | **0%** | **0** |
| WBL | 0 | 3 | **3** | **1%** | **3** |
| WBTH | 0 | 5 | **5** | **1%** | **5** |
| WBR | 10 | 47 | **57** | **18%** | **67** |
| **RICE ROAD (SR 177)** | | | | | |
| NBL | 0 | 3 | **3** | **1%** | **3** |
| NBTH | 12 | 42 | **54** | **23%** | **72** |
| NBR | 0 | 0 | **0** | **0%** | **0** |
| SBL | 0 | 0 | **0** | **0%** | **0** |
| SBTH | 6 | 24 | **30** | **20%** | **30** |
| SBR | 52 | 125 | **177** | **30%** | **177** |

| 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 | 0 | 0 | 2 | 1 | 5 | 4 | 54 | 0 | 0 | 22 | 70 |
| Future Vol, veh/h | 0 | 0 | 0 | 2 | 1 | 5 | 4 | 54 | 0 | 0 | 22 | 70 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 2 | 1 | 6 | 5 | 63 | 0 | 0 | 26 | 81 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 140 | 180 | 63 | 107 | 0 | - | - | - | 0 |
| Stage 1 | 73 | 73 | - | - | - | - | - | - | - |
| Stage 2 | 67 | 107 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 752 | 716 | 905 | 1232 | - | 0 | 0 | - | - |
| Stage 1 | 841 | 836 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 847 | 809 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 749 | 0 | 905 | 1232 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 749 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 838 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 847 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.3 | 0.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1232 | - | 854 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.011 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 9.3 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 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 | 0 | 0 | 3 | 2 | 151 | 5 | 274 | 0 | 0 | 28 | 83 |
| Future Vol, veh/h | 0 | 0 | 0 | 3 | 2 | 151 | 5 | 274 | 0 | 0 | 28 | 83 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 3 | 2 | 176 | 6 | 319 | 0 | 0 | 33 | 97 |

| Major/Minor | Minor1 | | Major1 | | Major2 | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 413 | 461 | 319 | 130 | 0 | - | - | - | 0 |
| Stage 1 | 331 | 331 | - | - | - | - | - | - | - |
| Stage 2 | 82 | 130 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 514 | 499 | 642 | 1207 | - | 0 | 0 | - | - |
| Stage 1 | 632 | 647 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 833 | 791 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 511 | 0 | 642 | 1207 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 511 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 628 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 833 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.9 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1207 | - | 639 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.284 | - | - |
| HCM Control Delay (s) | 8 | 0 | 12.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 1.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 38.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 3 | 2 | 365 | 5 | 594 | 0 | 0 | 34 | 91 |
| Future Vol, veh/h | 0 | 0 | 0 | 3 | 2 | 365 | 5 | 594 | 0 | 0 | 34 | 91 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 3 | 2 | 424 | 6 | 691 | 0 | 0 | 40 | 106 |

| Major/Minor | Minor1 | | Major1 | | Major2 | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 796 | 849 | 691 | 146 | 0 | - | - | - | 0 |
| Stage 1 | 703 | 703 | - | - | - | - | - | - | - |
| Stage 2 | 93 | 146 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 297 | 299 | ~ 386 | 1189 | - | 0 | 0 | - | - |
| Stage 1 | 413 | 442 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 823 | 778 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 295 | 0 | ~ 386 | 1189 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 295 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 410 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 823 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 114.3 | 0.1 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1189 | - | 385 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 1.117 | - | - |
| HCM Control Delay (s) | 8 | 0 | 114.3 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 15.8 | - | - |

| 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 | 0 | 0 | 0 | 4 | 3 | 27 | 6 | 92 | 0 | 0 | 29 | 88 |
| Future Vol, veh/h | 0 | 0 | 0 | 4 | 3 | 27 | 6 | 92 | 0 | 0 | 29 | 88 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 5 | 3 | 31 | 7 | 107 | 0 | 0 | 34 | 102 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 206 | 257 | 107 | 136 | 0 | - | - | - | 0 | |
| Stage 1 | 121 | 121 | - | - | - | - | - | - | - | |
| Stage 2 | 85 | 136 | - | - | - | - | - | - | - | |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - | |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - | |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - | |
| Pot Cap-1 Maneuver | 686 | 649 | 853 | 1200 | - | 0 | 0 | - | - | |
| Stage 1 | 798 | 798 | - | - | - | 0 | 0 | - | - | |
| Stage 2 | 830 | 786 | - | - | - | 0 | 0 | - | - | |
| Platoon blocked, % | | | | | - | | | - | - | |
| Mov Cap-1 Maneuver | 682 | 0 | 853 | 1200 | - | - | - | - | - | |
| Mov Cap-2 Maneuver | 682 | 0 | - | - | - | - | - | - | - | |
| Stage 1 | 793 | 0 | - | - | - | - | - | - | - | |
| Stage 2 | 830 | 0 | - | - | - | - | - | - | - | |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.6 | 0.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1200 | - | 826 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | 0.048 | - | - |
| HCM Control Delay (s) | 8 | 0 | 9.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| 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 | 0 | 0 | 0 | 4 | 3 | 32 | 6 | 100 | 0 | 0 | 30 | 91 |
| Future Vol, veh/h | 0 | 0 | 0 | 4 | 3 | 32 | 6 | 100 | 0 | 0 | 30 | 91 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 5 | 3 | 37 | 7 | 116 | 0 | 0 | 35 | 106 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 218 | 271 | 116 | 141 | 0 | - | - | - | 0 | |
| Stage 1 | 130 | 130 | - | - | - | - | - | - | - | |
| Stage 2 | 88 | 141 | - | - | - | - | - | - | - | |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - | |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - | |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - | |
| Pot Cap-1 Maneuver | 675 | 637 | 843 | 1194 | - | 0 | 0 | - | - | |
| Stage 1 | 790 | 791 | - | - | - | 0 | 0 | - | - | |
| Stage 2 | 828 | 782 | - | - | - | 0 | 0 | - | - | |
| Platoon blocked, % | | | | | - | | | - | - | |
| Mov Cap-1 Maneuver | 671 | 0 | 843 | 1194 | - | - | - | - | - | |
| Mov Cap-2 Maneuver | 671 | 0 | - | - | - | - | - | - | - | |
| Stage 1 | 785 | 0 | - | - | - | - | - | - | - | |
| Stage 2 | 828 | 0 | - | - | - | - | - | - | - | |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.6 | 0.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1194 | - | 820 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | 0.055 | - | - |
| HCM Control Delay (s) | 8 | 0 | 9.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 2 | 1 | 26 | 4 | 86 | 0 | 0 | 27 | 81 |
| Future Vol, veh/h | 0 | 0 | 0 | 2 | 1 | 26 | 4 | 86 | 0 | 0 | 27 | 81 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 2 | 1 | 30 | 5 | 100 | 0 | 0 | 31 | 94 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 188 | 235 | 100 | 125 | 0 | - | - | - | 0 | |
| Stage 1 | 110 | 110 | - | - | - | - | - | - | - | |
| Stage 2 | 78 | 125 | - | - | - | - | - | - | - | |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - | |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - | |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - | |
| Pot Cap-1 Maneuver | 703 | 667 | 861 | 1212 | - | 0 | 0 | - | - | |
| Stage 1 | 808 | 806 | - | - | - | 0 | 0 | - | - | |
| Stage 2 | 837 | 794 | - | - | - | 0 | 0 | - | - | |
| Platoon blocked, % | | | | | - | | | - | - | |
| Mov Cap-1 Maneuver | 700 | 0 | 861 | 1212 | - | - | - | - | - | |
| Mov Cap-2 Maneuver | 700 | 0 | - | - | - | - | - | - | - | |
| Stage 1 | 805 | 0 | - | - | - | - | - | - | - | |
| Stage 2 | 837 | 0 | - | - | - | - | - | - | - | |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.4 | 0.4 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1212 | - | 847 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.04 | - | - |
| HCM Control Delay (s) | 8 | 0 | 9.4 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 2 | 1 | 31 | 4 | 94 | 0 | 0 | 28 | 84 |
| Future Vol, veh/h | 0 | 0 | 0 | 2 | 1 | 31 | 4 | 94 | 0 | 0 | 28 | 84 |
| 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, # | - | 1 | - | - | 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 | 50 | 1 | 40 | 50 | 44 | 0 | 0 | 32 | 18 |
| Mvmt Flow | 0 | 0 | 0 | 2 | 1 | 36 | 5 | 109 | 0 | 0 | 33 | 98 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 201 | 250 | 109 | 131 | 0 | - | - | - | 0 |
| Stage 1 | 119 | 119 | - | - | - | - | - | - | - |
| Stage 2 | 82 | 131 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.9 | 6.51 | 6.6 | 4.6 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.9 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.95 | 4.009 | 3.66 | 2.65 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 691 | 655 | 851 | 1205 | - | 0 | 0 | - | - |
| Stage 1 | 800 | 799 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 833 | 790 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 688 | 0 | 851 | 1205 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 688 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 797 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 833 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 0.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1205 | - | 839 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.047 | - | - |
| HCM Control Delay (s) | 8 | 0 | 9.5 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

## CALCULATION OF FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES (NCHRP 255)

**Intersection No.:** 2
**North/South Street:** RICE ROAD (SR 177)
**East/West Street:** I-10 WB RAMPS

**Analysis Condition:** YEAR 2045 FUTURE TRAFFIC

### A.M. Peak Hour

| Approach Direction | | Base Year Count | Forecast Future Year Link Volume | | | Turn Volume | Rounded Volume |
|---|---|---|---|---|---|---|---|
| South leg | Left | 4 | Approach | 58 | Left | 4 | 4 |
| NB | Through | 54 | Departure | 25 | Through | 54 | 54 |
| | Right | 0 | | | Right | 0 | 0 |
| North leg | Left | 0 | Approach | 93 | Left | 0 | 0 |
| SB | Through | 22 | Departure | 60 | Through | 23 | 23 |
| | Right | 70 | | | Right | 71 | 71 |
| West leg | Left | 0 | Approach | 0 | Left | 0 | 0 |
| EB | Through | 0 | Departure | 76 | Through | 0 | 0 |
| | Right | 0 | | | Right | 0 | 0 |
| East leg | Left | 2 | Approach | 9 | Left | 2 | 2 |
| WB | Through | 1 | Departure | 0 | Through | 1 | 1 |
| | Right | 5 | | | Right | 6 | 6 |

### P.M. Peak Hour

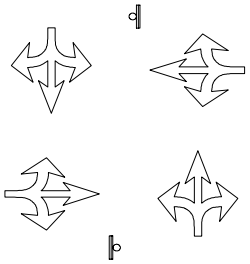
| Approach Direction | | Base Year Count | Forecast Future Year Link Volume | | | Turn Volume | Rounded Volume |
|---|---|---|---|---|---|---|---|
| South leg | Left | 3 | Approach | 75 | Left | 3 | 3 |
| NB | Through | 72 | Departure | 33 | Through | 72 | 72 |
| | Right | 0 | | | Right | 0 | 0 |
| North leg | Left | 0 | Approach | 208 | Left | 0 | 0 |
| SB | Through | 30 | Departure | 140 | Through | 30 | 30 |
| | Right | 177 | | | Right | 178 | 178 |
| West leg | Left | 0 | Approach | 0 | Left | 0 | 0 |
| EB | Through | 0 | Departure | 186 | Through | 0 | 0 |
| | Right | 0 | | | Right | 0 | 0 |
| East leg | Left | 3 | Approach | 75 | Left | 3 | 3 |
| WB | Through | 5 | Departure | 0 | Through | 5 | 5 |

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : RAGSDALE RD
N/S STREET : RICE ROAD (SR 177)
CONDITION : AM PEAK HOUR

INTERSECTION : 3
GROWTH PER YEAR : 3.0%

**CONDITION DIAGRAMS**



**EXISTING GEOMETRICS**

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | 3 | | 5 | | | 7 | | 9 | 11 | 13 |
| **RAGSDALE RD** | | | | | | | | | | | | | |
| EBL | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 2 | 2 |
| EBT | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| EBR | 4 | 1 | 0 | 5 | 0 | 5 | 1 | 0 | 6 | 0 | 6 | 4 | 4 |
| WBL | 2 | 1 | 5 | 8 | 0 | 8 | 1 | 5 | 9 | 0 | 9 | 8 | 8 |
| WBT | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| WBR | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 3 | 3 |
| NBT | 53 | 2 | 338 | 393 | 534 | 927 | 4 | 27 | 86 | 13 | 99 | 81 | 94 |
| NBR | 1 | 1 | 25 | 27 | 0 | 27 | 1 | 25 | 28 | 0 | 28 | 28 | 28 |
| SBL | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| SBT | 86 | 3 | 10 | 99 | 14 | 113 | 6 | 9 | 104 | 4 | 108 | 96 | 100 |
| SBR | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| Totals | **155** | **15** | **378** | **548** | **548** | **1,096** | **20** | **66** | **256** | **17** | **273** | **227** | **244** |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN VOLUME SUMMARY | HEAY | 3/31/2023 | ASPE0000-0004 | 2 OF 2 |

E/W STREET : RAGSDALE RD
N/S STREET : RICE ROAD (SR 177)
CONDITION : AM PEAK HOUR
PHF : 0.85

| NORTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 0 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 0 | 20 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| SOUTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 1 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 |
| 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |

| EAST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| WEST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |

| | Truck Volumes | Auto Volumes | Totals | Truck Percentage | Balanced Totals |
|---|---|---|---|---|---|
| **RAGSDALE RD** | | | | | |
| EBL | 0 | 2 | **2** | **1%** | **2** |
| EBTH | 0 | 0 | **0** | **0%** | **1** |
| EBR | 3 | 1 | **4** | **75%** | **4** |
| WBL | 0 | 2 | **2** | **1%** | **2** |
| WBTH | 0 | 1 | **1** | **1%** | **1** |
| WBR | 0 | 1 | **1** | **1%** | **1** |
| **RICE ROAD (SR 177)** | | | | | |
| NBL | 2 | 0 | **2** | **100%** | **2** |
| NBTH | 25 | 28 | **53** | **48%** | **53** |
| NBR | 0 | 1 | **1** | **1%** | **1** |
| SBL | 0 | 0 | **0** | **0%** | **1** |
| SBTH | 12 | 71 | **83** | **15%** | **86** |
| SBR | 0 | 0 | **0** | **0%** | **1** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 1 | 4 | 2 | 1 | 1 | 2 | 53 | 1 | 1 | 86 | 1 |
| Future Vol, veh/h | 2 | 1 | 4 | 2 | 1 | 1 | 2 | 53 | 1 | 1 | 86 | 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 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 0 | 75 | 1 | 1 | 1 | 100 | 48 | 1 | 0 | 15 | 0 |
| Mvmt Flow | 2 | 1 | 5 | 2 | 1 | 1 | 2 | 62 | 1 | 1 | 101 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 172 | 171 | 102 | 174 | 171 | 63 | 102 | 0 | 0 | 63 | 0 | 0 |
| Stage 1 | 104 | 104 | - | 67 | 67 | - | - | - | - | - | - | - |
| Stage 2 | 68 | 67 | - | 107 | 104 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.5 | 6.95 | 7.11 | 6.51 | 6.21 | 5.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4 | 3.975 | 3.509 | 4.009 | 3.309 | 3.1 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 793 | 726 | 786 | 791 | 724 | 1004 | 1050 | - | - | 1553 | - | - |
| Stage 1 | 904 | 813 | - | 946 | 841 | - | - | - | - | - | - | - |
| Stage 2 | 945 | 843 | - | 901 | 811 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 789 | 724 | 786 | 784 | 722 | 1004 | 1050 | - | - | 1553 | - | - |
| Mov Cap-2 Maneuver | 789 | 724 | - | 784 | 722 | - | - | - | - | - | - | - |
| Stage 1 | 902 | 812 | - | 944 | 839 | - | - | - | - | - | - | - |
| Stage 2 | 941 | 841 | - | 893 | 810 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.7 | 9.5 | 0.3 | 0.1 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1050 | - | - | 777 | 811 | 1553 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.011 | 0.006 | 0.001 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | - | 9.7 | 9.5 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 2 | 5 | 8 | 2 | 2 | 3 | 393 | 27 | 2 | 99 | 2 |
| Future Vol, veh/h | 3 | 2 | 5 | 8 | 2 | 2 | 3 | 393 | 27 | 2 | 99 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 0 | 75 | 1 | 1 | 1 | 100 | 48 | 1 | 0 | 15 | 0 |
| Mvmt Flow | 4 | 2 | 6 | 9 | 2 | 2 | 4 | 462 | 32 | 2 | 116 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 609 | 623 | 117 | 611 | 608 | 478 | 118 | 0 | 0 | 494 | 0 | 0 |
| Stage 1 | 121 | 121 | - | 486 | 486 | - | - | - | - | - | - | - |
| Stage 2 | 488 | 502 | - | 125 | 122 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.5 | 6.95 | 7.11 | 6.51 | 6.21 | 5.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4 | 3.975 | 3.509 | 4.009 | 3.309 | 3.1 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 409 | 405 | 770 | 407 | 412 | 589 | 1033 | - | - | 1080 | - | - |
| Stage 1 | 886 | 800 | - | 565 | 553 | - | - | - | - | - | - | - |
| Stage 2 | 563 | 545 | - | 881 | 797 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 403 | 402 | 770 | 400 | 409 | 589 | 1033 | - | - | 1080 | - | - |
| Mov Cap-2 Maneuver | 403 | 402 | - | 400 | 409 | - | - | - | - | - | - | - |
| Stage 1 | 882 | 798 | - | 562 | 550 | - | - | - | - | - | - | - |
| Stage 2 | 556 | 542 | - | 870 | 795 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 12 | 13.8 | 0.1 | 0.2 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1033 | - | - | 529 | 424 | 1080 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.022 | 0.033 | 0.002 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | - | 12 | 13.8 | 8.3 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.1 | 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 | 5 | 8 | 2 | 2 | 3 | 927 | 27 | 2 | 113 | 2 |
| Future Vol, veh/h | 3 | 2 | 5 | 8 | 2 | 2 | 3 | 927 | 27 | 2 | 113 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 0 | 75 | 1 | 1 | 1 | 100 | 48 | 1 | 0 | 15 | 0 |
| Mvmt Flow | 4 | 2 | 6 | 9 | 2 | 2 | 4 | 1091 | 32 | 2 | 133 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1255 | 1269 | 134 | 1257 | 1254 | 1107 | 135 | 0 | 0 | 1123 | 0 | 0 |
| Stage 1 | 138 | 138 | - | 1115 | 1115 | - | - | - | - | - | - | - |
| Stage 2 | 1117 | 1131 | - | 142 | 139 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.5 | 6.95 | 7.11 | 6.51 | 6.21 | 5.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4 | 3.975 | 3.509 | 4.009 | 3.309 | 3.1 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 149 | 170 | 752 | 149 | 173 | 257 | 1016 | - | - | 629 | - | - |
| Stage 1 | 868 | 786 | - | 254 | 285 | - | - | - | - | - | - | - |
| Stage 2 | 253 | 281 | - | 863 | 784 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 145 | 168 | 752 | 145 | 171 | 257 | 1016 | - | - | 629 | - | - |
| Mov Cap-2 Maneuver | 145 | 168 | - | 145 | 171 | - | - | - | - | - | - | - |
| Stage 1 | 858 | 784 | - | 251 | 282 | - | - | - | - | - | - | - |
| Stage 2 | 246 | 278 | - | 851 | 782 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 19.8 | 29.5 | 0 | 0.2 |
| HCM LOS | C | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1016 | - | - | 255 | 161 | 629 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.046 | 0.088 | 0.004 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | - | 19.8 | 29.5 | 10.7 | 0 | - |
| HCM Lane LOS | A | A | - | C | D | B | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.3 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 3 | 6 | 9 | 3 | 3 | 4 | 86 | 28 | 3 | 104 | 3 |
| Future Vol, veh/h | 4 | 3 | 6 | 9 | 3 | 3 | 4 | 86 | 28 | 3 | 104 | 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 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 0 | 75 | 1 | 1 | 1 | 100 | 48 | 1 | 0 | 15 | 0 |
| Mvmt Flow | 5 | 4 | 7 | 11 | 4 | 4 | 5 | 101 | 33 | 4 | 122 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 264 | 276 | 124 | 266 | 262 | 118 | 126 | 0 | 0 | 134 | 0 | 0 |
| Stage 1 | 132 | 132 | - | 128 | 128 | - | - | - | - | - | - | - |
| Stage 2 | 132 | 144 | - | 138 | 134 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.5 | 6.95 | 7.11 | 6.51 | 6.21 | 5.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4 | 3.975 | 3.509 | 4.009 | 3.309 | 3.1 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 691 | 635 | 763 | 689 | 645 | 937 | 1025 | - | - | 1463 | - | - |
| Stage 1 | 874 | 791 | - | 878 | 792 | - | - | - | - | - | - | - |
| Stage 2 | 874 | 782 | - | 868 | 787 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 681 | 630 | 763 | 676 | 640 | 937 | 1025 | - | - | 1463 | - | - |
| Mov Cap-2 Maneuver | 681 | 630 | - | 676 | 640 | - | - | - | - | - | - | - |
| Stage 1 | 870 | 789 | - | 874 | 788 | - | - | - | - | - | - | - |
| Stage 2 | 862 | 778 | - | 854 | 785 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.2 | 10.2 | 0.3 | 0.2 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1025 | - | - | 703 | 707 | 1463 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.022 | 0.025 | 0.002 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | - | 10.2 | 10.2 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 3 | 6 | 9 | 3 | 3 | 4 | 99 | 28 | 3 | 108 | 3 |
| Future Vol, veh/h | 4 | 3 | 6 | 9 | 3 | 3 | 4 | 99 | 28 | 3 | 108 | 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 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 0 | 75 | 1 | 1 | 1 | 100 | 48 | 1 | 0 | 15 | 0 |
| Mvmt Flow | 5 | 4 | 7 | 11 | 4 | 4 | 5 | 116 | 33 | 4 | 127 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 284 | 296 | 129 | 286 | 282 | 133 | 131 | 0 | 0 | 149 | 0 | 0 |
| Stage 1 | 137 | 137 | - | 143 | 143 | - | - | - | - | - | - | - |
| Stage 2 | 147 | 159 | - | 143 | 139 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.5 | 6.95 | 7.11 | 6.51 | 6.21 | 5.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4 | 3.975 | 3.509 | 4.009 | 3.309 | 3.1 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 670 | 619 | 757 | 668 | 628 | 919 | 1020 | - | - | 1445 | - | - |
| Stage 1 | 869 | 787 | - | 862 | 780 | - | - | - | - | - | - | - |
| Stage 2 | 858 | 770 | - | 862 | 784 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 661 | 614 | 757 | 655 | 623 | 919 | 1020 | - | - | 1445 | - | - |
| Mov Cap-2 Maneuver | 661 | 614 | - | 655 | 623 | - | - | - | - | - | - | - |
| Stage 1 | 865 | 785 | - | 858 | 776 | - | - | - | - | - | - | - |
| Stage 2 | 847 | 766 | - | 848 | 782 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.3 | 10.4 | 0.3 | 0.2 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1020 | - | - | 689 | 687 | 1445 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.022 | 0.026 | 0.002 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | - | 10.3 | 10.4 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 1 | 4 | 8 | 1 | 1 | 3 | 81 | 28 | 1 | 96 | 1 |
| Future Vol, veh/h | 2 | 1 | 4 | 8 | 1 | 1 | 3 | 81 | 28 | 1 | 96 | 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 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 0 | 75 | 1 | 1 | 1 | 100 | 48 | 1 | 0 | 15 | 0 |
| Mvmt Flow | 2 | 1 | 5 | 9 | 1 | 1 | 4 | 95 | 33 | 1 | 113 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 237 | 252 | 114 | 239 | 236 | 112 | 114 | 0 | 0 | 128 | 0 | 0 |
| Stage 1 | 116 | 116 | - | 120 | 120 | - | - | - | - | - | - | - |
| Stage 2 | 121 | 136 | - | 119 | 116 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.5 | 6.95 | 7.11 | 6.51 | 6.21 | 5.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4 | 3.975 | 3.509 | 4.009 | 3.309 | 3.1 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 720 | 655 | 773 | 717 | 666 | 944 | 1037 | - | - | 1470 | - | - |
| Stage 1 | 891 | 803 | - | 887 | 798 | - | - | - | - | - | - | - |
| Stage 2 | 886 | 788 | - | 888 | 802 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 716 | 652 | 773 | 709 | 663 | 944 | 1037 | - | - | 1470 | - | - |
| Mov Cap-2 Maneuver | 716 | 652 | - | 709 | 663 | - | - | - | - | - | - | - |
| Stage 1 | 887 | 802 | - | 883 | 795 | - | - | - | - | - | - | - |
| Stage 2 | 880 | 785 | - | 880 | 801 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.9 | 10.1 | 0.2 | 0.1 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1037 | - | - | 737 | 722 | 1470 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.011 | 0.016 | 0.001 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | - | 9.9 | 10.1 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 1 | 4 | 8 | 1 | 1 | 3 | 94 | 28 | 1 | 100 | 1 |
| Future Vol, veh/h | 2 | 1 | 4 | 8 | 1 | 1 | 3 | 94 | 28 | 1 | 100 | 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 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 0 | 75 | 1 | 1 | 1 | 100 | 48 | 1 | 0 | 15 | 0 |
| Mvmt Flow | 2 | 1 | 5 | 9 | 1 | 1 | 4 | 111 | 33 | 1 | 118 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 258 | 273 | 119 | 260 | 257 | 128 | 119 | 0 | 0 | 144 | 0 | 0 |
| Stage 1 | 121 | 121 | - | 136 | 136 | - | - | - | - | - | - | - |
| Stage 2 | 137 | 152 | - | 124 | 121 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.5 | 6.95 | 7.11 | 6.51 | 6.21 | 5.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.5 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4 | 3.975 | 3.509 | 4.009 | 3.309 | 3.1 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 697 | 637 | 768 | 695 | 649 | 925 | 1032 | - | - | 1451 | - | - |
| Stage 1 | 886 | 800 | - | 870 | 786 | - | - | - | - | - | - | - |
| Stage 2 | 869 | 775 | - | 882 | 798 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 693 | 634 | 768 | 687 | 646 | 925 | 1032 | - | - | 1451 | - | - |
| Mov Cap-2 Maneuver | 693 | 634 | - | 687 | 646 | - | - | - | - | - | - | - |
| Stage 1 | 882 | 799 | - | 867 | 783 | - | - | - | - | - | - | - |
| Stage 2 | 863 | 772 | - | 874 | 797 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10 | 10.2 | 0.2 | 0.1 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1032 | - | - | 724 | 701 | 1451 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.011 | 0.017 | 0.001 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | - | 10 | 10.2 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : RAGSDALE RD
N/S STREET : RICE ROAD (SR 177)
CONDITION : PM PEAK HOUR

INTERSECTION : 3
GROWTH PER YEAR : 3.0%

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | | | 4 | | 6 | | | 6 | | 8 | 12 | 14 |
| **RAGSDALE RD** | | | | | | | | | | | | | |
| EBL | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| EBT | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| EBR | 13 | 1 | 0 | 14 | 0 | 14 | 1 | 0 | 15 | 0 | 15 | 13 | 13 |
| WBL | 2 | 1 | 23 | 26 | 0 | 26 | 1 | 23 | 27 | 0 | 27 | 25 | 25 |
| WBT | 4 | 1 | 0 | 5 | 0 | 5 | 1 | 0 | 6 | 0 | 6 | 4 | 4 |
| WBR | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 7 | 1 | 0 | 8 | 0 | 8 | 1 | 0 | 9 | 0 | 9 | 7 | 7 |
| NBT | 127 | 4 | 9 | 140 | 14 | 154 | 8 | 7 | 146 | 3 | 149 | 135 | 138 |
| NBR | 5 | 1 | 3 | 9 | 0 | 9 | 1 | 3 | 10 | 0 | 10 | 8 | 8 |
| SBL | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| SBT | 192 | 6 | 337 | 535 | 534 | 1,069 | 12 | 26 | 236 | 13 | 249 | 219 | 232 |
| SBR | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| Totals | **355** | **20** | **372** | **747** | **548** | **1,295** | **30** | **59** | **464** | **16** | **480** | **416** | **432** |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN VOLUME SUMMARY | HEAY | 31-Mar-23 | ASPE0000-0004 | 2 OF 2 |

E/W STREET : RAGSDALE RD
N/S STREET : RICE ROAD (SR 177)
CONDITION : PM PEAK HOUR
PHF : 0.82

| NORTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 32 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 0 |
| 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 0 | 45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 |
| 0 | 35 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |

| SOUTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 2 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 2 |
| 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 |
| 0 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |

| EAST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| WEST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |

| | Truck Volumes | Auto Volumes | Totals | Truck Percentage | Balanced Totals |
|---|---|---|---|---|---|
| **RAGSDALE RD** | | | | | |
| EBL | 0 | 1 | **1** | **1%** | **1** |
| EBTH | 0 | 1 | **1** | **1%** | **1** |
| EBR | 6 | 7 | **13** | **47%** | **13** |
| WBL | 0 | 2 | **2** | **1%** | **2** |
| WBTH | 0 | 4 | **4** | **1%** | **4** |
| WBR | 0 | 1 | **1** | **1%** | **1** |
| **RICE ROAD (SR 177)** | | | | | |
| NBL | 3 | 4 | **7** | **43%** | **7** |
| NBTH | 16 | 83 | **99** | **17%** | **127** |
| NBR | 1 | 4 | **5** | **20%** | **5** |
| SBL | 0 | 1 | **1** | **1%** | **1** |
| SBTH | 47 | 145 | **192** | **25%** | **192** |
| SBR | 0 | 0 | **0** | **0%** | **1** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 1 | 13 | 2 | 4 | 1 | 7 | 127 | 5 | 1 | 192 | 1 |
| Future Vol, veh/h | 1 | 1 | 13 | 2 | 4 | 1 | 7 | 127 | 5 | 1 | 192 | 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 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 1 | 1 | 47 | 1 | 1 | 1 | 43 | 17 | 20 | 1 | 25 | 0 |
| Mvmt Flow | 1 | 1 | 16 | 2 | 5 | 1 | 9 | 155 | 6 | 1 | 234 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 416 | 416 | 235 | 421 | 413 | 158 | 235 | 0 | 0 | 161 | 0 | 0 |
| Stage 1 | 237 | 237 | - | 176 | 176 | - | - | - | - | - | - | - |
| Stage 2 | 179 | 179 | - | 245 | 237 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.67 | 7.11 | 6.51 | 6.21 | 4.53 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.723 | 3.509 | 4.009 | 3.309 | 2.587 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 549 | 529 | 705 | 545 | 531 | 890 | 1125 | - | - | 1424 | - | - |
| Stage 1 | 768 | 711 | - | 828 | 755 | - | - | - | - | - | - | - |
| Stage 2 | 825 | 753 | - | 761 | 711 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 540 | 524 | 705 | 528 | 526 | 890 | 1125 | - | - | 1424 | - | - |
| Mov Cap-2 Maneuver | 540 | 524 | - | 528 | 526 | - | - | - | - | - | - | - |
| Stage 1 | 761 | 710 | - | 821 | 748 | - | - | - | - | - | - | - |
| Stage 2 | 811 | 746 | - | 742 | 710 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.5 | 11.5 | 0.4 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1125 | - | - | 676 | 559 | 1424 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.027 | 0.015 | 0.001 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | - | 10.5 | 11.5 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 2 | 14 | 26 | 5 | 2 | 8 | 140 | 9 | 2 | 535 | 2 |
| Future Vol, veh/h | 2 | 2 | 14 | 26 | 5 | 2 | 8 | 140 | 9 | 2 | 535 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 1 | 1 | 47 | 1 | 1 | 1 | 43 | 17 | 20 | 1 | 25 | 0 |
| Mvmt Flow | 2 | 2 | 17 | 32 | 6 | 2 | 10 | 171 | 11 | 2 | 652 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 858 | 859 | 653 | 864 | 855 | 177 | 654 | 0 | 0 | 182 | 0 | 0 |
| Stage 1 | 657 | 657 | - | 197 | 197 | - | - | - | - | - | - | - |
| Stage 2 | 201 | 202 | - | 667 | 658 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.67 | 7.11 | 6.51 | 6.21 | 4.53 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.723 | 3.509 | 4.009 | 3.309 | 2.587 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 278 | 295 | 397 | 276 | 297 | 869 | 766 | - | - | 1399 | - | - |
| Stage 1 | 456 | 463 | - | 807 | 740 | - | - | - | - | - | - | - |
| Stage 2 | 803 | 736 | - | 450 | 463 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 269 | 290 | 397 | 259 | 292 | 869 | 766 | - | - | 1399 | - | - |
| Mov Cap-2 Maneuver | 269 | 290 | - | 259 | 292 | - | - | - | - | - | - | - |
| Stage 1 | 449 | 462 | - | 795 | 729 | - | - | - | - | - | - | - |
| Stage 2 | 782 | 725 | - | 428 | 462 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 15.6 | 20.3 | 0.5 | 0 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 766 | - | - | 363 | 275 | 1399 | - | - |
| HCM Lane V/C Ratio | 0.013 | - | - | 0.06 | 0.146 | 0.002 | - | - |
| HCM Control Delay (s) | 9.8 | 0 | - | 15.6 | 20.3 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.5 | 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 | 2 | 2 | 14 | 26 | 5 | 2 | 8 | 154 | 9 | 2 | 1069 | 2 |
| Future Vol, veh/h | 2 | 2 | 14 | 26 | 5 | 2 | 8 | 154 | 9 | 2 | 1069 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 1 | 1 | 47 | 1 | 1 | 1 | 43 | 17 | 20 | 1 | 25 | 0 |
| Mvmt Flow | 2 | 2 | 17 | 32 | 6 | 2 | 10 | 188 | 11 | 2 | 1304 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1527 | 1528 | 1305 | 1533 | 1524 | 194 | 1306 | 0 | 0 | 199 | 0 | 0 |
| Stage 1 | 1309 | 1309 | - | 214 | 214 | - | - | - | - | - | - | - |
| Stage 2 | 218 | 219 | - | 1319 | 1310 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.67 | 7.11 | 6.51 | 6.21 | 4.53 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.723 | 3.509 | 4.009 | 3.309 | 2.587 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 97 | 118 | 157 | 96 | 119 | 850 | 415 | - | - | 1379 | - | - |
| Stage 1 | 197 | 230 | - | 790 | 727 | - | - | - | - | - | - | - |
| Stage 2 | 787 | 724 | - | 194 | 230 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 91 | 114 | 157 | 82 | 115 | 850 | 415 | - | - | 1379 | - | - |
| Mov Cap-2 Maneuver | 91 | 114 | - | 82 | 115 | - | - | - | - | - | - | - |
| Stage 1 | 192 | 229 | - | 769 | 707 | - | - | - | - | - | - | - |
| Stage 2 | 757 | 704 | - | 170 | 229 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 35.4 | 72.8 | 0.6 | 0 |
| HCM LOS | E | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 415 | - | - | 140 | 91 | 1379 | - | - |
| HCM Lane V/C Ratio | 0.024 | - | - | 0.157 | 0.442 | 0.002 | - | - |
| HCM Control Delay (s) | 13.9 | 0 | - | 35.4 | 72.8 | 7.6 | 0 | - |
| HCM Lane LOS | B | A | - | E | F | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.5 | 1.8 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 3 | 15 | 27 | 6 | 3 | 9 | 146 | 10 | 3 | 236 | 3 |
| Future Vol, veh/h | 3 | 3 | 15 | 27 | 6 | 3 | 9 | 146 | 10 | 3 | 236 | 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 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 1 | 1 | 47 | 1 | 1 | 1 | 43 | 17 | 20 | 1 | 25 | 0 |
| Mvmt Flow | 4 | 4 | 18 | 33 | 7 | 4 | 11 | 178 | 12 | 4 | 288 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 510 | 510 | 290 | 515 | 506 | 184 | 292 | 0 | 0 | 190 | 0 | 0 |
| Stage 1 | 298 | 298 | - | 206 | 206 | - | - | - | - | - | - | - |
| Stage 2 | 212 | 212 | - | 309 | 300 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.67 | 7.11 | 6.51 | 6.21 | 4.53 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.723 | 3.509 | 4.009 | 3.309 | 2.587 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 476 | 468 | 654 | 472 | 470 | 861 | 1068 | - | - | 1390 | - | - |
| Stage 1 | 713 | 669 | - | 798 | 733 | - | - | - | - | - | - | - |
| Stage 2 | 792 | 729 | - | 703 | 667 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 463 | 461 | 654 | 451 | 463 | 861 | 1068 | - | - | 1390 | - | - |
| Mov Cap-2 Maneuver | 463 | 461 | - | 451 | 463 | - | - | - | - | - | - | - |
| Stage 1 | 704 | 667 | - | 788 | 724 | - | - | - | - | - | - | - |
| Stage 2 | 771 | 720 | - | 678 | 665 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 11.4 | 13.4 | 0.5 | 0.1 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1068 | - | - | 585 | 472 | 1390 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.044 | 0.093 | 0.003 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | - | 11.4 | 13.4 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.3 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 3 | 15 | 27 | 6 | 3 | 9 | 149 | 10 | 3 | 249 | 3 |
| Future Vol, veh/h | 3 | 3 | 15 | 27 | 6 | 3 | 9 | 149 | 10 | 3 | 249 | 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 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 1 | 1 | 47 | 1 | 1 | 1 | 43 | 17 | 20 | 1 | 25 | 0 |
| Mvmt Flow | 4 | 4 | 18 | 33 | 7 | 4 | 11 | 182 | 12 | 4 | 304 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 530 | 530 | 306 | 535 | 526 | 188 | 308 | 0 | 0 | 194 | 0 | 0 |
| Stage 1 | 314 | 314 | - | 210 | 210 | - | - | - | - | - | - | - |
| Stage 2 | 216 | 216 | - | 325 | 316 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.67 | 7.11 | 6.51 | 6.21 | 4.53 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.723 | 3.509 | 4.009 | 3.309 | 2.587 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 461 | 456 | 640 | 458 | 458 | 857 | 1053 | - | - | 1385 | - | - |
| Stage 1 | 699 | 658 | - | 794 | 730 | - | - | - | - | - | - | - |
| Stage 2 | 789 | 726 | - | 690 | 657 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 448 | 449 | 640 | 437 | 451 | 857 | 1053 | - | - | 1385 | - | - |
| Mov Cap-2 Maneuver | 448 | 449 | - | 437 | 451 | - | - | - | - | - | - | - |
| Stage 1 | 691 | 656 | - | 784 | 721 | - | - | - | - | - | - | - |
| Stage 2 | 768 | 717 | - | 665 | 655 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 11.6 | 13.7 | 0.5 | 0.1 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1053 | - | - | 570 | 458 | 1385 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.045 | 0.096 | 0.003 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | - | 11.6 | 13.7 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.3 | 0 | - | - |

| 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 | 1 | 1 | 13 | 25 | 4 | 1 | 7 | 135 | 8 | 1 | 219 | 1 |
| Future Vol, veh/h | 1 | 1 | 13 | 25 | 4 | 1 | 7 | 135 | 8 | 1 | 219 | 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 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 1 | 1 | 47 | 1 | 1 | 1 | 43 | 17 | 20 | 1 | 25 | 0 |
| Mvmt Flow | 1 | 1 | 16 | 30 | 5 | 1 | 9 | 165 | 10 | 1 | 267 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 461 | 463 | 268 | 466 | 458 | 170 | 268 | 0 | 0 | 175 | 0 | 0 |
| Stage 1 | 270 | 270 | - | 188 | 188 | - | - | - | - | - | - | - |
| Stage 2 | 191 | 193 | - | 278 | 270 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.67 | 7.11 | 6.51 | 6.21 | 4.53 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.723 | 3.509 | 4.009 | 3.309 | 2.587 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 512 | 498 | 674 | 509 | 501 | 876 | 1092 | - | - | 1407 | - | - |
| Stage 1 | 738 | 688 | - | 816 | 746 | - | - | - | - | - | - | - |
| Stage 2 | 813 | 743 | - | 731 | 688 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 504 | 493 | 674 | 492 | 496 | 876 | 1092 | - | - | 1407 | - | - |
| Mov Cap-2 Maneuver | 504 | 493 | - | 492 | 496 | - | - | - | - | - | - | - |
| Stage 1 | 731 | 687 | - | 809 | 739 | - | - | - | - | - | - | - |
| Stage 2 | 799 | 736 | - | 712 | 687 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.8 | 12.8 | 0.4 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1092 | - | - | 644 | 500 | 1407 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.028 | 0.073 | 0.001 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | - | 10.8 | 12.8 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.2 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 1 | 13 | 25 | 4 | 1 | 7 | 138 | 8 | 1 | 232 | 1 |
| Future Vol, veh/h | 1 | 1 | 13 | 25 | 4 | 1 | 7 | 138 | 8 | 1 | 232 | 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 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 1 | 1 | 47 | 1 | 1 | 1 | 43 | 17 | 20 | 1 | 25 | 0 |
| Mvmt Flow | 1 | 1 | 16 | 30 | 5 | 1 | 9 | 168 | 10 | 1 | 283 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 480 | 482 | 284 | 485 | 477 | 173 | 284 | 0 | 0 | 178 | 0 | 0 |
| Stage 1 | 286 | 286 | - | 191 | 191 | - | - | - | - | - | - | - |
| Stage 2 | 194 | 196 | - | 294 | 286 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.67 | 7.11 | 6.51 | 6.21 | 4.53 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.723 | 3.509 | 4.009 | 3.309 | 2.587 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 498 | 485 | 659 | 494 | 489 | 873 | 1076 | - | - | 1404 | - | - |
| Stage 1 | 724 | 677 | - | 813 | 744 | - | - | - | - | - | - | - |
| Stage 2 | 810 | 740 | - | 716 | 677 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 490 | 480 | 659 | 478 | 484 | 873 | 1076 | - | - | 1404 | - | - |
| Mov Cap-2 Maneuver | 490 | 480 | - | 478 | 484 | - | - | - | - | - | - | - |
| Stage 1 | 717 | 676 | - | 806 | 737 | - | - | - | - | - | - | - |
| Stage 2 | 796 | 733 | - | 697 | 676 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.9 | 13 | 0.4 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1076 | - | - | 629 | 486 | 1404 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.029 | 0.075 | 0.001 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | - | 10.9 | 13 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.2 | 0 | - | - |

## CALCULATION OF FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES (NCHRP 255)

**Intersection No.:** 3
**North/South Street:** RICE ROAD (SR 177)
**East/West Street:** RAGSDALE RD

**Analysis Condition:** YEAR 2045 FUTURE TRAFFIC

### A.M. Peak Hour

| Approach Direction | | Base Year Count | Forecast Future Year Link Volume | | | Turn Volume | Rounded Volume |
|---|---|---|---|---|---|---|---|
| South leg | Left | 2 | Approach | 57 | Left | 2 | 3 |
| NB | Through | 53 | Departure | 93 | Through | 54 | 54 |
| | Right | 1 | | | Right | 1 | 3 |
| North leg | Left | 1 | Approach | 89 | Left | 1 | 1 |
| SB | Through | 86 | Departure | 57 | Through | 87 | 87 |
| | Right | 1 | | | Right | 1 | 1 |
| West leg | Left | 2 | Approach | 7 | Left | 2 | 2 |
| EB | Through | 1 | Departure | 4 | Through | 1 | 1 |
| | Right | 4 | | | Right | 4 | 4 |
| East leg | Left | 2 | Approach | 4 | Left | 2 | 3 |
| WB | Through | 1 | Departure | 3 | Through | 1 | 1 |
| | Right | 1 | | | Right | 1 | 1 |

### P.M. Peak Hour

| Approach Direction | | Base Year Count | Forecast Future Year Link Volume | | | Turn Volume | Rounded Volume |
|---|---|---|---|---|---|---|---|
| South leg | Left | 7 | Approach | 140 | Left | 7 | 7 |
| NB | Through | 127 | Departure | 208 | Through | 128 | 128 |
| | Right | 5 | | | Right | 5 | 5 |
| North leg | Left | 1 | Approach | 195 | Left | 1 | 1 |
| SB | Through | 192 | Departure | 130 | Through | 193 | 193 |
| | Right | 1 | | | Right | 1 | 1 |
| West leg | Left | 1 | Approach | 15 | Left | 1 | 1 |
| EB | Through | 1 | Departure | 12 | Through | 1 | 1 |
| | Right | 13 | | | Right | 13 | 13 |
| East leg | Left | 2 | Approach | 7 | Left | 2 | 2 |
| WB | Through | 4 | Departure | 7 | Through | 4 | 4 |

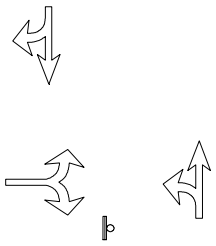
DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : KAISER RD
N/S STREET : RICE ROAD (SR 177)
CONDITION : AM PEAK HOUR

INTERSECTION : 4
GROWTH PER YEAR : 3.0%

**CONDITION DIAGRAMS**



**EXISTING GEOMETRICS**

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | 3 | | 5 | | | 7 | | 9 | 11 | 13 |
| **KAISER RD** | | | | | | | | | | | | | |
| EBL | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 37 | 2 | 4 | 43 | 9 | 52 | 3 | 3 | 45 | 2 | 47 | 40 | 42 |
| WBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 33 | 1 | 211 | 245 | 347 | 592 | 2 | 9 | 45 | 8 | 53 | 42 | 50 |
| NBT | 23 | 1 | 127 | 151 | 187 | 338 | 2 | 18 | 44 | 5 | 49 | 42 | 47 |
| NBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBT | 51 | 2 | 6 | 59 | 5 | 64 | 4 | 6 | 63 | 2 | 65 | 58 | 60 |
| SBR | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| Totals | **146** | **8** | **348** | **502** | **548** | **1,050** | **13** | **36** | **203** | **17** | **220** | **184** | **201** |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN VOLUME SUMMARY | HEAY | 3/31/2023 | ASPE0000-0004 | 2 OF 2 |

E/W STREET : KAISER RD
N/S STREET : RICE ROAD (SR 177)
CONDITION : AM PEAK HOUR
PHF : 0.85

| NORTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| SOUTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 0 | 3 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 2 |
| 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 |

| EAST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| WEST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Truck Volumes | Auto Volumes | Totals | Truck Percentage | Balanced Totals |
|---|---|---|---|---|---|
| **KAISER RD** | | | | | |
| EBL | 0 | 1 | **1** | **1%** | **1** |
| EBTH | 0 | 0 | **0** | **0%** | **0** |
| EBR | 3 | 32 | **35** | **9%** | **37** |
| WBL | 0 | 0 | **0** | **0%** | **0** |
| WBTH | 0 | 0 | **0** | **0%** | **0** |
| WBR | 0 | 0 | **0** | **0%** | **0** |
| **RICE ROAD (SR 177)** | | | | | |
| NBL | 5 | 28 | **33** | **16%** | **33** |
| NBTH | 14 | 9 | **23** | **61%** | **23** |
| NBR | 0 | 0 | **0** | **0%** | **0** |
| SBL | 0 | 0 | **0** | **0%** | **0** |
| SBTH | 9 | 39 | **48** | **19%** | **51** |
| SBR | 0 | 0 | **0** | **0%** | **1** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 37 | 33 | 23 | 51 | 1 |
| Future Vol, veh/h | 1 | 37 | 33 | 23 | 51 | 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 9 | 16 | 61 | 19 | 0 |
| Mvmt Flow | 1 | 44 | 39 | 27 | 60 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 166 | 61 | 61 | 0 | - | 0 |
| Stage 1 | 61 | - | - | - | - | - |
| Stage 2 | 105 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.29 | 4.26 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.381 | 2.344 | - | - | - |
| Pot Cap-1 Maneuver | 827 | 985 | 1457 | - | - | - |
| Stage 1 | 964 | - | - | - | - | - |
| Stage 2 | 922 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 805 | 985 | 1457 | - | - | - |
| Mov Cap-2 Maneuver | 805 | - | - | - | - | - |
| Stage 1 | 938 | - | - | - | - | - |
| Stage 2 | 922 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 4.4 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1457 | - | 979 | - | - |
| HCM Lane V/C Ratio | 0.027 | - | 0.046 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 43 | 245 | 151 | 59 | 2 |
| Future Vol, veh/h | 2 | 43 | 245 | 151 | 59 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 9 | 16 | 61 | 19 | 0 |
| Mvmt Flow | 2 | 51 | 288 | 178 | 69 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 824 | 70 | 71 | 0 | - | 0 |
| Stage 1 | 70 | - | - | - | - | - |
| Stage 2 | 754 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.29 | 4.26 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.381 | 2.344 | - | - | - |
| Pot Cap-1 Maneuver | 344 | 974 | 1445 | - | - | - |
| Stage 1 | 955 | - | - | - | - | - |
| Stage 2 | 467 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 268 | 974 | 1445 | - | - | - |
| Mov Cap-2 Maneuver | 268 | - | - | - | - | - |
| Stage 1 | 744 | - | - | - | - | - |
| Stage 2 | 467 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.4 | 5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1445 | - | 872 | - | - |
| HCM Lane V/C Ratio | 0.199 | - | 0.061 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | 9.4 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 52 | 592 | 338 | 64 | 2 |
| Future Vol, veh/h | 2 | 52 | 592 | 338 | 64 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 9 | 16 | 61 | 19 | 0 |
| Mvmt Flow | 2 | 61 | 696 | 398 | 75 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1866 | 76 | 77 | 0 | - | 0 |
| Stage 1 | 76 | - | - | - | - | - |
| Stage 2 | 1790 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.29 | 4.26 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.381 | 2.344 | - | - | - |
| Pot Cap-1 Maneuver | 80 | 966 | 1438 | - | - | - |
| Stage 1 | 950 | - | - | - | - | - |
| Stage 2 | 147 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 30 | 966 | 1438 | - | - | - |
| Mov Cap-2 Maneuver | 30 | - | - | - | - | - |
| Stage 1 | 360 | - | - | - | - | - |
| Stage 2 | 147 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.4 | 6.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1438 | - | 448 | - | - |
| HCM Lane V/C Ratio | 0.484 | - | 0.142 | - | - |
| HCM Control Delay (s) | 9.8 | 0 | 14.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 2.7 | - | 0.5 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 45 | 45 | 44 | 63 | 3 |
| Future Vol, veh/h | 3 | 45 | 45 | 44 | 63 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 9 | 16 | 61 | 19 | 0 |
| Mvmt Flow | 4 | 53 | 53 | 52 | 74 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 234 | 76 | 78 | 0 | - | 0 |
| Stage 1 | 76 | - | - | - | - | - |
| Stage 2 | 158 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.29 | 4.26 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.381 | 2.344 | - | - | - |
| Pot Cap-1 Maneuver | 756 | 966 | 1436 | - | - | - |
| Stage 1 | 950 | - | - | - | - | - |
| Stage 2 | 873 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 727 | 966 | 1436 | - | - | - |
| Mov Cap-2 Maneuver | 727 | - | - | - | - | - |
| Stage 1 | 914 | - | - | - | - | - |
| Stage 2 | 873 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9 | 3.8 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1436 | - | 947 | - | - |
| HCM Lane V/C Ratio | 0.037 | - | 0.06 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 47 | 53 | 49 | 65 | 3 |
| Future Vol, veh/h | 3 | 47 | 53 | 49 | 65 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 9 | 16 | 61 | 19 | 0 |
| Mvmt Flow | 4 | 55 | 62 | 58 | 76 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 260 | 78 | 80 | 0 | - | 0 |
| Stage 1 | 78 | - | - | - | - | - |
| Stage 2 | 182 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.29 | 4.26 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.381 | 2.344 | - | - | - |
| Pot Cap-1 Maneuver | 731 | 964 | 1434 | - | - | - |
| Stage 1 | 948 | - | - | - | - | - |
| Stage 2 | 852 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 698 | 964 | 1434 | - | - | - |
| Mov Cap-2 Maneuver | 698 | - | - | - | - | - |
| Stage 1 | 905 | - | - | - | - | - |
| Stage 2 | 852 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.1 | 4 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1434 | - | 942 | - | - |
| HCM Lane V/C Ratio | 0.043 | - | 0.062 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9.1 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 40 | 42 | 42 | 58 | 1 |
| Future Vol, veh/h | 1 | 40 | 42 | 42 | 58 | 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 9 | 16 | 61 | 19 | 0 |
| Mvmt Flow | 1 | 47 | 49 | 49 | 68 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 216 | 69 | 69 | 0 | - | 0 |
| Stage 1 | 69 | - | - | - | - | - |
| Stage 2 | 147 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.29 | 4.26 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.381 | 2.344 | - | - | - |
| Pot Cap-1 Maneuver | 774 | 975 | 1447 | - | - | - |
| Stage 1 | 956 | - | - | - | - | - |
| Stage 2 | 883 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 747 | 975 | 1447 | - | - | - |
| Mov Cap-2 Maneuver | 747 | - | - | - | - | - |
| Stage 1 | 923 | - | - | - | - | - |
| Stage 2 | 883 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 3.8 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1447 | - | 968 | - | - |
| HCM Lane V/C Ratio | 0.034 | - | 0.05 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 42 | 50 | 47 | 60 | 1 |
| Future Vol, veh/h | 1 | 42 | 50 | 47 | 60 | 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 9 | 16 | 61 | 19 | 0 |
| Mvmt Flow | 1 | 49 | 59 | 55 | 71 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 245 | 72 | 72 | 0 | - | 0 |
| Stage 1 | 72 | - | - | - | - | - |
| Stage 2 | 173 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.29 | 4.26 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.381 | 2.344 | - | - | - |
| Pot Cap-1 Maneuver | 746 | 971 | 1444 | - | - | - |
| Stage 1 | 953 | - | - | - | - | - |
| Stage 2 | 860 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 715 | 971 | 1444 | - | - | - |
| Mov Cap-2 Maneuver | 715 | - | - | - | - | - |
| Stage 1 | 913 | - | - | - | - | - |
| Stage 2 | 860 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 3.9 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1444 | - | 963 | - | - |
| HCM Lane V/C Ratio | 0.041 | - | 0.053 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : KAISER RD
N/S STREET : RICE ROAD (SR 177)
CONDITION : PM PEAK HOUR

INTERSECTION : 4
GROWTH PER YEAR : 3.0%

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | | | 4 | | 6 | | | 6 | | 8 | 12 | 14 |
| **KAISER RD** | | | | | | | | | | | | | |
| EBL | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 76 | 3 | 211 | 290 | 347 | 637 | 5 | 9 | 93 | 8 | 101 | 85 | 93 |
| WBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 50 | 2 | 4 | 56 | 9 | 65 | 3 | 2 | 57 | 1 | 58 | 52 | 53 |
| NBT | 79 | 3 | 5 | 87 | 5 | 92 | 5 | 5 | 92 | 2 | 94 | 85 | 87 |
| NBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBT | 118 | 4 | 126 | 248 | 187 | 435 | 8 | 17 | 147 | 5 | 152 | 136 | 141 |
| SBR | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| Totals | **325** | **14** | **346** | **685** | **548** | **1,233** | **23** | **33** | **395** | **16** | **411** | **360** | **376** |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN VOLUME SUMMARY | HEAY | 31-Mar-23 | ASPE0000-0004 | 2 OF 2 |

E/W STREET : KAISER RD
CONDITION : PM PEAK HOUR
N/S STREET : RICE ROAD (SR 177)
PHF : 0.80

| NORTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| 0 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |

| SOUTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 20 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 0 | 14 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 2 |
| 0 | 19 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 17 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |

| EAST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| WEST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |

| | Truck Volumes | Auto Volumes | Totals | Truck Percentage | Balanced Totals |
|---|---|---|---|---|---|
| **KAISER RD** | | | | | |
| EBL | 0 | 1 | **1** | **1%** | **1** |
| EBTH | 0 | 0 | **0** | **0%** | **0** |
| EBR | 7 | 62 | **69** | **11%** | **76** |
| WBL | 0 | 0 | **0** | **0%** | **0** |
| WBTH | 0 | 0 | **0** | **0%** | **0** |
| WBR | 0 | 0 | **0** | **0%** | **0** |
| **RICE ROAD (SR 177)** | | | | | |
| NBL | 3 | 47 | **50** | **6%** | **50** |
| NBTH | 9 | 70 | **79** | **12%** | **79** |
| NBR | 0 | 0 | **0** | **0%** | **0** |
| SBL | 0 | 0 | **0** | **0%** | **0** |
| SBTH | 28 | 78 | **106** | **27%** | **118** |
| SBR | 0 | 0 | **0** | **0%** | **1** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 76 | 50 | 79 | 118 | 1 |
| Future Vol, veh/h | 1 | 76 | 50 | 79 | 118 | 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 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 1 | 11 | 6 | 12 | 27 | 0 |
| Mvmt Flow | 1 | 95 | 63 | 99 | 148 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 374 | 149 | 149 | 0 | - | 0 |
| Stage 1 | 149 | - | - | - | - | - |
| Stage 2 | 225 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.31 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.399 | 2.254 | - | - | - |
| Pot Cap-1 Maneuver | 629 | 874 | 1408 | - | - | - |
| Stage 1 | 881 | - | - | - | - | - |
| Stage 2 | 815 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 599 | 874 | 1408 | - | - | - |
| Mov Cap-2 Maneuver | 599 | - | - | - | - | - |
| Stage 1 | 840 | - | - | - | - | - |
| Stage 2 | 815 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.7 | 3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1408 | - | 869 | - | - |
| HCM Lane V/C Ratio | 0.044 | - | 0.111 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 9.7 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.4 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 290 | 56 | 87 | 248 | 2 |
| Future Vol, veh/h | 2 | 290 | 56 | 87 | 248 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 1 | 11 | 6 | 12 | 27 | 0 |
| Mvmt Flow | 3 | 363 | 70 | 109 | 310 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 561 | 312 | 313 | 0 | - | 0 |
| Stage 1 | 312 | - | - | - | - | - |
| Stage 2 | 249 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.31 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.399 | 2.254 | - | - | - |
| Pot Cap-1 Maneuver | 491 | 708 | 1225 | - | - | - |
| Stage 1 | 744 | - | - | - | - | - |
| Stage 2 | 795 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 461 | 708 | 1225 | - | - | - |
| Mov Cap-2 Maneuver | 461 | - | - | - | - | - |
| Stage 1 | 699 | - | - | - | - | - |
| Stage 2 | 795 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.5 | 3.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1225 | - | 705 | - | - |
| HCM Lane V/C Ratio | 0.057 | - | 0.518 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | 15.5 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 141.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 637 | 65 | 92 | 435 | 2 |
| Future Vol, veh/h | 2 | 637 | 65 | 92 | 435 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 1 | 11 | 6 | 12 | 27 | 0 |
| Mvmt Flow | 3 | 796 | 81 | 115 | 544 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 823 | 546 | 547 | 0 | - | 0 |
| Stage 1 | 546 | - | - | - | - | - |
| Stage 2 | 277 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.31 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.399 | 2.254 | - | - | - |
| Pot Cap-1 Maneuver | 345 | ~ 521 | 1003 | - | - | - |
| Stage 1 | 582 | - | - | - | - | - |
| Stage 2 | 772 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 315 | ~ 521 | 1003 | - | - | - |
| Mov Cap-2 Maneuver | 315 | - | - | - | - | - |
| Stage 1 | 532 | - | - | - | - | - |
| Stage 2 | 772 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 271.6 | 3.7 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1003 | - | 520 | - | - |
| HCM Lane V/C Ratio | 0.081 | - | 1.536 | - | - |
| HCM Control Delay (s) | 8.9 | 0 | 271.6 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | 42 | - | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 93 | 57 | 92 | 147 | 3 |
| Future Vol, veh/h | 3 | 93 | 57 | 92 | 147 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 1 | 11 | 6 | 12 | 27 | 0 |
| Mvmt Flow | 4 | 116 | 71 | 115 | 184 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 443 | 186 | 188 | 0 | - | 0 |
| Stage 1 | 186 | - | - | - | - | - |
| Stage 2 | 257 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.31 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.399 | 2.254 | - | - | - |
| Pot Cap-1 Maneuver | 574 | 834 | 1362 | - | - | - |
| Stage 1 | 848 | - | - | - | - | - |
| Stage 2 | 788 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 542 | 834 | 1362 | - | - | - |
| Mov Cap-2 Maneuver | 542 | - | - | - | - | - |
| Stage 1 | 801 | - | - | - | - | - |
| Stage 2 | 788 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.1 | 3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1362 | - | 820 | - | - |
| HCM Lane V/C Ratio | 0.052 | - | 0.146 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 10.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.5 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 101 | 58 | 94 | 152 | 3 |
| Future Vol, veh/h | 3 | 101 | 58 | 94 | 152 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 1 | 11 | 6 | 12 | 27 | 0 |
| Mvmt Flow | 4 | 126 | 73 | 118 | 190 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 456 | 192 | 194 | 0 | - | 0 |
| Stage 1 | 192 | - | - | - | - | - |
| Stage 2 | 264 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.31 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.399 | 2.254 | - | - | - |
| Pot Cap-1 Maneuver | 564 | 827 | 1355 | - | - | - |
| Stage 1 | 843 | - | - | - | - | - |
| Stage 2 | 783 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 531 | 827 | 1355 | - | - | - |
| Mov Cap-2 Maneuver | 531 | - | - | - | - | - |
| Stage 1 | 794 | - | - | - | - | - |
| Stage 2 | 783 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.3 | 3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1355 | - | 814 | - | - |
| HCM Lane V/C Ratio | 0.054 | - | 0.16 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 10.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.6 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 85 | 52 | 85 | 136 | 1 |
| Future Vol, veh/h | 1 | 85 | 52 | 85 | 136 | 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 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 1 | 11 | 6 | 12 | 27 | 0 |
| Mvmt Flow | 1 | 106 | 65 | 106 | 170 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 407 | 171 | 171 | 0 | - | 0 |
| Stage 1 | 171 | - | - | - | - | - |
| Stage 2 | 236 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.31 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.399 | 2.254 | - | - | - |
| Pot Cap-1 Maneuver | 602 | 850 | 1382 | - | - | - |
| Stage 1 | 861 | - | - | - | - | - |
| Stage 2 | 806 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 572 | 850 | 1382 | - | - | - |
| Mov Cap-2 Maneuver | 572 | - | - | - | - | - |
| Stage 1 | 818 | - | - | - | - | - |
| Stage 2 | 806 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.9 | 2.9 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1382 | - | 845 | - | - |
| HCM Lane V/C Ratio | 0.047 | - | 0.127 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 9.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.4 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 93 | 53 | 87 | 141 | 1 |
| Future Vol, veh/h | 1 | 93 | 53 | 87 | 141 | 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 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 1 | 11 | 6 | 12 | 27 | 0 |
| Mvmt Flow | 1 | 116 | 66 | 109 | 176 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 418 | 177 | 177 | 0 | - | 0 |
| Stage 1 | 177 | - | - | - | - | - |
| Stage 2 | 241 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.31 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.399 | 2.254 | - | - | - |
| Pot Cap-1 Maneuver | 593 | 843 | 1375 | - | - | - |
| Stage 1 | 856 | - | - | - | - | - |
| Stage 2 | 801 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 563 | 843 | 1375 | - | - | - |
| Mov Cap-2 Maneuver | 563 | - | - | - | - | - |
| Stage 1 | 812 | - | - | - | - | - |
| Stage 2 | 801 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10 | 2.9 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1375 | - | 839 | - | - |
| HCM Lane V/C Ratio | 0.048 | - | 0.14 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 10 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.5 | - | - |

## CALCULATION OF FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES (NCHRP 255)

**Intersection No.:** 4
**North/South Street:** RICE ROAD (SR 177)
**East/West Street:** KAISER RD

**Analysis Condition:** YEAR 2045 FUTURE TRAFFIC

### A.M. Peak Hour

| Approach Direction | | Base Year Count | Forecast Future Year Link Volume | | | Turn Volume | Rounded Volume |
|---|---|---|---|---|---|---|---|
| South leg | Left | 33 | Approach | 57 | Left | 33 | 33 |
| NB | Through | 23 | Departure | 89 | Through | 24 | 24 |
| | Right | 0 | | | Right | 0 | 0 |
| North leg | Left | 0 | Approach | 53 | Left | 0 | 0 |
| SB | Through | 51 | Departure | 25 | Through | 52 | 52 |
| | Right | 1 | | | Right | 1 | 1 |
| West leg | Left | 1 | Approach | 38 | Left | 1 | 1 |
| EB | Through | 0 | Departure | 34 | Through | 0 | 0 |
| | Right | 37 | | | Right | 37 | 37 |
| East leg | Left | 0 | Approach | 0 | Left | 0 | 0 |
| WB | Through | 0 | Departure | 0 | Through | 0 | 0 |
| | Right | 0 | | | Right | 0 | 0 |

### P.M. Peak Hour

| Approach Direction | | Base Year Count | Forecast Future Year Link Volume | | | Turn Volume | Rounded Volume |
|---|---|---|---|---|---|---|---|
| South leg | Left | 50 | Approach | 130 | Left | 50 | 50 |
| NB | Through | 79 | Departure | 195 | Through | 80 | 80 |
| | Right | 0 | | | Right | 0 | 0 |
| North leg | Left | 0 | Approach | 120 | Left | 0 | 0 |
| SB | Through | 118 | Departure | 81 | Through | 119 | 119 |
| | Right | 1 | | | Right | 1 | 1 |
| West leg | Left | 1 | Approach | 77 | Left | 1 | 1 |
| EB | Through | 0 | Departure | 51 | Through | 0 | 0 |
| | Right | 76 | | | Right | 76 | 76 |
| East leg | Left | 0 | Approach | 0 | Left | 0 | 0 |
| WB | Through | 0 | Departure | 0 | Through | 0 | 0 |

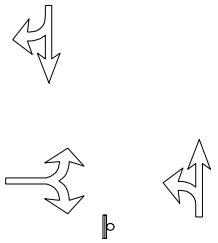
DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : OASIS RD
N/S STREET : RICE ROAD (SR 177)
CONDITION : AM PEAK HOUR

INTERSECTION : 5
GROWTH PER YEAR : 3.0%

**CONDITION DIAGRAMS**



**EXISTING GEOMETRICS**

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | 3 | | 5 | | | 7 | | 9 | 11 | 13 |
| **OASIS RD** | | | | | | | | | | | | | |
| EBL | 8 | 1 | 0 | 9 | 0 | 9 | 1 | 0 | 10 | 0 | 10 | 8 | 8 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 5 | 1 | 0 | 6 | 0 | 6 | 1 | 0 | 7 | 0 | 7 | 5 | 5 |
| WBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 1 |
| NBT | 23 | 1 | 117 | 141 | 187 | 328 | 2 | 8 | 34 | 5 | 39 | 32 | 37 |
| NBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBT | 47 | 2 | 3 | 52 | 5 | 57 | 3 | 3 | 55 | 2 | 57 | 51 | 53 |
| SBR | 4 | 1 | 0 | 5 | 0 | 5 | 1 | 0 | 6 | 0 | 6 | 4 | 4 |
| Totals | **88** | **7** | **120** | **215** | **192** | **407** | **9** | **11** | **115** | **7** | **122** | **101** | **108** |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN VOLUME SUMMARY | HEAY | 3/31/2023 | ASPE0000-0004 | 2 OF 2 |

E/W STREET : OASIS RD
N/S STREET : RICE ROAD (SR 177)
CONDITION : AM PEAK HOUR
PHF : 0.88

| NORTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 2 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| SOUTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |

| EAST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| WEST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Truck Volumes | Auto Volumes | Totals | Truck Percentage | Balanced Totals |
|---|---|---|---|---|---|
| **OASIS RD** | | | | | |
| EBL | 0 | 8 | **8** | **1%** | **8** |
| EBTH | 0 | 0 | **0** | **0%** | **0** |
| EBR | 0 | 5 | **5** | **1%** | **5** |
| WBL | 0 | 0 | **0** | **0%** | **0** |
| WBTH | 0 | 0 | **0** | **0%** | **0** |
| WBR | 0 | 0 | **0** | **0%** | **0** |
| **RICE ROAD (SR 177)** | | | | | |
| NBL | 0 | 1 | **1** | **1%** | **1** |
| NBTH | 15 | 8 | **23** | **66%** | **23** |
| NBR | 0 | 0 | **0** | **0%** | **0** |
| SBL | 0 | 0 | **0** | **0%** | **0** |
| SBTH | 9 | 34 | **43** | **21%** | **47** |
| SBR | 0 | 4 | **4** | **1%** | **4** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 5 | 1 | 23 | 47 | 4 |
| Future Vol, veh/h | 8 | 5 | 1 | 23 | 47 | 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 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 66 | 21 | 1 |
| Mvmt Flow | 9 | 6 | 1 | 26 | 53 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 84 | 56 | 58 | 0 | - | 0 |
| Stage 1 | 56 | - | - | - | - | - |
| Stage 2 | 28 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 920 | 1013 | 1553 | - | - | - |
| Stage 1 | 969 | - | - | - | - | - |
| Stage 2 | 997 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 919 | 1013 | 1553 | - | - | - |
| Mov Cap-2 Maneuver | 919 | - | - | - | - | - |
| Stage 1 | 968 | - | - | - | - | - |
| Stage 2 | 997 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.8 | 0.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1553 | - | 953 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.016 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 8.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 6 | 2 | 141 | 52 | 5 |
| Future Vol, veh/h | 9 | 6 | 2 | 141 | 52 | 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 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 66 | 21 | 1 |
| Mvmt Flow | 10 | 7 | 2 | 160 | 59 | 6 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 226 | 62 | 65 | 0 | - | 0 |
| Stage 1 | 62 | - | - | - | - | - |
| Stage 2 | 164 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 764 | 1006 | 1544 | - | - | - |
| Stage 1 | 963 | - | - | - | - | - |
| Stage 2 | 868 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 763 | 1006 | 1544 | - | - | - |
| Mov Cap-2 Maneuver | 763 | - | - | - | - | - |
| Stage 1 | 962 | - | - | - | - | - |
| Stage 2 | 868 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.3 | 0.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1544 | - | 845 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.02 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 9.3 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 6 | 2 | 328 | 57 | 5 |
| Future Vol, veh/h | 9 | 6 | 2 | 328 | 57 | 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 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 66 | 21 | 1 |
| Mvmt Flow | 10 | 7 | 2 | 373 | 65 | 6 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 445 | 68 | 71 | 0 | - | 0 |
| Stage 1 | 68 | - | - | - | - | - |
| Stage 2 | 377 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 573 | 998 | 1536 | - | - | - |
| Stage 1 | 957 | - | - | - | - | - |
| Stage 2 | 696 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 572 | 998 | 1536 | - | - | - |
| Mov Cap-2 Maneuver | 572 | - | - | - | - | - |
| Stage 1 | 955 | - | - | - | - | - |
| Stage 2 | 696 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.4 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1536 | - | 690 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.025 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 10.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 7 | 3 | 34 | 55 | 6 |
| Future Vol, veh/h | 10 | 7 | 3 | 34 | 55 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 66 | 21 | 1 |
| Mvmt Flow | 11 | 8 | 3 | 39 | 63 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 112 | 67 | 70 | 0 | - | 0 |
| Stage 1 | 67 | - | - | - | - | - |
| Stage 2 | 45 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 887 | 999 | 1537 | - | - | - |
| Stage 1 | 958 | - | - | - | - | - |
| Stage 2 | 980 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 885 | 999 | 1537 | - | - | - |
| Mov Cap-2 Maneuver | 885 | - | - | - | - | - |
| Stage 1 | 956 | - | - | - | - | - |
| Stage 2 | 980 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9 | 0.6 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1537 | - | 929 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.021 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 7 | 3 | 39 | 57 | 6 |
| Future Vol, veh/h | 10 | 7 | 3 | 39 | 57 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 66 | 21 | 1 |
| Mvmt Flow | 11 | 8 | 3 | 44 | 65 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 119 | 69 | 72 | 0 | - | 0 |
| Stage 1 | 69 | - | - | - | - | - |
| Stage 2 | 50 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 879 | 997 | 1534 | - | - | - |
| Stage 1 | 956 | - | - | - | - | - |
| Stage 2 | 975 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 877 | 997 | 1534 | - | - | - |
| Mov Cap-2 Maneuver | 877 | - | - | - | - | - |
| Stage 1 | 954 | - | - | - | - | - |
| Stage 2 | 975 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9 | 0.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1534 | - | 923 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.021 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 5 | 1 | 32 | 51 | 4 |
| Future Vol, veh/h | 8 | 5 | 1 | 32 | 51 | 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 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 66 | 21 | 1 |
| Mvmt Flow | 9 | 6 | 1 | 36 | 58 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 99 | 61 | 63 | 0 | - | 0 |
| Stage 1 | 61 | - | - | - | - | - |
| Stage 2 | 38 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 902 | 1007 | 1546 | - | - | - |
| Stage 1 | 964 | - | - | - | - | - |
| Stage 2 | 987 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 901 | 1007 | 1546 | - | - | - |
| Mov Cap-2 Maneuver | 901 | - | - | - | - | - |
| Stage 1 | 963 | - | - | - | - | - |
| Stage 2 | 987 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 0.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1546 | - | 939 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.016 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 5 | 1 | 37 | 53 | 4 |
| Future Vol, veh/h | 8 | 5 | 1 | 37 | 53 | 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 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 66 | 21 | 1 |
| Mvmt Flow | 9 | 6 | 1 | 42 | 60 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 107 | 63 | 65 | 0 | - | 0 |
| Stage 1 | 63 | - | - | - | - | - |
| Stage 2 | 44 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 893 | 1004 | 1544 | - | - | - |
| Stage 1 | 962 | - | - | - | - | - |
| Stage 2 | 981 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 892 | 1004 | 1544 | - | - | - |
| Mov Cap-2 Maneuver | 892 | - | - | - | - | - |
| Stage 1 | 961 | - | - | - | - | - |
| Stage 2 | 981 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 0.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1544 | - | 932 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.016 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : OASIS RD
N/S STREET : RICE ROAD (SR 177)
CONDITION : PM PEAK HOUR

INTERSECTION : 5
GROWTH PER YEAR : 3.0%

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | | | 4 | | 6 | | | 6 | | 8 | 12 | 14 |
| **OASIS RD** | | | | | | | | | | | | | |
| EBL | 14 | 1 | 0 | 15 | 0 | 15 | 1 | 0 | 16 | 0 | 16 | 14 | 14 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 29 | 1 | 0 | 30 | 0 | 30 | 2 | 0 | 32 | 0 | 32 | 29 | 29 |
| WBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 14 | 1 | 0 | 15 | 0 | 15 | 1 | 0 | 16 | 0 | 16 | 14 | 14 |
| NBT | 66 | 2 | 3 | 71 | 5 | 76 | 4 | 3 | 75 | 2 | 77 | 70 | 72 |
| NBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBT | 90 | 3 | 117 | 210 | 187 | 397 | 6 | 8 | 107 | 5 | 112 | 99 | 104 |
| SBR | 6 | 1 | 0 | 7 | 0 | 7 | 1 | 0 | 8 | 0 | 8 | 6 | 6 |
| Totals | **219** | **9** | **120** | **348** | **192** | **540** | **15** | **11** | **254** | **7** | **261** | **232** | **239** |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN VOLUME SUMMARY | HEAY | 31-Mar-23 | ASPE0000-0004 | 2 OF 2 |

E/W STREET : OASIS RD
N/S STREET : RICE ROAD (SR 177)
CONDITION : PM PEAK HOUR
PHF : 0.77

| NORTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 2 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| 2 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 1 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |

| SOUTH LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 |
| 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 0 | 11 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| EAST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| WEST LEG | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOS | | | 2 AXLE | | | 3 AXLE | | | 4(+) AXLE | | |
| RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT |
| 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |

| | Truck Volumes | Auto Volumes | Totals | Truck Percentage | Balanced Totals |
|---|---|---|---|---|---|
| **OASIS RD** | | | | | |
| EBL | 0 | 14 | **14** | **1%** | **14** |
| EBTH | 0 | 0 | **0** | **0%** | **0** |
| EBR | 1 | 28 | **29** | **4%** | **29** |
| WBL | 0 | 0 | **0** | **0%** | **0** |
| WBTH | 0 | 0 | **0** | **0%** | **0** |
| WBR | 0 | 0 | **0** | **0%** | **0** |
| **RICE ROAD (SR 177)** | | | | | |
| NBL | 1 | 11 | **12** | **9%** | **14** |
| NBTH | 11 | 45 | **56** | **20%** | **66** |
| NBR | 0 | 0 | **0** | **0%** | **0** |
| SBL | 0 | 0 | **0** | **0%** | **0** |
| SBTH | 32 | 57 | **89** | **36%** | **90** |
| SBR | 0 | 6 | **6** | **1%** | **6** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 29 | 14 | 66 | 90 | 6 |
| Future Vol, veh/h | 14 | 29 | 14 | 66 | 90 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 4 | 9 | 20 | 36 | 1 |
| Mvmt Flow | 18 | 38 | 18 | 86 | 117 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 243 | 121 | 125 | 0 | - | 0 |
| Stage 1 | 121 | - | - | - | - | - |
| Stage 2 | 122 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.24 | 4.19 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.336 | 2.281 | - | - | - |
| Pot Cap-1 Maneuver | 748 | 925 | 1419 | - | - | - |
| Stage 1 | 907 | - | - | - | - | - |
| Stage 2 | 906 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 738 | 925 | 1419 | - | - | - |
| Mov Cap-2 Maneuver | 738 | - | - | - | - | - |
| Stage 1 | 895 | - | - | - | - | - |
| Stage 2 | 906 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 1.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1419 | - | 855 | - | - |
| HCM Lane V/C Ratio | 0.013 | - | 0.065 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9.5 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 30 | 15 | 71 | 210 | 7 |
| Future Vol, veh/h | 15 | 30 | 15 | 71 | 210 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 4 | 9 | 20 | 36 | 1 |
| Mvmt Flow | 19 | 39 | 19 | 92 | 273 | 9 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 408 | 278 | 282 | 0 | - | 0 |
| Stage 1 | 278 | - | - | - | - | - |
| Stage 2 | 130 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.24 | 4.19 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.336 | 2.281 | - | - | - |
| Pot Cap-1 Maneuver | 601 | 756 | 1241 | - | - | - |
| Stage 1 | 771 | - | - | - | - | - |
| Stage 2 | 898 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 591 | 756 | 1241 | - | - | - |
| Mov Cap-2 Maneuver | 591 | - | - | - | - | - |
| Stage 1 | 759 | - | - | - | - | - |
| Stage 2 | 898 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.7 | 1.4 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1241 | - | 692 | - | - |
| HCM Lane V/C Ratio | 0.016 | - | 0.084 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 10.7 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 30 | 15 | 76 | 397 | 7 |
| Future Vol, veh/h | 15 | 30 | 15 | 76 | 397 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 4 | 9 | 20 | 36 | 1 |
| Mvmt Flow | 19 | 39 | 19 | 99 | 516 | 9 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 658 | 521 | 525 | 0 | - | 0 |
| Stage 1 | 521 | - | - | - | - | - |
| Stage 2 | 137 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.24 | 4.19 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.336 | 2.281 | - | - | - |
| Pot Cap-1 Maneuver | 431 | 551 | 1007 | - | - | - |
| Stage 1 | 598 | - | - | - | - | - |
| Stage 2 | 892 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 422 | 551 | 1007 | - | - | - |
| Mov Cap-2 Maneuver | 422 | - | - | - | - | - |
| Stage 1 | 586 | - | - | - | - | - |
| Stage 2 | 892 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.2 | 1.4 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1007 | - | 500 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | 0.117 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | 13.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.4 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 32 | 16 | 75 | 107 | 8 |
| Future Vol, veh/h | 16 | 32 | 16 | 75 | 107 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 4 | 9 | 20 | 36 | 1 |
| Mvmt Flow | 21 | 42 | 21 | 97 | 139 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 283 | 144 | 149 | 0 | - | 0 |
| Stage 1 | 144 | - | - | - | - | - |
| Stage 2 | 139 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.24 | 4.19 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.336 | 2.281 | - | - | - |
| Pot Cap-1 Maneuver | 709 | 898 | 1391 | - | - | - |
| Stage 1 | 886 | - | - | - | - | - |
| Stage 2 | 890 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 698 | 898 | 1391 | - | - | - |
| Mov Cap-2 Maneuver | 698 | - | - | - | - | - |
| Stage 1 | 872 | - | - | - | - | - |
| Stage 2 | 890 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.8 | 1.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1391 | - | 820 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | 0.076 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 32 | 16 | 77 | 112 | 8 |
| Future Vol, veh/h | 16 | 32 | 16 | 77 | 112 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 4 | 9 | 20 | 36 | 1 |
| Mvmt Flow | 21 | 42 | 21 | 100 | 145 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 292 | 150 | 155 | 0 | - | 0 |
| Stage 1 | 150 | - | - | - | - | - |
| Stage 2 | 142 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.24 | 4.19 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.336 | 2.281 | - | - | - |
| Pot Cap-1 Maneuver | 701 | 891 | 1384 | - | - | - |
| Stage 1 | 880 | - | - | - | - | - |
| Stage 2 | 887 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 690 | 891 | 1384 | - | - | - |
| Mov Cap-2 Maneuver | 690 | - | - | - | - | - |
| Stage 1 | 866 | - | - | - | - | - |
| Stage 2 | 887 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.8 | 1.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1384 | - | 812 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | 0.077 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 29 | 14 | 70 | 99 | 6 |
| Future Vol, veh/h | 14 | 29 | 14 | 70 | 99 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 4 | 9 | 20 | 36 | 1 |
| Mvmt Flow | 18 | 38 | 18 | 91 | 129 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 260 | 133 | 137 | 0 | - | 0 |
| Stage 1 | 133 | - | - | - | - | - |
| Stage 2 | 127 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.24 | 4.19 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.336 | 2.281 | - | - | - |
| Pot Cap-1 Maneuver | 731 | 911 | 1405 | - | - | - |
| Stage 1 | 896 | - | - | - | - | - |
| Stage 2 | 901 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 721 | 911 | 1405 | - | - | - |
| Mov Cap-2 Maneuver | 721 | - | - | - | - | - |
| Stage 1 | 884 | - | - | - | - | - |
| Stage 2 | 901 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.6 | 1.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1405 | - | 839 | - | - |
| HCM Lane V/C Ratio | 0.013 | - | 0.067 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 29 | 14 | 72 | 104 | 6 |
| Future Vol, veh/h | 14 | 29 | 14 | 72 | 104 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 4 | 9 | 20 | 36 | 1 |
| Mvmt Flow | 18 | 38 | 18 | 94 | 135 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 269 | 139 | 143 | 0 | - | 0 |
| Stage 1 | 139 | - | - | - | - | - |
| Stage 2 | 130 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.24 | 4.19 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.336 | 2.281 | - | - | - |
| Pot Cap-1 Maneuver | 722 | 904 | 1398 | - | - | - |
| Stage 1 | 890 | - | - | - | - | - |
| Stage 2 | 898 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 712 | 904 | 1398 | - | - | - |
| Mov Cap-2 Maneuver | 712 | - | - | - | - | - |
| Stage 1 | 878 | - | - | - | - | - |
| Stage 2 | 898 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.6 | 1.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1398 | - | 831 | - | - |
| HCM Lane V/C Ratio | 0.013 | - | 0.067 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

## CALCULATION OF FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES (NCHRP 255)

**Intersection No.:** 5
**North/South Street:** RICE ROAD (SR 177)
**East/West Street:** OASIS RD

**Analysis Condition:** YEAR 2045 FUTURE TRAFFIC

### A.M. Peak Hour

| Approach Direction | | Base Year Count | Forecast Future Year Link Volume | | | Turn Volume | Rounded Volume |
|---|---|---|---|---|---|---|---|
| South leg | Left | 1 | Approach | 25 | Left | 1 | 1 |
| NB | Through | 23 | Departure | 53 | Through | 24 | 24 |
| | Right | 0 | | | Right | 0 | 0 |
| North leg | Left | 0 | Approach | 52 | Left | 0 | 0 |
| SB | Through | 47 | Departure | 32 | Through | 48 | 48 |
| | Right | 4 | | | Right | 4 | 4 |
| West leg | Left | 8 | Approach | 13 | Left | 8 | 8 |
| EB | Through | 0 | Departure | 5 | Through | 0 | 0 |
| | Right | 5 | | | Right | 5 | 5 |
| East leg | Left | 0 | Approach | 0 | Left | 0 | 0 |
| WB | Through | 0 | Departure | 0 | Through | 0 | 0 |
| | Right | 0 | | | Right | 0 | 0 |

### P.M. Peak Hour

| Approach Direction | | Base Year Count | Forecast Future Year Link Volume | | | Turn Volume | Rounded Volume |
|---|---|---|---|---|---|---|---|
| South leg | Left | 14 | Approach | 81 | Left | 14 | 14 |
| NB | Through | 66 | Departure | 120 | Through | 67 | 67 |
| | Right | 0 | | | Right | 0 | 0 |
| North leg | Left | 0 | Approach | 97 | Left | 0 | 0 |
| SB | Through | 90 | Departure | 81 | Through | 91 | 91 |
| | Right | 6 | | | Right | 6 | 6 |
| West leg | Left | 14 | Approach | 43 | Left | 14 | 14 |
| EB | Through | 0 | Departure | 20 | Through | 0 | 0 |
| | Right | 29 | | | Right | 29 | 29 |
| East leg | Left | 0 | Approach | 0 | Left | 0 | 0 |
| WB | Through | 0 | Departure | 0 | Through | 0 | 0 |

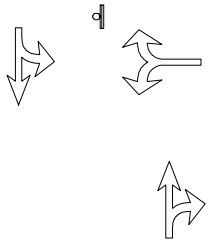
DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : OASIS RD
N/S STREET : KAISER RD
CONDITION : AM PEAK HOUR

INTERSECTION : 6
GROWTH PER YEAR : 3.0%

**CONDITION DIAGRAMS**



**EXISTING GEOMETRICS**

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | 3 | | 5 | | | 7 | | 9 | 11 | 13 |
| **OASIS RD** | | | | | | | | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBL | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 2 | 2 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 3 | 3 |
| **KAISER RD** | | | | | | | | | | | | | |
| NBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NBT | 34 | 2 | 210 | 246 | 347 | 593 | 3 | 8 | 47 | 8 | 55 | 43 | 51 |
| NBR | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| SBL | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| SBT | 37 | 2 | 3 | 42 | 9 | 51 | 3 | 2 | 44 | 2 | 46 | 39 | 41 |
| SBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | **75** | **6** | **213** | **294** | **356** | **650** | **8** | **10** | **99** | **10** | **109** | **89** | **99** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 593 | 1 | 1 | 51 |
| Future Vol, veh/h | 2 | 2 | 593 | 1 | 1 | 51 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 1 | 16 | 1 | 1 | 10 |
| Mvmt Flow | 2 | 2 | 698 | 1 | 1 | 60 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 761 | 699 | 0 | 0 | 699 | 0 |
| Stage 1 | 699 | - | - | - | - | - |
| Stage 2 | 62 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 375 | 442 | - | - | 902 | - |
| Stage 1 | 495 | - | - | - | - | - |
| Stage 2 | 963 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 375 | 442 | - | - | 902 | - |
| Mov Cap-2 Maneuver | 375 | - | - | - | - | - |
| Stage 1 | 495 | - | - | - | - | - |
| Stage 2 | 962 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14 | 0 | 0.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 406 | 902 | - |
| HCM Lane V/C Ratio | - | - | 0.012 | 0.001 | - |
| HCM Control Delay (s) | - | - | 14 | 9 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 3 | 55 | 1 | 1 | 46 |
| Future Vol, veh/h | 3 | 3 | 55 | 1 | 1 | 46 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 1 | 16 | 1 | 1 | 10 |
| Mvmt Flow | 4 | 4 | 65 | 1 | 1 | 54 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 122 | 66 | 0 | 0 | 66 | 0 |
| Stage 1 | 66 | - | - | - | - | - |
| Stage 2 | 56 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 876 | 1001 | - | - | 1542 | - |
| Stage 1 | 959 | - | - | - | - | - |
| Stage 2 | 969 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 875 | 1001 | - | - | 1542 | - |
| Mov Cap-2 Maneuver | 875 | - | - | - | - | - |
| Stage 1 | 959 | - | - | - | - | - |
| Stage 2 | 968 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 0 | 0.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 934 | 1542 | - |
| HCM Lane V/C Ratio | - | - | 0.008 | 0.001 | - |
| HCM Control Delay (s) | - | - | 8.9 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 3 | 51 | 1 | 1 | 41 |
| Future Vol, veh/h | 2 | 3 | 51 | 1 | 1 | 41 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 1 | 16 | 1 | 1 | 10 |
| Mvmt Flow | 2 | 4 | 60 | 1 | 1 | 48 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 111 | 61 | 0 | 0 | 61 | 0 |
| Stage 1 | 61 | - | - | - | - | - |
| Stage 2 | 50 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 888 | 1007 | - | - | 1549 | - |
| Stage 1 | 964 | - | - | - | - | - |
| Stage 2 | 975 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 887 | 1007 | - | - | 1549 | - |
| Mov Cap-2 Maneuver | 887 | - | - | - | - | - |
| Stage 1 | 964 | - | - | - | - | - |
| Stage 2 | 974 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.8 | 0 | 0.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 955 | 1549 | - |
| HCM Lane V/C Ratio | - | - | 0.006 | 0.001 | - |
| HCM Control Delay (s) | - | - | 8.8 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : OASIS RD
N/S STREET : KAISER RD
CONDITION : PM PEAK HOUR

INTERSECTION : 6
GROWTH PER YEAR : 3.0%

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | | | 4 | | 6 | | | 6 | | 8 | 12 | 14 |
| **OASIS RD** | | | | | | | | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBL | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 8 | 8 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 2 | 1 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 12 | 12 |
| **KAISER RD** | | | | | | | | | | | | | |
| NBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NBT | 49 | 2 | 3 | 54 | 9 | 63 | 3 | 1 | 55 | 1 | 56 | 44 | 45 |
| NBR | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 2 |
| SBL | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 2 |
| SBT | 77 | 4 | 210 | 291 | 347 | 638 | 6 | 8 | 95 | 8 | 103 | 86 | 94 |
| SBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | **134** | **8** | **213** | **355** | **356** | **711** | **11** | **9** | **162** | **9** | **171** | **154** | **163** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 593 | 1 | 1 | 51 |
| Future Vol, veh/h | 2 | 2 | 593 | 1 | 1 | 51 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 1 | 16 | 1 | 1 | 10 |
| Mvmt Flow | 2 | 2 | 698 | 1 | 1 | 60 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 761 | 699 | 0 | 0 | 699 | 0 |
| Stage 1 | 699 | - | - | - | - | - |
| Stage 2 | 62 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 375 | 442 | - | - | 902 | - |
| Stage 1 | 495 | - | - | - | - | - |
| Stage 2 | 963 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 375 | 442 | - | - | 902 | - |
| Mov Cap-2 Maneuver | 375 | - | - | - | - | - |
| Stage 1 | 495 | - | - | - | - | - |
| Stage 2 | 962 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14 | 0 | 0.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 406 | 902 | - |
| HCM Lane V/C Ratio | - | - | 0.012 | 0.001 | - |
| HCM Control Delay (s) | - | - | 14 | 9 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 3 | 55 | 1 | 1 | 46 |
| Future Vol, veh/h | 3 | 3 | 55 | 1 | 1 | 46 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 1 | 16 | 1 | 1 | 10 |
| Mvmt Flow | 4 | 4 | 65 | 1 | 1 | 54 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 122 | 66 | 0 | 0 | 66 | 0 |
| Stage 1 | 66 | - | - | - | - | - |
| Stage 2 | 56 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 876 | 1001 | - | - | 1542 | - |
| Stage 1 | 959 | - | - | - | - | - |
| Stage 2 | 969 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 875 | 1001 | - | - | 1542 | - |
| Mov Cap-2 Maneuver | 875 | - | - | - | - | - |
| Stage 1 | 959 | - | - | - | - | - |
| Stage 2 | 968 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 0 | 0.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 934 | 1542 | - |
| HCM Lane V/C Ratio | - | - | 0.008 | 0.001 | - |
| HCM Control Delay (s) | - | - | 8.9 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 3 | 51 | 1 | 1 | 41 |
| Future Vol, veh/h | 2 | 3 | 51 | 1 | 1 | 41 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 1 | 16 | 1 | 1 | 10 |
| Mvmt Flow | 2 | 4 | 60 | 1 | 1 | 48 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 111 | 61 | 0 | 0 | 61 | 0 |
| Stage 1 | 61 | - | - | - | - | - |
| Stage 2 | 50 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 888 | 1007 | - | - | 1549 | - |
| Stage 1 | 964 | - | - | - | - | - |
| Stage 2 | 975 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 887 | 1007 | - | - | 1549 | - |
| Mov Cap-2 Maneuver | 887 | - | - | - | - | - |
| Stage 1 | 964 | - | - | - | - | - |
| Stage 2 | 974 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.8 | 0 | 0.2 |
| HCM LOS | A | | |

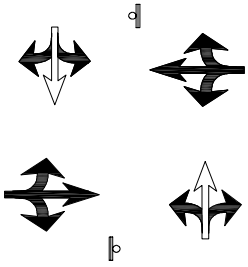
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 955 | 1549 | - |
| HCM Lane V/C Ratio | - | - | 0.006 | 0.001 | - |
| HCM Control Delay (s) | - | - | 8.8 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

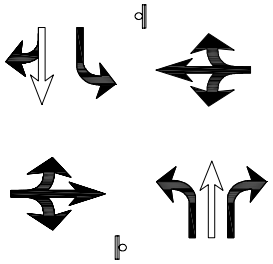
E/W STREET : PROJECT DRIVEWAY 1
N/S STREET : RICE ROAD (SR 177)
CONDITION : AM PEAK HOUR

INTERSECTION : 7A
GROWTH PER YEAR : 3.0%

**CONDITION DIAGRAMS**



**TEMPORARY CONSTRUCTION GEOMETRICS**



**PROPOSED GEOMETRICS**

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | 3 | | 5 | | | 7 | | 9 | 11 | 13 |
| **PROJECT DRIVEWAY 1** | | | | | | | | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 0 | 0 | 2 | 2 | 4 | 6 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| WBL | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 0 | 0 | 97 | 97 | 160 | 257 | 0 | 4 | 4 | 4 | 8 | 0 | 4 |
| NBT | 31 | 2 | 0 | 33 | 0 | 33 | 3 | 0 | 36 | 0 | 36 | 40 | 40 |
| NBR | 0 | 0 | 17 | 17 | 27 | 44 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| SBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBT | 51 | 3 | 0 | 54 | 0 | 54 | 4 | 0 | 58 | 0 | 58 | 55 | 55 |
| SBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | **82** | **5** | **117** | **204** | **192** | **396** | **7** | **7** | **101** | **7** | **108** | **95** | **102** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 6 | 2 | 0 | 0 | 257 | 33 | 44 | 0 | 54 | 0 |
| Future Vol, veh/h | 0 | 0 | 6 | 2 | 0 | 0 | 257 | 33 | 44 | 0 | 54 | 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, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 67 | 1 | 1 | 22 | 1 |
| Mvmt Flow | 0 | 0 | 7 | 2 | 0 | 0 | 292 | 38 | 50 | 0 | 61 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 708 | 733 | 61 | 712 | 708 | 63 | 61 | 0 | 0 | 88 | 0 | 0 |
| Stage 1 | 61 | 61 | - | 647 | 647 | - | - | - | - | - | - | - |
| Stage 2 | 647 | 672 | - | 65 | 61 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 351 | 349 | 1007 | 349 | 361 | 1004 | 1549 | - | - | 1514 | - | - |
| Stage 1 | 953 | 846 | - | 461 | 468 | - | - | - | - | - | - | - |
| Stage 2 | 461 | 456 | - | 948 | 846 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 297 | 280 | 1007 | 294 | 289 | 1004 | 1549 | - | - | 1514 | - | - |
| Mov Cap-2 Maneuver | 297 | 280 | - | 294 | 289 | - | - | - | - | - | - | - |
| Stage 1 | 763 | 846 | - | 369 | 375 | - | - | - | - | - | - | - |
| Stage 2 | 369 | 365 | - | 942 | 846 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 8.6 | 17.3 | 6.1 | 0 |
| HCM LOS | A | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1549 | - | - | 1007 | 294 | 1514 | - | - |
| HCM Lane V/C Ratio | 0.189 | - | - | 0.007 | 0.008 | - | - | - |
| HCM Control Delay (s) | 7.9 | 0 | - | 8.6 | 17.3 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 2 | 2 | 0 | 0 | 8 | 36 | 2 | 0 | 58 | 0 |
| Future Vol, veh/h | 0 | 0 | 2 | 2 | 0 | 0 | 8 | 36 | 2 | 0 | 58 | 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, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 67 | 1 | 1 | 22 | 1 |
| Mvmt Flow | 0 | 0 | 2 | 2 | 0 | 0 | 9 | 41 | 2 | 0 | 66 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 126 | 127 | 66 | 127 | 126 | 42 | 66 | 0 | 0 | 43 | 0 | 0 |
| Stage 1 | 66 | 66 | - | 60 | 60 | - | - | - | - | - | - | - |
| Stage 2 | 60 | 61 | - | 67 | 66 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 850 | 765 | 1001 | 849 | 766 | 1032 | 1542 | - | - | 1572 | - | - |
| Stage 1 | 947 | 842 | - | 954 | 847 | - | - | - | - | - | - | - |
| Stage 2 | 954 | 846 | - | 946 | 842 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 846 | 760 | 1001 | 843 | 761 | 1032 | 1542 | - | - | 1572 | - | - |
| Mov Cap-2 Maneuver | 846 | 760 | - | 843 | 761 | - | - | - | - | - | - | - |
| Stage 1 | 941 | 842 | - | 948 | 842 | - | - | - | - | - | - | - |
| Stage 2 | 948 | 841 | - | 944 | 842 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 8.6 | 9.3 | 1.3 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1542 | - | - | 1001 | 843 | 1572 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.002 | 0.003 | - | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.6 | 9.3 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | ↰ | ↑ | ↱ | | ↕ | ↱ |
| Traffic Vol, veh/h | 0 | 0 | 2 | 2 | 0 | 0 | 8 | 36 | 2 | 0 | 58 | 0 |
| Future Vol, veh/h | 0 | 0 | 2 | 2 | 0 | 0 | 8 | 36 | 2 | 0 | 58 | 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 | - | - | - | - | - | - | 460 | - | 460 | - | - | 460 |
| 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, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 67 | 1 | 1 | 22 | 1 |
| Mvmt Flow | 0 | 0 | 2 | 2 | 0 | 0 | 9 | 41 | 2 | 0 | 66 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 126 | 127 | 66 | 126 | 125 | 41 | 66 | 0 | 0 | 43 | 0 | 0 |
| Stage 1 | 66 | 66 | - | 59 | 59 | - | - | - | - | - | - | - |
| Stage 2 | 60 | 61 | - | 67 | 66 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 850 | 765 | 1001 | 850 | 767 | 1033 | 1542 | - | - | 1572 | - | - |
| Stage 1 | 947 | 842 | - | 955 | 848 | - | - | - | - | - | - | - |
| Stage 2 | 954 | 846 | - | 946 | 842 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 847 | 760 | 1001 | 844 | 762 | 1033 | 1542 | - | - | 1572 | - | - |
| Mov Cap-2 Maneuver | 847 | 760 | - | 844 | 762 | - | - | - | - | - | - | - |
| Stage 1 | 941 | 842 | - | 949 | 843 | - | - | - | - | - | - | - |
| Stage 2 | 948 | 841 | - | 944 | 842 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 8.6 | 9.3 | 1.3 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1542 | - | - | 1001 | 844 | 1572 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.002 | 0.003 | - | - | - |
| HCM Control Delay (s) | 7.3 | - | - | 8.6 | 9.3 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 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 | 0 | 1 | 1 | 0 | 0 | 4 | 40 | 1 | 0 | 55 | 0 |
| Future Vol, veh/h | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 40 | 1 | 0 | 55 | 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, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 67 | 1 | 1 | 22 | 1 |
| Mvmt Flow | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 45 | 1 | 0 | 63 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 119 | 119 | 63 | 120 | 119 | 46 | 63 | 0 | 0 | 46 | 0 | 0 |
| Stage 1 | 63 | 63 | - | 56 | 56 | - | - | - | - | - | - | - |
| Stage 2 | 56 | 56 | - | 64 | 63 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 859 | 773 | 1004 | 858 | 773 | 1026 | 1546 | - | - | 1568 | - | - |
| Stage 1 | 950 | 844 | - | 959 | 850 | - | - | - | - | - | - | - |
| Stage 2 | 959 | 850 | - | 949 | 844 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 857 | 771 | 1004 | 855 | 771 | 1026 | 1546 | - | - | 1568 | - | - |
| Mov Cap-2 Maneuver | 857 | 771 | - | 855 | 771 | - | - | - | - | - | - | - |
| Stage 1 | 947 | 844 | - | 956 | 847 | - | - | - | - | - | - | - |
| Stage 2 | 956 | 847 | - | 948 | 844 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 8.6 | 9.2 | 0.7 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1546 | - | - | 1004 | 855 | 1568 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.001 | 0.001 | - | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.6 | 9.2 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 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 | 0 | 1 | 1 | 0 | 0 | 4 | 40 | 1 | 0 | 55 | 0 |
| Future Vol, veh/h | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 40 | 1 | 0 | 55 | 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 | - | - | - | - | - | - | 460 | - | 460 | - | - | 460 |
| 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, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 67 | 1 | 1 | 22 | 1 |
| Mvmt Flow | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 45 | 1 | 0 | 63 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 119 | 119 | 63 | 119 | 118 | 45 | 63 | 0 | 0 | 46 | 0 | 0 |
| Stage 1 | 63 | 63 | - | 55 | 55 | - | - | - | - | - | - | - |
| Stage 2 | 56 | 56 | - | 64 | 63 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 859 | 773 | 1004 | 859 | 774 | 1028 | 1546 | - | - | 1568 | - | - |
| Stage 1 | 950 | 844 | - | 960 | 851 | - | - | - | - | - | - | - |
| Stage 2 | 959 | 850 | - | 949 | 844 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 857 | 771 | 1004 | 856 | 772 | 1028 | 1546 | - | - | 1568 | - | - |
| Mov Cap-2 Maneuver | 857 | 771 | - | 856 | 772 | - | - | - | - | - | - | - |
| Stage 1 | 947 | 844 | - | 957 | 848 | - | - | - | - | - | - | - |
| Stage 2 | 956 | 847 | - | 948 | 844 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 8.6 | 9.2 | 0.7 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1546 | - | - | 1004 | 856 | 1568 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.001 | 0.001 | - | - | - |
| HCM Control Delay (s) | 7.3 | - | - | 8.6 | 9.2 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : PROJECT DRIVEWAY 1
N/S STREET : RICE ROAD (SR 177)
CONDITION : PM PEAK HOUR

INTERSECTION : 7A
GROWTH PER YEAR : 3.0%

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | | | 4 | | 6 | | | 6 | | 8 | 12 | 14 |
| **PROJECT DRIVEWAY 1** | | | | | | | | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 0 | 0 | 97 | 97 | 160 | 257 | 0 | 4 | 4 | 4 | 8 | 0 | 4 |
| WBL | 0 | 0 | 17 | 17 | 27 | 44 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 0 | 0 | 2 | 2 | 4 | 6 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| NBT | 80 | 3 | 0 | 83 | 0 | 83 | 5 | 0 | 88 | 0 | 88 | 84 | 84 |
| NBR | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| SBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBT | 96 | 4 | 0 | 100 | 0 | 100 | 7 | 0 | 107 | 0 | 107 | 105 | 105 |
| SBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | **176** | **7** | **117** | **300** | **192** | **492** | **12** | **7** | **202** | **7** | **209** | **189** | **196** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 257 | 44 | 0 | 0 | 6 | 83 | 2 | 0 | 100 | 0 |
| Future Vol, veh/h | 0 | 0 | 257 | 44 | 0 | 0 | 6 | 83 | 2 | 0 | 100 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 21 | 1 | 1 | 37 | 1 |
| Mvmt Flow | 0 | 0 | 334 | 57 | 0 | 0 | 8 | 108 | 3 | 0 | 130 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 256 | 257 | 130 | 423 | 256 | 110 | 130 | 0 | 0 | 111 | 0 | 0 |
| Stage 1 | 130 | 130 | - | 126 | 126 | - | - | - | - | - | - | - |
| Stage 2 | 126 | 127 | - | 297 | 130 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 699 | 649 | 922 | 543 | 650 | 946 | 1462 | - | - | 1485 | - | - |
| Stage 1 | 876 | 791 | - | 880 | 794 | - | - | - | - | - | - | - |
| Stage 2 | 880 | 793 | - | 714 | 791 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 696 | 645 | 922 | 345 | 646 | 946 | 1462 | - | - | 1485 | - | - |
| Mov Cap-2 Maneuver | 696 | 645 | - | 345 | 646 | - | - | - | - | - | - | - |
| Stage 1 | 871 | 791 | - | 875 | 789 | - | - | - | - | - | - | - |
| Stage 2 | 875 | 788 | - | 456 | 791 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 11.1 | 17.5 | 0.5 | 0 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1462 | - | - | 922 | 345 | 1485 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.362 | 0.166 | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 11.1 | 17.5 | 0 | - | - |
| HCM Lane LOS | A | A | - | B | C | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1.7 | 0.6 | 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 | 0 | 8 | 2 | 0 | 0 | 2 | 88 | 2 | 0 | 107 | 0 |
| Future Vol, veh/h | 0 | 0 | 8 | 2 | 0 | 0 | 2 | 88 | 2 | 0 | 107 | 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 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 21 | 1 | 1 | 37 | 1 |
| Mvmt Flow | 0 | 0 | 10 | 3 | 0 | 0 | 3 | 114 | 3 | 0 | 139 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 261 | 262 | 139 | 266 | 261 | 116 | 139 | 0 | 0 | 117 | 0 | 0 |
| Stage 1 | 139 | 139 | - | 122 | 122 | - | - | - | - | - | - | - |
| Stage 2 | 122 | 123 | - | 144 | 139 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 694 | 645 | 912 | 689 | 645 | 939 | 1451 | - | - | 1478 | - | - |
| Stage 1 | 866 | 784 | - | 885 | 797 | - | - | - | - | - | - | - |
| Stage 2 | 885 | 796 | - | 861 | 784 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 693 | 644 | 912 | 680 | 644 | 939 | 1451 | - | - | 1478 | - | - |
| Mov Cap-2 Maneuver | 693 | 644 | - | 680 | 644 | - | - | - | - | - | - | - |
| Stage 1 | 864 | 784 | - | 883 | 795 | - | - | - | - | - | - | - |
| Stage 2 | 883 | 794 | - | 851 | 784 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9 | 10.3 | 0.2 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1451 | - | - | 912 | 680 | 1478 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.011 | 0.004 | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9 | 10.3 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 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 | 0 | 8 | 2 | 0 | 0 | 2 | 88 | 2 | 0 | 107 | 0 |
| Future Vol, veh/h | 0 | 0 | 8 | 2 | 0 | 0 | 2 | 88 | 2 | 0 | 107 | 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 | - | - | - | - | - | - | 460 | - | 460 | - | - | 460 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 21 | 1 | 1 | 37 | 1 |
| Mvmt Flow | 0 | 0 | 10 | 3 | 0 | 0 | 3 | 114 | 3 | 0 | 139 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 261 | 262 | 139 | 264 | 259 | 114 | 139 | 0 | 0 | 117 | 0 | 0 |
| Stage 1 | 139 | 139 | - | 120 | 120 | - | - | - | - | - | - | - |
| Stage 2 | 122 | 123 | - | 144 | 139 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 694 | 645 | 912 | 691 | 647 | 941 | 1451 | - | - | 1478 | - | - |
| Stage 1 | 866 | 784 | - | 887 | 798 | - | - | - | - | - | - | - |
| Stage 2 | 885 | 796 | - | 861 | 784 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 693 | 644 | 912 | 682 | 646 | 941 | 1451 | - | - | 1478 | - | - |
| Mov Cap-2 Maneuver | 693 | 644 | - | 682 | 646 | - | - | - | - | - | - | - |
| Stage 1 | 864 | 784 | - | 885 | 796 | - | - | - | - | - | - | - |
| Stage 2 | 883 | 794 | - | 851 | 784 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9 | 10.3 | 0.2 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1451 | - | - | 912 | 682 | 1478 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.011 | 0.004 | - | - | - |
| HCM Control Delay (s) | 7.5 | - | - | 9 | 10.3 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 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 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 84 | 1 | 0 | 105 | 0 |
| Future Vol, veh/h | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 84 | 1 | 0 | 105 | 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 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 21 | 1 | 1 | 37 | 1 |
| Mvmt Flow | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 109 | 1 | 0 | 136 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 248 | 248 | 136 | 251 | 248 | 110 | 136 | 0 | 0 | 110 | 0 | 0 |
| Stage 1 | 136 | 136 | - | 112 | 112 | - | - | - | - | - | - | - |
| Stage 2 | 112 | 112 | - | 139 | 136 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 708 | 656 | 915 | 704 | 656 | 946 | 1454 | - | - | 1486 | - | - |
| Stage 1 | 870 | 786 | - | 895 | 805 | - | - | - | - | - | - | - |
| Stage 2 | 895 | 805 | - | 866 | 786 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 707 | 655 | 915 | 700 | 655 | 946 | 1454 | - | - | 1486 | - | - |
| Mov Cap-2 Maneuver | 707 | 655 | - | 700 | 655 | - | - | - | - | - | - | - |
| Stage 1 | 869 | 786 | - | 894 | 804 | - | - | - | - | - | - | - |
| Stage 2 | 894 | 804 | - | 861 | 786 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9 | 10.2 | 0.1 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1454 | - | - | 915 | 700 | 1486 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.006 | 0.002 | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9 | 10.2 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 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 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 84 | 1 | 0 | 105 | 0 |
| Future Vol, veh/h | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 84 | 1 | 0 | 105 | 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 | - | - | - | - | - | - | 460 | - | 460 | - | - | 460 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 21 | 1 | 1 | 37 | 1 |
| Mvmt Flow | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 109 | 1 | 0 | 136 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 248 | 248 | 136 | 250 | 247 | 109 | 136 | 0 | 0 | 110 | 0 | 0 |
| Stage 1 | 136 | 136 | - | 111 | 111 | - | - | - | - | - | - | - |
| Stage 2 | 112 | 112 | - | 139 | 136 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 708 | 656 | 915 | 706 | 657 | 947 | 1454 | - | - | 1486 | - | - |
| Stage 1 | 870 | 786 | - | 897 | 805 | - | - | - | - | - | - | - |
| Stage 2 | 895 | 805 | - | 866 | 786 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 707 | 655 | 915 | 702 | 656 | 947 | 1454 | - | - | 1486 | - | - |
| Mov Cap-2 Maneuver | 707 | 655 | - | 702 | 656 | - | - | - | - | - | - | - |
| Stage 1 | 869 | 786 | - | 896 | 804 | - | - | - | - | - | - | - |
| Stage 2 | 894 | 804 | - | 861 | 786 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9 | 10.1 | 0.1 | 0 |
| HCM LOS | A | B | | |

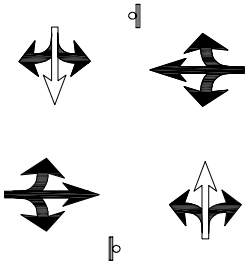
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1454 | - | - | 915 | 702 | 1486 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.006 | 0.002 | - | - | - |
| HCM Control Delay (s) | 7.5 | - | - | 9 | 10.1 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

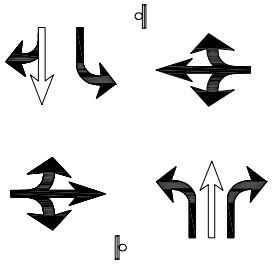
E/W STREET : PROJECT DRIVEWAY 2
N/S STREET : RICE ROAD (SR 177)
CONDITION : AM PEAK HOUR

INTERSECTION : 7B
GROWTH PER YEAR : 3.0%

**CONDITION DIAGRAMS**



**TEMPORARY CONSTRUCTION GEOMETRICS**



**PROPOSED GEOMETRICS**

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | 3 | | 5 | | | 7 | | 9 | 11 | 13 |
| **PROJECT DRIVEWAY 2** | | | | | | | | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 0 | 0 | 2 | 2 | 4 | 6 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| WBL | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 0 | 0 | 97 | 97 | 160 | 257 | 0 | 4 | 4 | 4 | 8 | 0 | 4 |
| NBT | 31 | 2 | 0 | 33 | 0 | 33 | 3 | 0 | 36 | 0 | 36 | 40 | 40 |
| NBR | 0 | 0 | 17 | 17 | 27 | 44 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| SBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBT | 51 | 3 | 0 | 54 | 0 | 54 | 4 | 0 | 58 | 0 | 58 | 55 | 55 |
| SBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | **82** | **5** | **117** | **204** | **192** | **396** | **7** | **7** | **101** | **7** | **108** | **95** | **102** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 6 | 2 | 0 | 0 | 257 | 33 | 44 | 0 | 54 | 0 |
| Future Vol, veh/h | 0 | 0 | 6 | 2 | 0 | 0 | 257 | 33 | 44 | 0 | 54 | 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, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 67 | 1 | 1 | 22 | 1 |
| Mvmt Flow | 0 | 0 | 7 | 2 | 0 | 0 | 292 | 38 | 50 | 0 | 61 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 708 | 733 | 61 | 712 | 708 | 63 | 61 | 0 | 0 | 88 | 0 | 0 |
| Stage 1 | 61 | 61 | - | 647 | 647 | - | - | - | - | - | - | - |
| Stage 2 | 647 | 672 | - | 65 | 61 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 351 | 349 | 1007 | 349 | 361 | 1004 | 1549 | - | - | 1514 | - | - |
| Stage 1 | 953 | 846 | - | 461 | 468 | - | - | - | - | - | - | - |
| Stage 2 | 461 | 456 | - | 948 | 846 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 297 | 280 | 1007 | 294 | 289 | 1004 | 1549 | - | - | 1514 | - | - |
| Mov Cap-2 Maneuver | 297 | 280 | - | 294 | 289 | - | - | - | - | - | - | - |
| Stage 1 | 763 | 846 | - | 369 | 375 | - | - | - | - | - | - | - |
| Stage 2 | 369 | 365 | - | 942 | 846 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 8.6 | 17.3 | 6.1 | 0 |
| HCM LOS | A | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1549 | - | - | 1007 | 294 | 1514 | - | - |
| HCM Lane V/C Ratio | 0.189 | - | - | 0.007 | 0.008 | - | - | - |
| HCM Control Delay (s) | 7.9 | 0 | - | 8.6 | 17.3 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 2 | 2 | 0 | 0 | 8 | 36 | 2 | 0 | 58 | 0 |
| Future Vol, veh/h | 0 | 0 | 2 | 2 | 0 | 0 | 8 | 36 | 2 | 0 | 58 | 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, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 67 | 1 | 1 | 22 | 1 |
| Mvmt Flow | 0 | 0 | 2 | 2 | 0 | 0 | 9 | 41 | 2 | 0 | 66 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 126 | 127 | 66 | 127 | 126 | 42 | 66 | 0 | 0 | 43 | 0 | 0 |
| Stage 1 | 66 | 66 | - | 60 | 60 | - | - | - | - | - | - | - |
| Stage 2 | 60 | 61 | - | 67 | 66 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 850 | 765 | 1001 | 849 | 766 | 1032 | 1542 | - | - | 1572 | - | - |
| Stage 1 | 947 | 842 | - | 954 | 847 | - | - | - | - | - | - | - |
| Stage 2 | 954 | 846 | - | 946 | 842 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 846 | 760 | 1001 | 843 | 761 | 1032 | 1542 | - | - | 1572 | - | - |
| Mov Cap-2 Maneuver | 846 | 760 | - | 843 | 761 | - | - | - | - | - | - | - |
| Stage 1 | 941 | 842 | - | 948 | 842 | - | - | - | - | - | - | - |
| Stage 2 | 948 | 841 | - | 944 | 842 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 8.6 | 9.3 | 1.3 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1542 | - | - | 1001 | 843 | 1572 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.002 | 0.003 | - | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.6 | 9.3 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | ↰ | ↑ | ↱ | | ↕ | ↱ |
| Traffic Vol, veh/h | 0 | 0 | 2 | 2 | 0 | 0 | 8 | 36 | 2 | 0 | 58 | 0 |
| Future Vol, veh/h | 0 | 0 | 2 | 2 | 0 | 0 | 8 | 36 | 2 | 0 | 58 | 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 | - | - | - | - | - | - | 460 | - | 460 | - | - | 460 |
| 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, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 67 | 1 | 1 | 22 | 1 |
| Mvmt Flow | 0 | 0 | 2 | 2 | 0 | 0 | 9 | 41 | 2 | 0 | 66 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 126 | 127 | 66 | 126 | 125 | 41 | 66 | 0 | 0 | 43 | 0 | 0 |
| Stage 1 | 66 | 66 | - | 59 | 59 | - | - | - | - | - | - | - |
| Stage 2 | 60 | 61 | - | 67 | 66 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 850 | 765 | 1001 | 850 | 767 | 1033 | 1542 | - | - | 1572 | - | - |
| Stage 1 | 947 | 842 | - | 955 | 848 | - | - | - | - | - | - | - |
| Stage 2 | 954 | 846 | - | 946 | 842 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 847 | 760 | 1001 | 844 | 762 | 1033 | 1542 | - | - | 1572 | - | - |
| Mov Cap-2 Maneuver | 847 | 760 | - | 844 | 762 | - | - | - | - | - | - | - |
| Stage 1 | 941 | 842 | - | 949 | 843 | - | - | - | - | - | - | - |
| Stage 2 | 948 | 841 | - | 944 | 842 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 8.6 | 9.3 | 1.3 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1542 | - | - | 1001 | 844 | 1572 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.002 | 0.003 | - | - | - |
| HCM Control Delay (s) | 7.3 | - | - | 8.6 | 9.3 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 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 | 0 | 1 | 1 | 0 | 0 | 4 | 40 | 1 | 0 | 55 | 0 |
| Future Vol, veh/h | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 40 | 1 | 0 | 55 | 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, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 67 | 1 | 1 | 22 | 1 |
| Mvmt Flow | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 45 | 1 | 0 | 63 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 119 | 119 | 63 | 120 | 119 | 46 | 63 | 0 | 0 | 46 | 0 | 0 |
| Stage 1 | 63 | 63 | - | 56 | 56 | - | - | - | - | - | - | - |
| Stage 2 | 56 | 56 | - | 64 | 63 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 859 | 773 | 1004 | 858 | 773 | 1026 | 1546 | - | - | 1568 | - | - |
| Stage 1 | 950 | 844 | - | 959 | 850 | - | - | - | - | - | - | - |
| Stage 2 | 959 | 850 | - | 949 | 844 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 857 | 771 | 1004 | 855 | 771 | 1026 | 1546 | - | - | 1568 | - | - |
| Mov Cap-2 Maneuver | 857 | 771 | - | 855 | 771 | - | - | - | - | - | - | - |
| Stage 1 | 947 | 844 | - | 956 | 847 | - | - | - | - | - | - | - |
| Stage 2 | 956 | 847 | - | 948 | 844 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 8.6 | 9.2 | 0.7 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1546 | - | - | 1004 | 855 | 1568 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.001 | 0.001 | - | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.6 | 9.2 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 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 | 0 | 1 | 1 | 0 | 0 | 4 | 40 | 1 | 0 | 55 | 0 |
| Future Vol, veh/h | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 40 | 1 | 0 | 55 | 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 | - | - | - | - | - | - | 460 | - | 460 | - | - | 460 |
| 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, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 67 | 1 | 1 | 22 | 1 |
| Mvmt Flow | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 45 | 1 | 0 | 63 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 119 | 119 | 63 | 119 | 118 | 45 | 63 | 0 | 0 | 46 | 0 | 0 |
| Stage 1 | 63 | 63 | - | 55 | 55 | - | - | - | - | - | - | - |
| Stage 2 | 56 | 56 | - | 64 | 63 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 859 | 773 | 1004 | 859 | 774 | 1028 | 1546 | - | - | 1568 | - | - |
| Stage 1 | 950 | 844 | - | 960 | 851 | - | - | - | - | - | - | - |
| Stage 2 | 959 | 850 | - | 949 | 844 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 857 | 771 | 1004 | 856 | 772 | 1028 | 1546 | - | - | 1568 | - | - |
| Mov Cap-2 Maneuver | 857 | 771 | - | 856 | 772 | - | - | - | - | - | - | - |
| Stage 1 | 947 | 844 | - | 957 | 848 | - | - | - | - | - | - | - |
| Stage 2 | 956 | 847 | - | 948 | 844 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 8.6 | 9.2 | 0.7 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1546 | - | - | 1004 | 856 | 1568 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.001 | 0.001 | - | - | - |
| HCM Control Delay (s) | 7.3 | - | - | 8.6 | 9.2 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : PROJECT DRIVEWAY 2
N/S STREET : RICE ROAD (SR 177)
CONDITION : PM PEAK HOUR

INTERSECTION : 7B
GROWTH PER YEAR : 3.0%

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | | | 4 | | 6 | | | 6 | | 8 | 12 | 14 |
| **PROJECT DRIVEWAY 2** | | | | | | | | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 0 | 0 | 97 | 97 | 160 | 257 | 0 | 4 | 4 | 4 | 8 | 0 | 4 |
| WBL | 0 | 0 | 17 | 17 | 27 | 44 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **RICE ROAD (SR 177)** | | | | | | | | | | | | | |
| NBL | 0 | 0 | 2 | 2 | 4 | 6 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| NBT | 80 | 3 | 0 | 83 | 0 | 83 | 5 | 0 | 88 | 0 | 88 | 84 | 84 |
| NBR | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| SBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBT | 96 | 4 | 0 | 100 | 0 | 100 | 7 | 0 | 107 | 0 | 107 | 105 | 105 |
| SBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | **176** | **7** | **117** | **300** | **192** | **492** | **12** | **7** | **202** | **7** | **209** | **189** | **196** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 257 | 44 | 0 | 0 | 6 | 83 | 2 | 0 | 100 | 0 |
| Future Vol, veh/h | 0 | 0 | 257 | 44 | 0 | 0 | 6 | 83 | 2 | 0 | 100 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 21 | 1 | 1 | 37 | 1 |
| Mvmt Flow | 0 | 0 | 334 | 57 | 0 | 0 | 8 | 108 | 3 | 0 | 130 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 256 | 257 | 130 | 423 | 256 | 110 | 130 | 0 | 0 | 111 | 0 | 0 |
| Stage 1 | 130 | 130 | - | 126 | 126 | - | - | - | - | - | - | - |
| Stage 2 | 126 | 127 | - | 297 | 130 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 699 | 649 | 922 | 543 | 650 | 946 | 1462 | - | - | 1485 | - | - |
| Stage 1 | 876 | 791 | - | 880 | 794 | - | - | - | - | - | - | - |
| Stage 2 | 880 | 793 | - | 714 | 791 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 696 | 645 | 922 | 345 | 646 | 946 | 1462 | - | - | 1485 | - | - |
| Mov Cap-2 Maneuver | 696 | 645 | - | 345 | 646 | - | - | - | - | - | - | - |
| Stage 1 | 871 | 791 | - | 875 | 789 | - | - | - | - | - | - | - |
| Stage 2 | 875 | 788 | - | 456 | 791 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 11.1 | 17.5 | 0.5 | 0 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1462 | - | - | 922 | 345 | 1485 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.362 | 0.166 | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 11.1 | 17.5 | 0 | - | - |
| HCM Lane LOS | A | A | - | B | C | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1.7 | 0.6 | 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 | 0 | 8 | 2 | 0 | 0 | 2 | 88 | 2 | 0 | 107 | 0 |
| Future Vol, veh/h | 0 | 0 | 8 | 2 | 0 | 0 | 2 | 88 | 2 | 0 | 107 | 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 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 21 | 1 | 1 | 37 | 1 |
| Mvmt Flow | 0 | 0 | 10 | 3 | 0 | 0 | 3 | 114 | 3 | 0 | 139 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 261 | 262 | 139 | 266 | 261 | 116 | 139 | 0 | 0 | 117 | 0 | 0 |
| Stage 1 | 139 | 139 | - | 122 | 122 | - | - | - | - | - | - | - |
| Stage 2 | 122 | 123 | - | 144 | 139 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 694 | 645 | 912 | 689 | 645 | 939 | 1451 | - | - | 1478 | - | - |
| Stage 1 | 866 | 784 | - | 885 | 797 | - | - | - | - | - | - | - |
| Stage 2 | 885 | 796 | - | 861 | 784 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 693 | 644 | 912 | 680 | 644 | 939 | 1451 | - | - | 1478 | - | - |
| Mov Cap-2 Maneuver | 693 | 644 | - | 680 | 644 | - | - | - | - | - | - | - |
| Stage 1 | 864 | 784 | - | 883 | 795 | - | - | - | - | - | - | - |
| Stage 2 | 883 | 794 | - | 851 | 784 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9 | 10.3 | 0.2 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1451 | - | - | 912 | 680 | 1478 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.011 | 0.004 | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9 | 10.3 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 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 | 0 | 8 | 2 | 0 | 0 | 2 | 88 | 2 | 0 | 107 | 0 |
| Future Vol, veh/h | 0 | 0 | 8 | 2 | 0 | 0 | 2 | 88 | 2 | 0 | 107 | 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 | - | - | - | - | - | - | 460 | - | 460 | - | - | 460 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 21 | 1 | 1 | 37 | 1 |
| Mvmt Flow | 0 | 0 | 10 | 3 | 0 | 0 | 3 | 114 | 3 | 0 | 139 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 261 | 262 | 139 | 264 | 259 | 114 | 139 | 0 | 0 | 117 | 0 | 0 |
| Stage 1 | 139 | 139 | - | 120 | 120 | - | - | - | - | - | - | - |
| Stage 2 | 122 | 123 | - | 144 | 139 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 694 | 645 | 912 | 691 | 647 | 941 | 1451 | - | - | 1478 | - | - |
| Stage 1 | 866 | 784 | - | 887 | 798 | - | - | - | - | - | - | - |
| Stage 2 | 885 | 796 | - | 861 | 784 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 693 | 644 | 912 | 682 | 646 | 941 | 1451 | - | - | 1478 | - | - |
| Mov Cap-2 Maneuver | 693 | 644 | - | 682 | 646 | - | - | - | - | - | - | - |
| Stage 1 | 864 | 784 | - | 885 | 796 | - | - | - | - | - | - | - |
| Stage 2 | 883 | 794 | - | 851 | 784 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9 | 10.3 | 0.2 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1451 | - | - | 912 | 682 | 1478 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.011 | 0.004 | - | - | - |
| HCM Control Delay (s) | 7.5 | - | - | 9 | 10.3 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 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 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 84 | 1 | 0 | 105 | 0 |
| Future Vol, veh/h | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 84 | 1 | 0 | 105 | 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 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 21 | 1 | 1 | 37 | 1 |
| Mvmt Flow | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 109 | 1 | 0 | 136 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 248 | 248 | 136 | 251 | 248 | 110 | 136 | 0 | 0 | 110 | 0 | 0 |
| Stage 1 | 136 | 136 | - | 112 | 112 | - | - | - | - | - | - | - |
| Stage 2 | 112 | 112 | - | 139 | 136 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 708 | 656 | 915 | 704 | 656 | 946 | 1454 | - | - | 1486 | - | - |
| Stage 1 | 870 | 786 | - | 895 | 805 | - | - | - | - | - | - | - |
| Stage 2 | 895 | 805 | - | 866 | 786 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 707 | 655 | 915 | 700 | 655 | 946 | 1454 | - | - | 1486 | - | - |
| Mov Cap-2 Maneuver | 707 | 655 | - | 700 | 655 | - | - | - | - | - | - | - |
| Stage 1 | 869 | 786 | - | 894 | 804 | - | - | - | - | - | - | - |
| Stage 2 | 894 | 804 | - | 861 | 786 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9 | 10.2 | 0.1 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1454 | - | - | 915 | 700 | 1486 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.006 | 0.002 | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9 | 10.2 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 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 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 84 | 1 | 0 | 105 | 0 |
| Future Vol, veh/h | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 84 | 1 | 0 | 105 | 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 | - | - | - | - | - | - | 460 | - | 460 | - | - | 460 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 21 | 1 | 1 | 37 | 1 |
| Mvmt Flow | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 109 | 1 | 0 | 136 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 248 | 248 | 136 | 250 | 247 | 109 | 136 | 0 | 0 | 110 | 0 | 0 |
| Stage 1 | 136 | 136 | - | 111 | 111 | - | - | - | - | - | - | - |
| Stage 2 | 112 | 112 | - | 139 | 136 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 708 | 656 | 915 | 706 | 657 | 947 | 1454 | - | - | 1486 | - | - |
| Stage 1 | 870 | 786 | - | 897 | 805 | - | - | - | - | - | - | - |
| Stage 2 | 895 | 805 | - | 866 | 786 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 707 | 655 | 915 | 702 | 656 | 947 | 1454 | - | - | 1486 | - | - |
| Mov Cap-2 Maneuver | 707 | 655 | - | 702 | 656 | - | - | - | - | - | - | - |
| Stage 1 | 869 | 786 | - | 896 | 804 | - | - | - | - | - | - | - |
| Stage 2 | 894 | 804 | - | 861 | 786 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9 | 10.1 | 0.1 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1454 | - | - | 915 | 702 | 1486 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.006 | 0.002 | - | - | - |
| HCM Control Delay (s) | 7.5 | - | - | 9 | 10.1 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

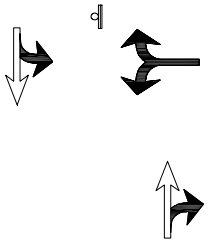
DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : PROJECT DRIVEWAY 3
N/S STREET : KAISER RD
CONDITION : AM PEAK HOUR

INTERSECTION : 8
GROWTH PER YEAR : 3.0%

**CONDITION DIAGRAMS**





**PROPOSED GEOMETRICS**

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | 3 | | 5 | | | 7 | | 9 | 11 | 13 |
| **PROJECT DRIVEWAY 3** | | | | | | | | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBL | 0 | 0 | 3 | 3 | 9 | 12 | 0 | 2 | 2 | 2 | 4 | 0 | 2 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **KAISER RD** | | | | | | | | | | | | | |
| NBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NBT | 34 | 2 | 0 | 36 | 0 | 36 | 3 | 0 | 39 | 0 | 39 | 43 | 43 |
| NBR | 0 | 0 | 210 | 210 | 347 | 557 | 0 | 8 | 8 | 8 | 16 | 0 | 8 |
| SBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBT | 38 | 3 | 0 | 41 | 0 | 41 | 4 | 0 | 45 | 0 | 45 | 41 | 41 |
| SBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | **72** | **5** | **213** | **290** | **356** | **646** | **7** | **10** | **94** | **10** | **104** | **84** | **94** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 0 | 36 | 557 | 0 | 41 |
| Future Vol, veh/h | 12 | 0 | 36 | 557 | 0 | 41 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 1 | 16 | 1 | 1 | 10 |
| Mvmt Flow | 14 | 0 | 42 | 655 | 0 | 48 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 418 | 370 | 0 | 0 | 697 | 0 |
| Stage 1 | 370 | - | - | - | - | - |
| Stage 2 | 48 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 593 | 678 | - | - | 904 | - |
| Stage 1 | 701 | - | - | - | - | - |
| Stage 2 | 977 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 593 | 678 | - | - | 904 | - |
| Mov Cap-2 Maneuver | 593 | - | - | - | - | - |
| Stage 1 | 701 | - | - | - | - | - |
| Stage 2 | 977 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.2 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 593 | 904 | - |
| HCM Lane V/C Ratio | - | - | 0.024 | - | - |
| HCM Control Delay (s) | - | - | 11.2 | 0 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 0 | 39 | 16 | 0 | 45 |
| Future Vol, veh/h | 4 | 0 | 39 | 16 | 0 | 45 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 1 | 16 | 1 | 1 | 10 |
| Mvmt Flow | 5 | 0 | 46 | 19 | 0 | 53 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 109 | 56 | 0 | 0 | 65 | 0 |
| Stage 1 | 56 | - | - | - | - | - |
| Stage 2 | 53 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 891 | 1013 | - | - | 1544 | - |
| Stage 1 | 969 | - | - | - | - | - |
| Stage 2 | 972 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 891 | 1013 | - | - | 1544 | - |
| Mov Cap-2 Maneuver | 891 | - | - | - | - | - |
| Stage 1 | 969 | - | - | - | - | - |
| Stage 2 | 972 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.1 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 891 | 1544 | - |
| HCM Lane V/C Ratio | - | - | 0.005 | - | - |
| HCM Control Delay (s) | - | - | 9.1 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 0 | 43 | 8 | 0 | 41 |
| Future Vol, veh/h | 2 | 0 | 43 | 8 | 0 | 41 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 1 | 1 | 16 | 1 | 1 | 10 |
| Mvmt Flow | 2 | 0 | 51 | 9 | 0 | 48 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 104 | 56 | 0 | 0 | 60 | 0 |
| Stage 1 | 56 | - | - | - | - | - |
| Stage 2 | 48 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 896 | 1013 | - | - | 1550 | - |
| Stage 1 | 969 | - | - | - | - | - |
| Stage 2 | 977 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 896 | 1013 | - | - | 1550 | - |
| Mov Cap-2 Maneuver | 896 | - | - | - | - | - |
| Stage 1 | 969 | - | - | - | - | - |
| Stage 2 | 977 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 896 | 1550 | - |
| HCM Lane V/C Ratio | - | - | 0.003 | - | - |
| HCM Control Delay (s) | - | - | 9 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

DAVID EVANS AND ASSOCIATES INC.

| SUBJECT | BY | DATE | JOB NO. | SHEET OF |
|---|---|---|---|---|
| TURN MOVEMENTS | HEAY | 31-Mar-23 | ASPE0000-0004 | 1 OF 2 |

E/W STREET : PROJECT DRIVEWAY 3
N/S STREET : KAISER RD
CONDITION : PM PEAK HOUR

INTERSECTION : 8
GROWTH PER YEAR : 3.0%

**TURN MOVEMENTS**

| Condition | Existing Condition Traffic | Temporary Project Construction Ambient Growth | Other Area Temporary Project Construction Trips | Temporary Project Construction Conditions | Temporary Project Construction Trips | Temporary Project Construction w/Project Conditions | Opening Year Conditions Ambient Growth | Other Area O&M Project Trips | Opening Year Conditions without Project | O&M Project Trips | Opening Year Conditions with Project | Cumulative Year Conditions without Project | Cumulative Year Conditions with Project |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | | | 4 | | 6 | | | 6 | | 8 | 12 | 14 |
| **PROJECT DRIVEWAY 3** | | | | | | | | | | | | | |
| EBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBL | 0 | 0 | 210 | 210 | 347 | 557 | 0 | 8 | 8 | 8 | 16 | 0 | 8 |
| WBT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **KAISER RD** | | | | | | | | | | | | | |
| NBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NBT | 51 | 3 | 0 | 54 | 0 | 54 | 4 | 0 | 58 | 0 | 58 | 52 | 52 |
| NBR | 0 | 0 | 3 | 3 | 9 | 12 | 0 | 1 | 1 | 1 | 2 | 0 | 1 |
| SBL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SBT | 77 | 4 | 0 | 81 | 0 | 81 | 6 | 0 | 87 | 0 | 87 | 86 | 86 |
| SBR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | **128** | **7** | **213** | **348** | **356** | **704** | **10** | **9** | **154** | **9** | **163** | **138** | **147** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 23.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 557 | 0 | 54 | 12 | 0 | 81 |
| Future Vol, veh/h | 557 | 0 | 54 | 12 | 0 | 81 |
| 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 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 1 | 1 | 6 | 1 | 1 | 27 |
| Mvmt Flow | 696 | 0 | 68 | 15 | 0 | 101 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 177 | 76 | 0 | 0 | 83 | 0 |
| Stage 1 | 76 | - | - | - | - | - |
| Stage 2 | 101 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 815 | 988 | - | - | 1520 | - |
| Stage 1 | 950 | - | - | - | - | - |
| Stage 2 | 926 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 815 | 988 | - | - | 1520 | - |
| Mov Cap-2 Maneuver | 815 | - | - | - | - | - |
| Stage 1 | 950 | - | - | - | - | - |
| Stage 2 | 926 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 29.3 | 0 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 815 | 1520 | - |
| HCM Lane V/C Ratio | - | - | 0.854 | - | - |
| HCM Control Delay (s) | - | - | 29.3 | 0 | - |
| HCM Lane LOS | - | - | D | A | - |
| HCM 95th %tile Q(veh) | - | - | 10.4 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 0 | 58 | 2 | 0 | 87 |
| Future Vol, veh/h | 16 | 0 | 58 | 2 | 0 | 87 |
| 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 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 1 | 1 | 6 | 1 | 1 | 27 |
| Mvmt Flow | 20 | 0 | 73 | 3 | 0 | 109 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 184 | 75 | 0 | 0 | 76 | 0 |
| Stage 1 | 75 | - | - | - | - | - |
| Stage 2 | 109 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 808 | 989 | - | - | 1529 | - |
| Stage 1 | 950 | - | - | - | - | - |
| Stage 2 | 918 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 808 | 989 | - | - | 1529 | - |
| Mov Cap-2 Maneuver | 808 | - | - | - | - | - |
| Stage 1 | 950 | - | - | - | - | - |
| Stage 2 | 918 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.6 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 808 | 1529 | - |
| HCM Lane V/C Ratio | - | - | 0.025 | - | - |
| HCM Control Delay (s) | - | - | 9.6 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 0 | 52 | 1 | 0 | 86 |
| Future Vol, veh/h | 8 | 0 | 52 | 1 | 0 | 86 |
| 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 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 1 | 1 | 6 | 1 | 1 | 27 |
| Mvmt Flow | 10 | 0 | 65 | 1 | 0 | 108 |

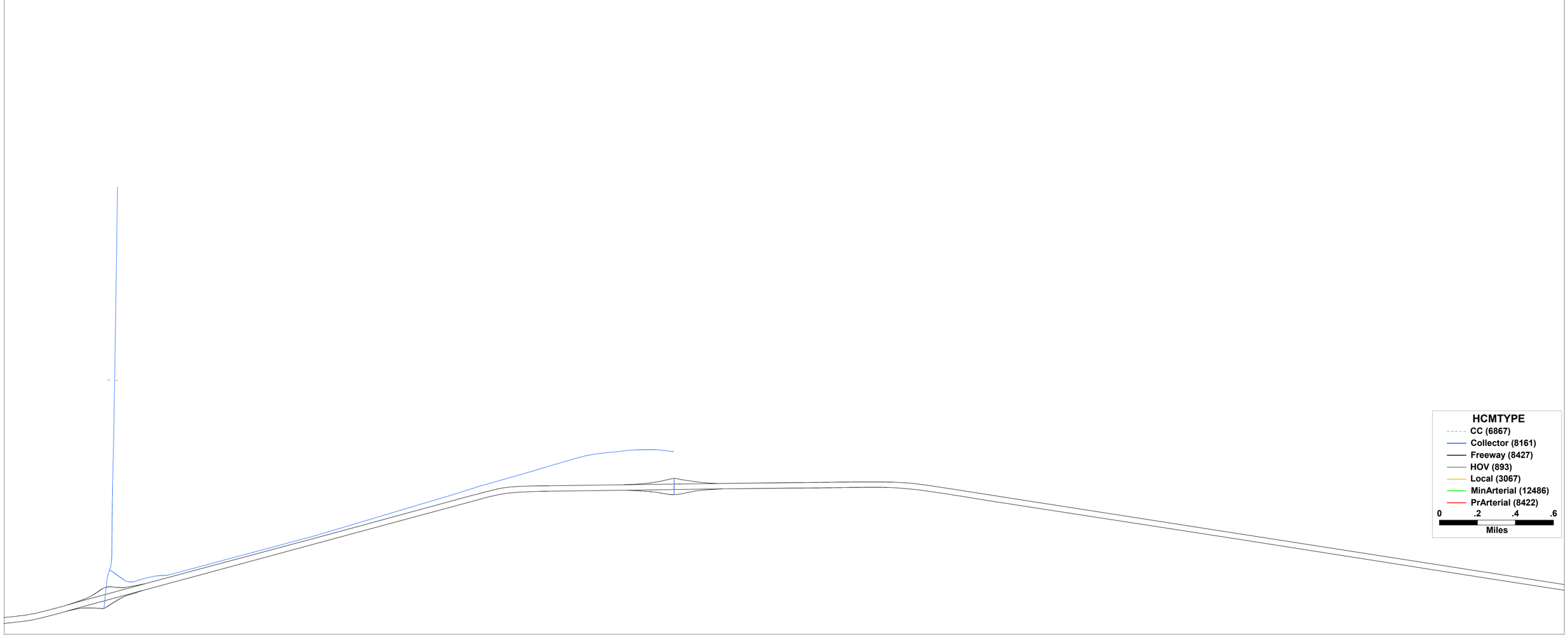
| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 174 | 66 | 0 | 0 | 66 | 0 |
| Stage 1 | 66 | - | - | - | - | - |
| Stage 2 | 108 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 818 | 1001 | - | - | 1542 | - |
| Stage 1 | 959 | - | - | - | - | - |
| Stage 2 | 919 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 818 | 1001 | - | - | 1542 | - |
| Mov Cap-2 Maneuver | 818 | - | - | - | - | - |
| Stage 1 | 959 | - | - | - | - | - |
| Stage 2 | 919 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 0 | 0 |
| HCM LOS | A | | |

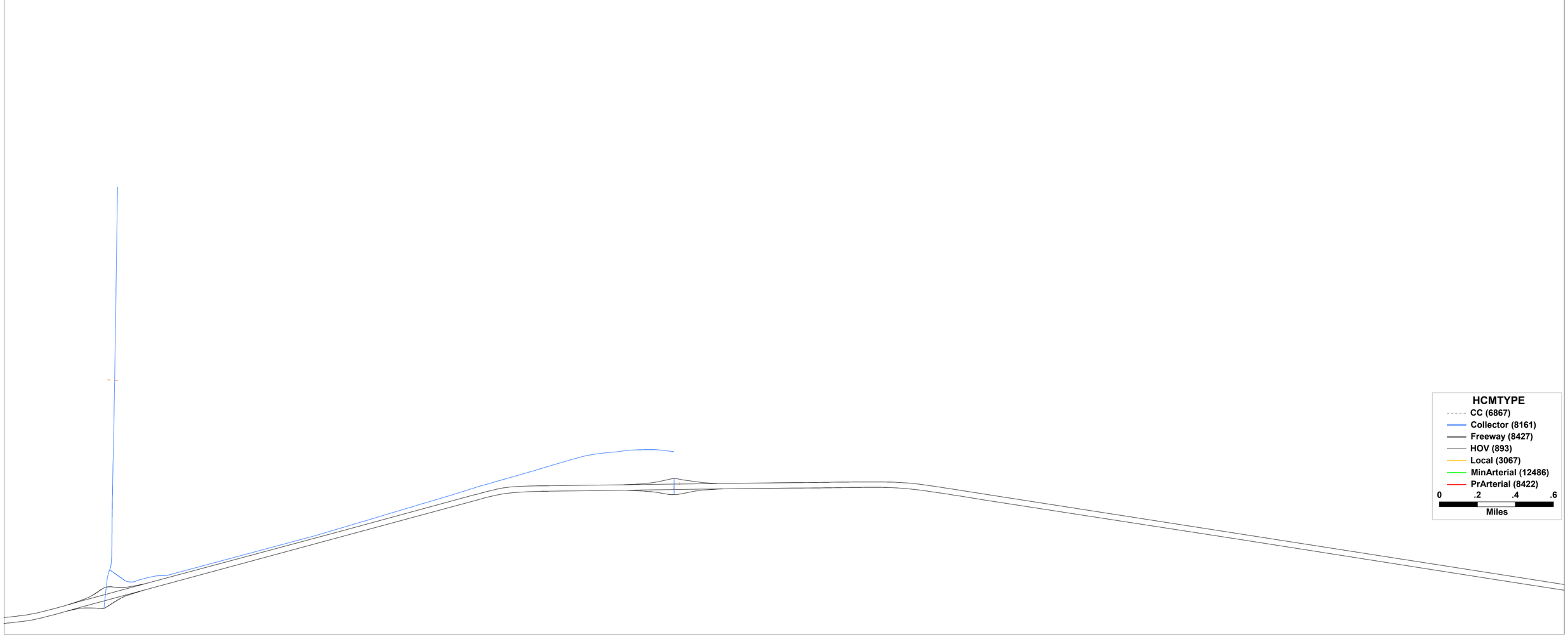
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 818 | 1542 | - |
| HCM Lane V/C Ratio | - | - | 0.012 | - | - |
| HCM Control Delay (s) | - | - | 9.5 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

## Appendix 3. Riverside County Transportation Model (RIVCOM) Plots

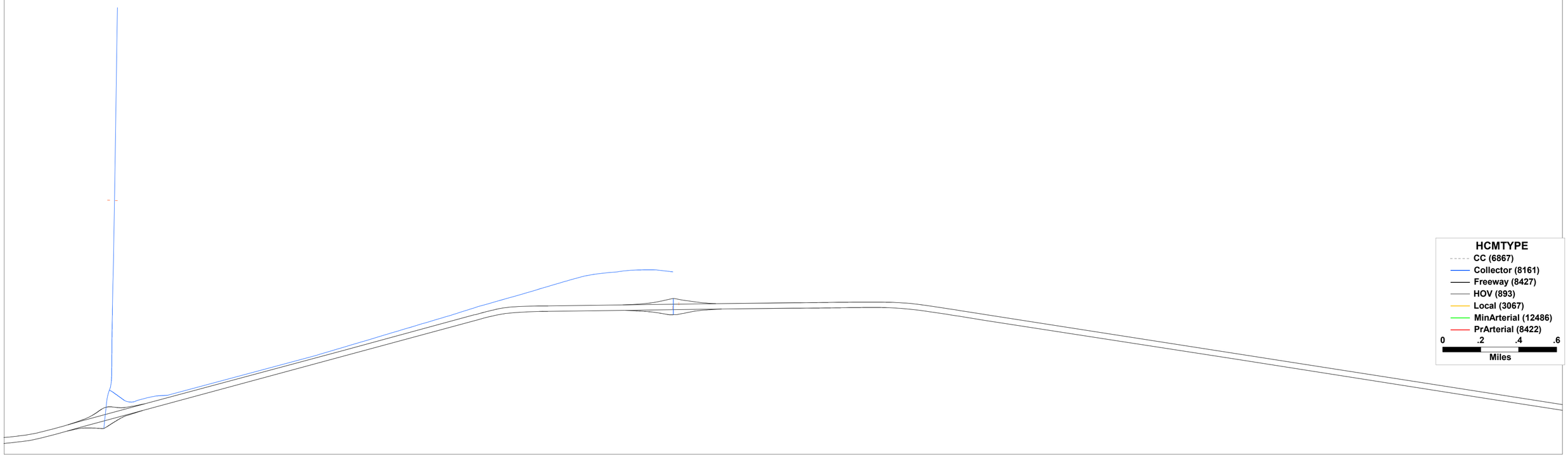
# RIVCOM V3 - 2018 AM peak period volumes



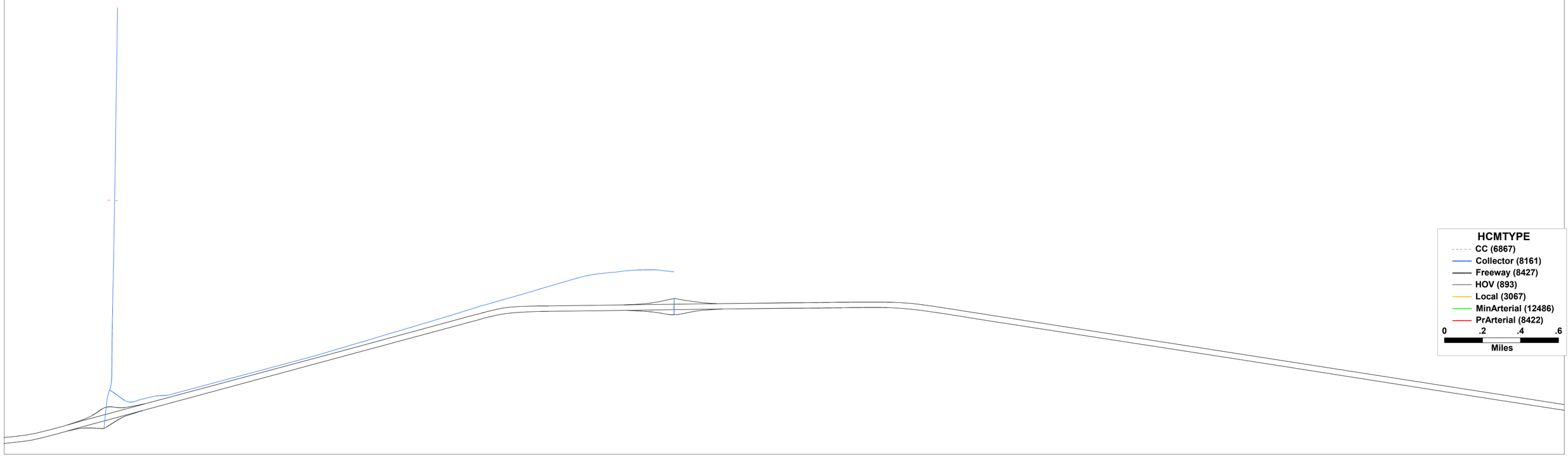
# RIVCOM V3 - 2018 PM peak period volumes



# RIVCOM V3 - 2045 AM peak period volumes



# RIVCOM V3 - 2045 PM peak period volumes



# Appendix 4. Cumulative Projects

**Cumulative Projects**

**Desert Center Area Plan.** As part of the Riverside County General Plan Update (2015), the County updated the Desert Center Area Plan. The Desert Center Land Use Plan reflects the limited development potential in this region. The Area Plan designates most of the area Open Space-Rural, with some agriculture, rural residential, and other low-density residential and commercial opportunities. The Area Plan notes that future development on the private land should focus on infill and contiguous expansion of the existing communities at Desert Center and Lake Tamarisk but is likely to be limited (Riverside County, 2015a). This information was taken into consideration by the authors when drafting the cumulative analysis, as it indicates limited development on private land.

Tables 3.1-1 and 3.1-2 include the list of cumulative projects in the Desert Center and Blythe region. These projects are shown on Figure 3.1-1.

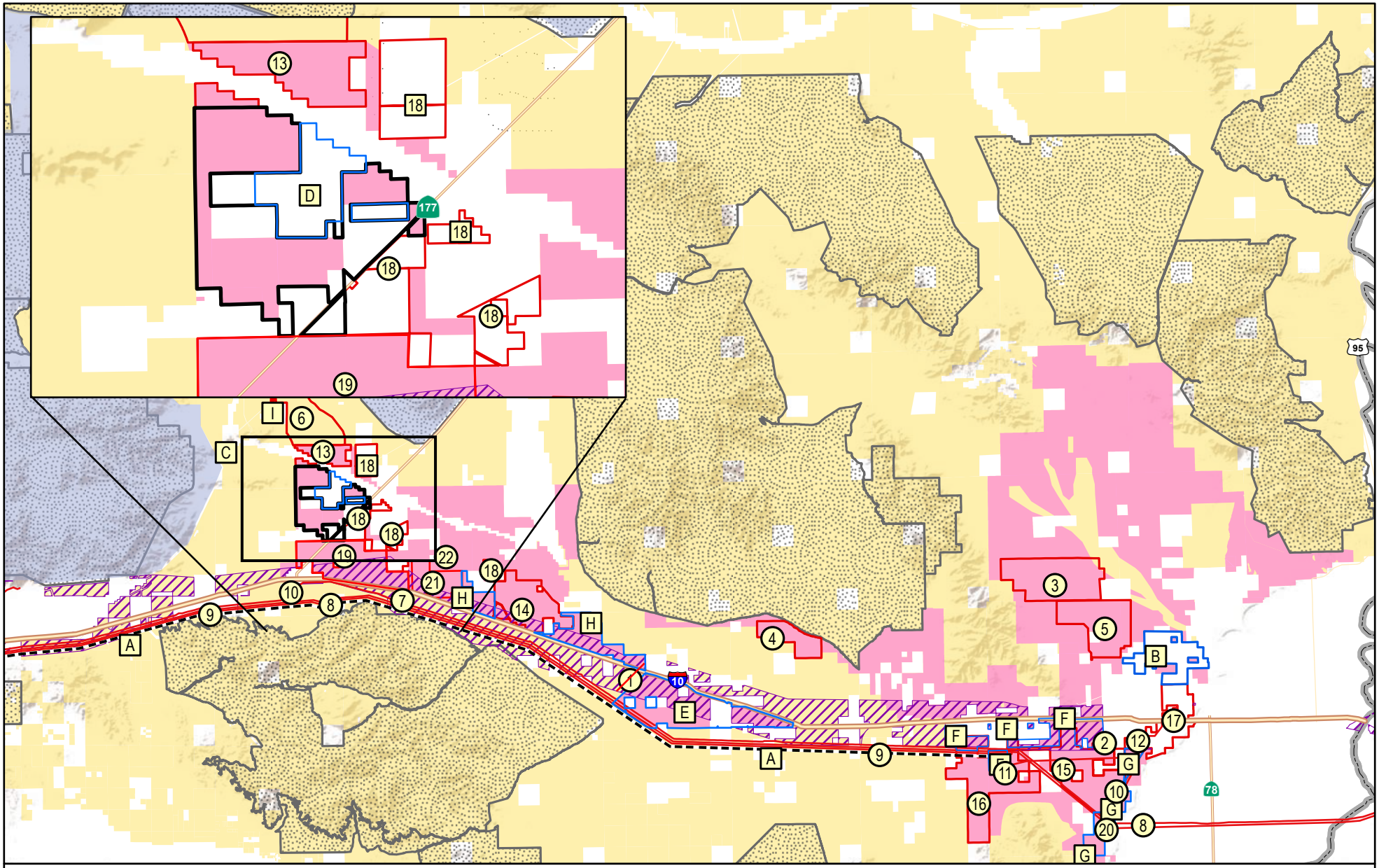



**Figure 3.1-1**

**Cumulative Projects**

**Tables 3.1-1 Past and Present Projects or Programs in the Project Area**

| ID | Project Name; Agency ID | Location | Ownership | Status | Acres | Project Description |
|---|---|---|---|---|---|---|
| 1 | West-wide Section 368 Energy Corridors | Riverside County, parallel to I-10 | BLM, DOE, U.S. Forest Service | Approved by BLM & USFS, additional review of Region 1 ongoing | N/A | Designation of corridors on federal land in the 11 western states, including California, for oil, gas, and hydrogen pipelines and electricity transmission and distribution facilities (energy corridors). One of the corridors runs along the southern portion of Riverside County. |
| 2 | Blythe PV Project | Blythe | Clearway Energy | Operational | 200 | 21 MW solar PV project located on 200 acres outside of Blythe. |
| 3 | McCoy Solar Project | Blythe | NextEra | Operational | 8,100 | An up to 750 MW solar PV project located primarily on BLM administered land about 13 miles north of Blythe. Includes a 16-mile gen-tie line. 250 MW began operation in June 2016 but it does not have a schedule for the remaining 500 MW. |
| 4 | Genesis Solar Energy Project | North of I-10, 25 miles west of Blythe and 27 miles east of Desert Center | NextEra | Operational | 1,950 | 250 MW solar trough project north of the Ford Dry Lake. Project includes six-mile natural gas pipeline and a 5.5-mile gen-tie line to the Blythe Energy Center to Julian Hinds Transmission Line, then east on shared transmission poles to the Colorado River Substation. |
| 5 | Blythe Solar Power Project | Blythe | NextEra | Operational | 4,100 | A 485 MW solar PV project located 2 miles north of I-10 and 8 miles west of the City of Blythe on BLM land. A 230 kV gen-tie line connects the solar energy generating facility to the SCE Colorado River Substation. |
| 6 | Desert Sunlight Solar Project | 6 miles north of Desert Center | NextEra | Operational | 4,400 | A 550 MW solar PV project located on BLM land. The project includes a 230 kV transmission line that extends south |

project trips will be included in existing counts 2/15/23

| ID | Project Name; Agency ID | Location | Ownership | Status | Acres | Project Description |
|---|---|---|---|---|---|---|
| | | | | | | from the site to interconnect with the Red Bluff Substation |
| 7 | SCE Red Bluff Substation | Southeast of Desert Center | SCE | Operational | 75 | 220/500 kV substation to interconnect renewable projects near Desert Center to the Devers–Palo Verde (DPV) transmission line. |
| 8 | Devers–Palo Verde No. 1 Transmission Line | Palo Verde, Arizona, to Devers Substation near Palm Springs | SCE | Operational | N/A | Existing 500 kV transmission line parallel to I-10 from Arizona to the SCE Devers Substation, near Palm Springs. DPV1 loops into the SCE Colorado River Substation which is located 10 miles southwest of Blythe. |
| 9 | Devers–Colorado River Transmission Line | From Blythe to Devers Substation near Palm Springs | SCE | Operational | N/A | Existing 500 kV transmission line parallel to the I-10 from the SCE Colorado River Substation to the Devers Substation. ROW requires 130 feet on federal, state, and private land. |
| 10 | Blythe Energy Project Transmission Line | From Blythe to Julian Hinds Substation | Blythe Energy, LLC | Operational | N/A | Existing 230 kV transmission line. |
| 11 | SCE Colorado River Substation | Blythe | SCE | Operational | 90 | A 500/230 kV substation located east of Blythe. Includes 108-foot-high dead-end structures. Outdoor night lighting is designed to illuminate the switchrack when manually switched on. |
| 12 | NRG Blythe II | Blythe | Clearway Energy | Operational | 150 | 20 MW solar PV facility next to Clearway's 21 MW Blythe Project that came online in spring 2017. |
| 13 | Desert Harvest Solar Project | North of Desert Center | EDF-RE | Operational | 1,208 | A 150 MW solar PV project located immediately south of the Desert Sunlight project. The gen-tie route would parallel the existing Desert Sunlight line to interconnect with the existing SCE Red Bluff Substation. |
| 14 | Palen Solar Project | East of Desert Center | EDF-RE | Operational | 3,400 | A 457 MW solar PV and energy storage |

project trips will be included in existing counts 2/15/23

| ID | Project Name; Agency ID | Location | Ownership | Status | Acres | Project Description |
|---|---|---|---|---|---|---|
| | | | | | | facility located 11 miles east of Desert Center on BLM-administered land. Includes a 6-mile gen-tie line that connects into SCE Red Bluff Substation. |
| 15 | Desert Quartzite Solar Project | South of I-10, 8 miles southwest of Blythe | Desert Quartzite LLC (First Solar) | Approved by BLM in January 2020 and Riverside County in October 2019. Operational in 2023. | 3,770 | A 300 MW solar PV and 600 MWh energy storage facility with a project substation, access road, and transmission line, all located on BLM land. |
| 16 | Crimson Solar Project | South of I-10, 8 miles southwest of Blythe | Sonoran West Solar Holdings, LLC (Recurrent Energy) | Approved by BLM in May 2021 and CDFW in June 2021. Operational. | 2,500 | A 350 MW solar PV project located on BLM land. The project interconnects to the SCE Colorado River Substation. |
| 17 | Blythe Mesa Solar Project | East of Blythe | Blythe Mesa Solar II, LLC | Approved by Riverside County in May 2015. Gen-tie approved by BLM in August 2015, updated ROW approved in August 2020. Under construction. | 3,600 | A 485 MW solar PV project located outside Blythe on private land. The gen-tie line crosses BLM land to reach the SCE Colorado River Substation. |
| 18 | Athos Renewable Energy Project | Desert Center | Soft Bank Energy | Approved by Riverside County and BLM in 2019. | 3,400 | A solar PV and energy storage facility project located on private land in e County. ne cross public land to reach the SCE Red Bluff Substation. |
| 19 | Oberon Renewable Energy Project | Northeast of Desert Center | IP Oberon, LLC | Approved by BLM in January 2022 and RWQCB in December 2021. Under construction with online operation in 2023. | ,0005 (application area) 2,600 (available for development) | A 500 MW solar PV and energy storage facility on BLM -administered land. A 0.5-mile 500 kV gen-tie line would connect into SCE Red Bluff Substation. |
| 20 | Ten West Link Transmission Line | From the Colorado River Substation in Blythe California west to Tonopah Arizona | Abengoa Transmission & Infrastructure, LLC, and Starwood Energy Group | Approved by BLM in November 2019. Under construction. | N/A | A 500 kV transmission line from Tonopah, Arizona, to Blythe, California. It spans 114 miles, with all but 17 miles of the line in the Arizona counties of Maricopa and La Paz and the remainder in |

too far from site to impact study intersections

project trips will be included in existing counts 2/15/23

Will be in operation during Proposed Project construction phase.

project trips will be included in existing counts 2/15/23

| ID | Project Name; Agency ID | Location | Ownership | Status | Acres | Project Description |
|---|---|---|---|---|---|---|
| | | | Global, Inc. | | | Riverside County, California. |
| 21 | Victory Pass Solar Project | 4.5 miles east of Desert Center, adjacent to north side of I-10 | Clearway Energy Group, LLC | Approved by BLM in December 2021. Under construction. | 1,800 | A 200 MW of solar energy with up to 200 MW of battery storage on BLM-administered land. A shared overhead 230 kV gen-tie line with Arica Solar Project connects to SCE Red Bluff Substation. |
| 22 | Arica Solar Project | Adjacent to north side of Victory Pass project, 5 miles east-northeast of Desert Center | Clearway Energy Group, LLC | Approved by BLM in December 2021. Under construction. | 2,000 | A 265 MW solar PV project with up to 200 MW of battery storage. A shared overhead 230 kV gen-tie line with Victory Pass Solar Project connects to SCE Red Bluff Substation. |

Will be in operation during Proposed Project construction phase.

1 - The data shown on Figure 3.1-1 for the Development Focus Areas, ACECs, and NLCS was taken from the DRECP Final EIS.
Source: RWQCB, 2021.

**Tables 3.1-2 Probable Future Projects in the Project Area**

| ID | Project Name; Agency ID | Location | Ownership | Status | Acres | Project Description |
|---|---|---|---|---|---|---|
| A | Desert Southwest Transmission Line | 118 miles primarily parallel to the Devers–Palo Verde 500 kV line | Imperial Irrigation District | Final EIR/EIS prepared in 2005, approved by the BLM in 2006 | N/A | Approximately 118-mile 500 kV transmission line from a new substation near the Blythe Energy Project to the existing Devers Substation located 10 miles north of Palm Springs, California. |
| B | Palo Verde Mesa Solar Project | East of Blythe, near Neighbors Boulevard | Renewable Resources Group | Approved by Riverside County in August 2017 | 3,250 | A 465 MW PV solar plant on 50 parcels totaling 3,250 acres, primarily on agriculture land. Gen-tie line is approximately 11.8 miles to the Colorado River Substation. |
| C | Eagle Mountain Pumped Storage Project | Eagle Mountain iron ore mine, north of Desert Center | Eagle Crest Energy Company | FERC License issued June 2014. Project approved by BLM in August 2018.<br>On April 12, 2022, FERC issued an | 90 | 1,300 MW pumped storage project designed to store off-peak energy to use during peak hours. The off-peak energy would be used to pump water |

will not impact study intersections

| ID | Project Name; Agency ID | Location | Ownership | Status | Acres | Project Description |
|---|---|---|---|---|---|---|
| | | | | order granting an extension of project construction deadlines to commence project construction by June 19, 2024, and the extended deadline to complete project construction is June 19, 2027. | | to an upper reservoir. The water is released to a lower reservoir through an underground electrical generating facility. |
| D | Sapphire Solar Project | Adjacent to Easley Project; northeast of Desert Center | EDF-RE | Under review by BLM (CACA 59623) and Riverside County in 2022. | 1,140 | The project on private would generation 117 MW of solar energy. The gen-tie line would cross BLM-administered land to connect into the Desert Harvest Substation/Red Bluff Substation. |
| E | Lycan Solar Project | South of I-10, southeast of Desert Center and west of Blythe. | EDF-RE | Under review by BLM in 2022 (CACA 59265). | 6,944 | The project on BLM-administered land would generate 600 MW of solar PV energy and connect into Red Bluff Substation |
| F | Calypso I Solar Project | South of I-10, west of Blythe | EDF-RE | Under review by BLM in 2022 (CACA 059319). | 3,271 | The project on BLM-administered land would generate 300 MW of solar PV energy and connect into the Colorado River Substation. |
| G | Calypso II Solar Project | South of I-10, southwest of Blythe | EDF-RE | Under review by BLM in 2022 (CACA 059320). | 2,133 | The project on BLM-administered land would generate 300 MW of solar PV energy and connect into Colorado River Substation. |
| H | Redonda Solar Project | East of Desert Center | Clearway Energy Group, LLC | Under review by BLM in 2022 (CACA 059387). | 3,483 | The project on BLM-administered land would generate 250 MW of solar PV energy and connect into Arica and Victory Pass Substation. |

Source: RWQCB, 2021.

will not impact study intersections

Potentially be under construction concurrently as the Proposed Project

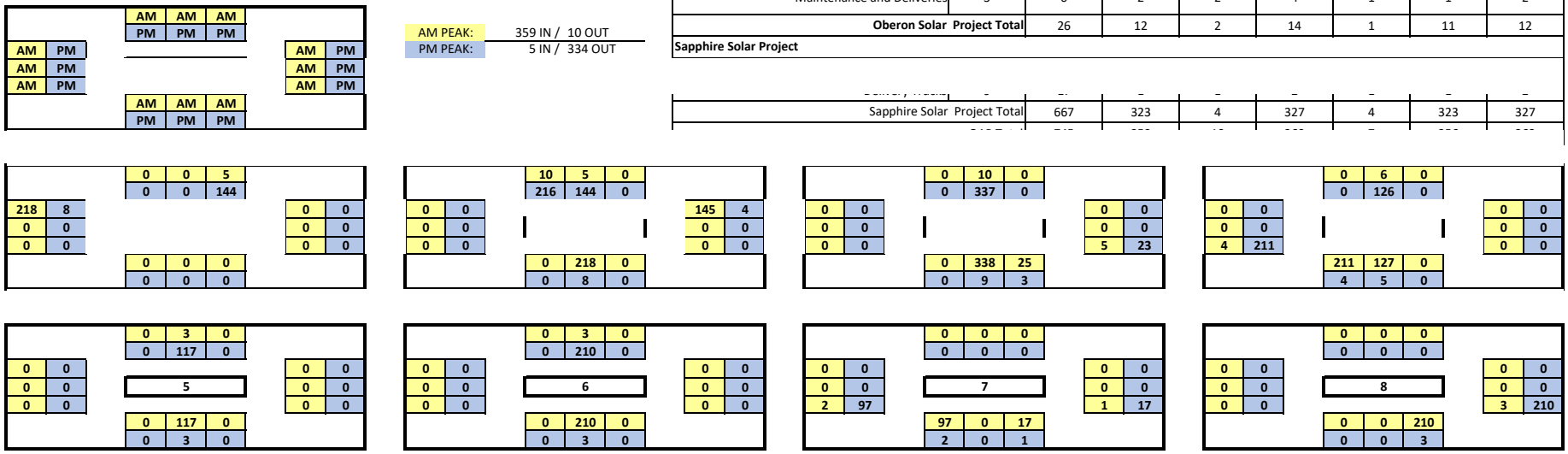
Project is not approved

| Description | Quantity | ADT | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| **Arica Solar Project** | | | | | | | | |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Delivery Trucks | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| **Arica Solar Project Total** | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| **Victory Pass Solar Project** | | | | | | | | |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Delivery Trucks | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| Victory Pass Solar Project Total | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| **Oberon Solar** | | | | | | | | |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Maintenance and Deliveries | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| **Oberon Solar Project Total** | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| **Sapphire Solar Project** | | | | | | | | |
| Sapphire Solar Project Total | | 667 | 323 | 4 | 327 | 4 | 323 | 327 |

**Cumulative Projects Construction Trips**

AM PEAK: 359 IN / 10 OUT

PM PEAK: 5 IN / 334 OUT



| Description | Quantity | ADT | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| **Arica Solar Project** | | | | | | | | |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Delivery Trucks | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| **Arica Solar Project Total** | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| **Victory Pass Solar Project** | | | | | | | | |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Delivery Trucks | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| Victory Pass Solar Project Total | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| **Oberon Solar** | | | | | | | | |
| Workers | 10 | 20 | 10 | 0 | 10 | 0 | 10 | 10 |
| Maintenance and Deliveries | 3 | 6 | 2 | 2 | 4 | 1 | 1 | 2 |
| **Oberon Solar Project Total** | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| **Sapphire Solar Project** | | | | | | | | |
| **Sapphire Solar Project Total** | | 26 | 12 | 2 | 14 | 1 | 11 | 12 |
| OAP Total | | 104 | 48 | 8 | 56 | 4 | 44 | 48 |

**Cumulative Projects O&M Trips**

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | AM | AM | | | | | | | | | | | | | | | | | | |
| | | | PM | PM | PM | | | | | | | | | | | | | | | | | | |
| AM | PM | | | | | | AM | PM | | | | | | | | | | | | | | | |
| AM | PM | | | | | | AM | PM | | | | | | | | | | | | | | | |
| AM | PM | | | | | | AM | PM | | | | | | | | | | | | | | | |
| | | | AM | AM | AM | | | | | | | | | | | | | | | | | | |
| | | | PM | PM | PM | | | | | | | | | | | | | | | | | | |

AM PEAK: 48 IN / 8 OUT
PM PEAK: 4 IN / 44 OUT

| | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | 0 | 0 | 4 | | | | | | | | | | | | | | | | | | |
| | | | 0 | 0 | 19 | | | | | | | | | | | | | | | | | | |
| 32 | 7 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |

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| | | | 10 | 4 | 0 | | | | | | | | | | | | | | | | | | |
| | | | 30 | 19 | 0 | | | | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 20 | 3 | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| | | | 0 | 32 | 0 | | | | | | | | | | | | | | | | | | |
| | | | 0 | 7 | 0 | | | | | | | | | | | | | | | | | | |

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| | | | 0 | 9 | 0 | | | | | | | | | | | | | | | | | | |
| | | | 0 | 26 | 0 | | | | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 5 | 23 | | | | | | | | | | | | | | | |
| | | | 0 | 27 | 25 | | | | | | | | | | | | | | | | | | |
| | | | 0 | 7 | 3 | | | | | | | | | | | | | | | | | | |

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| | | | 0 | 6 | 0 | | | | | | | | | | | | | | | | | | |
| | | | 0 | 17 | 0 | | | | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 3 | 9 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| | | | 9 | 18 | 0 | | | | | | | | | | | | | | | | | | |
| | | | 2 | 5 | 0 | | | | | | | | | | | | | | | | | | |

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| 0 | 0 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 0 | 0 | | 5 | | | | 0 | 0 | | | | | | | | | | | | | | | |
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| | | | 0 | 8 | 0 | | | | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 0 | 0 | | 6 | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| | | | 0 | 8 | 0 | | | | | | | | | | | | | | | | | | |
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| | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 0 | 0 | | 7 | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 1 | 4 | | | | | | 1 | 1 | | | | | | | | | | | | | | | |
| | | | 4 | 0 | 1 | | | | | | | | | | | | | | | | | | |
| | | | 1 | 0 | 1 | | | | | | | | | | | | | | | | | | |

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| | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 0 | 0 | | 8 | | | | 0 | 0 | | | | | | | | | | | | | | | |
| 0 | 0 | | | | | | 2 | 8 | | | | | | | | | | | | | | | |
| | | | 0 | 0 | 8 | | | | | | | | | | | | | | | | | | |
| | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | | |