# APPENDIX G

*Transportation Analysis*

Transportation Analysis

# Sapphire Solar Project

**JULY 2023**

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# Acronyms and Abbreviations

| Acronym/Abbreviation | Definition |
|---|---|
| ADT | Average Daily Traffic |
| Applicant | Sapphire Solar, LLC |
| BESS | Battery Energy Storage System |
| BLM | Bureau of Land Management |
| CEQA | California Environmental Quality Act |
| County | Riverside County |
| Gen-tie | Generation Tie |
| I-10 | Interstate 10 |
| kV | Kilovolt |
| Linear Facility Route | Gen-tie line alignments, access roads, and collector line routes |
| LOS | Level of Service |
| MM | Mitigation Measure |
| MPH | Miles Per Hour |
| MW | Megawatt |
| OPR | Governor's Office of Planning and Research |
| O&M | Operation & Maintenance |
| PVVTA | Palo Verde Valley Transit Agency |
| PCE | Passenger Car Equivalence |
| Project | Sapphire Solar Project |
| PV | Photovoltaic |
| SCADA | Supervisory Control and Data Acquisition |
| SB | Senate Bill |
| SR-177 | State Route 177 |
| VMT | Vehicle Miles Traveled |

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# Executive Summary

This Traffic Generation Analysis was prepared in support of an application submitted by EDF Renewables Development, Inc. on behalf of Sapphire Solar, LLC for the proposed development of the Sapphire Solar Project (Project), a solar energy facility on unincorporated lands in northwestern Riverside County (County). The Project is primarily located on private lands with some linear features (Linear Facility Routes) located on Bureau of Land Management (BLM) administered lands. The Project site is located west of State Route 177 (SR 177)/Rice Road, and north of Interstate 10 (I-10).

This Transportation Analysis includes a trip generation analysis of the Project's construction and (permanent) operations and maintenance (O&M) phases; a vehicle miles traveled (VMT) screening analysis; project access evaluation, and pedestrian, bicycle, and transit analysis. This assessment is based on the County's General Plan Circulation Element (Riverside County 2020a), County's Transportation Impact Analysis Guidelines (Riverside County 2020b), applicable California Environmental Quality Act guidelines, and the County's Environmental Assessment thresholds, including adherence to Senate Bill (SB) 743 and guidelines from the Governor's Office of Planning and Research (OPR 2018).

The Project is expected to generate nominal vehicular trips during its O&M phase associated with routine maintenance and upkeep of the proposed facility. Therefore, the following assessment focuses on the peak construction phase of Project traffic, specifically where construction subphases may overlap with one another, and would temporarily generate the highest amount of Project construction traffic.

The peak period of construction for the Project would generate approximately 608 passenger-car equivalent (PCE) daily trips, 274 AM PCE peak hour trips, and 274 PM PCE peak hour trips. For all other phases of construction, the amount of vehicular traffic is estimated to be less than the peak period. All construction-related traffic would be temporary and short term and would be removed from the study area roadway network upon completion of the Project. The construction of the Project is not expected to have any impacts on transit, pedestrian, or bicycle infrastructure in the area.

With the addition of the Project's peak construction traffic, all study intersections would continue to operate at LOS D or better. The County's LOS threshold is LOS D and therefore, addition of the Project's (temporary) peak period construction traffic would not result in any inconsistencies with the County's LOS D policy. Since the Project's O&M trips are lower than its peak construction trips, the Project's O&M phase would also be consistent with the County's LOS D policy.

A VMT screening analysis was performed, and it was determined a VMT analysis is not required for the Project's operational phase based on the OPR and County Small Project screening criteria because Project operation would generate fewer than 110 daily vehicle trips. All construction trips and related VMT would be temporary and would cease at the completion of Project construction. The VMT thresholds described in either OPR or County guidelines do not apply to construction trips. Concurrence and approval of this screening was provided by Riverside County Transportation Department on 6/13/2023.

All roadways that would provide site access and driveway access to the Project site have adequate pavement width to accommodate emergency vehicles and large trucks. In some situations, it is recommended that the contractor utilize flaggers and/or advanced warning signs to warn of slow-moving trucks ahead. Mitigation Measure (MM-TRAF-1) is recommended to be implemented; it includes the preparation of a construction traffic management plan to minimize potential impacts from construction-related traffic.

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# 1 Project Description

The Project site is located in Riverside County, north of Interstate 10 (I-10) and east of State Route 177 (SR-177). The Project is bounded on the north by BLM lands, on the east by Jojoba Street, on the west by Melon Street, and on the south by Belsby Avenue. These roads are unpaved, therefore direct access is only available from SR-177 and Kaiser Road prior to accessing the site further via the unpaved roads. Two publicly accepted roads intersect the interior of the Project site from east to west, Investor Avenue and Osborne Avenue. Access to the site is provided by up to three access roads: two to the west from Kaiser Road and one to the east from SR-177. Figure 1 illustrates the location of the Project relative to major highways and access roads.

EDF Renewables Development Inc. on behalf of Sapphire Solar, LLC (Applicant) proposes to entitle, construct, operate, and maintain the Project. The Project would consist of approximately 1,192 acres with approximately 1,082 acres of private lands and approximately up to 110 acres of Bureau of Land Management (BLM) administered lands. The Project would include up to 117-megawatts (MW) of photovoltaic (PV) solar generation and up to 117 MW of battery storage.

The Project would consist of PV panels, a single-axis tracker system, inverters, converters, transformers, electrical collection and communication lines, a 12 kilovolt (kV) distribution line for backup power, an on-site electrical substation, a battery energy storage system (BESS), security fence, an operations and maintenance facility including a stand-alone spare parts storage building, up to three on-site groundwater wells, a meteorological station and albedometer weather station, a microwave/communication tower, and a supervisory control and data acquisition (SCADA) system that are located on private lands (Figure 2, Site Plan).

The Project includes three Linear Facility Routes, a maximum of two of which would be constructed. The Linear Facility Routes include two 230-kV generation tie (gen-tie) line alignment options (only one of which would be constructed), three options for access roads, and one collector line route, all of which are located on lands administered by the BLM and designed to support the Project, located on adjacent private lands. The Project would interconnect with the Southern California Edison Red Bluff Substation via the existing Desert Harvest gen-tie line located on BLM-administered lands.

Internal roads would be constructed to allow fire and maintenance vehicle access. All internal access roads within the Project site would be up to 24 feet wide with 5-foot shoulders on either side and cleared, graded, and compacted. Up to a 30-foot-wide perimeter road separating the solar arrays from the perimeter fence would be constructed within the entire perimeter of the Project. The roads would be constructed to allow fire and maintenance vehicle access.

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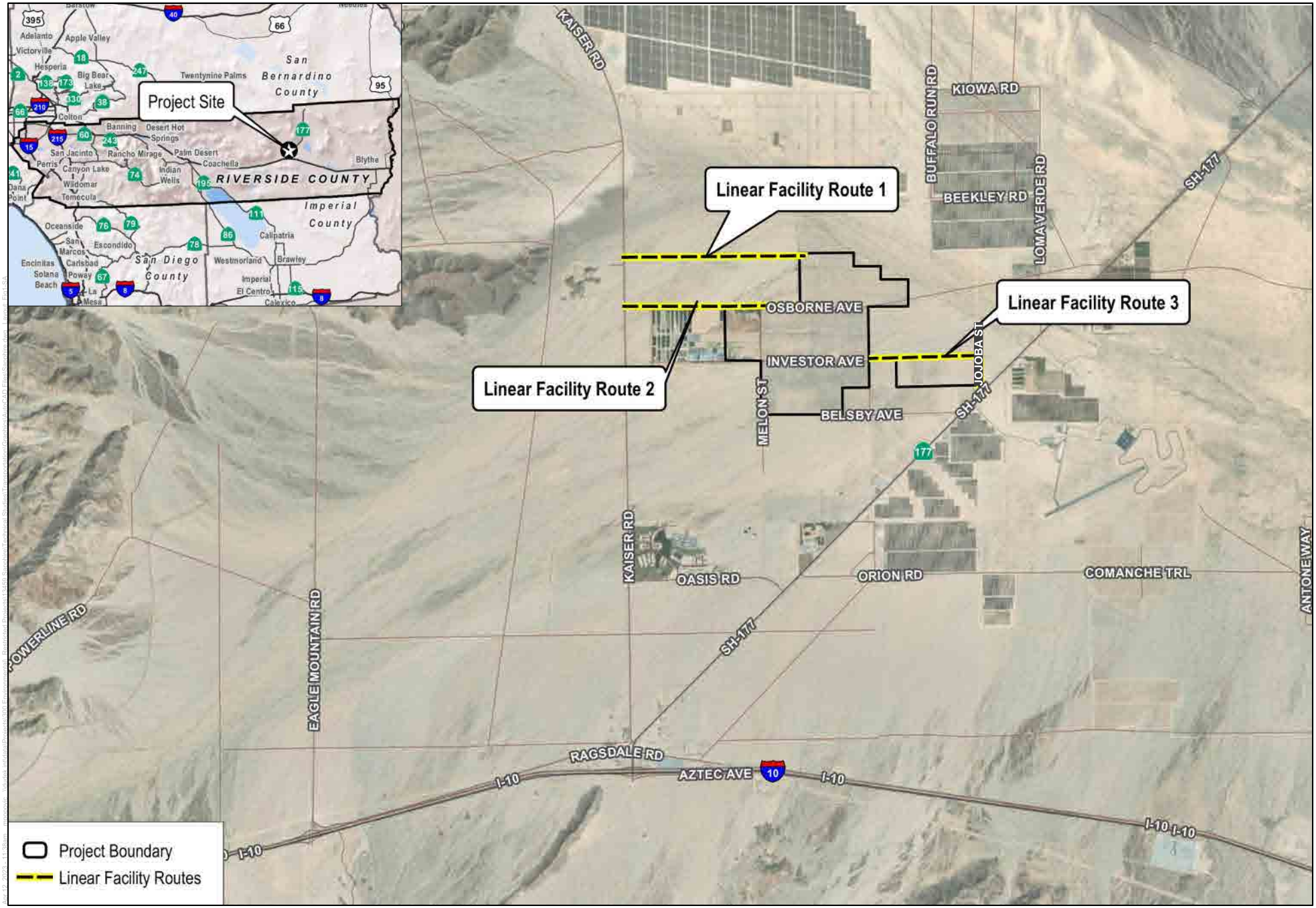


SOURCE: Esri World Imagery Basemap 2022; County of Riverside 2022

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Not to Scale

**FIGURE 1**

Project Area

Sapphire Solar Project

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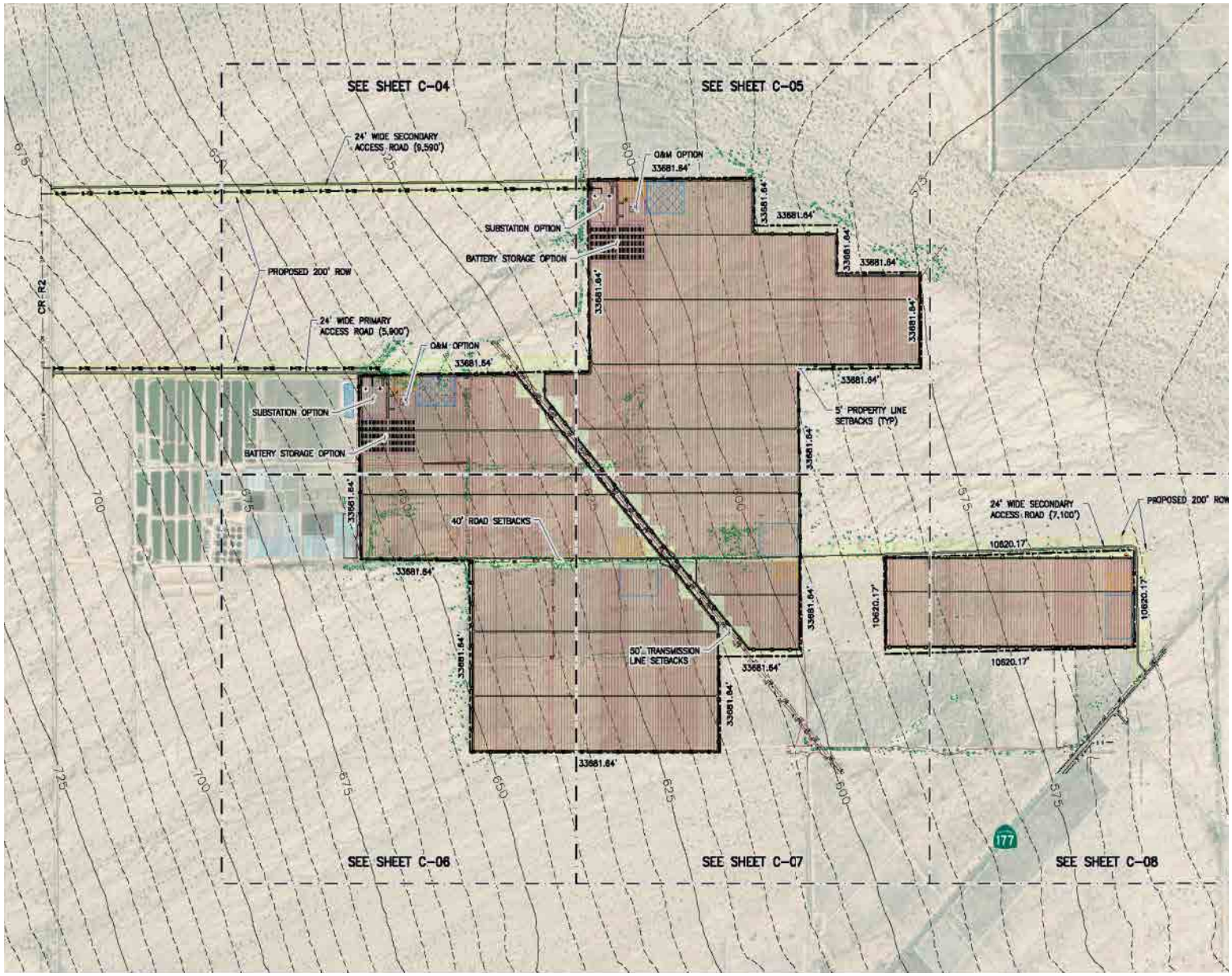


SOURCE: EDF Renewables 2022

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**FIGURE 2**

Site Plan

Sapphire Solar Project

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# 2 Existing Setting

This section describes key study area roadways, as well as transit, pedestrian, and bicycle facilities within the vicinity of the Project. Per the County's Transportation Analysis Guidelines, the roadways analyzed include roads and intersections with two or more "Collector" or higher classification streets where the project would add 50 or more peak hour trips. The extent of these facilities constitutes the study area evaluated in this analysis. Regional and site access is also described.

## 2.1 Roadway Network

The following describes the roadway network in the Project's vicinity.

### Interstate 10

Interstate 10 (I-10) is an east-west oriented, generally two-lane freeway (in both directions) located south of the Project. It would provide regional access to the Project site via its interchange with State Route 177 (SR-177). The posted speed limits are 65 and 70 miles per hour (MPH). Based on the most recent available data from the 2020 Caltrans Traffic Census, I-10 at the SR-177 junction carries approximately 26,500 average daily traffic (ADT).

### State Route 177

SR-177 is generally a north-south oriented, two-lane, undivided, and unimproved (i.e., no curb and gutter) roadway located south and east of the Project site. The County of Riverside General Plan Circulation Element classifies SR-177 as a Mountain Arterial. The road connects the Project site to I-10 to the south. No pedestrian or bicycle facilities are present on either side of the roadway within the vicinity of the Project site. The posted speed limit is 65 miles per hour. Based on the most recent available data from the 2020 Caltrans Traffic Census, SR-177 carries approximately 2,900 ADT near the I-10 junction.

### Kaiser Road

Kaiser Road is generally a north-south, two-lane, undivided, and unimproved roadway located south and west of the Project site. The County of Riverside General Plan Circulation Element classifies Kaiser Road as a major roadway. The roadway connects the Project site to SR-177 to the south. No pedestrian or bicycle facilities are present on either side of the roadway within the vicinity of the Project site. There is no posted speed limit.

### Ragsdale Road

Ragsdale Road is an east-west, two-lane, undivided, and unimproved roadway located south of the Project site. The County of Riverside General Plan Circulation Element does not classify Ragsdale Road. The roadway connects to SR-177 and provides a parallel connection to I-10. No pedestrian or bicycle facilities are present on either side of the roadway within the vicinity of the Project site. There is no posted speed limit.

### Unpaved Roads

Several roads within the boundaries of the Project site exist as unimproved, and unpaved dirt roads: Jojoba Street, Melon Street, Osborne Avenue, and Investor Avenue. These roadways may be utilized by the public, but due to their status as unimproved dirt roads, it is assumed that public traffic is non-existent to nominal along these roads.

### Roadway Vacations

Two roads intersect the interior of the Project site from east to west, Investor Avenue and Osborne Avenue. The portion of Osborne Avenue that intersects the Project site is approximately 0.6 miles long. Osborne Avenue is identified by Riverside County as a road "accepted for public use" by the County. The portion of Investor Avenue that intersects the Project site is approximately 1 mile long. Investor Avenue is identified by Riverside County as a road "accepted for public use."

One County road intersects the interior of the Project site from north to south: Melon Street. The portion of Melon Street that intersects the Project site is approximately 0.5 miles long. Melon Street is identified by the County as a road "accepted for public use." The portions of Osborne Avenue, Investor Avenue, and Melon Street that intersect the Project site would be removed from public use.

## 2.2 Transit Facilities

Riverside County is served primarily by bus services. There are no readily accessible passenger train services (either by walking/biking) in this region of Riverside County, and there are no transit connections to train services. A description of the transit service providers is provided below.

### Riverside Transit Agency

Riverside Transit Agency (RTA) is a transit service that provides passenger bus service between and in the rural communities of Riverside County. RTA focuses on servicing western Riverside County, thus there are no routes located near the project site.

### Palo Verde Valley Transit Agency

Palo Verde Valley Transit Agency (PVVTA) is a transit agency that provides service to passengers in eastern Riverside County, with a focus on the City of Blythe. The nearest stop to the site is located at the Desert Center Post Office, roughly 5 miles south of the project site. This stop is serviced by PVVTA's Route 6 Wellness Express which operates once a day on Monday, Wednesday, and Fridays: westbound at 7:15 am, and eastbound at 3:20 pm (PVVTA 2023).

## 2.3 Pedestrian and Bicycle Facilities

Since many of the roads in the area are unimproved, there are no pedestrian facilities in the vicinity of the Project site. Similarly, there are no existing bicycle facilities in the vicinity of the Project site. The nearest pedestrian or bicycle paths are located in the Lake Tamarisk community, approximately 2-miles south of the Project site.

# 3 Regulatory Framework

## Federal

There are no federal regulations related to transportation that are directly applicable to the Proposed Project.

## State

### California Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which created a process to change the way transportation impacts are analyzed under the California Environmental Quality Act (CEQA). SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) as the metric for evaluating transportation/traffic impacts. Under the new transportation guidelines, LOS or vehicle delay, is no longer considered an environmental impact under CEQA. Amendments to the CEQA Guidelines required under SB 743 were approved on December 28, 2018, and the new Section 15064.3 identifies vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts under CEQA effective July 1, 2020. Related legislation, SB 32 (2016) requires California to reduce greenhouse gas emissions 40% below 1990 levels by 2030. The California Air Resources Board has determined that it is not possible to achieve this goal without reducing VMT growth and specifically California needs to reduce per capita VMT across all economic sectors. SB 743 is primarily focused on passenger-cars and the reduction in per capita VMT as it relates to individual trips.

The OPR Technical Advisory (OPR 2018) provides guidance and tools to properly carry out the principles within SB 743 and evaluate transportation impacts under CEQA. Both the City and County have adopted VMT thresholds as described in Section 4.13.2.3.

### Caltrans

As the owner and operator of the State Highway System, Caltrans implements established state planning priorities in all functional plans, programs, and activities. Caltrans manages the state's highway facilities. Caltrans is responsible for constructing, enhancing, and maintaining the state highway and interstate freeway systems. Any change to the state roadway system requires an encroachment permit from Caltrans. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact state highway facilities. To comply with SB 743 implementation, the Caltrans Transportation Impact Study Guide (May 2020), replaced the Guide for the Preparation of Traffic Impact Studies. Per the 2020 Transportation Impact Study Guide, Caltrans' primary review focus is VMT, replacing LOS as the metric used in CEQA transportation analyses. Caltrans recommends use of OPR's recommended thresholds and guidance on methods of VMT assessment found in OPR's Technical Advisory (OPR 2018). In addition to VMT, Caltrans has developed an Interim Land Development and Intergovernmental Review Safety Review Practitioners Guidance (July 2020) which governs when a targeted operational and safety analysis is required to address a specific geometric or operational issue related to the State Highway System and connections with the State Highway System.

## Local

### Riverside County

The Riverside County General Plan (adopted July 2020) is applicable to all unincorporated lands within Riverside County. Countywide policies that address traffic and transportation within the County boundaries are located in the Circulation Element (Riverside County, 2020a). Although LOS is no longer considered under Appendix G of CEQA, LOS is addressed within Riverside County's general plan policies.

Policy C1.8: Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302.

Policy 2.1: The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.
- LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/ Woodcrest, Mead Valley and Temescal Canyon Area Plans.
- LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.
- Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations.

Policy 2.2: Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per the Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development.

Policy 2.3: Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements.

Policy 2.4: The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.

Policy 2.8: Riverside County shall coordinate with Caltrans, RCTC and adjacent local jurisdictions in conformance with the Riverside County Congestion Management Program to determine the appropriate LOS threshold for determining significance when reviewing development proposals that directly impact nearby State Highway facilities or city streets.

Policy 3.6: Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.

Policy 3.8: Restrict heavy duty truck through-traffic in residential and community center areas and plan land uses so that trucks do not need to traverse these areas.

Policy 3.9: Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.

Policy 3.10: Require private and public land developments to provide all onsite auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system and its auxiliary facilities. The Transportation Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.

Policy 6.1: Provide dedicated and recorded public access to all parcels of land, except as provided for under the statutes of the State of California.

Policy 6.2: Require all-weather access to all new development.

Policy 7.1: Work with incorporated cities to mitigate the cumulative impacts of incorporated and unincorporated development on the transportation system.

Policy 7.9: Review development applications in cooperation with RCTC and as appropriate, to identify the precise location of CETAP corridors and act to preserve such areas from any permanent encroachments, pending dedication or acquisition. Coordinate with RCTC to evaluate and update the CETAP corridors periodically as conditions warrant.

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# 4 Project Traffic

The peak construction period of the Project when the highest volumes of construction-related traffic would be generated is planned to occur over a three-month period, when multiple phases of Project construction would occur concurrently. Construction would occur over an approximately 12 to 18-month period from June 2024 to December 2025 when construction traffic would be less than the three-month peak of construction. Trip generation estimates for the peak construction phase are based on the number of workers and trucks that would be required for the proposed construction activities. Construction traffic includes the number of workers and the amount of truck traffic that would be generated to and from the site daily and during the AM and PM peak commuting hours. The overall peak construction period was utilized to calculate the estimated trip generation for the Project.

## 4.1 Construction Trip Generation

Generally, construction work schedules are expected to be at least 8 hours per day Monday through Friday, excluding federal holidays. Typically, the workday would consist of one shift beginning as early as 6:00 a.m. and ending as late as 7:00 p.m. The work schedule may be modified throughout the year to account for the changing weather conditions. For instance, during hot weather, it may be necessary to start work earlier to protect the health safety of workers and/or avoid pouring concrete during high ambient temperatures. Additional hours and/or nighttime work and weekend work (Saturdays and Sundays) may be necessary to make up schedule deficiencies, or to complete critical construction activities (e.g., PV block construction, foundation pouring, or working around time-critical shutdowns and constraints). To provide a conservative analysis, all construction workers were assumed to arrive inbound to the site during the AM peak period (7:00 a.m. to 9:00 a.m.) and all workers were assumed to depart the site during the PM peak period (4:00 p.m. to 6:00 p.m.). Truck deliveries are typically sporadic throughout the workday, therefore, in order to provide a conservative analysis truck arrivals and departures were assumed to be distributed evenly over the course of the 8-hour workday. The typical construction workday would be expected to be longer than 8-hours, therefore the analysis is conservative.

The peak period of construction would occur when multiple phases of construction overlap, resulting in peak worker and truck trips, and maximum traffic impacts. The trip generation estimates during the peak construction period for the Project are summarized in Table 1 below. To account for the impact construction-related trucks may have compared to passenger vehicles, passenger car equivalence (PCE) factors were applied to the trip generation estimates to account for truck traffic associated with construction activity. A 1.0 PCE factor was applied to passenger vehicles, 2.0 PCE for vendor trucks (which also includes trucks hauling water from off-site locations), and 3.0 for haul trucks.

**Table 1. Peak Period of Construction Trip Generation Estimates**

| Vehicle Type | Daily Quantity | | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | In | Out | Total | In | Out | Total |
| **Non-PCE Adjusted Trip Generation** | | | | | | | | | |
| Construction Workers[1] | 250 | workers | 500 | 250 | 0 | 250 | 0 | 250 | 250 |
| Vendor Trucks[2] | 3 | trucks | 6 | 3 | 3 | 6 | 3 | 3 | 6 |
| Haul Trucks[2] | 16 | trucks | 32 | 2 | 2 | 4 | 2 | 2 | 4 |
| **Peak Trip Total (Non-PCE)** | | | **538** | **255** | **5** | **260** | **5** | **255** | **260** |

**Table 1. Peak Period of Construction Trip Generation Estimates**

| Vehicle Type | Daily Quantity | | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | In | Out | Total | In | Out | Total |
| **PCE Adjusted Trip Generation** | | | | | | | | | |
| Construction Workers | 250 | workers | 500 | 250 | 0 | 250 | 0 | 250 | 250 |
| Vendor Trucks[3] | 3 | trucks | 12 | 6 | 6 | 12 | 6 | 6 | 12 |
| Haul Trucks[3] | 16 | trucks | 96 | 6 | 6 | 12 | 6 | 6 | 12 |
| **Peak Trip Total (PCE)** | | | **608** | **262** | **12** | **274** | **12** | **262** | **274** |

**Notes:** PCE = passenger car equivalence.

1 Conservatively assumes all construction workers arrive in the AM peak hour and depart the site in the PM peak hour.

2 Vendor and Haul trucks are assumed to arrive and depart the site evenly throughout the workday.

3 Vendor trucks were estimated to have an approximately 2.0 PCE adjusted value, while haul trucks were estimated to have an approximately 3.0 PCE adjusted value.

As shown in Table 1, the peak period of construction for the Project would generate approximately 538 daily trips, 260 AM peak hour trips (255 inbound and 5 outbound), and 260 PM peak hour trips (5 inbound and 255 outbound). After trip generation estimates were adjusted utilizing PCE factors, the peak period of construction for the Project would generate approximately 608 daily trips, 274 AM peak hour trips (262 inbound and 12 outbound), and 274 PM peak hour trips (12 inbound and 262 outbound).

For all other phases of construction, the amount of vehicular traffic is estimated to be less than the peak period. All construction-related traffic would be temporary and short term and would be removed from the study area roadway network upon completion of the Project.

### Decommissioning

The Project has an operational life of at least 39 years. Transportation impacts of decommissioning at the end of the Project's operational life are expected to be similar to the impacts from construction outlined above. However, traffic volumes within the study area cannot be projected that far in the future, and as such a specific analysis and outcome of impacts cannot be determined at this time. A Decommissioning Plan will be prepared for the Project, which will be updated immediately prior to decommissioning. The Decommissioning Plan will include measures specific to transportation impacts of decommissioning if necessary.

## 4.2 Construction Traffic Management Plan

As shown in Table 1, the peak period of construction for the Project would generate approximately 538 daily trips, 260 AM peak hour trips (255 inbound and 5 outbound), and 260 PM peak hour trips (5 inbound and 255 outbound). After trip generation estimates were adjusted utilizing PCE factors, the peak period of construction for the Project would generate approximately 608 daily trips, 274 AM peak hour trips (262 inbound and 12 outbound), and 274 PM peak hour trips (12 inbound and 262 outbound).

All construction related trips would be temporary for the duration of Project construction and background traffic volumes and travel patterns would return to pre-construction conditions upon the completion of construction.

However, due to the possible closure of lanes, roads, and because of slow-moving vehicles, a mitigation measure in the form of a Construction Traffic Management Plan is recommended in order to minimize impacts during construction.

### MM-TRAF-1

Prior to initiation of construction activities, a construction traffic management plan will be prepared and filed with the County. The construction traffic management plan would include strategies to reduce the number of trucks that would be generated during both the AM and PM peak hours. Potential traffic management measures may include:

- Warning signage to meet County and Caltrans requirements for driver awareness of construction activity in the vicinity.
- Stagger work shifts to reduce peak periods of congestion.
- Limit time for heavy truck deliveries.
- Use of flaggers at key locations to alert motorists to slow moving trucks.
- Information packet for affected residents to bring awareness to the Project activities and measures to minimize impacts.

Informing emergency service providers of construction traffic schedule.

## 4.3 Permanent Operations

Upon commissioning, the Project would enter the operational phase. For the duration of the operational phase, the Project would be maintained by up to eight permanent staff employees and monitored remotely via a SCADA system. On-site maintenance staff would be responsible for security, vegetation management, permit compliance, and Project repairs. Daily trips generated by the project would be less than 50 daily trips associated with the eight permanent employees commuting to the site, visitors, and/or light deliveries.

Project maintenance performed on the site would consist of vegetation management, maintaining compliance with Project permits, and inspection and replacement of Project equipment. Maintenance would occur during daylight hours, when possible. Maintenance program elements include:

- Managing a group of prequalified maintenance and repair firms who can meet the O&M needs of the facility throughout its life
- Implementing a responsive, optimized cleaning schedule
- Responding to facility emergencies and failures in a timely manner
- Maintaining an inventory of spare parts to ensure timely repairs and consistent plant output
- Maintaining a log to effectively record and track all maintenance problems
- Performing maintenance on the Project site as required to clear obstructive ground cover

The permanent operations, or O&M phase, of the Project is expected to have nominal operational vehicular trips associated with routine maintenance and upkeep of facilities including annual panel washing and therefore the number of permanent trips (less than 50 daily trips) associated with the Project are not expected to impact the study area roadway network. The roadway conditions in the Project vicinity would not substantially differ from existing conditions.

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# 5 Project Access

As shown in Figure 1, access to the Project site would be provided via up to two of three, unpaved, undivided access roads, also known as “Linear Facility Routes” due to their multi-purpose usage. Two access roads are located to the west on Kaiser Road, and one access road is located to the east on SR-177. Two access roads are anticipated to be constructed, including an access road west of the Project solar site to Kaiser Road along the same route as the gen-tie to serve a dual purpose as the main site access road the maintenance road for the gen-tie. An additional access road would be constructed for emergency services from either Kaiser Road or California State Route 177/Rice Road to the Project site to meet Riverside County Fire Department Technical Policy #TP 15-002.

## 5.1 Site Circulation

All surrounding roadways have wide shoulders, do not have pedestrian or bicycle facilities, and have enough pavement width to accommodate large trucks. The project site access roads would be located such that slow trucks exiting the site would be visible to oncoming traffic and would allow for traffic to slow down and be aware of trucks. In situations where there may be a large amount of slow-moving truck traffic entering or exiting the project site at one time, the contractor should perform this activity during off-peak times and utilize flaggers to warn of slow-moving trucks ahead. It is expected that construction workers would park on-site and would not be staged or transported from any offsite location. These items are described above as part of the construction traffic management plan. Additionally, the project site would be readily accessible by emergency vehicles along Kaiser Road and or SR-177.

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# 6 VMT Analysis

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which created a process to change the way that transportation impacts are analyzed under CEQA. SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, is no longer considered an environmental impact under CEQA. OPR recommended Vehicle Miles Traveled (VMT) as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. The Updated CEQA Guidelines state that "*…generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts…*" and define VMT as "*…the amount and distance of automobile travel attributable to a project….*" It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). Other relevant considerations may include the effects of the project on transit and non-motorized travel. The OPR Technical Advisory (OPR 2018) provides guidance and tools for evaluating VMT in CEQA analyses. OPR required that the guidelines be implemented statewide by July 1, 2020.

## 6.1 Project Screening

Per Riverside County Transportation Analysis Guidelines and the OPR Technical Advisory, certain types of projects are presumed to have a less than significant impact and a VMT analysis is not required (OPR 2018):

- **Presumption of Less Than Significant Impacts for Small Projects (110 daily trips or less):** The permanent O&M of the Project would be maintained by up to eight permanent staff employees and monitored remotely via a SCADA system. O&M related trips would be less than 50 daily trips. Project operation is presumed to have a less than significant impact to VMT since it would generate 110 or less (permanent) daily trips and therefore VMT analysis of Project operation is not required. During some phases of construction, construction-related traffic would exceed 110 daily trips. All construction-related traffic would be temporary and short term and would be removed from the study area roadway network upon completion of the Project. Therefore, qualitative analysis of construction traffic is appropriate per CEQA Guidelines Section 15064.3(c).
- **Presumption of Less Than Significant Impact Near Transit Stations:** As discussed in Section 2.2, the closest transit route to the Project site is PVVTA's Route 6 Wellness Express, with the closest bus stop approximately 5 miles south of the Project site. Therefore, the Project site is not located within 0.5 miles of high-quality transit corridor and this criterion is inapplicable.
- **Presumption of Less Than Significant Impact for Affordable Residential Development:** The Project does not propose affordable residential units and is not a residential development.
- **Presumption of Less Than Significant Impact for Local Serving Retail:** For development projects, if the project leads to a net increase in provision of locally serving retail, transportation impacts from the retail portion of the development should be presumed to be less than significant. Generally, local-serving retail less than 50,000 square feet can be assumed to cause a less-than-significant transportation impact. The Project is not considered a retail project; therefore, this criterion is inapplicable.

Additionally, as per the Riverside County Transportation Analysis Guidelines, the County has two additional screening criteria for VMT analysis:

- **Presumption of Less Than Significant Impact for Local Essential Service:** The Project does not propose a local essential service.
- **Presumption of Less Than Significant Impact Based on Map-Based Screening:** This method eliminates the need for complex analyses, by allowing existing VMT data to serve as a basis for screening smaller developments. This is limited to residential and office projects. The Project is not considered a residential or office project; therefore, this criterion is inapplicable.

Consistent with CEQA Guidelines Section 15064.3(b)(3), this assessment provides a qualitative analysis of construction traffic.

## 6.2 VMT Analysis

The Project would result in temporary traffic trips that would be generated only during the construction phase and would be removed from the roadway network upon completion of construction. Vendor and haul truck trips would either arrive from the east from Blythe, and the Arizona border, and from the west from Palm Springs, Port of Los Angeles, Port of Long Beach, and other urban areas within Riverside County and Los Angeles County. Construction workers are expected to travel to and from the construction site and live up to 60 miles from the Project construction site.

As shown in Table 1, the peak period of construction for the Project would generate approximately 538 daily trips, 260 AM peak hour trips (255 inbound and 5 outbound), and 260 PM peak hour trips (5 inbound and 255 outbound). After trip generation estimates were adjusted utilizing PCE factors, the peak period of construction for the Project would generate approximately 608 daily trips, 274 AM peak hour trips (262 inbound and 12 outbound), and 274 PM peak hour trips (12 inbound and 262 outbound). Due to the remoteness of the Project site, trucks may travel from up to 190 miles away, resulting in a potential increase in VMT. However, all truck trips and construction worker trips would be temporary and eliminated from the roadways after completion of construction. The VMT thresholds described in either OPR or County guidelines do not apply to construction tripsMM-TRAF-1 would create a construction traffic management plan and would include encouraging or providing ridesharing and carpooling opportunities for workers. Therefore, while there will be elements of the construction of the Project that could potentially produce a high number of VMT, they would not substantially affect existing transit or roadways, and impacts would be less than significant.

Once the Project is constructed, operation and maintenance of the Project would generate a nominal amount of permanent vehicle trips. These trips would mainly be associated with the routine maintenance and upkeep of the facility including intermittent panel washing and would be expected to reside within the immediate area and would have a travel pattern similar to others that work and live within the desert communities of Riverside County. As part of the construction traffic management plan in MM-TRAF-1, operational workers would also be encouraged or provide ridesharing and carpooling opportunities. VMT thresholds would not apply because the Project would be screened out from further analysis. Therefore, the operation and maintenance of the Project is not expected to result in a high number of VMT that could impact transit or roadways, and impacts are presumed to be less than significant impact. Decommissioning impacts are expected to be similar to construction impacts, although future decommissioning impacts cannot be projected with certainty at this time. Therefore, VMT decommissioning impacts would be less than significant.

# 7 Level of Service Methodology and Thresholds

To comply with the County's General Plan Circulation Element level of service (LOS) policies, below is an intersection LOS analysis for the peak period of construction activities (as shown in Table 1). It should be noted that all study intersections are also within Caltrans jurisdiction, however since Caltrans is no longer prioritizing LOS in its evaluation of proposed projects, choosing instead to focus on safety and reducing VMT, the County's LOS policies are mainly applied in this analysis. Construction data and assumptions were provided by the Air Quality, Greenhouse Gas Emissions, and Energy Technical Report (Dudek, 2023). Upon evaluation of the Project's construction data and descriptions, it has been determined that Project construction trips would be evenly split from both east and west directions because the nearest urban centers to the project site are approximately the same distance in either the west or east direction, therefore Project construction trips were assumed to be equally split between the westbound and eastbound directions of I-10, and equally between Kaiser Road and SR-177. The construction trip distribution is shown on Figure 3 and would be the same for both construction passenger vehicles and construction trucks. A construction project trip assignment was prepared separately for passenger vehicle trips (Figure 4) and construction truck trips (Figure 5), resulting in the project's total trip assignment (Figure 6).

The study intersections, analysis scenarios, traffic volumes, and LOS methodology and impact criteria are presented in the following section.

## Study Intersections

As described above, per the County's Transportation Analysis Guidelines, the study area includes intersections of "Collector" or higher classification streets where the Project's construction phase would add 50 or more peak hour trips. Therefore, the following intersections were selected for analysis:

1. SR-177/Kaiser Road
2. SR-177/Ragsdale Road
3. SR-177/I-10 WB Ramps
4. SR-177/I-10 EB Ramps

The existing intersection controls and geometrics are provided in Figure 7.

## Analysis Scenarios

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

- Existing Conditions
- Existing plus Project Peak Construction Phase
- Cumulative (2025)
- Cumulative (2025) plus Project Peak Construction Phase

## 7.1 Traffic Volumes

Daily, AM and PM peak hour turning movements counts were collected at the study intersections on October 4, 2022. The raw traffic data is provided in Appendix A. Traffic counts were adjusted to passenger car equivalents (PCE) to reflect truck traffic according to the standards set forth in the Riverside County TIA Guidelines, as shown below:

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

The existing peak hour traffic volumes with PCE adjustments are provided in Figure 8 and the existing plus peak period construction traffic volumes are provided in Figure 9.

The Cumulative (2025) condition represents a short-term horizon period (less than 5 years) where the Project is under construction, and where the peak construction period would occur. The peak hour traffic forecasts for the Year 2025 have been projected by increasing the traffic volumes by an annual growth rate of 2%, per the County's Guidelines, and adding traffic volumes generated by additional projects in the area. After correspondence with the County's Planning Department, it was determined that there were a limited number of applicable cumulative projects due to the rural nature of the area, and because the analysis is focused on a specific period of peak construction traffic. One cumulative project was added in the analysis. The Easley Renewable Energy Project would be expected to be constructed adjacent to the Project site in 2025. The NOP for the Easley Renewable Energy Project was released to the public on November 14, 2022, and is available online at: (https://planning.rctlma.org/Home/Planning-Notices/NOP-for-CUP220021-DA2200016). The trip assignment for cumulative projects is depicted in Figure 10. The resulting Cumulative (2025) peak hour traffic volumes (PCE) are provided in Figure 11 and the Cumulative (2025) plus peak period construction traffic volumes are provided in Figure 12.

## 7.2 Analysis Methodology

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

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

Synchro version 11 software was used to determine intersection LOS (for all scenarios), consistent with HCM 6 methodologies. Detailed LOS calculation worksheets (for all scenarios) are included in Appendix B. Table 2 shows the LOS values by delay ranges for unsignalized intersections under the HCM methodology.

**Table 2. Levels of Service for Intersections using HCM Methodology**

| Level of Service | Unsignalized Intersections Control Delay (in seconds per vehicle) |
|---|---|
| A | ≤10.0 |
| B | >10.0 to <15.0 |

**Table 2. Levels of Service for Intersections using HCM Methodology**

| Level of Service | Unsignalized Intersections Control Delay (in seconds per vehicle) |
|---|---|
| C | >15.0 to <25.0 |
| D | >25.0 to <35.0 |
| E | >35.0 to <50.0 |
| F | >50.0 |

**Source:** HCM 6 (Transportation Research Board 2016).

## 7.3 General Plan Consistency Requirements

The County of Riverside's General Plan contains the following policies and programs related to transportation compliance and LOS requirements. These policies were used to identify the project's potential impacts on intersections and roadway LOS:

1. When existing traffic conditions exceed the General Plan target LOS.
2. When project traffic, when added to existing traffic, will deteriorate the LOS to below the target LOS.
3. When cumulative traffic exceeds the target LOS.

As described in the County of Riverside's General Plan Circulation Element, the county has adopted LOS D as the minimum acceptable operating standard for intersections and roadways as it relates to the Project's study area.

## 7.4 Caltrans Transportation Impact Study Guide

As described in the Regulatory Framework section, Caltrans has replaced LOS as the metric used in CEQA transportation analyses. However, a targeted operational and safety analysis may be required to address operational issues, including operational issues caused by an unacceptable LOS. However, since all study intersections operate at acceptable LOS (as is shown in Section 7, LOS Analysis), and because the permanent operation of the Project is expected to generate a nominal number of trips, there are no operational issues and there is no further analysis required.

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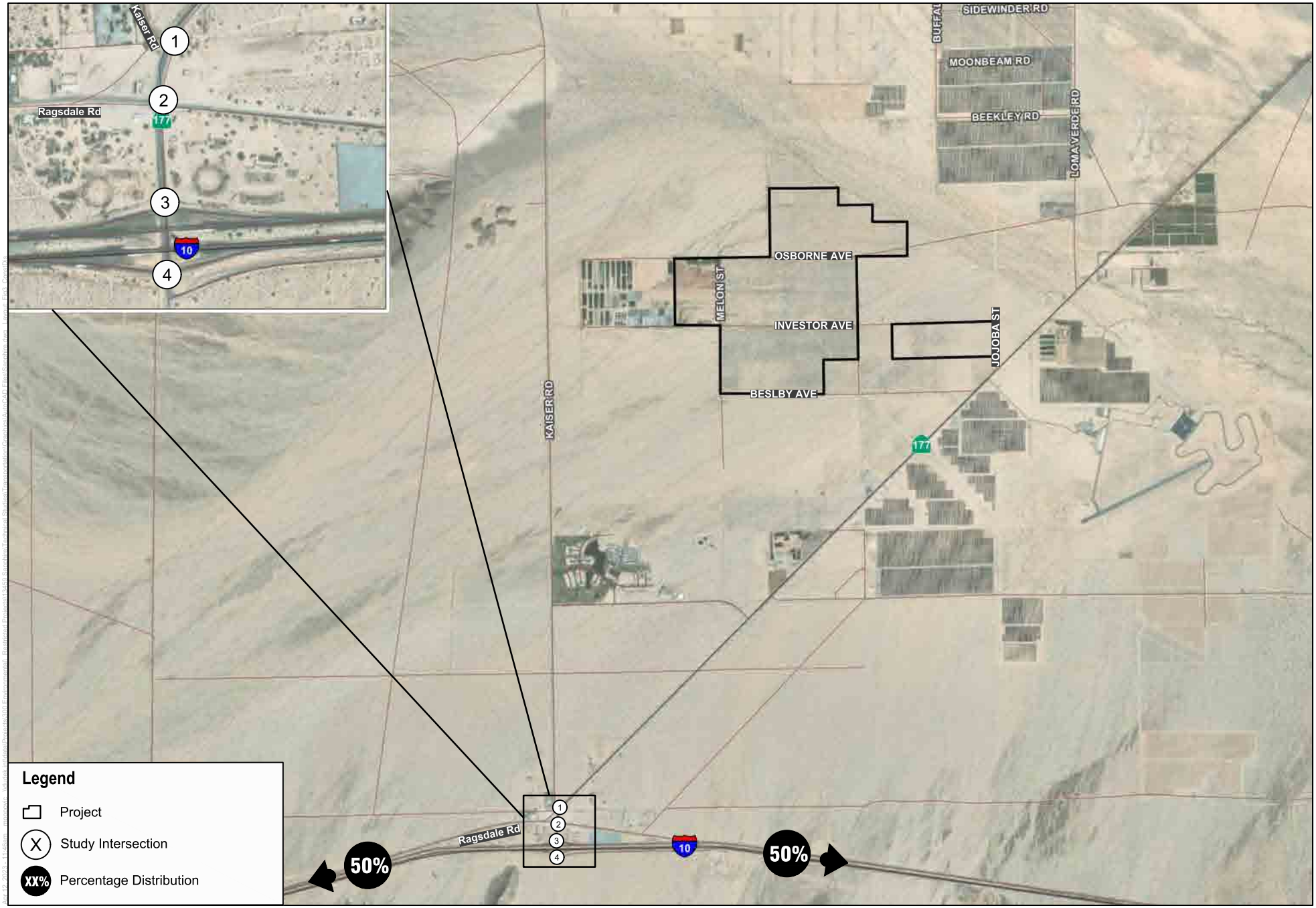


SOURCE: Esri World Imagery Basemap 2022; County of Riverside 2022

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**FIGURE 3**

Construction Project Trip Distribution

Sapphire Solar Project

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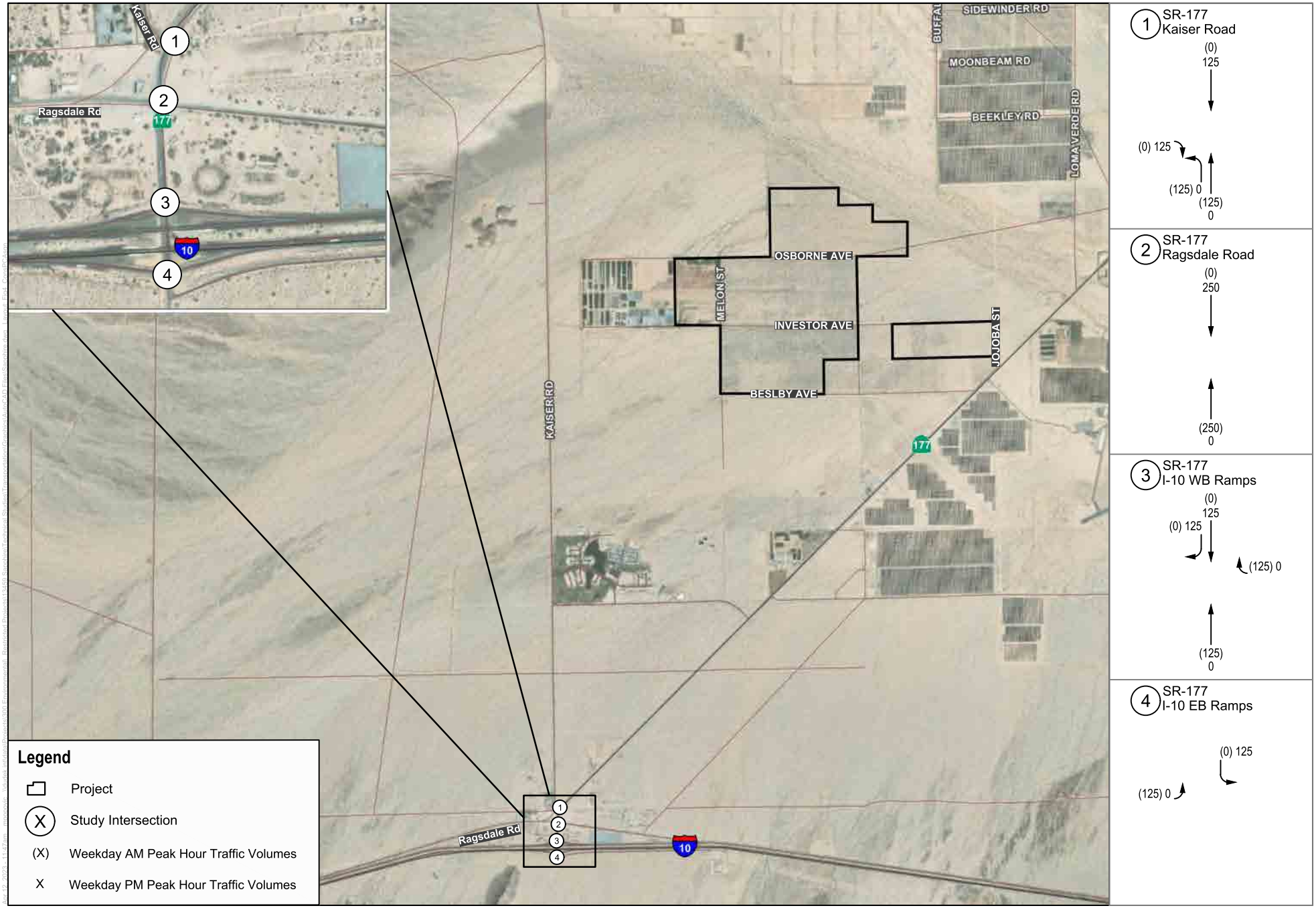


SOURCE: Esri World Imagery Basemap 2022; County of Riverside 2022

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**FIGURE 4**

Construction Project Passenger Vehicle Trip Assignment

Sapphire Solar Project

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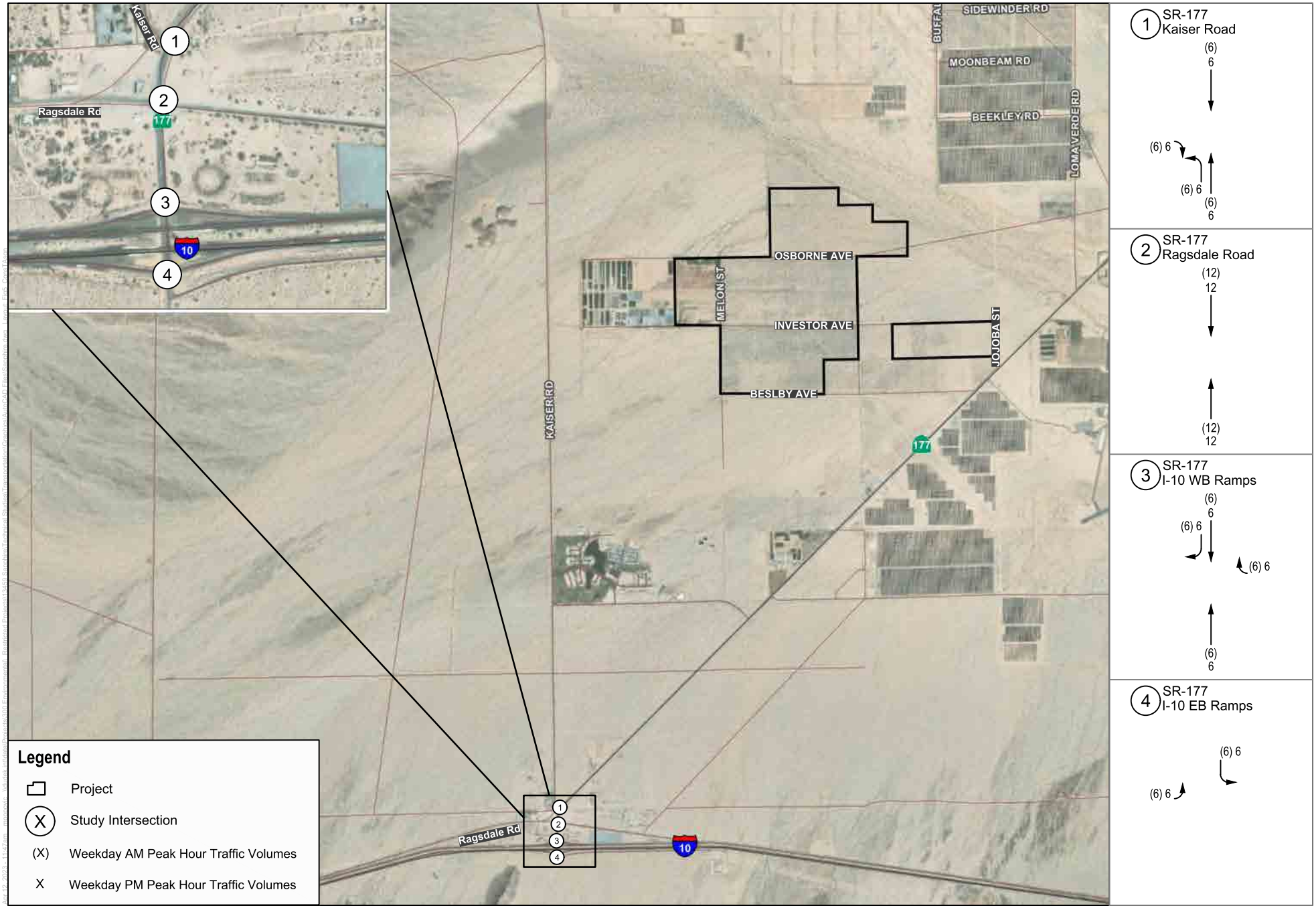


SOURCE: Esri World Imagery Basemap 2022; County of Riverside 2022

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**FIGURE 5**

Construction Project Truck Trip Assignment (PCE)

Sapphire Solar Project

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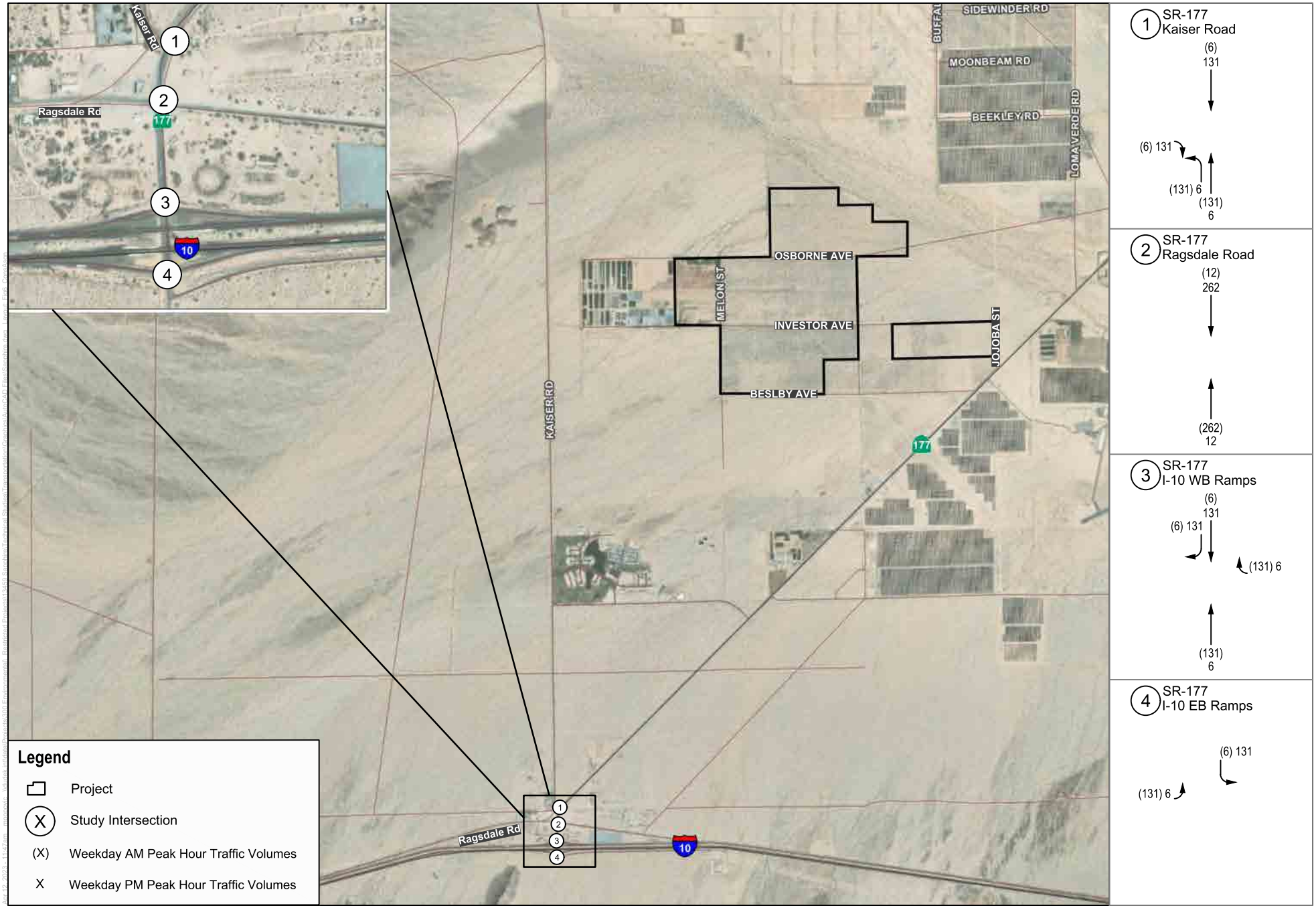


SOURCE: Esri World Imagery Basemap 2022; County of Riverside 2022

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**FIGURE 6**

Construction Project Total Trip Assignment (PCE)

Sapphire Solar Project

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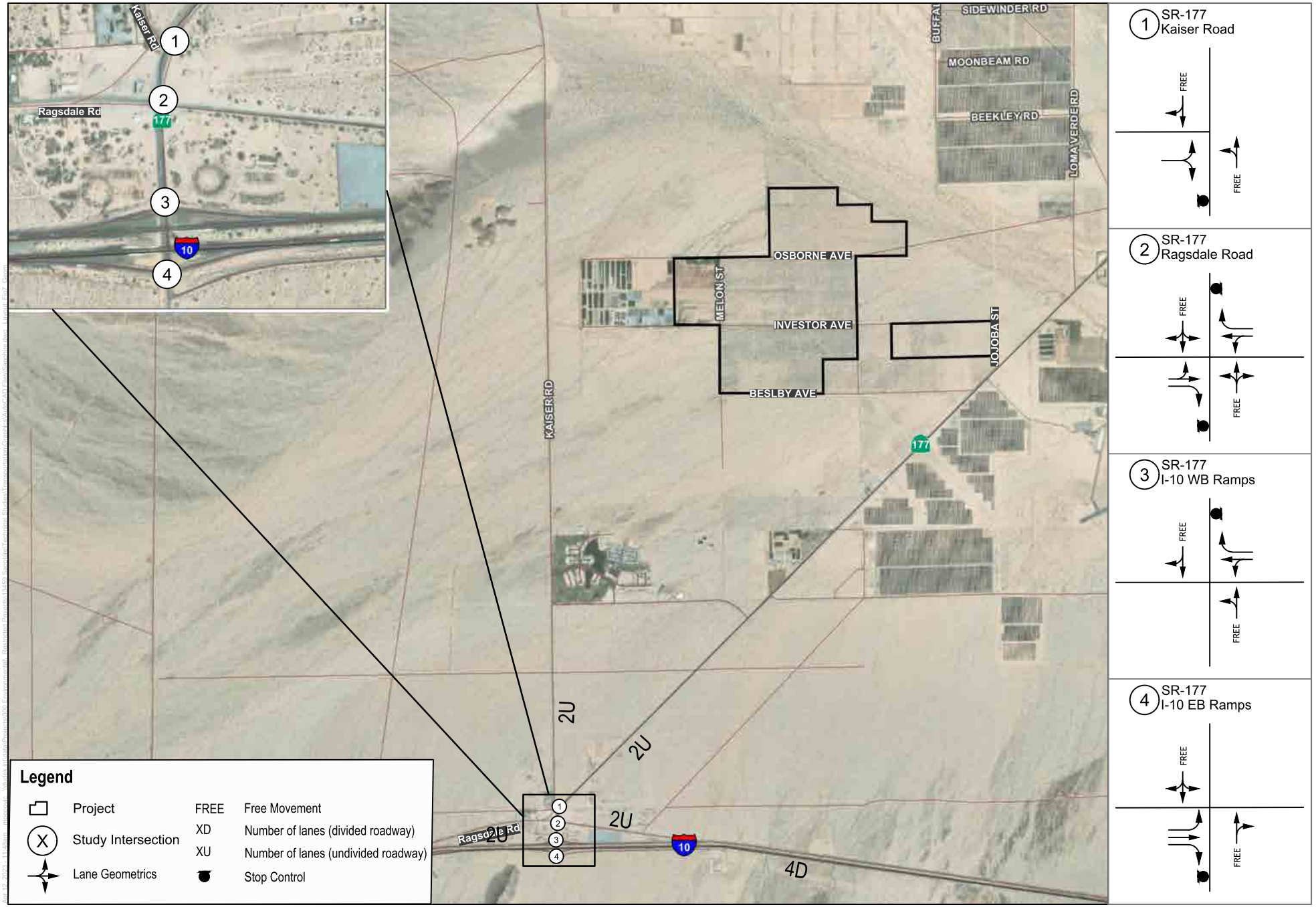


SOURCE: Esri World Imagery Basemap 2022; County of Riverside 2022

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**FIGURE 7**

Existing Intersection Controls and Geometrics

Sapphire Solar Project

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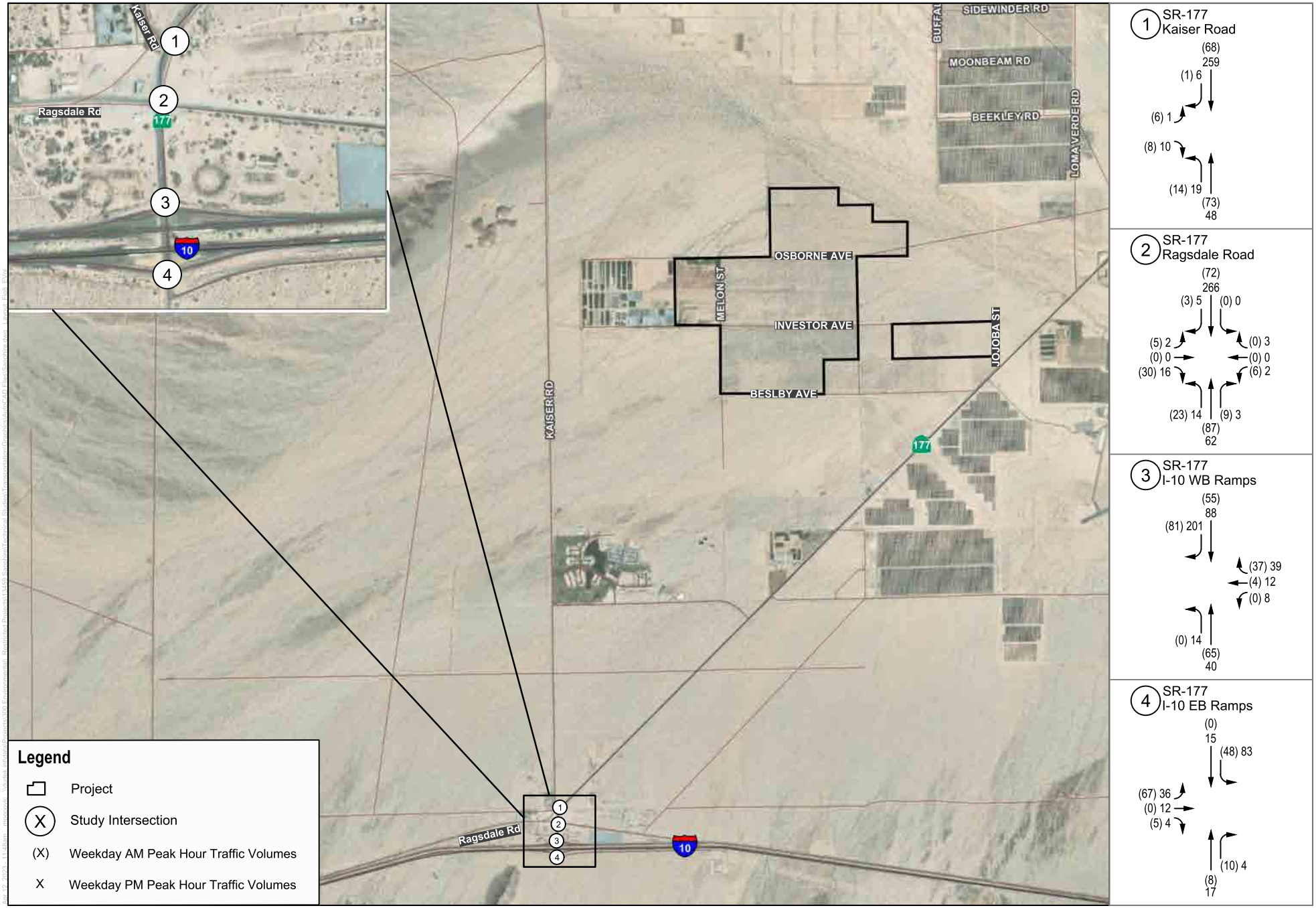


SOURCE: Esri World Imagery Basemap 2022; County of Riverside 2022

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**FIGURE 8**

Existing Peak Hour Traffic Volumes (PCE)

Sapphire Solar Project

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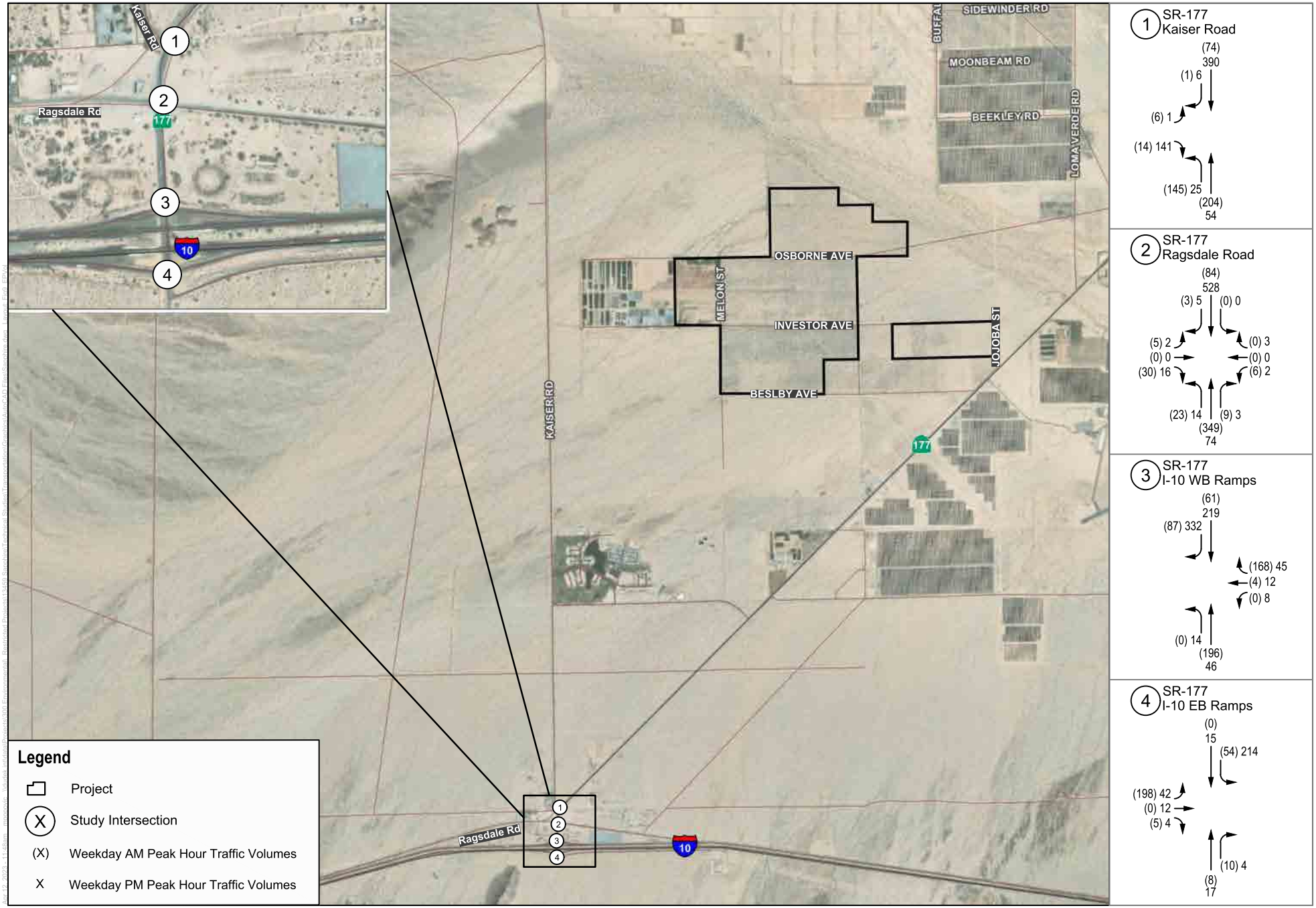


SOURCE: Esri World Imagery Basemap 2022; County of Riverside 2022

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**FIGURE 9**

Existing plus Peak Day Construction Peak Hour Traffic Volumes (PCE)

Sapphire Solar Project

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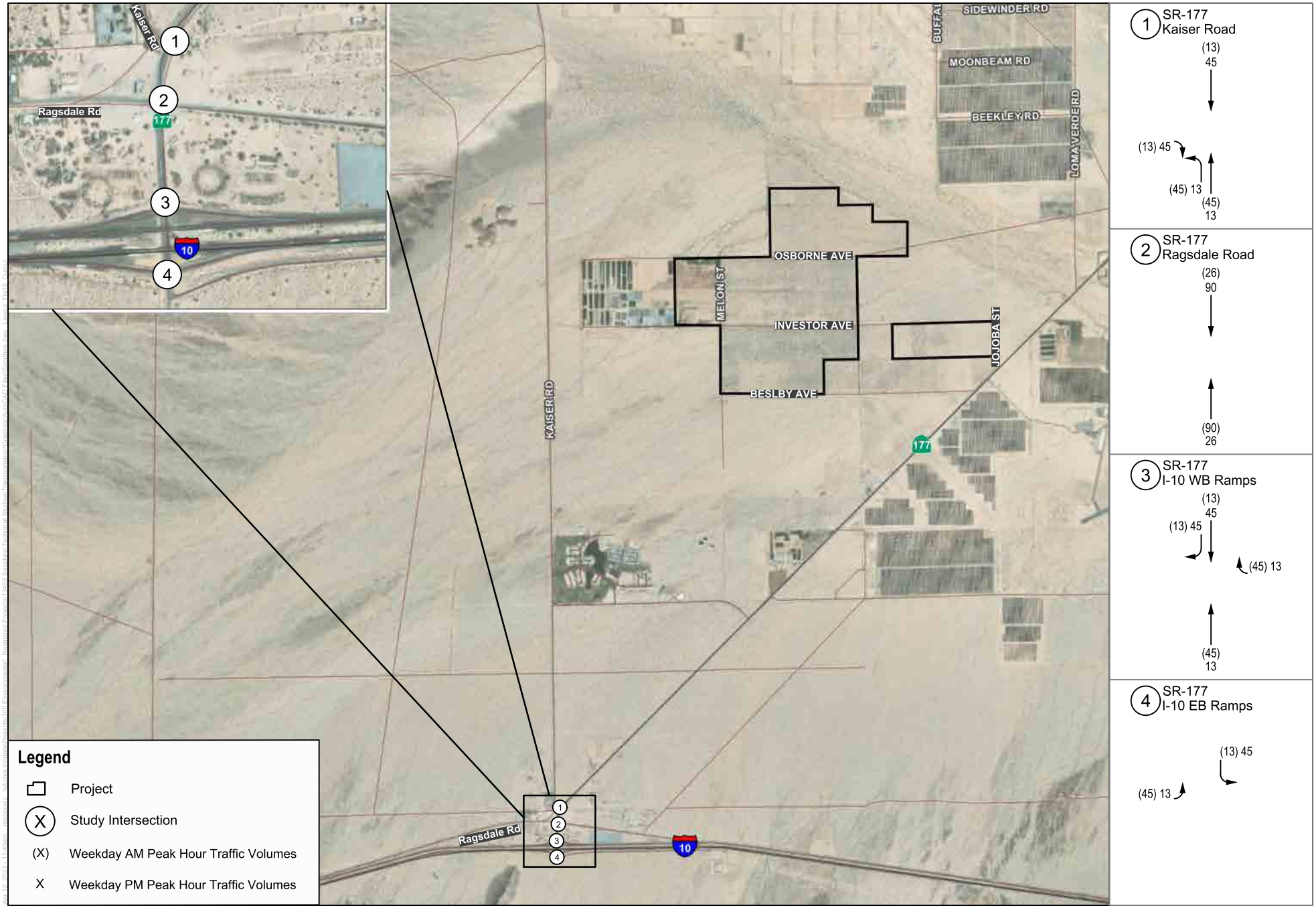


SOURCE: Esri World Imagery Basemap 2022; County of Riverside 2022

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**FIGURE 10**

Cumulative Projects Peak Hour Traffic Volumes (PCE)

Sapphire Solar Project

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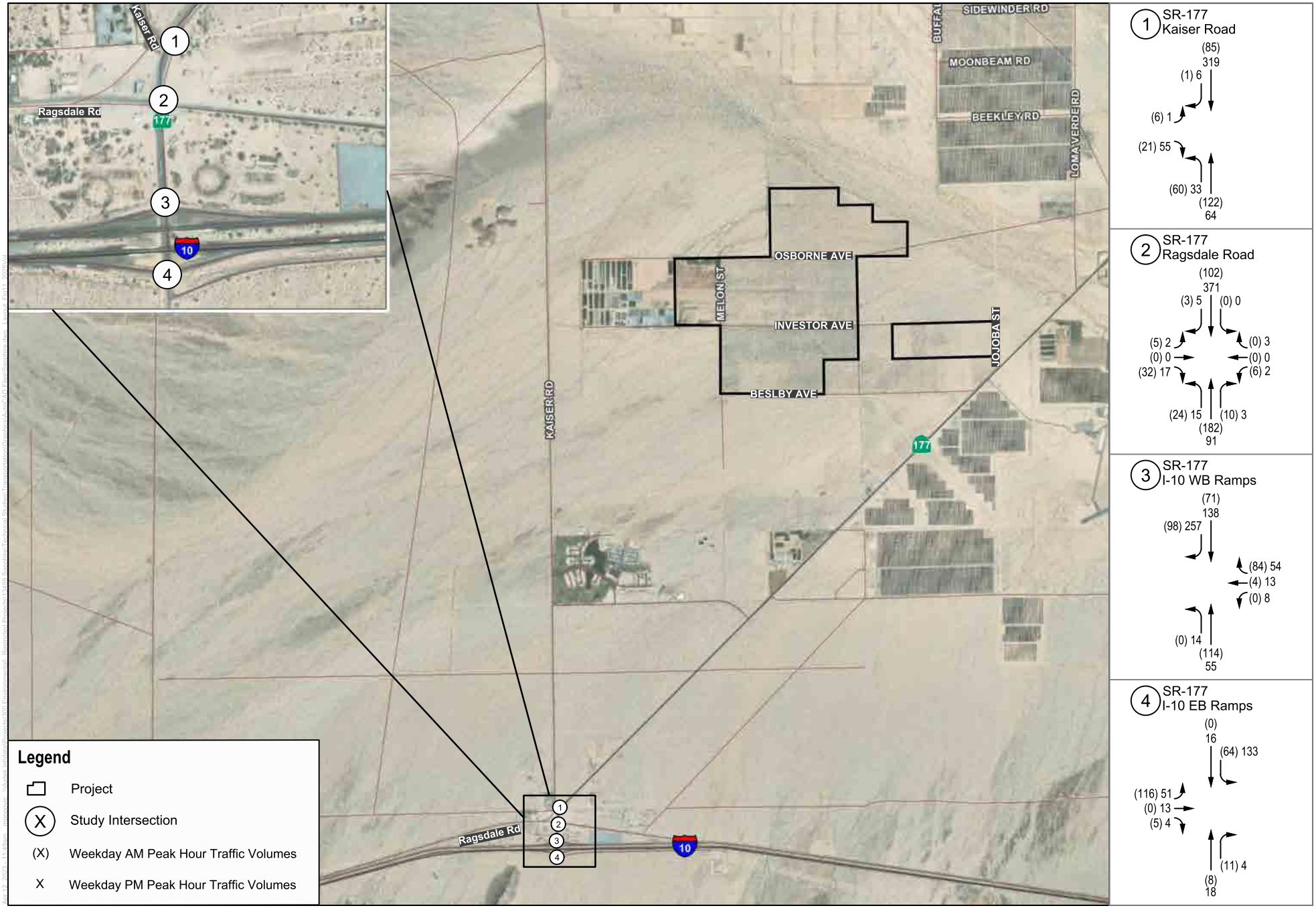


SOURCE: Esri World Imagery Basemap 2022; County of Riverside 2022

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**FIGURE 11**

Cumulative (2025) Peak Hour Traffic Volumes (PCE)

Sapphire Solar Project

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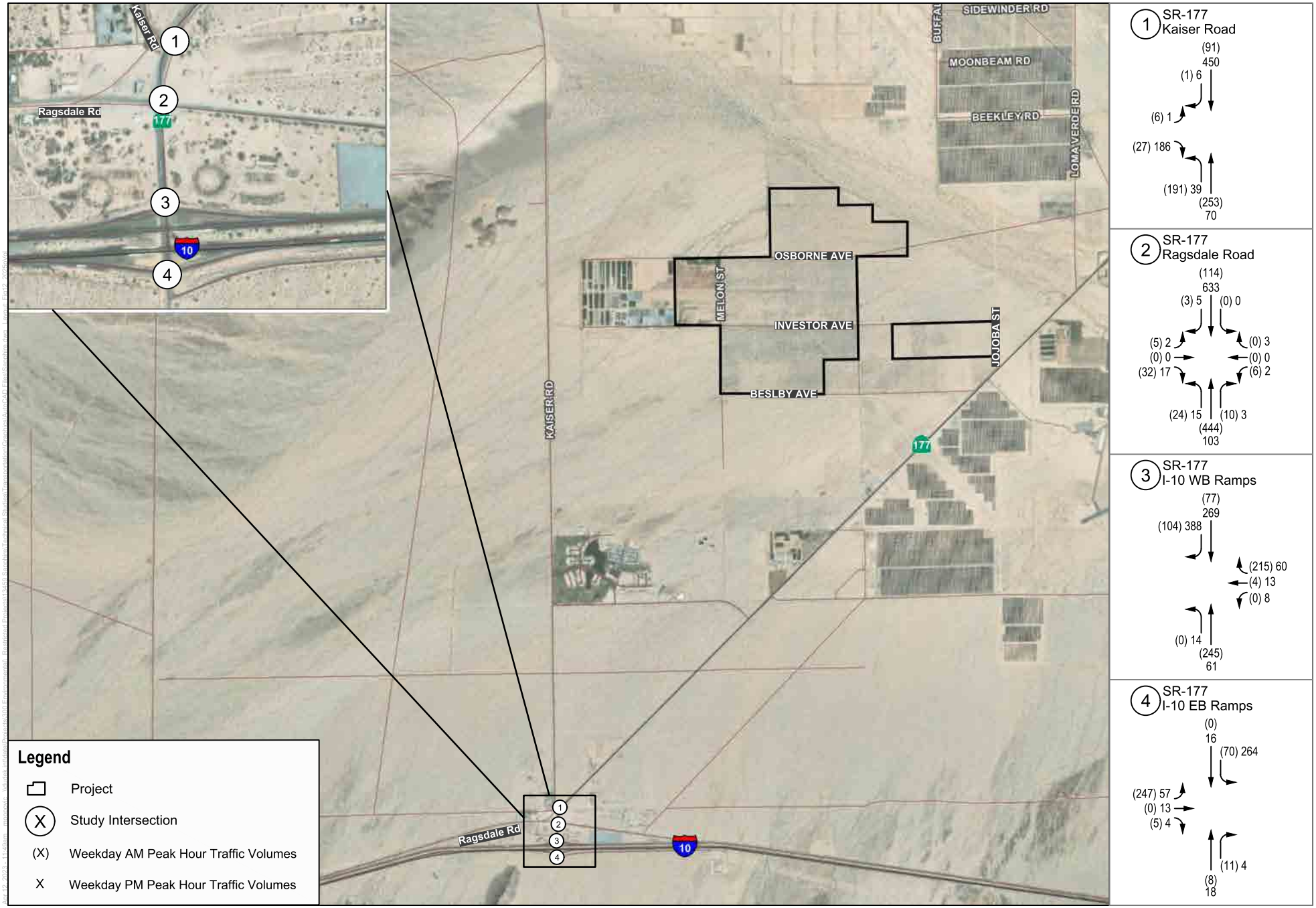


SOURCE: Esri World Imagery Basemap 2022; County of Riverside 2022

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**FIGURE 12**

Cumulative (2025) plus Peak Day Construction Peak Hour Traffic Volumes (PCE)

Sapphire Solar Project

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# 8 LOS Analysis

## 8.1 LOS at Existing Conditions and with Project

Table 3 summarizes the results of the intersection analysis for the AM and PM peak hours for existing conditions. As shown in the table, all the study intersections are currently operating at satisfactory levels of service (LOS D or better) under existing conditions and will continue to operate at satisfactory LOS with the peak period of construction traffic added.

## Table 3. Existing Weekday Peak Hour Intersection LOS (with and without Project)

| No. | Intersection | Traffic Control[1] | Existing | | | | Existing plus Peak period Construction | | | | Change in Delay (Sec.) | | Threshold Exceeded? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | | | | |
| | | | Delay[2] | LOS[2] | Delay[2] | LOS[2] | Delay[2] | LOS[2] | Delay[2] | LOS[2] | AM | PM | AM | PM |
| 1 | SR-177/Kaiser Road | TWSC | 9.2 | A | 11.1 | B | 10.9 | B | 19.6 | C | 1.7 | 8.5 | No | No |
| 2 | SR-177/ Ragsdale Road | TWSC | 10.7 | B | 14.3 | B | 14.6 | B | 24.7 | C | 3.9 | 10.4 | No | No |
| 3 | SR-177/ I-10 WB Ramps | TWSC | 8.8 | A | 11.6 | B | 10.8 | B | 15.8 | C | 2.0 | 4.2 | No | No |
| 4 | SR-177/ I-10 EB Ramps | TWSC | 9.9 | A | 10.8 | B | 11.8 | B | 16.7 | C | 1.9 | 5.9 | No | No |

**Source**: Appendix B.
**Notes:**
1 TWSC = two-way stop control.
2 Delay in seconds per vehicle; highest movement delay is reported for TWSC intersections; LOS = Level of Service.
**Bold**: Exceeds County's threshold.

## 8.2 Cumulative Analysis

Project trip generation estimates for the Easley Renewable Energy Project were derived using the information publicly available in the NOP. Using the assumption that the Sapphire Project's trip generation (as shown in Table 1) would be proportionally representative of the Easley Renewable Energy Project. As shown in Table 4, the Easley Renewable Energy Project is forecast to generate approximately 978 PCE daily trips, 116 AM peak hour PCE trips, and 116 PM peak hour PCE trips. The trips generated by the Easley Renewable Energy Project were distributed through the study area network, and were based on logical commute corridors, using the same assumptions as analyzed for the Project site.

**Table 4. Easley Renewable Energy Project Peak Period of Construction Trip Generation Estimates**

| Vehicle Type | Daily Quantity | | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | In | Out | Total | In | Out | Total |
| **Non-PCE Adjusted Trip Generation** | | | | | | | | | |
| Construction Workers[1] | 320 | workers | 640 | 64 | 0 | 64 | 0 | 64 | 64 |
| Vendor Trucks | 9 | trucks | 19 | 3 | 3 | 6 | 3 | 3 | 6 |
| Haul Trucks[2] | 50 | trucks | 100 | 7 | 7 | 14 | 7 | 7 | 14 |
| **Peak Trip Total (Non-PCE)** | | | **759** | **74** | **10** | **84** | **10** | **74** | **84** |
| **PCE Adjusted Trip Generation** | | | | | | | | | |
| Construction Workers | 320 | workers | 640 | 64 | 0 | 64 | 0 | 64 | 64 |
| Vendor Trucks[3] | 9 | trucks | 38 | 6 | 6 | 12 | 6 | 6 | 12 |
| Haul Trucks[3] | 50 | trucks | 300 | 20 | 20 | 40 | 20 | 20 | 40 |
| **Peak Trip Total (PCE)** | | | **978** | **90** | **26** | **116** | **26** | **90** | **116** |

**Notes:** PCE = passenger car equivalence.

1 This assumption is based on the Easley Renewable Energy Project NOP (page 12) stating that construction would occur from 4:00 a.m. to 8:00 p.m. Assuming that 320 workers would arrive between 4:00 a.m. and 9:00 a.m. in an even distribution results in the arrival of 64 workers per hour during the AM peak hour. Similarly, assuming that 320 workers would depart between 3:00 p.m. and 8:00 p.m. in an even distribution results in the departure of 64 workers per hour during the PM peak hour.[2] Vendor and Haul trucks are assumed to arrive and depart the site evenly throughout the workday.

3 Vendor trucks were estimated to have an approximately 2.0 PCE adjusted value, while haul trucks were estimated to have an approximately 3.0 PCE adjusted value.

Table 5 summarizes the results of the intersection analysis for the AM and PM peak hours for the Cumulative (2025) condition. As shown in the table, all the study intersections are currently operating at satisfactory levels of service (LOS D or better) under Cumulative (2025) conditions and will continue to operate at satisfactory LOS with the peak period of construction traffic added.

## Table 5. Cumulative (2025) Weekday Peak Hour Intersection LOS (with and without Project)

| No. | Intersection | Traffic Control[1] | Cumulative (2025) | | | | Cumulative (2025) plus Peak period Construction | | | | Change in Delay (Sec.) | | Threshold Exceeded? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | | | | |
| | | | Delay[2] | LOS[2] | Delay[2] | LOS[2] | Delay[2] | LOS[2] | Delay[2] | LOS[2] | AM | PM | AM | PM |
| 1 | SR-177/Kaiser Road | TWSC | 9.5 | A | 12.9 | B | 11.1 | B | 34.1 | D | 1.6 | 21.2 | No | No |
| 2 | SR-177/Ragsdale Road | TWSC | 12.3 | B | 17.6 | C | 17.5 | C | 34.3 | D | 5.2 | 16.7 | No | No |
| 3 | SR-177/I-10 WB Ramp | TWSC | 9.4 | A | 13.3 | B | 12.1 | B | 19.1 | C | 2.7 | 5.8 | No | No |
| 4 | SR-177/I-10 EB Ramp | TWSC | 10.9 | B | 12.8 | B | 13.7 | B | 22.3 | C | 2.8 | 9.5 | No | No |

**Source**: Appendix B.
**Notes:**
1 TWSC = two-way stop control.
2 Delay in seconds per vehicle; highest movement delay is reported for TWSC intersections; LOS = Level of Service.
**Bold**: Exceeds County's threshold.

# 9 Conclusions

## 9.1 Transportation Analysis Conclusion

Since there would only be a nominal amount of permanent vehicular traffic associated with O&M of the Project, this analysis focused on peak Project construction conditions. As shown in Table 1, the peak period of construction for the Project would generate approximately 538 daily trips, 260 AM peak hour trips (255 inbound and 5 outbound), and 260 PM peak hour trips (5 inbound and 255 outbound). After trip generation estimates were adjusted utilizing PCE factors, the peak period of construction for the Project would generate approximately 608 daily trips, 274 AM peak hour trips (262 inbound and 12 outbound), and 274 PM peak hour trips (12 inbound and 262 outbound). For all other phases of construction, the amount of vehicular traffic is estimated to be less than the peak period. All construction-related traffic would be temporary and short term and would be removed from the study area roadway network upon completion of the Project. The construction of the Project is not expected to have any impacts on transit in the area, nor on pedestrian or bicycle facilities within the vicinity of the area.

A VMT screening analysis was performed, and it was determined a VMT analysis is not required for the Project's operational phase based on the OPR and County Small Project screening criteria because Project operation would generate fewer than 110 daily vehicle trips. Accordingly, Project operation is presumed to have a less than significant impact on VMT. All construction trips would be temporary trips and would only exist during construction of the Project. Qualitative analysis of construction traffic was performed consistent with CEQA Guidelines Section 15064.3(b)(3).

With the addition of the Project's peak construction traffic, all study intersections would continue to operate at LOS D or better. The County's LOS threshold is LOS D and therefore, addition of the Project's (temporary) peak period construction traffic would not result in any inconsistencies with the County's LOS D policy. Daily trips generated by the (permanent) O&M phase of the Project would be less than 50 daily trips associated with the eight permanent employees commuting to the site, visitors, and/or deliveries. Since the Project's O&M trips are lower than its peak construction trips, the Project's O&M phase would also be consistent with the County's LOS D policy.

The roadways that would provide site access and driveway access to the Project site are wide enough to accommodate emergency vehicles and large trucks. Project driveways would be expected to be located so that slow trucks exiting the site would be visible to oncoming traffic and would allow for traffic to slow down or in some cases completely come to a stop. In situations where there may be a large amount of slow-moving truck traffic entering or exiting the Project site at one time, it is recommended that the contractor utilize flaggers and/or advanced warning signs to warn of slow-moving trucks ahead, as identified in the recommended construction traffic management plan. Prior to initiation of construction activities, the construction traffic management plan will be prepared by the contractor and filed with the County.

## 9.2 CEQA Checklist Responses

The following is a summary of the Project related impacts as they relate to the checklist provided in Appendix G of the CEQA Guidelines:

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
   - Construction would result in temporary traffic that would be eliminated from the roadway network upon completion of construction, and the Project does include permanently widening or otherwise inducing travel on County roadways. Construction would not affect bicycle or pedestrian facilities as none exist in the areas of proposed construction. Construction-related trips and lane closures could result in temporary delays but would not impede transit service. Like construction traffic, decommissioning traffic would be temporary and would be eliminated from the roadway network completely upon the completion of decommissioning. Therefore, impacts of Project construction related to conflicts with adopted policies, plans, or programs addressing the circulation system including transit, roadway, bicycle, and pedestrian facilities would be less than significant.
   - The Project would not increase roadway capacity, generate a permanent increase in traffic, or change traffic patterns that could cause an impact to the circulation system including transit, roadway, bicycle, and pedestrian facilities. Therefore, the impact of Project operations related to conflicts with adopted policies, plans, or programs addressing the circulation system including transit, roadway, bicycle, and pedestrian facilities would be less than significant.

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
   - Construction would result in temporary traffic that would be eliminated from the roadway network upon completion of construction. Once construction is completed, VMT would return to pre-project conditions and all temporary, construction related VMT would be eliminated. The same would be true for temporary decommissioning impacts. The VMT thresholds described in either OPR or County guidelines do not apply to construction trips. Therefore, Project construction would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b).. Therefore, the construction impact of the Project related to VMT would be less than significant.
   - Any increase in traffic associated with operation and maintenance of the Project would be nominal and would not directly generate substantial new VMT or conflict with or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b). Even though the Project is not a land use project, it would generate fewer than 110 daily trips and would quality as a “small project” and would not require further VMT analysis. VMT thresholds would not apply because the Project would be screened out from further analysis. Additionally, the Project does not include permanently widening or otherwise inducing travel on County roadways. Therefore, Project operations would have nominal direct impacts related to changes in VMT and would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b).Therefore, the operational impact of the Project related to VMT would be less than significant.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
   - Project construction would result in temporary traffic that would be eliminated from the roadway network upon completion of construction. However, due to the possible closure of lanes and roads, and due to slow-moving vehicles, a mitigation measure (MM-TRAF-1) in the form of a Construction Traffic Management Plan is recommended to minimize impacts during construction.
     - **MM TRAF-1:** Prior to initiation of construction activities, a construction traffic management plan will be prepared by the contractor and filed with the County. Potential traffic management measures may include:
       - Warning signage to meet County and Caltrans requirements for driver awareness of construction activity in the vicinity.
       - Stagger work shifts to reduce peak periods of congestion.
       - Limit time for heavy truck deliveries.
       - Use of flaggers at key locations to alert motorists to slow moving trucks.
       - Information packet for affected residents to bring awareness to the Project activities and measures to minimize impacts.
       - Informing emergency service providers of construction traffic schedule
   - Project operation and decommissioning would not involve hazardous design features, such as sharp curves, dangerous intersections, or incompatible land uses, and any impacts would be less than significant.

d. Result in inadequate emergency access
   - The construction of the Project would result in a temporary increase in the number of local trips as a result of the construction traffic, including worker trips, vendor trucks, and haul trucks. The primary impacts would include short-term and intermittent delays due to lane closures at times when such lane closures are required. Due to the possibility of lane and roadway closures, MM-TRAF-1 is recommended to minimize impacts during construction and ensure adequate emergency access. Construction of the Project would not result in inadequate emergency access and any construction impacts associated with emergency access would be less than significant.
   - The de minimis amount of traffic associated with Project operations would not materially affect existing traffic conditions in the Project area and would not result in inadequate emergency access; therefore, any operational impacts associated with emergency access would be less than significant.

The following is a summary of the Project related impacts as it relates to the County's Environmental Assessment form.

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
   - See response to item "a" above in the CEQA summary.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
   - See response to item "b" above in the CEQA summary.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
   - See response to item "c" above in the CEQA summary.

d. Cause an effect upon, or a need for new or altered maintenance of roads?
   - The portions of roadways that intersect the Project site include roads "not acceptable for public use." These roadways (Osborne Avenue, Investor Avenue, and Melon Street) would be removed from public use.
   - Project construction would result in temporary traffic that would be eliminated from the roadway network upon completion of construction, Therefore, the Project's impacts associated with causing an effect upon, or need for new or altered maintenance of roads would be less than significant.
   - Project operations would not cause an effort or require need for new or altered maintenance of roads. Therefore, the impact of Project operations associated with causing an effect upon, or need for new or altered maintenance of roads would be less than significant.

e. Cause an effect upon circulation during the project's construction?
   - The construction of the Project would result in a temporary increase in the number of local trips as a result of the construction workforce, including workers, vendor trucks, and haul trucks. MM-TRAF-1 is recommended to minimize impacts during construction.

f. Result in inadequate emergency access or access to nearby uses?
   - Construction of the Project would result in a temporary increase in the number of local trips as a result of construction traffic, including worker trips, vendor trucks, and haul trucks. The primary impacts would include short-term and intermittent delays due to lane closures at times when such lane closures are required. Due to the possibility of lane and roadway closures, MM-TRAF-1 is recommended to minimize impacts during construction and facilitate access to nearby uses and ensure adequate emergency access . Construction of the Project would not result in inadequate emergency access or access to nearby uses and any construction impacts associated with access to emergency access or nearby uses would be less than significant.
   - The de minimis amount of traffic associated with Project operations would not materially affect existing traffic conditions in the Project area and would not interfere with access to nearby uses nor result in inadequate emergency access, therefore, any operational impacts associated with access to nearby uses or emergency access would be less than significant.

# 10 References


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# Appendix A
Raw Traffic Counts

# INTERSECTION TURNING MOVEMENT COUNTS

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

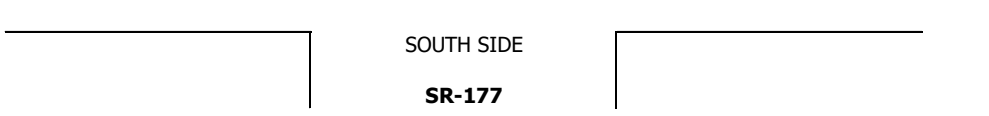
| DATE: | | | | | |
|---|---|---|---|---|---|
| Tue, Oct 4, 22 | LOCATION: | Desert Center | PROJECT #: | SC3664 | |
| | NORTH & SOUTH: | SR-177 | LOCATION #: | 1 | |
| | EAST & WEST: | I-10 WB Ramps | CONTROL: | STOP W | |

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

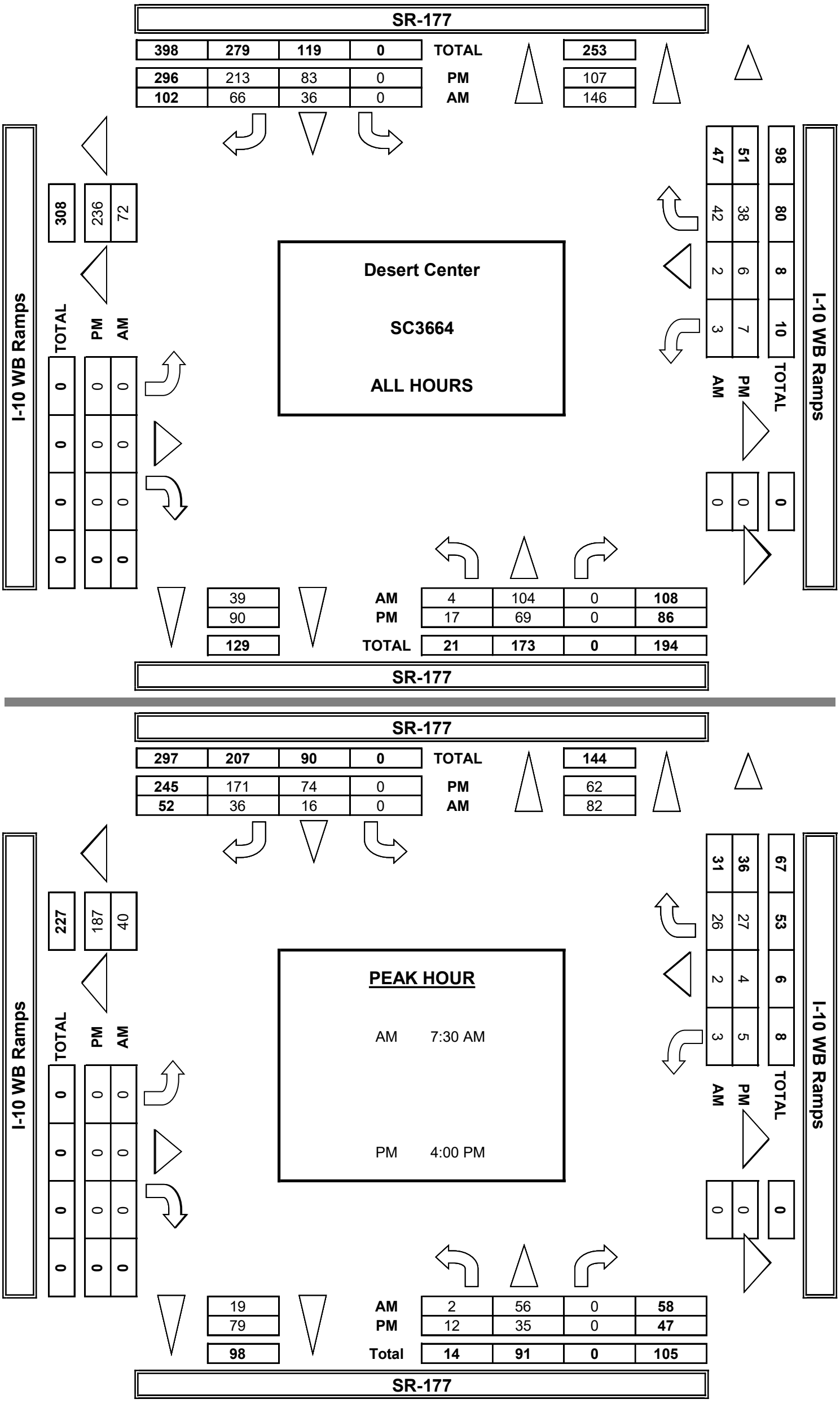
☑ Add U-Turns to Left Turns

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 WB Ramps | | | WESTBOUND I-10 WB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL X | ET X | ER X | WL 0 | WT 1 | WR 0 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 1 | 8 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 23 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 1 | 15 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 14 | 0 | 0 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 34 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 11 | 0 | 0 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 33 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 13 | 0 | 0 | 4 | 11 | 0 | 0 | 0 | 0 | 1 | 11 | 40 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 11 | 0 | 0 | 5 | 12 | 0 | 0 | 0 | 0 | 1 | 5 | 34 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 1 | 14 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 1 | 0 | 5 | 31 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 1 | 18 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 2 | 0 | 5 | 36 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 4 | 104 | 0 | 0 | 36 | 66 | 0 | 0 | 0 | 3 | 2 | 42 | 257 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 4% | 96% | 0% | 0% | 35% | 65% | 0% | 0% | 0% | 6% | 4% | 89% | | | | | | |
| | APP/DEPART | 108 | / | 146 | 102 | / | 39 | 0 | / | 0 | 47 | / | 72 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 2 | 56 | 0 | 0 | 16 | 36 | 0 | 0 | 0 | 3 | 2 | 26 | 141 | | | | | |
| | APPROACH % | 3% | 97% | 0% | 0% | 31% | 69% | 0% | 0% | 0% | 10% | 6% | 84% | | | | | | |
| | PEAK HR FACTOR | | 0.763 | | | 0.684 | | | 0.000 | | | 0.646 | | 0.881 | | | | | |
| | APP/DEPART | 58 | / | 82 | 52 | / | 19 | 0 | / | 0 | 31 | / | 40 | 0 | | | | | |
| PM | 4:00 PM | 4 | 9 | 0 | 0 | 7 | 16 | 0 | 0 | 0 | 4 | 0 | 6 | 46 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 4 | 8 | 0 | 0 | 22 | 59 | 0 | 0 | 0 | 1 | 1 | 4 | 99 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 4 | 7 | 0 | 0 | 37 | 80 | 0 | 0 | 0 | 0 | 2 | 11 | 141 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 11 | 0 | 0 | 8 | 16 | 0 | 0 | 0 | 0 | 1 | 6 | 42 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 1 | 12 | 0 | 0 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 3 | 32 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 2 | 12 | 0 | 0 | 2 | 9 | 0 | 0 | 0 | 1 | 1 | 4 | 31 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 4 | 0 | 0 | 2 | 10 | 0 | 0 | 0 | 1 | 0 | 2 | 19 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 2 | 6 | 0 | 0 | 2 | 10 | 0 | 0 | 0 | 0 | 1 | 2 | 23 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 17 | 69 | 0 | 0 | 83 | 213 | 0 | 0 | 0 | 7 | 6 | 38 | 433 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 20% | 80% | 0% | 0% | 28% | 72% | 0% | 0% | 0% | 14% | 12% | 75% | | | | | | |
| | APP/DEPART | 86 | / | 107 | 296 | / | 90 | 0 | / | 0 | 51 | / | 236 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 12 | 35 | 0 | 0 | 74 | 171 | 0 | 0 | 0 | 5 | 4 | 27 | 328 | | | | | |
| | APPROACH % | 26% | 74% | 0% | 0% | 30% | 70% | 0% | 0% | 0% | 14% | 11% | 75% | | | | | | |
| | PEAK HR FACTOR | | 0.904 | | | 0.524 | | | 0.000 | | | 0.692 | | 0.582 | | | | | |
| | APP/DEPART | 47 | / | 62 | 245 | / | 79 | 0 | / | 0 | 36 | / | 187 | 0 | | | | | |



**AimTD LLC**

TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | | |
|---|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 | |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 1 | |
| | EAST & WEST: | I-10 WB Ramps | CONTROL: | STOP W | |

| | NOTES: | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PCE Adjusted | Class | 1 | 2 | 3 | 4 | 5 | 6 | | | AM | | ▲ N | |
| | Factor | 1 | 1.5 | 2 | 3 | 2 | 2 | | | PM MD | ◄ W | | E ► |
| | | | | | | | | | | OTHER | | S | |
| | | | | | | | | | | OTHER | | ▼ | |

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 WB Ramps | | | WESTBOUND I-10 WB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL X | ET X | ER X | WL 0 | WT 1 | WR 0 | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 2 | 12 | 0 | 0 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 14 | 43 | | | | | 0 |
| | 7:15 AM | 3 | 21 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 3 | 42 | | | | | 0 |
| | 7:30 AM | 0 | 21 | 0 | 0 | 18 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | | | | | 0 |
| | 7:45 AM | 0 | 16 | 0 | 0 | 19 | 13 | 0 | 0 | 0 | 0 | 0 | 12 | 60 | | | | | 0 |
| | 8:00 AM | 0 | 16 | 0 | 0 | 11 | 23 | 0 | 0 | 0 | 0 | 3 | 18 | 70 | | | | | 0 |
| | 8:15 AM | 0 | 13 | 0 | 0 | 7 | 25 | 0 | 0 | 0 | 0 | 1 | 6 | 52 | | | | | 0 |
| | 8:30 AM | 3 | 23 | 0 | 0 | 7 | 9 | 0 | 0 | 0 | 3 | 0 | 9 | 53 | | | | | 0 |
| | 8:45 AM | 3 | 32 | 0 | 0 | 9 | 16 | 0 | 0 | 0 | 4 | 0 | 13 | 77 | | | | | 0 |
| | VOLUMES | 11 | 152 | 0 | 0 | 76 | 129 | 0 | 0 | 0 | 7 | 4 | 76 | 455 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 6% | 94% | 0% | 0% | 37% | 63% | 0% | 0% | 0% | 8% | 5% | 87% | | | | | | |
| | APP/DEPART | 163 | / | 228 | 205 | / | 83 | 0 | / | 0 | 87 | / | 144 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 65 | 0 | 0 | 55 | 81 | 0 | 0 | 0 | 0 | 4 | 37 | 241 | | | | | |
| | APPROACH % | 0% | 100% | 0% | 0% | 40% | 60% | 0% | 0% | 0% | 0% | 10% | 90% | | | | | | |
| | PEAK HR FACTOR | | 0.774 | | | 0.900 | | | 0.000 | | | 0.488 | | 0.861 | | | | | |
| | APP/DEPART | 65 | / | 102 | 135 | / | 55 | 0 | / | 0 | 41 | / | 85 | 0 | | | | | |
| PM | 4:00 PM | 4 | 11 | 0 | 0 | 12 | 23 | 0 | 0 | 0 | 7 | 0 | 10 | 67 | | | | | 0 |
| | 4:15 PM | 4 | 8 | 0 | 0 | 26 | 68 | 0 | 0 | 0 | 2 | 3 | 6 | 116 | | | | | 0 |
| | 4:30 PM | 6 | 10 | 0 | 0 | 42 | 90 | 0 | 0 | 0 | 0 | 6 | 15 | 168 | | | | | 0 |
| | 4:45 PM | 0 | 12 | 0 | 0 | 9 | 20 | 0 | 0 | 0 | 0 | 3 | 8 | 51 | | | | | 0 |
| | 5:00 PM | 1 | 23 | 0 | 0 | 5 | 14 | 0 | 0 | 0 | 0 | 0 | 4 | 46 | | | | | 0 |
| | 5:15 PM | 3 | 21 | 0 | 0 | 4 | 13 | 0 | 0 | 0 | 1 | 3 | 8 | 52 | | | | | 0 |
| | 5:30 PM | 0 | 4 | 0 | 0 | 2 | 15 | 0 | 0 | 0 | 1 | 0 | 5 | 26 | | | | | 0 |
| | 5:45 PM | 2 | 8 | 0 | 0 | 4 | 13 | 0 | 0 | 0 | 0 | 1 | 6 | 34 | | | | | 0 |
| | VOLUMES | 19 | 95 | 0 | 0 | 103 | 254 | 0 | 0 | 0 | 10 | 16 | 62 | 558 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 17% | 83% | 0% | 0% | 29% | 71% | 0% | 0% | 0% | 11% | 18% | 70% | | | | | | |
| | APP/DEPART | 114 | / | 157 | 356 | / | 113 | 0 | / | 0 | 88 | / | 289 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 14 | 40 | 0 | 0 | 88 | 201 | 0 | 0 | 0 | 8 | 12 | 39 | 401 | | | | | |
| | APPROACH % | 25% | 75% | 0% | 0% | 30% | 70% | 0% | 0% | 0% | 14% | 20% | 66% | | | | | | |
| | PEAK HR FACTOR | | 0.892 | | | 0.548 | | | 0.000 | | | 0.702 | | 0.598 | | | | | |
| | APP/DEPART | 54 | / | 79 | 288 | / | 96 | 0 | / | 0 | 59 | / | 226 | 0 | | | | | |

**SR-177**

NORTH SIDE

**I-10 WB Ramps** WEST SIDE EAST SIDE **I-10 WB Ramps**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 1 |
| | EAST & WEST: | I-10 WB Ramps | CONTROL: | STOP W |

| CLASS 1: | NOTES: |
|---|---|
| PASSENGER VEHICLES | |

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 WB Ramps | | | WESTBOUND I-10 WB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL X | ET X | ER X | WL 0 | WT 1 | WR 0 | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 6 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 9 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 7 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 10 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 21 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 10 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | 3 | 22 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 9 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 11 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 73 | 0 | 0 | 11 | 30 | 0 | 0 | 0 | 0 | 1 | 18 | 133 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 100% | 0% | 0% | 27% | 73% | 0% | 0% | 0% | 0% | 5% | 95% | | | | | | |
| | APP/DEPART | 73 | / | 91 | 41 | / | 11 | 0 | / | 0 | 19 | / | 31 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 36 | 0 | 0 | 8 | 19 | 0 | 0 | 0 | 0 | 1 | 11 | 75 | | | | | |
| | APPROACH % | 0% | 100% | 0% | 0% | 30% | 70% | 0% | 0% | 0% | 0% | 8% | 92% | | | | | | |
| | PEAK HR FACTOR | | 0.900 | | | 0.844 | | | 0.000 | | | 0.500 | | 0.852 | | | | | |
| | APP/DEPART | 36 | / | 47 | 27 | / | 8 | 0 | / | 0 | 12 | / | 20 | 0 | | | | | |
| PM | 4:00 PM | 4 | 8 | 0 | 0 | 2 | 11 | 0 | 0 | 0 | 1 | 0 | 4 | 30 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 4 | 8 | 0 | 0 | 19 | 54 | 0 | 0 | 0 | 0 | 0 | 3 | 88 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 2 | 5 | 0 | 0 | 31 | 72 | 0 | 0 | 0 | 0 | 0 | 9 | 119 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 10 | 0 | 0 | 7 | 12 | 0 | 0 | 0 | 0 | 0 | 5 | 34 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 1 | 6 | 0 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 1 | 7 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 2 | 17 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 4 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 2 | 5 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 14 | 53 | 0 | 0 | 65 | 181 | 0 | 0 | 0 | 3 | 1 | 25 | 342 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 21% | 79% | 0% | 0% | 26% | 74% | 0% | 0% | 0% | 10% | 3% | 86% | | | | | | |
| | APP/DEPART | 67 | / | 78 | 246 | / | 68 | 0 | / | 0 | 29 | / | 196 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 10 | 31 | 0 | 0 | 59 | 149 | 0 | 0 | 0 | 1 | 0 | 21 | 271 | | | | | |
| | APPROACH % | 24% | 76% | 0% | 0% | 28% | 72% | 0% | 0% | 0% | 5% | 0% | 95% | | | | | | |
| | PEAK HR FACTOR | | 0.854 | | | 0.505 | | | 0.000 | | | 0.611 | | 0.569 | | | | | |
| | APP/DEPART | 41 | / | 52 | 208 | / | 60 | 0 | / | 0 | 22 | / | 159 | 0 | | | | | |

**SR-177**

NORTH SIDE

**I-10 WB Ramps** WEST SIDE EAST SIDE **I-10 WB Ramps**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 1 |
| | EAST & WEST: | I-10 WB Ramps | CONTROL: | STOP W |

| CLASS 2: | NOTES: |
|---|---|
| 2-AXLE WORK VEHICLES/ TRUCKS | |

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 WB Ramps | | | WESTBOUND I-10 WB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL X | ET X | ER X | WL 0 | WT 1 | WR 0 | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 2 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 1 | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 25 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 14% | 86% | 0% | 0% | 50% | 50% | 0% | 0% | 0% | 0% | 0% | 100% | | | | | | |
| | APP/DEPART | 7 | / | 12 | 12 | / | 6 | 0 | / | 0 | 6 | / | 7 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 4 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 18 | | | | | |
| | APPROACH % | 0% | 100% | 0% | 0% | 63% | 38% | 0% | 0% | 0% | 0% | 0% | 100% | | | | | | |
| | PEAK HR FACTOR | | 0.500 | | | 0.400 | | | 0.000 | | | 0.750 | | 0.643 | | | | | |
| | APP/DEPART | 4 | / | 10 | 8 | / | 5 | 0 | / | 0 | 6 | / | 3 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 1 | 1 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 2 | 4 | 0 | 0 | 9 | 15 | 0 | 0 | 0 | 2 | 0 | 1 | 33 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 33% | 67% | 0% | 0% | 38% | 63% | 0% | 0% | 0% | 67% | 0% | 33% | | | | | | |
| | APP/DEPART | 6 | / | 5 | 24 | / | 11 | 0 | / | 0 | 3 | / | 17 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 1 | 2 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 23 | | | | | |
| | APPROACH % | 33% | 67% | 0% | 0% | 50% | 50% | 0% | 0% | 0% | 100% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.375 | | | 0.500 | | | 0.000 | | | 0.500 | | 0.523 | | | | | |
| | APP/DEPART | 3 | / | 2 | 18 | / | 11 | 0 | / | 0 | 2 | / | 10 | 0 | | | | | |

**SR-177**

NORTH SIDE

**I-10 WB Ramps** WEST SIDE EAST SIDE **I-10 WB Ramps**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 1 |
| | EAST & WEST: | I-10 WB Ramps | CONTROL: | STOP W |

| CLASS 3: | NOTES: |
|---|---|
| 3-AXLE TRUCKS | |

AM / PM / MD / OTHER / OTHER

▲ N ▼ S ◄ W E ►

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 WB Ramps | | | WESTBOUND I-10 WB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL X | ET X | ER X | WL 0 | WT 1 | WR 0 | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 13 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 29% | 0% | 71% | | | | | | |
| | APP/DEPART | 5 | / | 10 | 1 | / | 3 | 0 | / | 0 | 7 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | | | | | |
| | APPROACH % | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | | | | | | |
| | PEAK HR FACTOR | | 0.500 | | | 0.000 | | | 0.000 | | | 0.250 | | 0.417 | | | | | |
| | APP/DEPART | 4 | / | 5 | 0 | / | 0 | 0 | / | 0 | 1 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 100% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | | | | | | |
| | APP/DEPART | 1 | / | 0 | 3 | / | 5 | 0 | / | 0 | 2 | / | 1 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | | | | | |
| | APPROACH % | 100% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.250 | | | 0.375 | | | 0.000 | | | 0.250 | | 0.375 | | | | | |
| | APP/DEPART | 1 | / | 0 | 3 | / | 5 | 0 | / | 0 | 2 | / | 1 | 0 | | | | | |

**SR-177**

NORTH SIDE

**I-10 WB Ramps** WEST SIDE EAST SIDE **I-10 WB Ramps**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 1 |
| | EAST & WEST: | I-10 WB Ramps | CONTROL: | STOP W |

| CLASS 4: | NOTES: |
|---|---|
| 4 OR MORE AXLE TRUCKS | |

AM
PM
MD
OTHER
OTHER

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S ▼

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 WB Ramps | | | WESTBOUND I-10 WB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL X | ET X | ER X | WL 0 | WT 1 | WR 0 | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 1 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 3 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 1 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 1 | 3 | 13 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 1 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 1 | 7 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 3 | 20 | 0 | 0 | 18 | 30 | 0 | 0 | 0 | 1 | 1 | 13 | 86 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 13% | 87% | 0% | 0% | 38% | 63% | 0% | 0% | 0% | 7% | 7% | 87% | | | | | | |
| | APP/DEPART | 23 | / | 33 | 48 | / | 19 | 0 | / | 0 | 15 | / | 34 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 5 | 0 | 0 | 13 | 19 | 0 | 0 | 0 | 0 | 1 | 5 | 43 | | | | | |
| | APPROACH % | 0% | 100% | 0% | 0% | 41% | 59% | 0% | 0% | 0% | 0% | 17% | 83% | | | | | | |
| | PEAK HR FACTOR | | 0.417 | | | 0.889 | | | 0.000 | | | 0.375 | | 0.827 | | | | | |
| | APP/DEPART | 5 | / | 10 | 32 | / | 13 | 0 | / | 0 | 6 | / | 20 | 0 | | | | | |
| PM | 4:00 PM | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 2 | 2 | 10 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 9 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 12 | 0 | 0 | 6 | 16 | 0 | 0 | 0 | 0 | 5 | 11 | 50 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 100% | 0% | 0% | 27% | 73% | 0% | 0% | 0% | 0% | 31% | 69% | | | | | | |
| | APP/DEPART | 12 | / | 23 | 22 | / | 6 | 0 | / | 0 | 16 | / | 21 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 2 | 0 | 0 | 3 | 12 | 0 | 0 | 0 | 0 | 4 | 6 | 27 | | | | | |
| | APPROACH % | 0% | 100% | 0% | 0% | 20% | 80% | 0% | 0% | 0% | 0% | 40% | 60% | | | | | | |
| | PEAK HR FACTOR | | 0.500 | | | 0.750 | | | 0.000 | | | 0.625 | | 0.675 | | | | | |
| | APP/DEPART | 2 | / | 8 | 15 | / | 3 | 0 | / | 0 | 10 | / | 16 | 0 | | | | | |

**SR-177**

NORTH SIDE

**I-10 WB Ramps** WEST SIDE EAST SIDE **I-10 WB Ramps**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 1 |
| | EAST & WEST: | I-10 WB Ramps | CONTROL: | STOP W |

| CLASS 5: | NOTES: |
|---|---|
| RV | |

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 WB Ramps | | | WESTBOUND I-10 WB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL X | ET X | ER X | WL 0 | WT 1 | WR 0 | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 100% | | | | | | |
| | APP/DEPART | 0 | / | 1 | 1 | / | 0 | 0 | / | 0 | 1 | / | 1 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.250 | | | 0.000 | | | 0.000 | | 0.250 | | | | | |
| | APP/DEPART | 0 | / | 0 | 1 | / | 0 | 0 | / | 0 | 0 | / | 1 | 0 | | | | | |

**SR-177**

NORTH SIDE

**I-10 WB Ramps** WEST SIDE EAST SIDE **I-10 WB Ramps**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

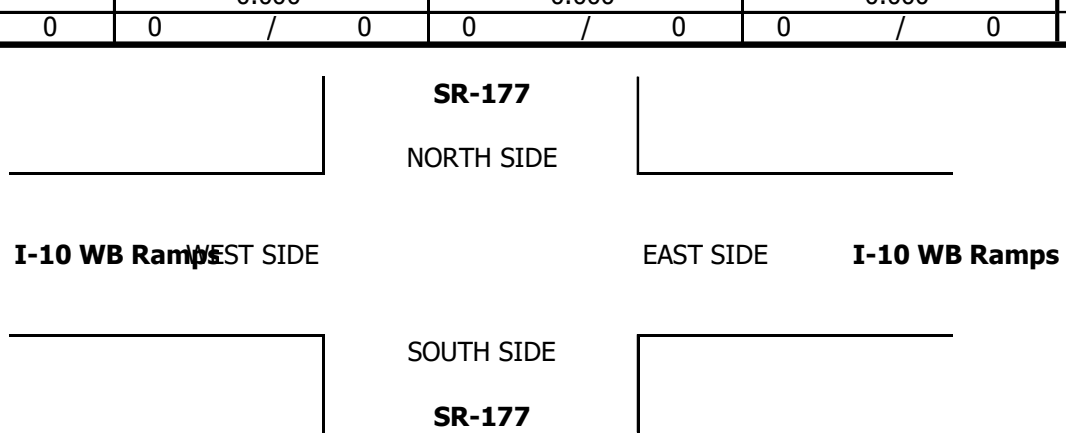
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 1 |
| | EAST & WEST: | I-10 WB Ramps | CONTROL: | STOP W |

| CLASS 6: | NOTES: |
|---|---|
| BUSES | |

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 WB Ramps | | | WESTBOUND I-10 WB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL X | ET X | ER X | WL 0 | WT 1 | WR 0 | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |



## INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | | |
|---|---|---|---|---|---|
| Tue, Oct 4, 22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| | NORTH & SOUTH: | SR-177 | LOCATION #: | 2 |
| | EAST & WEST: | Ragsdale | CONTROL: | STOP E/W |

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Ragsdale | | | WESTBOUND Ragsdale | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 0 | ET 1 | ER 0 | WL 0 | WT 1 | WR 0 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 4 | 7 | 3 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 2 | 16 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 2 | 12 | 1 | 0 | 8 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 6 | 10 | 1 | 1 | 8 | 2 | 1 | 0 | 4 | 2 | 0 | 0 | 35 | 1 | 1 | 0 | 0 | 2 |
| | 8:00 AM | 6 | 18 | 0 | 0 | 12 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 1 | 12 | 0 | 0 | 12 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 19 | 0 | 0 | 6 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 5 | 14 | 3 | 0 | 9 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 26 | 108 | 8 | 1 | 67 | 5 | 6 | 0 | 23 | 6 | 0 | 0 | 250 | 1 | 1 | 0 | 0 | 2 |
| | APPROACH % | 18% | 76% | 6% | 1% | 92% | 7% | 21% | 0% | 79% | 100% | 0% | 0% | | | | | | |
| | APP/DEPART | 142 | / | 115 | 73 | / | 97 | 29 | / | 8 | 6 | / | 30 | 0 | | | | | |
| | BEGIN PEAK HR | | 8:00 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 12 | 63 | 3 | 0 | 39 | 3 | 3 | 0 | 11 | 3 | 0 | 0 | 137 | | | | | |
| | APPROACH % | 15% | 81% | 4% | 0% | 93% | 7% | 21% | 0% | 79% | 100% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.813 | | | 0.808 | | | 0.875 | | | 0.375 | | 0.878 | | | | | |
| | APP/DEPART | 78 | / | 66 | 42 | / | 53 | 14 | / | 3 | 3 | / | 15 | 0 | | | | | |
| PM | 4:00 PM | 2 | 15 | 0 | 0 | 21 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 43 | 1 | 0 | 0 | 0 | 1 |
| | 4:15 PM | 0 | 10 | 0 | 0 | 84 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 98 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 3 | 14 | 1 | 0 | 110 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 133 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 1 | 16 | 0 | 0 | 19 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 4 | 9 | 1 | 0 | 14 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 1 |
| | 5:15 PM | 3 | 14 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 1 | 5 | 0 | 1 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 1 | 5 | 1 | 0 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 15 | 88 | 3 | 1 | 278 | 4 | 4 | 0 | 11 | 4 | 0 | 1 | 409 | 2 | 0 | 0 | 0 | 2 |
| | APPROACH % | 14% | 83% | 3% | 0% | 98% | 1% | 27% | 0% | 73% | 80% | 0% | 20% | | | | | | |
| | APP/DEPART | 106 | / | 93 | 283 | / | 295 | 15 | / | 4 | 5 | / | 17 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 6 | 55 | 1 | 0 | 234 | 4 | 2 | 0 | 8 | 2 | 0 | 1 | 313 | | | | | |
| | APPROACH % | 10% | 89% | 2% | 0% | 98% | 2% | 20% | 0% | 80% | 67% | 0% | 33% | | | | | | |
| | PEAK HR FACTOR | | 0.861 | | | 0.531 | | | 0.833 | | | 0.750 | | 0.588 | | | | | |
| | APP/DEPART | 62 | / | 58 | 238 | / | 245 | 10 | / | 1 | 3 | / | 9 | 0 | | | | | |

**SR-177**

NORTH SIDE

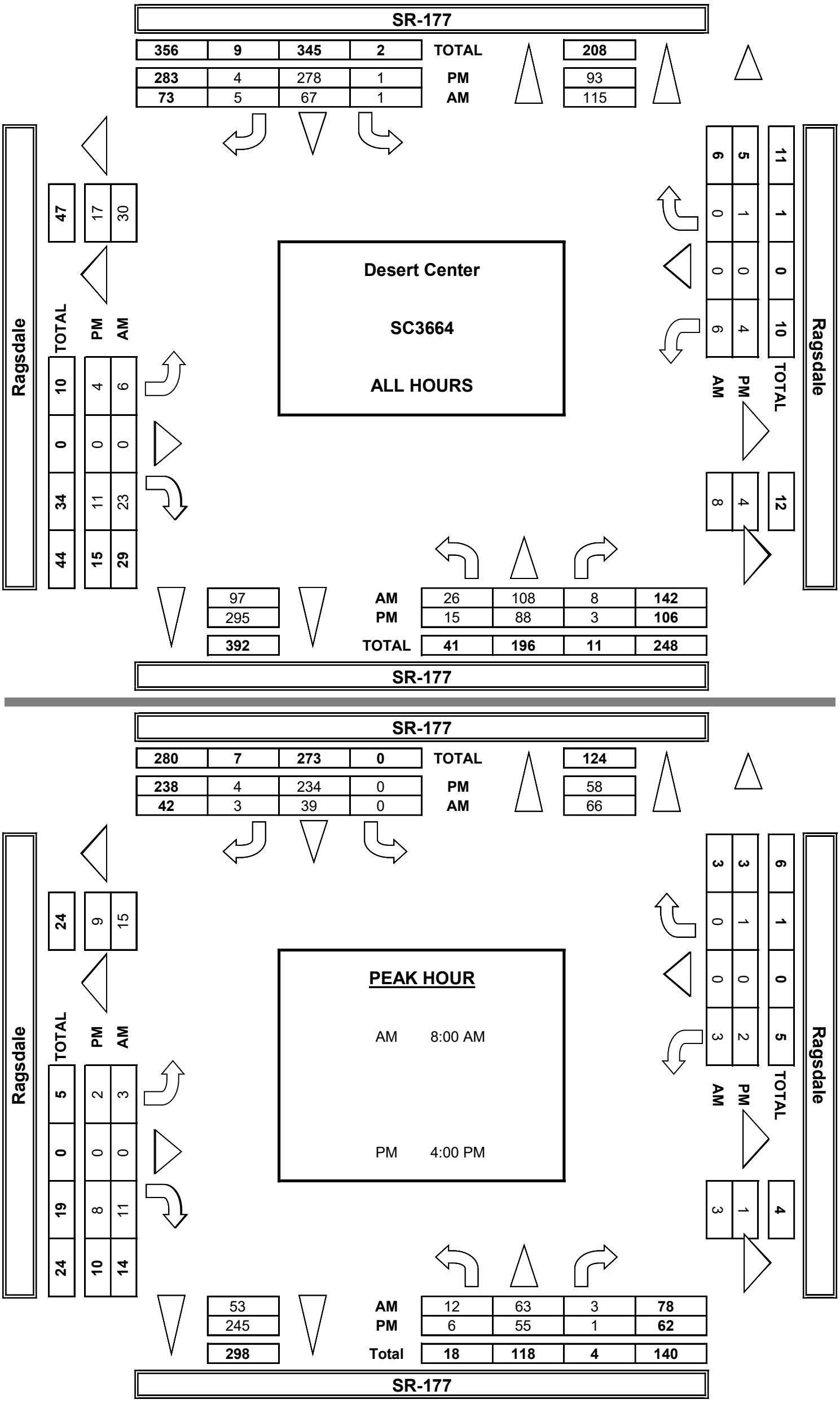
**Ragsdale** WEST SIDE EAST SIDE **Ragsdale**

SOUTH SIDE

**SR-177**

**AimTD LLC**

TURNING MOVEMENT COUNTS



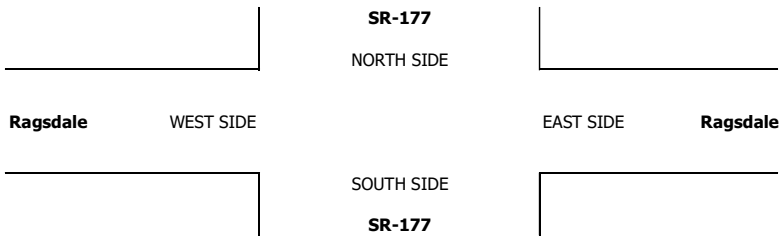
# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | | |
|---|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 | |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 2 | |
| | EAST & WEST: | Ragsdale | CONTROL: | STOP E/W | |

| | NOTES: | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PCE | Class | 1 | 2 | 3 | 4 | 5 | 6 | | | AM | | ▲ N | |
| Adjusted | Factor | 1 | 1.5 | 2 | 3 | 2 | 2 | | | PM | | | |
| | | | | | | | | | | MD | ◄ W | | E ► |
| | | | | | | | | | | OTHER | | S | |
| | | | | | | | | | | OTHER | | ▼ | |

| | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Ragsdale | | | WESTBOUND Ragsdale | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 0 | ET 1 | ER 0 | WL 0 | WT 1 | WR 0 | TOTAL | NB | SB | EB | WB | TTL |
| AM 7:00 AM | 8 | 9 | 9 | 0 | 9 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 41 | | | | | 0 |
| 7:15 AM | 4 | 20 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 37 | | | | | 0 |
| 7:30 AM | 6 | 14 | 3 | 0 | 13 | 0 | 2 | 0 | 15 | 0 | 0 | 0 | 52 | | | | | 0 |
| 7:45 AM | 10 | 15 | 3 | 1 | 14 | 2 | 3 | 0 | 9 | 6 | 0 | 0 | 62 | | | | | 0 |
| 8:00 AM | 13 | 21 | 0 | 0 | 25 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 67 | | | | | 0 |
| 8:15 AM | 1 | 13 | 0 | 0 | 19 | 1 | 0 | 0 | 12 | 2 | 0 | 0 | 47 | | | | | 0 |
| 8:30 AM | 0 | 30 | 0 | 0 | 9 | 1 | 1 | 0 | 3 | 4 | 0 | 0 | 47 | | | | | 0 |
| 8:45 AM | 9 | 24 | 9 | 0 | 20 | 1 | 4 | 0 | 6 | 0 | 0 | 0 | 73 | | | | | 0 |
| VOLUMES | 51 | 144 | 24 | 1 | 119 | 5 | 13 | 0 | 55 | 15 | 0 | 0 | 425 | 0 | 0 | 0 | 0 | 0 |
| APPROACH % | 23% | 66% | 11% | 1% | 95% | 4% | 19% | 0% | 81% | 100% | 0% | 0% | | | | | | |
| APP/DEPART | 218 | / | 156 | 125 | / | 188 | 67 | / | 25 | 15 | / | 56 | 0 | | | | | |
| BEGIN PEAK HR | 8:00 AM | | | | | | | | | | | | | | | | | |
| VOLUMES | 23 | 87 | 9 | 0 | 72 | 3 | 5 | 0 | 30 | 6 | 0 | 0 | 234 | | | | | |
| APPROACH % | 19% | 73% | 8% | 0% | 96% | 4% | 14% | 0% | 86% | 100% | 0% | 0% | | | | | | |
| PEAK HR FACTOR | 0.705 | | | 0.760 | | | 0.729 | | | 0.344 | | | 0.805 | | | | | |
| APP/DEPART | 119 | / | 92 | 75 | / | 107 | 35 | / | 9 | 6 | / | 26 | 0 | | | | | |
| PM 4:00 PM | 6 | 19 | 0 | 0 | 29 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 61 | | | | | 0 |
| 4:15 PM | 0 | 12 | 0 | 0 | 94 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 113 | | | | | 0 |
| 4:30 PM | 5 | 15 | 3 | 0 | 123 | 3 | 0 | 0 | 4 | 1 | 0 | 0 | 154 | | | | | 0 |
| 4:45 PM | 3 | 17 | 0 | 0 | 21 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 46 | | | | | 0 |
| 5:00 PM | 9 | 11 | 1 | 0 | 16 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 43 | | | | | 0 |
| 5:15 PM | 9 | 21 | 0 | 0 | 11 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 45 | | | | | 0 |
| 5:30 PM | 3 | 6 | 0 | 1 | 14 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 26 | | | | | 0 |
| 5:45 PM | 3 | 5 | 1 | 0 | 13 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 25 | | | | | 0 |
| VOLUMES | 38 | 104 | 5 | 1 | 319 | 5 | 6 | 0 | 25 | 6 | 0 | 3 | 512 | 0 | 0 | 0 | 0 | 0 |
| APPROACH % | 26% | 71% | 3% | 0% | 98% | 2% | 18% | 0% | 82% | 67% | 0% | 33% | | | | | | |
| APP/DEPART | 147 | / | 113 | 325 | / | 350 | 31 | / | 6 | 9 | / | 43 | 0 | | | | | |
| BEGIN PEAK HR | 4:00 PM | | | | | | | | | | | | | | | | | |
| VOLUMES | 14 | 62 | 3 | 0 | 266 | 5 | 2 | 0 | 16 | 2 | 0 | 3 | 373 | | | | | |
| APPROACH % | 18% | 78% | 4% | 0% | 98% | 2% | 11% | 0% | 89% | 40% | 0% | 60% | | | | | | |
| PEAK HR FACTOR | 0.790 | | | 0.538 | | | 0.750 | | | 0.417 | | | 0.607 | | | | | |
| APP/DEPART | 79 | / | 67 | 271 | / | 284 | 18 | / | 3 | 5 | / | 19 | 0 | | | | | |



# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 2 |
| | EAST & WEST: | Ragsdale | CONTROL: | STOP E/W |

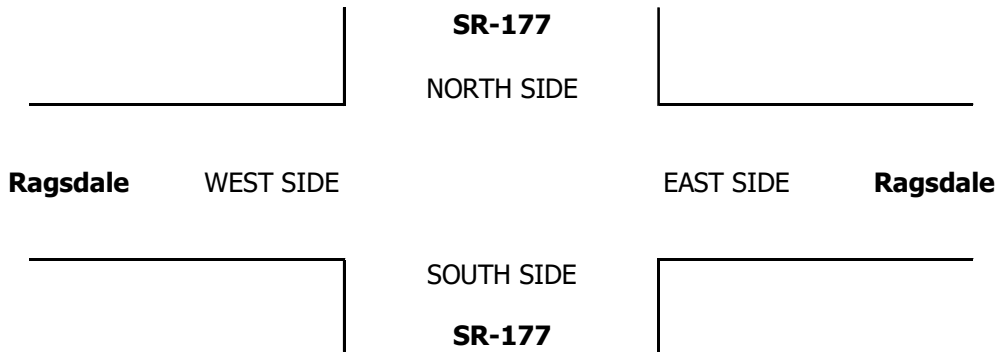
| CLASS 1: | NOTES: |
|---|---|
| PASSENGER VEHICLES | |

AM / PM / MD / OTHER / OTHER

◄ W E ► N ▲ S ▼

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Ragsdale | | | WESTBOUND Ragsdale | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 0 | ET 1 | ER 0 | WL 0 | WT 1 | WR 0 | TOTAL |
| AM | 7:00 AM | 2 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 7:15 AM | 1 | 13 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 18 |
| | 7:30 AM | 0 | 8 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 7:45 AM | 3 | 6 | 0 | 1 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 18 |
| | 8:00 AM | 2 | 14 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 8:15 AM | 1 | 11 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 8:30 AM | 0 | 11 | 0 | 0 | 4 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 19 |
| | 8:45 AM | 3 | 9 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| | VOLUMES | 12 | 78 | 0 | 1 | 35 | 5 | 2 | 0 | 3 | 1 | 0 | 0 | 137 |
| | APPROACH % | 13% | 87% | 0% | 2% | 85% | 12% | 40% | 0% | 60% | 100% | 0% | 0% | |
| | APP/DEPART | 90 | / | 81 | 41 | / | 40 | 5 | / | 0 | 1 | / | 16 | 0 |
| | BEGIN PEAK HR | | 8:00 AM | | | | | | | | | | | |
| | VOLUMES | 6 | 45 | 0 | 0 | 19 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 77 |
| | APPROACH % | 12% | 88% | 0% | 0% | 86% | 14% | 67% | 0% | 33% | 100% | 0% | 0% | |
| | PEAK HR FACTOR | | 0.797 | | | 0.688 | | | 0.375 | | | 0.250 | | 0.917 |
| | APP/DEPART | 51 | / | 47 | 22 | / | 21 | 3 | / | 0 | 1 | / | 9 | 0 |
| PM | 4:00 PM | 0 | 13 | 0 | 0 | 14 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 31 |
| | 4:15 PM | 0 | 9 | 0 | 0 | 76 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 87 |
| | 4:30 PM | 2 | 13 | 0 | 0 | 96 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 114 |
| | 4:45 PM | 0 | 15 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 32 |
| | 5:00 PM | 1 | 8 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 22 |
| | 5:15 PM | 0 | 10 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 5:30 PM | 0 | 4 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 5:45 PM | 0 | 5 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | VOLUMES | 3 | 77 | 2 | 1 | 237 | 3 | 2 | 0 | 3 | 3 | 0 | 0 | 331 |
| | APPROACH % | 4% | 94% | 2% | 0% | 98% | 1% | 40% | 0% | 60% | 100% | 0% | 0% | |
| | APP/DEPART | 82 | / | 79 | 241 | / | 244 | 5 | / | 3 | 3 | / | 5 | 0 |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | |
| | VOLUMES | 2 | 50 | 0 | 0 | 202 | 3 | 2 | 0 | 3 | 2 | 0 | 0 | 264 |
| | APPROACH % | 4% | 96% | 0% | 0% | 99% | 1% | 40% | 0% | 60% | 100% | 0% | 0% | |
| | PEAK HR FACTOR | | 0.867 | | | 0.528 | | | 0.625 | | | 0.500 | | 0.579 |
| | APP/DEPART | 52 | / | 52 | 205 | / | 207 | 5 | / | 0 | 2 | / | 5 | 0 |

| U-TURNS | | | | |
|---|---|---|---|---|
| NB | SB | EB | WB | TTL |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0 | 2 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | 0 | 0 | 2 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 1 |



# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 2 |
| | EAST & WEST: | Ragsdale | CONTROL: | STOP E/W |

| CLASS 2: | NOTES: |
|---|---|
| 2-AXLE WORK VEHICLES/ TRUCKS | |

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| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Ragsdale | | | WESTBOUND Ragsdale | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 0 | ET 1 | ER 0 | WL 0 | WT 1 | WR 0 | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 1 | 11 | 0 | 0 | 8 | 0 | 1 | 0 | 5 | 1 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 8% | 92% | 0% | 0% | 100% | 0% | 17% | 0% | 83% | 100% | 0% | 0% | | | | | | |
| | APP/DEPART | 12 | / | 12 | 8 | / | 14 | 6 | / | 0 | 1 | / | 1 | 0 | | | | | |
| | BEGIN PEAK HR | | 8:00 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | | | | | |
| | APPROACH % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.417 | | | 0.625 | | | 0.000 | | | 0.250 | | 0.688 | | | | | |
| | APP/DEPART | 5 | / | 5 | 5 | / | 6 | 0 | / | 0 | 1 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 4 | 0 | 0 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 100% | 0% | 0% | 100% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 4 | / | 5 | 26 | / | 26 | 1 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 2 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | | | | | |
| | APPROACH % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.500 | | | 0.500 | | | 0.000 | | | 0.000 | | 0.500 | | | | | |
| | APP/DEPART | 2 | / | 2 | 20 | / | 20 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |

**SR-177**

NORTH SIDE

**Ragsdale** WEST SIDE EAST SIDE **Ragsdale**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

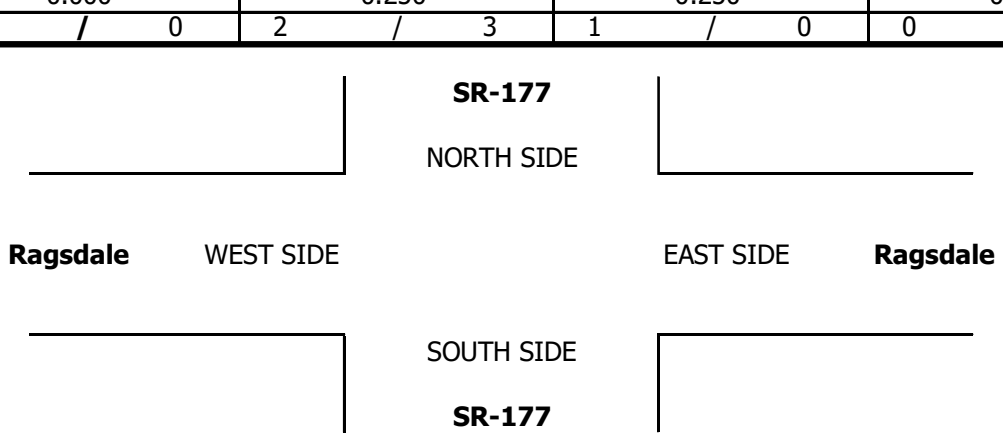
| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 2 |
| | EAST & WEST: | Ragsdale | CONTROL: | STOP E/W |

| CLASS 3: | NOTES: |
|---|---|
| 3-AXLE TRUCKS | |

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

| | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Ragsdale | | | WESTBOUND Ragsdale | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 0 | ET 1 | ER 0 | WL 0 | WT 1 | WR 0 | TOTAL | NB | SB | EB | WB | TTL |
| AM 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLUMES | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 |
| APPROACH % | 20% | 80% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | | | | | | |
| APP/DEPART | 10 | / | 8 | 0 | / | 1 | 1 | / | 0 | 0 | / | 2 | 0 | | | | | |
| BEGIN PEAK HR | | 8:00 AM | | | | | | | | | | | | | | | | |
| VOLUMES | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | | | | | |
| APPROACH % | 17% | 83% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | | | | | | |
| PEAK HR FACTOR | | 0.375 | | | 0.000 | | | 0.250 | | | 0.000 | | 0.350 | | | | | |
| APP/DEPART | 6 | / | 5 | 0 | / | 1 | 1 | / | 0 | 0 | / | 1 | 0 | | | | | |
| PM 4:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VOLUMES | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| APPROACH % | 0% | 0% | 0% | 0% | 100% | 0% | 50% | 0% | 50% | 0% | 0% | 0% | | | | | | |
| APP/DEPART | 0 | / | 1 | 2 | / | 3 | 2 | / | 0 | 0 | / | 0 | 0 | | | | | |
| BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| VOLUMES | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | | | | | |
| APPROACH % | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | | | | | | |
| PEAK HR FACTOR | | 0.000 | | | 0.250 | | | 0.250 | | | 0.000 | | 0.375 | | | | | |
| APP/DEPART | 0 | / | 0 | 2 | / | 3 | 1 | / | 0 | 0 | / | 0 | 0 | | | | | |



# INTERSECTION TURNING MOVEMENT COUNTS

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

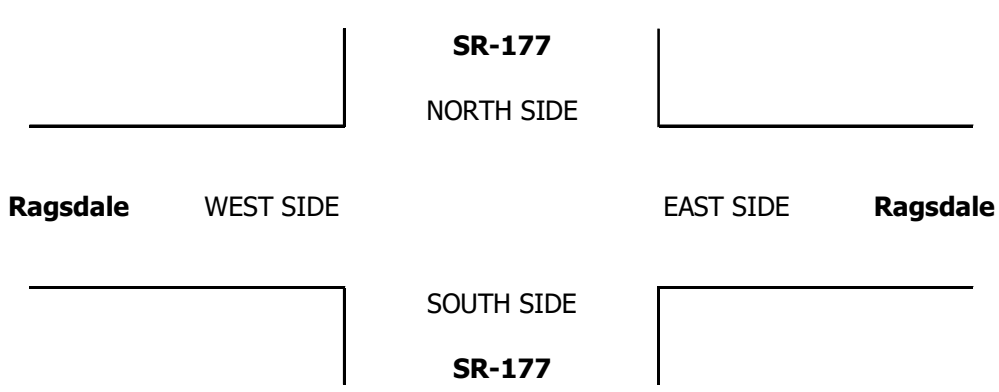
| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 2 |
| | EAST & WEST: | Ragsdale | CONTROL: | STOP E/W |

| CLASS 4: | NOTES: |
|---|---|
| 4 OR MORE AXLE TRUCKS | |

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Ragsdale | | | WESTBOUND Ragsdale | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 0 | ET 1 | ER 0 | WL 0 | WT 1 | WR 0 | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 2 | 5 | 3 | 0 | 5 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 11 | 11 | 8 | 0 | 24 | 0 | 3 | 0 | 14 | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 37% | 37% | 27% | 0% | 100% | 0% | 18% | 0% | 82% | 100% | 0% | 0% | | | | | | |
| | APP/DEPART | 30 | / | 14 | 24 | / | 42 | 17 | / | 8 | 4 | / | 11 | 0 | | | | | |
| | BEGIN PEAK HR | | 8:00 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 5 | 8 | 3 | 0 | 15 | 0 | 1 | 0 | 9 | 1 | 0 | 0 | 42 | | | | | |
| | APPROACH % | 31% | 50% | 19% | 0% | 100% | 0% | 10% | 0% | 90% | 100% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.400 | | | 0.625 | | | 0.625 | | | 0.250 | | 0.583 | | | | | |
| | APP/DEPART | 16 | / | 9 | 15 | / | 25 | 10 | / | 3 | 1 | / | 5 | 0 | | | | | |
| PM | 4:00 PM | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 |
| | 4:15 PM | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 11 | 7 | 1 | 0 | 13 | 0 | 0 | 0 | 6 | 1 | 0 | 1 | 40 | 1 | 0 | 0 | 0 | 1 |
| | APPROACH % | 58% | 37% | 5% | 0% | 100% | 0% | 0% | 0% | 100% | 50% | 0% | 50% | | | | | | |
| | APP/DEPART | 19 | / | 8 | 13 | / | 21 | 6 | / | 1 | 2 | / | 10 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 3 | 3 | 1 | 0 | 10 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 22 | | | | | |
| | APPROACH % | 38% | 38% | 13% | 0% | 100% | 0% | 0% | 0% | 100% | 0% | 0% | 100% | | | | | | |
| | PEAK HR FACTOR | | 0.500 | | | 0.625 | | | 0.750 | | | 0.250 | | 0.786 | | | | | |
| | APP/DEPART | 8 | / | 4 | 10 | / | 14 | 3 | / | 1 | 1 | / | 3 | 0 | | | | | |



# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 2 |
| | EAST & WEST: | Ragsdale | CONTROL: | STOP E/W |

| CLASS 5: | NOTES: |
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| RV | |

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MD
OTHER
OTHER

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| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Ragsdale | | | WESTBOUND Ragsdale | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 0 | ET 1 | ER 0 | WL 0 | WT 1 | WR 0 | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 8:00 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 100% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 1 | / | 0 | 1 | / | 1 | 1 | / | 0 | 0 | / | 2 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.250 | | | 0.250 | | | 0.000 | | 0.500 | | | | | |
| | APP/DEPART | 0 | / | 0 | 1 | / | 1 | 1 | / | 0 | 0 | / | 1 | 0 | | | | | |

**SR-177**

NORTH SIDE

**Ragsdale** WEST SIDE EAST SIDE **Ragsdale**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 2 |
| | EAST & WEST: | Ragsdale | CONTROL: | STOP E/W |

| CLASS 6: | NOTES: |
|---|---|
| BUSES | |

AM / PM / MD / OTHER / OTHER

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| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Ragsdale | | | WESTBOUND Ragsdale | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB | TTL |
| | LANES: | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | | | | | | |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 8:00 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |

**SR-177**

NORTH SIDE

**Ragsdale** WEST SIDE EAST SIDE **Ragsdale**

SOUTH SIDE

**SR-177**

**INTERSECTION TURNING MOVEMENT COUNTS**

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

DATE: Tue, Oct 4, 22

LOCATION: Desert Center
NORTH & SOUTH: SR-177
EAST & WEST: Kaiser

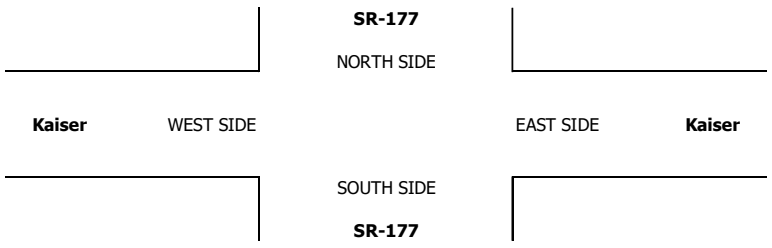
PROJECT #: SC3664
LOCATION #: 3
CONTROL: STOP E

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

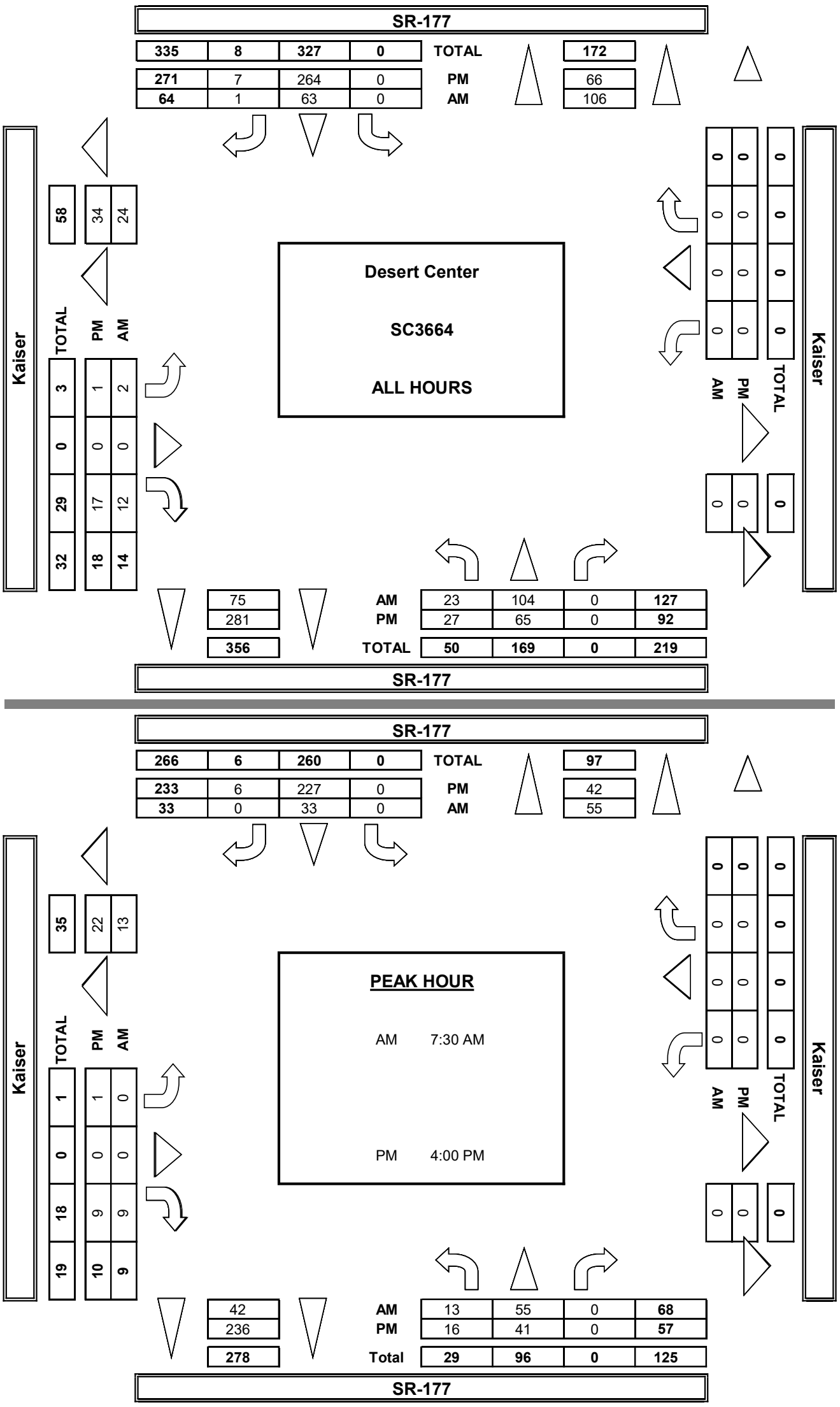
☑ Add U-Turns to Left Turns

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Kaiser | | | WESTBOUND Kaiser | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL 0 | ET X | ER 0 | WL X | WT X | WR X | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 3 | 8 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 2 | 15 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 3 | 16 | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 2 | 10 | 0 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 4 | 15 | 0 | 0 | 10 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 2 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 5 | 15 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 2 | 15 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 23 | 104 | 0 | 0 | 63 | 1 | 2 | 0 | 12 | 0 | 0 | 0 | 205 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 18% | 82% | 0% | 0% | 98% | 2% | 14% | 0% | 86% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 127 | / | 106 | 64 | / | 75 | 14 | / | 0 | 0 | / | 24 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 13 | 55 | 0 | 0 | 33 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 110 | | | | | |
| | APPROACH % | 19% | 81% | 0% | 0% | 100% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.850 | | | 0.825 | | | 0.750 | | | 0.000 | | 0.887 | | | | | |
| | APP/DEPART | 68 | / | 55 | 33 | / | 42 | 9 | / | 0 | 0 | / | 13 | 0 | | | | | |
| PM | 4:00 PM | 2 | 13 | 0 | 0 | 19 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 4 | 7 | 0 | 0 | 82 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 6 | 8 | 0 | 0 | 109 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 4 | 13 | 0 | 0 | 17 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 2 | 8 | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 5 | 10 | 0 | 0 | 7 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 1 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 3 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 27 | 65 | 0 | 0 | 264 | 7 | 1 | 0 | 17 | 0 | 0 | 0 | 381 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 29% | 71% | 0% | 0% | 97% | 3% | 6% | 0% | 94% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 92 | / | 66 | 271 | / | 281 | 18 | / | 0 | 0 | / | 34 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 16 | 41 | 0 | 0 | 227 | 6 | 1 | 0 | 9 | 0 | 0 | 0 | 300 | | | | | |
| | APPROACH % | 28% | 72% | 0% | 0% | 97% | 3% | 10% | 0% | 90% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.838 | | | 0.534 | | | 0.833 | | | 0.000 | | 0.595 | | | | | |
| | APP/DEPART | 57 | / | 42 | 233 | / | 236 | 10 | / | 0 | 0 | / | 22 | 0 | | | | | |



**AimTD LLC**

TURNING MOVEMENT COUNTS



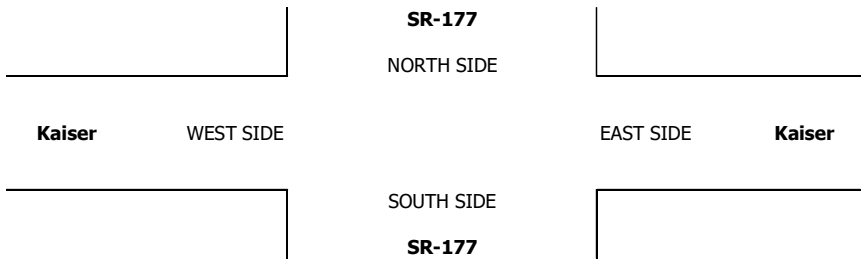
## INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | LOCATION: | Desert Center | PROJECT #: | SC3664 |
|---|---|---|---|---|
| 10/4/22 | NORTH & SOUTH: | SR-177 | LOCATION #: | 3 |
| TUESDAY | EAST & WEST: | Kaiser | CONTROL: | STOP E |

| PCE Adjusted | NOTES: | | | | | | | | | AM / PM / MD / OTHER / OTHER | ◄ W | ▲ N / S ▼ | E ► |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Class | 1 | 2 | 3 | 4 | 5 | 6 | | | | | | |
| | Factor | 1 | 1.5 | 2 | 3 | 2 | 2 | | | | | | |

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Kaiser | | | WESTBOUND Kaiser | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL 0 | ET X | ER 0 | WL X | WT X | WR X | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 3 | 17 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 30 | | | | | 0 |
| | 7:15 AM | 2 | 20 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 34 | | | | | 0 |
| | 7:30 AM | 5 | 27 | 0 | 0 | 15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 52 | | | | | 0 |
| | 7:45 AM | 3 | 16 | 0 | 0 | 15 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 36 | | | | | 0 |
| | 8:00 AM | 4 | 20 | 0 | 0 | 21 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 48 | | | | | 0 |
| | 8:15 AM | 3 | 10 | 0 | 0 | 18 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 33 | | | | | 0 |
| | 8:30 AM | 10 | 22 | 0 | 0 | 11 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 45 | | | | | 0 |
| | 8:45 AM | 4 | 26 | 0 | 0 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 46 | | | | | 0 |
| | VOLUMES | 33 | 157 | 0 | 0 | 113 | 1 | 6 | 0 | 15 | 0 | 0 | 0 | 324 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 17% | 83% | 0% | 0% | 99% | 1% | 29% | 0% | 71% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 189 | / | 163 | 114 | / | 128 | 21 | / | 0 | 0 | / | 34 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 14 | 73 | 0 | 0 | 68 | 1 | 6 | 0 | 8 | 0 | 0 | 0 | 169 | | | | | |
| | APPROACH % | 16% | 84% | 0% | 0% | 99% | 1% | 43% | 0% | 57% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.687 | | | 0.835 | | | 0.583 | | | 0.000 | | 0.813 | | | | | |
| | APP/DEPART | 87 | / | 79 | 69 | / | 76 | 14 | / | 0 | 0 | / | 15 | 0 | | | | | |
| PM | 4:00 PM | 2 | 17 | 0 | 0 | 25 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 49 | | | | | 0 |
| | 4:15 PM | 6 | 9 | 0 | 0 | 91 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 112 | | | | | 0 |
| | 4:30 PM | 7 | 8 | 0 | 0 | 123 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 141 | | | | | 0 |
| | 4:45 PM | 4 | 14 | 0 | 0 | 20 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 41 | | | | | 0 |
| | 5:00 PM | 2 | 12 | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 29 | | | | | 0 |
| | 5:15 PM | 5 | 17 | 0 | 0 | 10 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 35 | | | | | 0 |
| | 5:30 PM | 1 | 4 | 0 | 0 | 12 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 18 | | | | | 0 |
| | 5:45 PM | 3 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 | | | | | 0 |
| | VOLUMES | 30 | 83 | 0 | 0 | 305 | 7 | 1 | 0 | 18 | 0 | 0 | 0 | 443 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 26% | 74% | 0% | 0% | 98% | 2% | 5% | 0% | 95% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 112 | / | 84 | 312 | / | 323 | 19 | / | 0 | 0 | / | 37 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 19 | 48 | 0 | 0 | 259 | 6 | 1 | 0 | 10 | 0 | 0 | 0 | 342 | | | | | |
| | APPROACH % | 28% | 72% | 0% | 0% | 98% | 2% | 9% | 0% | 91% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.868 | | | 0.538 | | | 0.786 | | | 0.000 | | 0.608 | | | | | |
| | APP/DEPART | 66 | / | 49 | 265 | / | 269 | 11 | / | 0 | 0 | / | 25 | 0 | | | | | |



# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 3 |
| | EAST & WEST: | Kaiser | CONTROL: | STOP E |

| CLASS 1: | NOTES: |
|---|---|
| PASSENGER VEHICLES | |

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| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Kaiser | | | WESTBOUND Kaiser | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL 0 | ET X | ER 0 | WL X | WT X | WR X | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 3 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 2 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 1 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 1 | 5 | 0 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 4 | 10 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 1 | 10 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 1 | 9 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 13 | 66 | 0 | 0 | 32 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 16% | 84% | 0% | 0% | 97% | 3% | 0% | 0% | 100% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 79 | / | 66 | 33 | / | 42 | 10 | / | 0 | 0 | / | 14 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 7 | 32 | 0 | 0 | 21 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 66 | | | | | |
| | APPROACH % | 18% | 82% | 0% | 0% | 95% | 5% | 0% | 0% | 100% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.696 | | | 0.786 | | | 0.417 | | | 0.000 | | 0.868 | | | | | |
| | APP/DEPART | 39 | / | 32 | 22 | / | 26 | 5 | / | 0 | 0 | / | 8 | 0 | | | | | |
| PM | 4:00 PM | 2 | 11 | 0 | 0 | 14 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 3 | 6 | 0 | 0 | 74 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 5 | 8 | 0 | 0 | 94 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 110 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 4 | 12 | 0 | 0 | 14 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 2 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 5 | 6 | 0 | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 1 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 3 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 25 | 53 | 0 | 0 | 224 | 7 | 1 | 0 | 15 | 0 | 0 | 0 | 325 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 32% | 68% | 0% | 0% | 97% | 3% | 6% | 0% | 94% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 78 | / | 54 | 231 | / | 239 | 16 | / | 0 | 0 | / | 32 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 14 | 37 | 0 | 0 | 196 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 261 | | | | | |
| | APPROACH % | 27% | 73% | 0% | 0% | 97% | 3% | 13% | 0% | 88% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.797 | | | 0.537 | | | 0.667 | | | 0.000 | | 0.593 | | | | | |
| | APP/DEPART | 51 | / | 38 | 202 | / | 203 | 8 | / | 0 | 0 | / | 20 | 0 | | | | | |

**SR-177**

NORTH SIDE

**Kaiser** WEST SIDE

EAST SIDE **Kaiser**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 3 |
| | EAST & WEST: | Kaiser | CONTROL: | STOP E |

| CLASS 2: | NOTES: |
|---|---|
| 2-AXLE WORK VEHICLES/ TRUCKS | |

AM PM MD OTHER OTHER

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| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Kaiser | | | WESTBOUND Kaiser | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL 0 | ET X | ER 0 | WL X | WT X | WR X | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 3 | 13 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 19% | 81% | 0% | 0% | 100% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 16 | / | 13 | 8 | / | 9 | 1 | / | 0 | 0 | / | 3 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 2 | 9 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | | | | | |
| | APPROACH % | 18% | 82% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.550 | | | 0.417 | | | 0.000 | | | 0.000 | | 0.667 | | | | | |
| | APP/DEPART | 11 | / | 9 | 5 | / | 5 | 0 | / | 0 | 0 | / | 2 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 1 | 3 | 0 | 0 | 25 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 25% | 75% | 0% | 0% | 100% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 4 | / | 3 | 25 | / | 27 | 2 | / | 0 | 0 | / | 1 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 1 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 23 | | | | | |
| | APPROACH % | 50% | 50% | 0% | 0% | 100% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.500 | | | 0.475 | | | 0.500 | | | 0.000 | | 0.523 | | | | | |
| | APP/DEPART | 2 | / | 1 | 19 | / | 21 | 2 | / | 0 | 0 | / | 1 | 0 | | | | | |

**SR-177**

NORTH SIDE

**Kaiser** WEST SIDE EAST SIDE **Kaiser**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 3 |
| | EAST & WEST: | Kaiser | CONTROL: | STOP E |

| CLASS 3: | NOTES: |
|---|---|
| 3-AXLE TRUCKS | |

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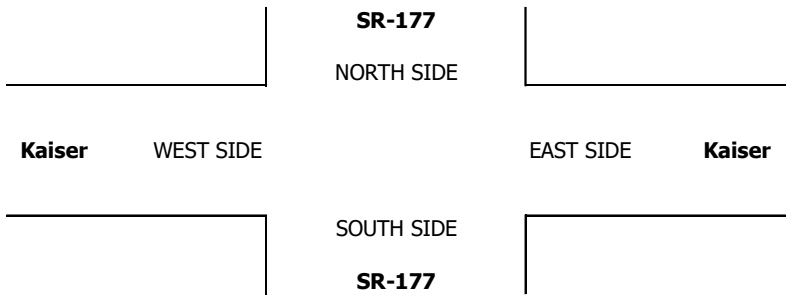
| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Kaiser | | | WESTBOUND Kaiser | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL 0 | ET X | ER 0 | WL X | WT X | WR X | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 60% | 40% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 10 | / | 4 | 0 | / | 0 | 0 | / | 0 | 0 | / | 6 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | | | | |
| | APPROACH % | 40% | 60% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.625 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.625 | | | | | |
| | APP/DEPART | 5 | / | 3 | 0 | / | 0 | 0 | / | 0 | 0 | / | 2 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 1 | / | 1 | 1 | / | 1 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.250 | | | 0.000 | | | 0.000 | | 0.250 | | | | | |
| | APP/DEPART | 0 | / | 0 | 1 | / | 1 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |



# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 3 |
| | EAST & WEST: | Kaiser | CONTROL: | STOP E |

| CLASS 4: | NOTES: |
|---|---|
| 4 OR MORE AXLE TRUCKS | |

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Kaiser | | | WESTBOUND Kaiser | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL 0 | ET X | ER 0 | WL X | WT X | WR X | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 1 | 5 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 1 | 21 | 0 | 0 | 23 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 5% | 95% | 0% | 0% | 100% | 0% | 67% | 0% | 33% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 22 | / | 23 | 23 | / | 24 | 3 | / | 0 | 0 | / | 1 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 7 | 0 | 0 | 13 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 23 | | | | | |
| | APPROACH % | 0% | 100% | 0% | 0% | 100% | 0% | 67% | 0% | 33% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.438 | | | 0.650 | | | 0.375 | | | 0.000 | | 0.719 | | | | | |
| | APP/DEPART | 7 | / | 9 | 13 | / | 14 | 3 | / | 0 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 1 | 7 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 13% | 88% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 8 | / | 7 | 13 | / | 13 | 0 | / | 0 | 0 | / | 1 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 1 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | | | | | |
| | APPROACH % | 25% | 75% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.500 | | | 0.625 | | | 0.000 | | | 0.000 | | 0.700 | | | | | |
| | APP/DEPART | 4 | / | 3 | 10 | / | 10 | 0 | / | 0 | 0 | / | 1 | 0 | | | | | |

**SR-177**

NORTH SIDE

**Kaiser** WEST SIDE EAST SIDE **Kaiser**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 3 |
| | EAST & WEST: | Kaiser | CONTROL: | STOP E |

| CLASS 5: | NOTES: |
|---|---|
| RV | |

AM / PM / MD / OTHER / OTHER

▲ N ▼ S ◄ W E ►

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Kaiser | | | WESTBOUND Kaiser | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL 0 | ET X | ER 0 | WL X | WT X | WR X | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 1 | / | 1 | 1 | / | 1 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.250 | | | 0.000 | | | 0.000 | | 0.250 | | | | | |
| | APP/DEPART | 0 | / | 0 | 1 | / | 1 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |

# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | LOCATION: | Desert Center | PROJECT #: | SC3664 |
|---|---|---|---|---|
| 10/4/22 | NORTH & SOUTH: | SR-177 | LOCATION #: | 3 |
| TUESDAY | EAST & WEST: | Kaiser | CONTROL: | STOP E |

| CLASS 6: | NOTES: | AM | | ▲ N | |
|---|---|---|---|---|---|
| BUSES | | PM | | | |
| | | MD | ◄ W | | E ► |
| | | OTHER | | S ▼ | |
| | | OTHER | | | |

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND Kaiser | | | WESTBOUND Kaiser | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR X | SL X | ST 1 | SR 0 | EL 0 | ET X | ER 0 | WL X | WT X | WR X | TOTAL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 |

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

**SR-177**

NORTH SIDE

**Kaiser** WEST SIDE EAST SIDE **Kaiser**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, Oct 4, 22

LOCATION: Desert Center
NORTH & SOUTH: SR-177
EAST & WEST: I-10 EB Ramps

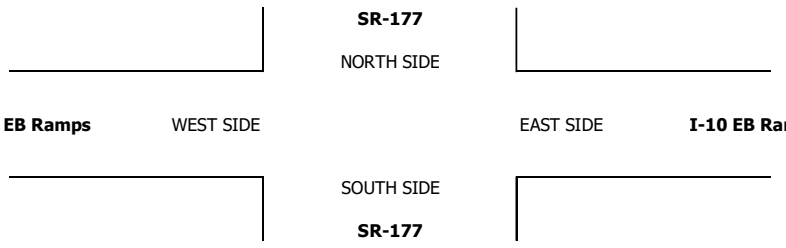
PROJECT #: SC3664
LOCATION #: 4
CONTROL: STOP E

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

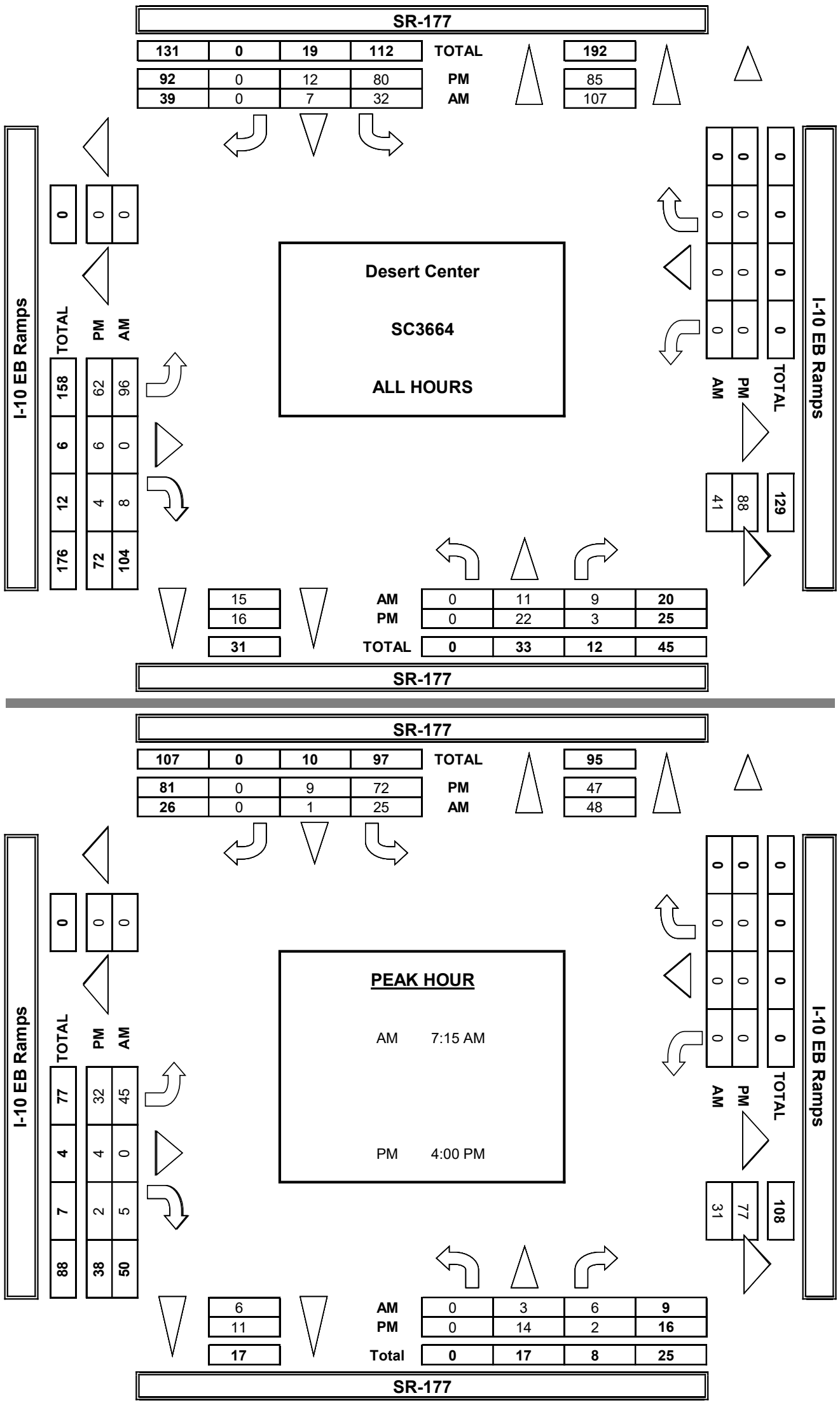
☑ Add U-Turns to Left Turns

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 EB Ramps | | | WESTBOUND I-10 EB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL X | NT 1 | NR 0 | SL 0 | ST 1 | SR X | EL 0 | ET 1 | ER 1 | WL X | WT X | WR X | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 0 | 1 | 1 | 2 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 2 | 2 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 4 | 8 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 1 | 1 | 9 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 1 | 0 | 4 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 1 | 1 | 4 | 1 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 2 | 0 | 1 | 3 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 3 | 0 | 4 | 2 | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 11 | 9 | 32 | 7 | 0 | 96 | 0 | 8 | 0 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 55% | 45% | 82% | 18% | 0% | 92% | 0% | 8% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 20 | / | 107 | 39 | / | 15 | 104 | / | 41 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 3 | 6 | 25 | 1 | 0 | 45 | 0 | 5 | 0 | 0 | 0 | 85 | | | | | |
| | APPROACH % | 0% | 33% | 67% | 96% | 4% | 0% | 90% | 0% | 10% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.563 | | | 0.722 | | | 0.833 | | | 0.000 | | 0.787 | | | | | |
| | APP/DEPART | 9 | / | 48 | 26 | / | 6 | 50 | / | 31 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 4 | 0 | 8 | 4 | 0 | 10 | 1 | 1 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 4 | 1 | 21 | 3 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 5 | 1 | 34 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 48 | 0 | 1 | 0 | 0 | 1 |
| | 4:45 PM | 0 | 1 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 1 | 0 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 5 | 0 | 2 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 1 | 1 | 1 | 1 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 22 | 3 | 80 | 12 | 0 | 62 | 6 | 4 | 0 | 0 | 0 | 189 | 0 | 1 | 0 | 0 | 1 |
| | APPROACH % | 0% | 88% | 12% | 87% | 13% | 0% | 86% | 8% | 6% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 25 | / | 85 | 92 | / | 16 | 72 | / | 88 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 14 | 2 | 72 | 9 | 0 | 32 | 4 | 2 | 0 | 0 | 0 | 135 | | | | | |
| | APPROACH % | 0% | 88% | 13% | 89% | 11% | 0% | 84% | 11% | 5% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.667 | | | 0.579 | | | 0.792 | | | 0.000 | | 0.703 | | | | | |
| | APP/DEPART | 16 | / | 47 | 81 | / | 11 | 38 | / | 77 | 0 | / | 0 | 0 | | | | | |



**AimTD LLC**

TURNING MOVEMENT COUNTS



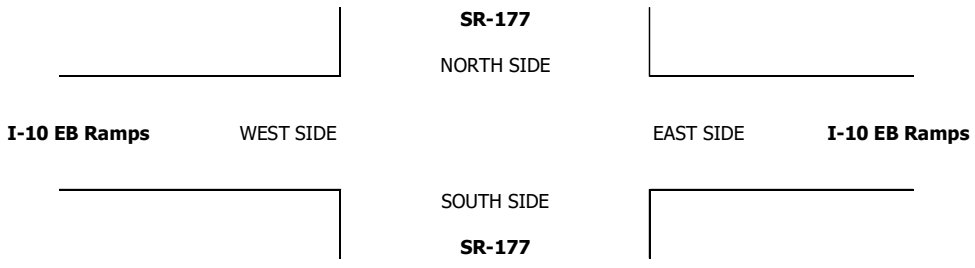
## INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | | |
|---|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 4 |
| | EAST & WEST: | I-10 EB Ramps | CONTROL: | STOP E |

| PCE Adjusted | NOTES: | | | | | | | | | AM | | ▲ N | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Class | 1 | 2 | 3 | 4 | 5 | 6 | | | PM | ◄ W | | E ► |
| | Factor | 1 | 1.5 | 2 | 3 | 2 | 2 | | | MD | | | |
| | | | | | | | | | | OTHER | | S ▼ | |
| | | | | | | | | | | OTHER | | | |

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 EB Ramps | | | WESTBOUND I-10 EB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL X | NT 1 | NR 0 | SL 0 | ST 1 | SR X | EL 0 | ET 1 | ER 1 | WL X | WT X | WR X | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 2 | 1 | 4 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 20 | | | | | 0 |
| | 7:15 AM | 0 | 4 | 5 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 29 | | | | | 0 |
| | 7:30 AM | 0 | 0 | 4 | 18 | 0 | 0 | 21 | 0 | 3 | 0 | 0 | 0 | 46 | | | | | 0 |
| | 7:45 AM | 0 | 2 | 1 | 19 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 36 | | | | | 0 |
| | 8:00 AM | 0 | 2 | 0 | 11 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 27 | | | | | 0 |
| | 8:15 AM | 0 | 1 | 1 | 6 | 1 | 0 | 12 | 0 | 4 | 0 | 0 | 0 | 25 | | | | | 0 |
| | 8:30 AM | 0 | 4 | 0 | 3 | 6 | 0 | 21 | 0 | 1 | 0 | 0 | 0 | 35 | | | | | 0 |
| | 8:45 AM | 0 | 5 | 0 | 10 | 4 | 0 | 30 | 0 | 1 | 0 | 0 | 0 | 50 | | | | | 0 |
| | VOLUMES | 0 | 20 | 12 | 71 | 13 | 0 | 142 | 0 | 11 | 0 | 0 | 0 | 267 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 63% | 37% | 85% | 15% | 0% | 93% | 0% | 7% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 31 | / | 162 | 83 | / | 24 | 153 | / | 82 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 8 | 10 | 48 | 0 | 0 | 67 | 0 | 5 | 0 | 0 | 0 | 137 | | | | | |
| | APPROACH % | 0% | 46% | 54% | 100% | 0% | 0% | 93% | 0% | 7% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.515 | | | 0.625 | | | 0.766 | | | 0.000 | | 0.753 | | | | | |
| | APP/DEPART | 18 | / | 75 | 48 | / | 5 | 72 | / | 57 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 5 | 0 | 13 | 7 | 0 | 12 | 3 | 3 | 0 | 0 | 0 | 42 | | | | | 0 |
| | 4:15 PM | 0 | 4 | 3 | 24 | 5 | 0 | 6 | 6 | 1 | 0 | 0 | 0 | 49 | | | | | 0 |
| | 4:30 PM | 0 | 7 | 1 | 38 | 2 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 58 | | | | | 0 |
| | 4:45 PM | 0 | 1 | 0 | 9 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 22 | | | | | 0 |
| | 5:00 PM | 0 | 2 | 0 | 5 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 28 | | | | | 0 |
| | 5:15 PM | 0 | 5 | 0 | 4 | 1 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 30 | | | | | 0 |
| | 5:30 PM | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 11 | | | | | 0 |
| | 5:45 PM | 0 | 1 | 3 | 3 | 1 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 19 | | | | | 0 |
| | VOLUMES | 0 | 25 | 7 | 97 | 18 | 0 | 87 | 16 | 8 | 0 | 0 | 0 | 258 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 78% | 22% | 85% | 15% | 0% | 78% | 14% | 7% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 32 | / | 112 | 115 | / | 26 | 111 | / | 120 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 17 | 4 | 83 | 15 | 0 | 36 | 12 | 4 | 0 | 0 | 0 | 170 | | | | | |
| | APPROACH % | 0% | 80% | 20% | 85% | 15% | 0% | 69% | 23% | 8% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.641 | | | 0.625 | | | 0.722 | | | 0.000 | | 0.733 | | | | | |
| | APP/DEPART | 21 | / | 53 | 98 | / | 19 | 52 | / | 99 | 0 | / | 0 | 0 | | | | | |



# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 4 |
| | EAST & WEST: | I-10 EB Ramps | CONTROL: | STOP E |

| CLASS 1: | NOTES: |
|---|---|
| PASSENGER VEHICLES | |

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 EB Ramps | | | WESTBOUND I-10 EB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL X | NT 1 | NR 0 | SL 0 | ST 1 | SR X | EL 0 | ET 1 | ER 1 | WL X | WT X | WR X | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 0 | 1 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 1 | 4 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 1 | 1 | 3 | 1 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 2 | 0 | 1 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 5 | 7 | 9 | 2 | 0 | 67 | 0 | 6 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 42% | 58% | 82% | 18% | 0% | 92% | 0% | 8% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 12 | / | 72 | 11 | / | 8 | 73 | / | 16 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 1 | 5 | 4 | 0 | 0 | 34 | 0 | 3 | 0 | 0 | 0 | 47 | | | | | |
| | APPROACH % | 0% | 17% | 83% | 100% | 0% | 0% | 92% | 0% | 8% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.375 | | | 0.250 | | | 0.841 | | | 0.000 | | 0.839 | | | | | |
| | APP/DEPART | 6 | / | 35 | 4 | / | 3 | 37 | / | 9 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 3 | 0 | 3 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 4 | 0 | 19 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 2 | 1 | 30 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 1 | 0 | 0 | 1 |
| | 4:45 PM | 0 | 1 | 0 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 5 | 0 | 1 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 17 | 1 | 66 | 4 | 0 | 48 | 1 | 2 | 0 | 0 | 0 | 139 | 0 | 1 | 0 | 0 | 1 |
| | APPROACH % | 0% | 94% | 6% | 94% | 6% | 0% | 94% | 2% | 4% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 18 | / | 66 | 70 | / | 6 | 51 | / | 67 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 10 | 1 | 60 | 1 | 0 | 30 | 0 | 1 | 0 | 0 | 0 | 104 | | | | | |
| | APPROACH % | 0% | 91% | 9% | 97% | 2% | 0% | 97% | 0% | 3% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.688 | | | 0.517 | | | 0.775 | | | 0.000 | | 0.684 | | | | | |
| | APP/DEPART | 11 | / | 41 | 62 | / | 2 | 31 | / | 61 | 0 | / | 0 | 0 | | | | | |

**SR-177**

NORTH SIDE

**I-10 EB Ramps** WEST SIDE EAST SIDE **I-10 EB Ramps**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 4 |
| | EAST & WEST: | I-10 EB Ramps | CONTROL: | STOP E |

| CLASS 2: | NOTES: |
|---|---|
| 2-AXLE WORK VEHICLES/ TRUCKS | |

| | | | | |
|---|---|---|---|---|
| AM | | ▲ N | | |
| PM | | | | |
| MD | ◄ W | | E ► | |
| OTHER | | S ▼ | | |
| OTHER | | | | |

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 EB Ramps | | | WESTBOUND I-10 EB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL X | NT 1 | NR 0 | SL 0 | ST 1 | SR X | EL 0 | ET 1 | ER 1 | WL X | WT X | WR X | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 1 | 1 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 50% | 50% | 83% | 17% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 2 | / | 7 | 6 | / | 1 | 6 | / | 6 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 12 | | | | | |
| | APPROACH % | 0% | 0% | 100% | 100% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.250 | | | 0.313 | | | 0.500 | | | 0.000 | | 0.429 | | | | | |
| | APP/DEPART | 1 | / | 6 | 5 | / | 0 | 6 | / | 6 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 4 | 0 | 6 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 100% | 0% | 55% | 45% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 4 | / | 6 | 11 | / | 5 | 2 | / | 6 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 3 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | | | | | |
| | APPROACH % | 0% | 100% | 0% | 55% | 45% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.375 | | | 0.688 | | | 0.000 | | | 0.000 | | 0.583 | | | | | |
| | APP/DEPART | 3 | / | 3 | 11 | / | 5 | 0 | / | 6 | 0 | / | 0 | 0 | | | | | |

**SR-177**

NORTH SIDE

**I-10 EB Ramps** WEST SIDE EAST SIDE **I-10 EB Ramps**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 4 |
| | EAST & WEST: | I-10 EB Ramps | CONTROL: | STOP E |

| CLASS 3: | NOTES: |
|---|---|
| 3-AXLE TRUCKS | |

| | | | |
|---|---|---|---|
| AM | | ▲ N | |
| PM | | | |
| MD | ◄ W | | E ► |
| OTHER | | S | |
| OTHER | | ▼ | |

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 EB Ramps | | | WESTBOUND I-10 EB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL X | NT 1 | NR 0 | SL 0 | ST 1 | SR X | EL 0 | ET 1 | ER 1 | WL X | WT X | WR X | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 100% | 0% | 0% | 100% | 0% | 75% | 0% | 25% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 2 | / | 5 | 3 | / | 4 | 4 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 6 | | | | | |
| | APPROACH % | 0% | 100% | 0% | 0% | 0% | 0% | 75% | 0% | 25% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.500 | | | 0.000 | | | 1.000 | | | 0.000 | | 0.750 | | | | | |
| | APP/DEPART | 2 | / | 5 | 0 | / | 1 | 4 | / | 0 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 100% | 0% | 40% | 60% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 1 | / | 1 | 5 | / | 3 | 0 | / | 2 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | | | | |
| | APPROACH % | 0% | 100% | 0% | 40% | 60% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.250 | | | 0.313 | | | 0.000 | | | 0.000 | | 0.375 | | | | | |
| | APP/DEPART | 1 | / | 1 | 5 | / | 3 | 0 | / | 2 | 0 | / | 0 | 0 | | | | | |

**SR-177**

NORTH SIDE

**I-10 EB Ramps** WEST SIDE EAST SIDE **I-10 EB Ramps**

SOUTH SIDE

**SR-177**

# INTERSECTION TURNING MOVEMENT COUNTS

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

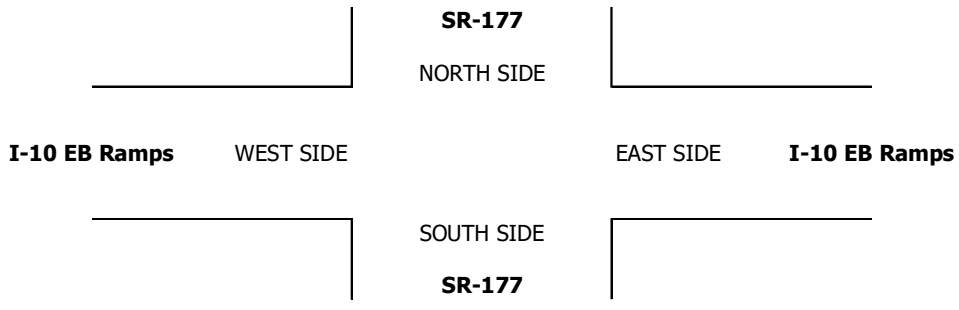
| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 4 |
| | EAST & WEST: | I-10 EB Ramps | CONTROL: | STOP E |

| CLASS 4: | NOTES: |
|---|---|
| 4 OR MORE AXLE TRUCKS | |

AM / PM / MD / OTHER / OTHER

▲ N ▼ S ◄ W E ►

| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 EB Ramps | | | WESTBOUND I-10 EB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL X | NT 1 | NR 0 | SL 0 | ST 1 | SR X | EL 0 | ET 1 | ER 1 | WL X | WT X | WR X | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 1 | 0 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 1 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 3 | 1 | 18 | 1 | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 75% | 25% | 95% | 5% | 0% | 95% | 0% | 5% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 4 | / | 23 | 19 | / | 2 | 21 | / | 19 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 1 | 1 | 12 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 20 | | | | | |
| | APPROACH % | 0% | 50% | 50% | 100% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.250 | | | 0.600 | | | 0.500 | | | 0.000 | | 0.714 | | | | | |
| | APP/DEPART | 2 | / | 7 | 12 | / | 0 | 6 | / | 13 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 2 | 6 | 0 | 0 | 12 | 5 | 2 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 100% | 100% | 0% | 0% | 63% | 26% | 11% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 2 | / | 12 | 6 | / | 2 | 19 | / | 13 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 1 | 3 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 11 | | | | | |
| | APPROACH % | 0% | 0% | 100% | 100% | 0% | 0% | 29% | 57% | 14% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.250 | | | 0.750 | | | 0.583 | | | 0.000 | | 0.688 | | | | | |
| | APP/DEPART | 1 | / | 2 | 3 | / | 1 | 7 | / | 8 | 0 | / | 0 | 0 | | | | | |



# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 4 |
| | EAST & WEST: | I-10 EB Ramps | CONTROL: | STOP E |

| CLASS 5: | NOTES: |
|---|---|
| RV | |

AM / PM / MD / OTHER / OTHER

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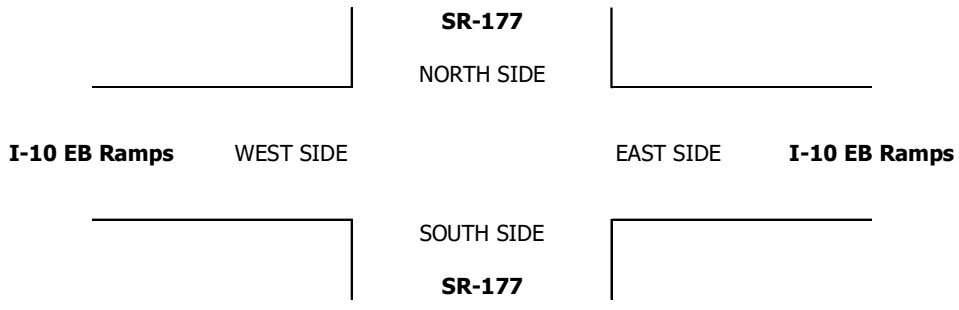
| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 EB Ramps | | | WESTBOUND I-10 EB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL X | NT 1 | NR 0 | SL 0 | ST 1 | SR X | EL 0 | ET 1 | ER 1 | WL X | WT X | WR X | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |



# INTERSECTION TURNING MOVEMENT COUNTS

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

| DATE: | | | | |
|---|---|---|---|---|
| 10/4/22 | LOCATION: | Desert Center | PROJECT #: | SC3664 |
| TUESDAY | NORTH & SOUTH: | SR-177 | LOCATION #: | 4 |
| | EAST & WEST: | I-10 EB Ramps | CONTROL: | STOP E |

| CLASS 6: | NOTES: |
|---|---|
| BUSES | |

AM / PM / MD / OTHER / OTHER

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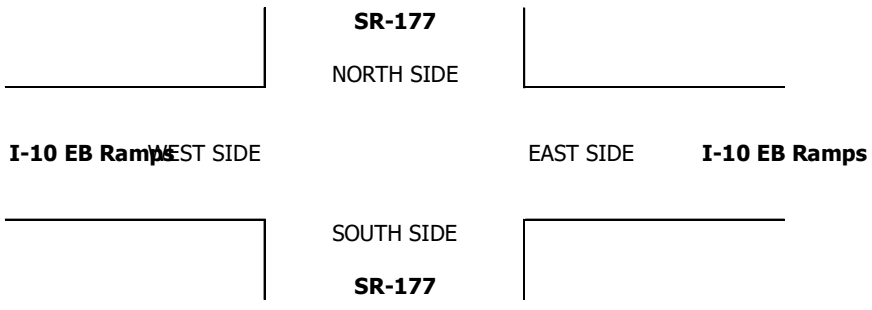
| | | NORTHBOUND SR-177 | | | SOUTHBOUND SR-177 | | | EASTBOUND I-10 EB Ramps | | | WESTBOUND I-10 EB Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL X | NT 1 | NR 0 | SL 0 | ST 1 | SR X | EL 0 | ET 1 | ER 1 | WL X | WT X | WR X | TOTAL | NB | SB | EB | WB | TTL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |
| | BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | 0.000 | | | | | |
| | APP/DEPART | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | / | 0 | 0 | | | | | |



# Appendix B
LOS Worksheets

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

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 8 | 14 | 73 | 68 | 1 |
| Future Vol, veh/h | 6 | 8 | 14 | 73 | 68 | 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 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 10 | 17 | 90 | 84 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 209 | 85 | 85 | 0 | - | 0 |
| Stage 1 | 85 | - | - | - | - | - |
| Stage 2 | 124 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 784 | 980 | 1524 | - | - | - |
| Stage 1 | 943 | - | - | - | - | - |
| Stage 2 | 907 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 775 | 980 | 1524 | - | - | - |
| Mov Cap-2 Maneuver | 775 | - | - | - | - | - |
| Stage 1 | 932 | - | - | - | - | - |
| Stage 2 | 907 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.2 | 1.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1524 | - | 880 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.02 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9.2 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 0 | 30 | 6 | 0 | 0 | 23 | 87 | 9 | 0 | 72 | 3 |
| Future Vol, veh/h | 5 | 0 | 30 | 6 | 0 | 0 | 23 | 87 | 9 | 0 | 72 | 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 | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 0 | 37 | 7 | 0 | 0 | 28 | 107 | 11 | 0 | 89 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 260 | 265 | 91 | 279 | 262 | 113 | 93 | 0 | 0 | 118 | 0 | 0 |
| Stage 1 | 91 | 91 | - | 169 | 169 | - | - | - | - | - | - | - |
| Stage 2 | 169 | 174 | - | 110 | 93 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 697 | 644 | 972 | 677 | 646 | 945 | 1514 | - | - | 1483 | - | - |
| Stage 1 | 921 | 823 | - | 838 | 763 | - | - | - | - | - | - | - |
| Stage 2 | 838 | 759 | - | 900 | 822 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 687 | 631 | 972 | 641 | 633 | 945 | 1514 | - | - | 1483 | - | - |
| Mov Cap-2 Maneuver | 687 | 631 | - | 641 | 633 | - | - | - | - | - | - | - |
| Stage 1 | 903 | 823 | - | 821 | 748 | - | - | - | - | - | - | - |
| Stage 2 | 821 | 744 | - | 866 | 822 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.1 | 10.7 | 1.4 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1514 | - | - | 687 | 972 | 641 | - | 1483 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | - | 0.009 | 0.038 | 0.012 | - | - | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 10.3 | 8.9 | 10.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | B | A | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | 0.1 | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 4 | 37 | 0 | 65 | 0 | 0 | 55 | 81 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 4 | 37 | 0 | 65 | 0 | 0 | 55 | 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 | - | - | - | - | - | 25 | - | - | - | - | - | - |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 5 | 43 | 0 | 76 | 0 | 0 | 64 | 94 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 187 | 234 | 76 | 158 | 0 | - | - | - | 0 |
| Stage 1 | 76 | 76 | - | - | - | - | - | - | - |
| Stage 2 | 111 | 158 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | 4.1 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 2.2 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 807 | 670 | 991 | 1434 | - | 0 | 0 | - | - |
| Stage 1 | 952 | 836 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 919 | 771 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 807 | 0 | 991 | 1434 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 807 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 952 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 919 | 0 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | WBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1434 | - | - | 991 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.043 | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.8 | - | - |
| HCM Lane LOS | A | - | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 67 | 0 | 5 | 0 | 0 | 0 | 0 | 8 | 10 | 48 | 0 | 0 |
| Future Vol, veh/h | 67 | 0 | 5 | 0 | 0 | 0 | 0 | 8 | 10 | 48 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 25 | - | 30 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 89 | 0 | 7 | 0 | 0 | 0 | 0 | 11 | 13 | 64 | 0 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 146 | 152 | 0 | - | 0 | 0 | 24 | 0 | 0 |
| Stage 1 | 128 | 128 | - | - | - | - | - | - | - |
| Stage 2 | 18 | 24 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | - | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | - | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 851 | 743 | - | 0 | - | - | 1604 | - | 0 |
| Stage 1 | 903 | 794 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 1010 | 879 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 817 | 0 | - | - | - | - | 1604 | - | - |
| Mov Cap-2 Maneuver | 817 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 903 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 970 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | | 0 | 7.3 |
| HCM LOS | - | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | EBLn2 | EBLn3 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 817 | - | - | 1604 | - |
| HCM Lane V/C Ratio | - | - | 0.109 | - | - | 0.04 | - |
| HCM Control Delay (s) | - | - | 9.9 | 0 | - | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | - | - | 0.1 | - |

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

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 10 | 19 | 48 | 259 | 6 |
| Future Vol, veh/h | 1 | 10 | 19 | 48 | 259 | 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 | 61 | 61 | 61 | 61 | 61 | 61 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 16 | 31 | 79 | 425 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 571 | 430 | 435 | 0 | - | 0 |
| Stage 1 | 430 | - | - | - | - | - |
| Stage 2 | 141 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 486 | 629 | 1135 | - | - | - |
| Stage 1 | 660 | - | - | - | - | - |
| Stage 2 | 891 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 472 | 629 | 1135 | - | - | - |
| Mov Cap-2 Maneuver | 472 | - | - | - | - | - |
| Stage 1 | 641 | - | - | - | - | - |
| Stage 2 | 891 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.1 | 2.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1135 | - | 611 | - | - |
| HCM Lane V/C Ratio | 0.027 | - | 0.03 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | 11.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 2 | 0 | 16 | 2 | 0 | 3 | 14 | 62 | 3 | 0 | 266 | 5 |
| Future Vol, veh/h | 2 | 0 | 16 | 2 | 0 | 3 | 14 | 62 | 3 | 0 | 266 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 0 | 26 | 3 | 0 | 5 | 23 | 102 | 5 | 0 | 436 | 8 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 593 | 593 | 440 | 604 | 595 | 105 | 444 | 0 | 0 | 107 | 0 | 0 |
| Stage 1 | 440 | 440 | - | 151 | 151 | - | - | - | - | - | - | - |
| Stage 2 | 153 | 153 | - | 453 | 444 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 420 | 421 | 621 | 413 | 420 | 955 | 1127 | - | - | 1497 | - | - |
| Stage 1 | 600 | 581 | - | 856 | 776 | - | - | - | - | - | - | - |
| Stage 2 | 854 | 775 | - | 590 | 579 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 411 | 412 | 621 | 389 | 411 | 955 | 1127 | - | - | 1497 | - | - |
| Mov Cap-2 Maneuver | 411 | 412 | - | 389 | 411 | - | - | - | - | - | - | - |
| Stage 1 | 587 | 581 | - | 837 | 759 | - | - | - | - | - | - | - |
| Stage 2 | 831 | 758 | - | 565 | 579 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 11.4 | 11 | 1.5 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1127 | - | - | 411 | 621 | 389 | 955 | 1497 | - | - |
| HCM Lane V/C Ratio | 0.02 | - | - | 0.008 | 0.042 | 0.008 | 0.005 | - | - | - |
| HCM Control Delay (s) | 8.3 | 0 | - | 13.8 | 11.1 | 14.3 | 8.8 | 0 | - | - |
| HCM Lane LOS | A | A | - | B | B | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | 0.1 | 0 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 8 | 12 | 39 | 14 | 40 | 0 | 0 | 88 | 201 |
| Future Vol, veh/h | 0 | 0 | 0 | 8 | 12 | 39 | 14 | 40 | 0 | 0 | 88 | 201 |
| 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 | - | - | - | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 13 | 20 | 65 | 23 | 67 | 0 | 0 | 147 | 335 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 428 | 595 | 67 | 482 | 0 | - | - | - | 0 | |
| Stage 1 | 113 | 113 | - | - | - | - | - | - | - | |
| Stage 2 | 315 | 482 | - | - | - | - | - | - | - | |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | 4.1 | - | - | - | - | - | |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - | |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 2.2 | - | - | - | - | - | |
| Pot Cap-1 Maneuver | 588 | 420 | 1002 | 1091 | - | 0 | 0 | - | - | |
| Stage 1 | 917 | 806 | - | - | - | 0 | 0 | - | - | |
| Stage 2 | 744 | 557 | - | - | - | 0 | 0 | - | - | |
| Platoon blocked, % | | | | | - | | | - | - | |
| Mov Cap-1 Maneuver | 575 | 0 | 1002 | 1091 | - | - | - | - | - | |
| Mov Cap-2 Maneuver | 575 | 0 | - | - | - | - | - | - | - | |
| Stage 1 | 897 | 0 | - | - | - | - | - | - | - | |
| Stage 2 | 744 | 0 | - | - | - | - | - | - | - | |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.7 | 2.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | WBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1091 | - | 575 | 1002 | - | - |
| HCM Lane V/C Ratio | 0.021 | - | 0.058 | 0.065 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | 11.6 | 8.8 | - | - |
| HCM Lane LOS | A | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | 0.2 | - | - |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 36 | 12 | 4 | 0 | 0 | 0 | 0 | 17 | 4 | 83 | 15 | 0 |
| Future Vol, veh/h | 36 | 12 | 4 | 0 | 0 | 0 | 0 | 17 | 4 | 83 | 15 | 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 | 25 | - | 30 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 49 | 16 | 5 | 0 | 0 | 0 | 0 | 23 | 5 | 114 | 21 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 275 | 277 | 21 | - | 0 | 0 | 28 | 0 | 0 |
| Stage 1 | 249 | 249 | - | - | - | - | - | - | - |
| Stage 2 | 26 | 28 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | - | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | - | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 719 | 634 | 1062 | 0 | - | - | 1599 | - | 0 |
| Stage 1 | 797 | 704 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 1002 | 876 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 667 | 0 | 1062 | - | - | - | 1599 | - | - |
| Mov Cap-2 Maneuver | 667 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 797 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 930 | 0 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | EBLn2 | EBLn3 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 667 | - | 1062 | 1599 | - |
| HCM Lane V/C Ratio | - | - | 0.074 | - | 0.005 | 0.071 | - |
| HCM Control Delay (s) | - | - | 10.8 | - | 8.4 | 7.4 | 0 |
| HCM Lane LOS | - | - | B | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - | 0 | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 14 | 145 | 204 | 74 | 1 |
| Future Vol, veh/h | 6 | 14 | 145 | 204 | 74 | 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 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 17 | 179 | 252 | 91 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 702 | 92 | 92 | 0 | - | 0 |
| Stage 1 | 92 | - | - | - | - | - |
| Stage 2 | 610 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 407 | 971 | 1515 | - | - | - |
| Stage 1 | 937 | - | - | - | - | - |
| Stage 2 | 546 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 351 | 971 | 1515 | - | - | - |
| Mov Cap-2 Maneuver | 351 | - | - | - | - | - |
| Stage 1 | 809 | - | - | - | - | - |
| Stage 2 | 546 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.9 | 3.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1515 | - | 635 | - | - |
| HCM Lane V/C Ratio | 0.118 | - | 0.039 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 10.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 0 | 30 | 6 | 0 | 0 | 23 | 349 | 9 | 0 | 84 | 3 |
| Future Vol, veh/h | 5 | 0 | 30 | 6 | 0 | 0 | 23 | 349 | 9 | 0 | 84 | 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 | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 0 | 37 | 7 | 0 | 0 | 28 | 431 | 11 | 0 | 104 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 599 | 604 | 106 | 618 | 601 | 437 | 108 | 0 | 0 | 442 | 0 | 0 |
| Stage 1 | 106 | 106 | - | 493 | 493 | - | - | - | - | - | - | - |
| Stage 2 | 493 | 498 | - | 125 | 108 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 416 | 415 | 954 | 404 | 417 | 624 | 1495 | - | - | 1129 | - | - |
| Stage 1 | 905 | 811 | - | 562 | 550 | - | - | - | - | - | - | - |
| Stage 2 | 562 | 548 | - | 884 | 810 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 408 | 405 | 954 | 381 | 407 | 624 | 1495 | - | - | 1129 | - | - |
| Mov Cap-2 Maneuver | 408 | 405 | - | 381 | 407 | - | - | - | - | - | - | - |
| Stage 1 | 882 | 811 | - | 548 | 536 | - | - | - | - | - | - | - |
| Stage 2 | 548 | 534 | - | 850 | 810 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.6 | 14.6 | 0.5 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1495 | - | - | 408 | 954 | 381 | - | 1129 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | - | 0.015 | 0.039 | 0.019 | - | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 14 | 8.9 | 14.6 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | B | A | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | 0.1 | 0.1 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 4 | 168 | 0 | 196 | 0 | 0 | 60 | 86 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 4 | 168 | 0 | 196 | 0 | 0 | 60 | 86 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 25 | - | - | - | - | - | - |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 5 | 195 | 0 | 228 | 0 | 0 | 70 | 100 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 348 | 398 | 228 | 170 | 0 | - | - | - | 0 |
| Stage 1 | 228 | 228 | - | - | - | - | - | - | - |
| Stage 2 | 120 | 170 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | 4.1 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 2.2 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 653 | 543 | 816 | 1420 | - | 0 | 0 | - | - |
| Stage 1 | 815 | 719 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 910 | 762 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 653 | 0 | 816 | 1420 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 653 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 815 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 910 | 0 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | WBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1420 | - | - | 816 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.239 | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.8 | - | - |
| HCM Lane LOS | A | - | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.9 | - | - |

| 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 | 198 | 0 | 5 | 0 | 0 | 0 | 0 | 8 | 10 | 54 | 0 | 0 |
| Future Vol, veh/h | 198 | 0 | 5 | 0 | 0 | 0 | 0 | 8 | 10 | 54 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 25 | - | 30 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 264 | 0 | 7 | 0 | 0 | 0 | 0 | 11 | 13 | 72 | 0 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 162 | 168 | 0 | - | 0 | 0 | 24 | 0 | 0 |
| Stage 1 | 144 | 144 | - | - | - | - | - | - | - |
| Stage 2 | 18 | 24 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | - | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | - | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 834 | 728 | - | 0 | - | - | 1604 | - | 0 |
| Stage 1 | 888 | 782 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 1010 | 879 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 796 | 0 | - | - | - | - | 1604 | - | - |
| Mov Cap-2 Maneuver | 796 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 888 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 965 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | | 0 | 7.3 |
| HCM LOS | - | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | EBLn2 | EBLn3 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 796 | - | - | 1604 | - |
| HCM Lane V/C Ratio | - | - | 0.332 | - | - | 0.045 | - |
| HCM Control Delay (s) | - | - | 11.8 | 0 | - | 7.3 | 0 |
| HCM Lane LOS | - | - | B | A | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 1.5 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 141 | 25 | 54 | 390 | 6 |
| Future Vol, veh/h | 1 | 141 | 25 | 54 | 390 | 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 | 61 | 61 | 61 | 61 | 61 | 61 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 231 | 41 | 89 | 639 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 815 | 644 | 649 | 0 | - | 0 |
| Stage 1 | 644 | - | - | - | - | - |
| Stage 2 | 171 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 350 | 476 | 947 | - | - | - |
| Stage 1 | 527 | - | - | - | - | - |
| Stage 2 | 864 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 334 | 476 | 947 | - | - | - |
| Mov Cap-2 Maneuver | 334 | - | - | - | - | - |
| Stage 1 | 503 | - | - | - | - | - |
| Stage 2 | 864 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 19.6 | 2.8 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 947 | - | 475 | - | - |
| HCM Lane V/C Ratio | 0.043 | - | 0.49 | - | - |
| HCM Control Delay (s) | 9 | 0 | 19.6 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 2.7 | - | - |

| 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 | 0 | 16 | 2 | 0 | 3 | 14 | 74 | 3 | 0 | 528 | 5 |
| Future Vol, veh/h | 2 | 0 | 16 | 2 | 0 | 3 | 14 | 74 | 3 | 0 | 528 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 0 | 26 | 3 | 0 | 5 | 23 | 121 | 5 | 0 | 866 | 8 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1042 | 1042 | 870 | 1053 | 1044 | 124 | 874 | 0 | 0 | 126 | 0 | 0 |
| Stage 1 | 870 | 870 | - | 170 | 170 | - | - | - | - | - | - | - |
| Stage 2 | 172 | 172 | - | 883 | 874 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 210 | 232 | 354 | 206 | 231 | 932 | 781 | - | - | 1473 | - | - |
| Stage 1 | 349 | 372 | - | 837 | 762 | - | - | - | - | - | - | - |
| Stage 2 | 835 | 760 | - | 343 | 370 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 204 | 225 | 354 | 186 | 224 | 932 | 781 | - | - | 1473 | - | - |
| Mov Cap-2 Maneuver | 204 | 225 | - | 186 | 224 | - | - | - | - | - | - | - |
| Stage 1 | 338 | 372 | - | 810 | 738 | - | - | - | - | - | - | - |
| Stage 2 | 804 | 736 | - | 318 | 370 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 16.8 | 15.2 | 1.5 | 0 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 781 | - | - | 204 | 354 | 186 | 932 | 1473 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | - | 0.016 | 0.074 | 0.018 | 0.005 | - | - | - |
| HCM Control Delay (s) | 9.7 | 0 | - | 22.9 | 16 | 24.7 | 8.9 | 0 | - | - |
| HCM Lane LOS | A | A | - | C | C | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | 0.2 | 0.1 | 0 | 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 | 0 | 0 | 0 | 8 | 12 | 45 | 13 | 46 | 0 | 0 | 218 | 331 |
| Future Vol, veh/h | 0 | 0 | 0 | 8 | 12 | 45 | 13 | 46 | 0 | 0 | 218 | 331 |
| 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 | - | - | - | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 13 | 20 | 75 | 22 | 77 | 0 | 0 | 363 | 552 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 760 | 1036 | 77 | 915 | 0 | - | - | - | 0 |
| Stage 1 | 121 | 121 | - | - | - | - | - | - | - |
| Stage 2 | 639 | 915 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | 4.1 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 2.2 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 377 | 233 | 990 | 754 | - | 0 | 0 | - | - |
| Stage 1 | 909 | 800 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 530 | 354 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 366 | 0 | 990 | 754 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 366 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 882 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 530 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11 | 2.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | WBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 754 | - | 366 | 990 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | 0.091 | 0.076 | - | - |
| HCM Control Delay (s) | 9.9 | 0 | 15.8 | 8.9 | - | - |
| HCM Lane LOS | A | A | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.3 | 0.2 | - | - |

| 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 | 42 | 12 | 4 | 0 | 0 | 0 | 0 | 17 | 4 | 214 | 15 | 0 |
| Future Vol, veh/h | 42 | 12 | 4 | 0 | 0 | 0 | 0 | 17 | 4 | 214 | 15 | 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 | 25 | - | 30 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 58 | 16 | 5 | 0 | 0 | 0 | 0 | 23 | 5 | 293 | 21 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 633 | 635 | 21 | - | 0 | 0 | 28 | 0 | 0 |
| Stage 1 | 607 | 607 | - | - | - | - | - | - | - |
| Stage 2 | 26 | 28 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | - | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | - | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 447 | 399 | 1062 | 0 | - | - | 1599 | - | 0 |
| Stage 1 | 548 | 489 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 1002 | 876 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 364 | 0 | 1062 | - | - | - | 1599 | - | - |
| Mov Cap-2 Maneuver | 364 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 548 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 817 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | | 0 | 7.2 |
| HCM LOS | - | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | EBLn2 | EBLn3 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 364 | - | 1062 | 1599 | - |
| HCM Lane V/C Ratio | - | - | 0.158 | - | 0.005 | 0.183 | - |
| HCM Control Delay (s) | - | - | 16.7 | - | 8.4 | 7.8 | 0 |
| HCM Lane LOS | - | - | C | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.6 | - | 0 | 0.7 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 21 | 60 | 122 | 85 | 1 |
| Future Vol, veh/h | 6 | 21 | 60 | 122 | 85 | 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 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 26 | 74 | 151 | 105 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 405 | 106 | 106 | 0 | - | 0 |
| Stage 1 | 106 | - | - | - | - | - |
| Stage 2 | 299 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 606 | 954 | 1498 | - | - | - |
| Stage 1 | 923 | - | - | - | - | - |
| Stage 2 | 757 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 573 | 954 | 1498 | - | - | - |
| Mov Cap-2 Maneuver | 573 | - | - | - | - | - |
| Stage 1 | 873 | - | - | - | - | - |
| Stage 2 | 757 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 2.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1498 | - | 831 | - | - |
| HCM Lane V/C Ratio | 0.049 | - | 0.04 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 9.5 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.1 | - | - |

| 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 | 5 | 0 | 32 | 6 | 0 | 0 | 24 | 182 | 10 | 0 | 102 | 3 |
| Future Vol, veh/h | 5 | 0 | 32 | 6 | 0 | 0 | 24 | 182 | 10 | 0 | 102 | 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 | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 0 | 40 | 7 | 0 | 0 | 30 | 225 | 12 | 0 | 126 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 419 | 425 | 128 | 439 | 421 | 231 | 130 | 0 | 0 | 237 | 0 | 0 |
| Stage 1 | 128 | 128 | - | 291 | 291 | - | - | - | - | - | - | - |
| Stage 2 | 291 | 297 | - | 148 | 130 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 548 | 524 | 927 | 532 | 527 | 813 | 1468 | - | - | 1342 | - | - |
| Stage 1 | 881 | 794 | - | 721 | 675 | - | - | - | - | - | - | - |
| Stage 2 | 721 | 671 | - | 859 | 792 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 538 | 511 | 927 | 500 | 514 | 813 | 1468 | - | - | 1342 | - | - |
| Mov Cap-2 Maneuver | 538 | 511 | - | 500 | 514 | - | - | - | - | - | - | - |
| Stage 1 | 860 | 794 | - | 704 | 659 | - | - | - | - | - | - | - |
| Stage 2 | 704 | 655 | - | 822 | 792 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.5 | 12.3 | 0.8 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1468 | - | - | 538 | 927 | 500 | - | 1342 | - | - |
| HCM Lane V/C Ratio | 0.02 | - | - | 0.011 | 0.043 | 0.015 | - | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 11.8 | 9.1 | 12.3 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | B | A | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | 0.1 | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 4 | 84 | 0 | 114 | 0 | 0 | 71 | 98 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 4 | 84 | 0 | 114 | 0 | 0 | 71 | 98 |
| 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 | - | - | - | - | - | 25 | - | - | - | - | - | - |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 5 | 98 | 0 | 133 | 0 | 0 | 83 | 114 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 273 | 330 | 133 | 197 | 0 | - | - | - | 0 |
| Stage 1 | 133 | 133 | - | - | - | - | - | - | - |
| Stage 2 | 140 | 197 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | 4.1 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 2.2 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 721 | 592 | 922 | 1388 | - | 0 | 0 | - | - |
| Stage 1 | 898 | 790 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 892 | 742 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 721 | 0 | 922 | 1388 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 721 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 898 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 892 | 0 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | WBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1388 | - | - | 922 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.106 | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.4 | - | - |
| HCM Lane LOS | A | - | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 116 | 0 | 5 | 0 | 0 | 0 | 0 | 8 | 11 | 64 | 0 | 0 |
| Future Vol, veh/h | 116 | 0 | 5 | 0 | 0 | 0 | 0 | 8 | 11 | 64 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 25 | - | 30 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 155 | 0 | 7 | 0 | 0 | 0 | 0 | 11 | 15 | 85 | 0 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 189 | 196 | 0 | - | 0 | 0 | 26 | 0 | 0 |
| Stage 1 | 170 | 170 | - | - | - | - | - | - | - |
| Stage 2 | 19 | 26 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | - | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | - | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 805 | 703 | - | 0 | - | - | 1601 | - | 0 |
| Stage 1 | 865 | 762 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 1009 | 878 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 762 | 0 | - | - | - | - | 1601 | - | - |
| Mov Cap-2 Maneuver | 762 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 865 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 956 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | | 0 | 7.4 |
| HCM LOS | - | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | EBLn2 | EBLn3 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 762 | - | - | 1601 | - |
| HCM Lane V/C Ratio | - | - | 0.203 | - | - | 0.053 | - |
| HCM Control Delay (s) | - | - | 10.9 | 0 | - | 7.4 | 0 |
| HCM Lane LOS | - | - | B | A | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.8 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 55 | 33 | 64 | 319 | 6 |
| Future Vol, veh/h | 1 | 55 | 33 | 64 | 319 | 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 | 61 | 61 | 61 | 61 | 61 | 61 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 90 | 54 | 105 | 523 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 741 | 528 | 533 | 0 | - | 0 |
| Stage 1 | 528 | - | - | - | - | - |
| Stage 2 | 213 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 387 | 554 | 1045 | - | - | - |
| Stage 1 | 596 | - | - | - | - | - |
| Stage 2 | 827 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 366 | 554 | 1045 | - | - | - |
| Mov Cap-2 Maneuver | 366 | - | - | - | - | - |
| Stage 1 | 563 | - | - | - | - | - |
| Stage 2 | 827 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.9 | 2.9 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1045 | - | 549 | - | - |
| HCM Lane V/C Ratio | 0.052 | - | 0.167 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | 12.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.6 | - | - |

| 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 | 0 | 17 | 2 | 0 | 3 | 15 | 91 | 3 | 0 | 371 | 5 |
| Future Vol, veh/h | 2 | 0 | 17 | 2 | 0 | 3 | 15 | 91 | 3 | 0 | 371 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 0 | 28 | 3 | 0 | 5 | 25 | 149 | 5 | 0 | 608 | 8 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 816 | 816 | 612 | 828 | 818 | 152 | 616 | 0 | 0 | 154 | 0 | 0 |
| Stage 1 | 612 | 612 | - | 202 | 202 | - | - | - | - | - | - | - |
| Stage 2 | 204 | 204 | - | 626 | 616 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 298 | 314 | 497 | 293 | 313 | 900 | 974 | - | - | 1439 | - | - |
| Stage 1 | 484 | 487 | - | 805 | 738 | - | - | - | - | - | - | - |
| Stage 2 | 803 | 737 | - | 475 | 485 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 290 | 305 | 497 | 271 | 304 | 900 | 974 | - | - | 1439 | - | - |
| Mov Cap-2 Maneuver | 290 | 305 | - | 271 | 304 | - | - | - | - | - | - | - |
| Stage 1 | 470 | 487 | - | 782 | 717 | - | - | - | - | - | - | - |
| Stage 2 | 776 | 716 | - | 448 | 485 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 13.2 | 12.8 | 1.2 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 974 | - | - | 290 | 497 | 271 | 900 | 1439 | - | - |
| HCM Lane V/C Ratio | 0.025 | - | - | 0.011 | 0.056 | 0.012 | 0.005 | - | - | - |
| HCM Control Delay (s) | 8.8 | 0 | - | 17.6 | 12.7 | 18.4 | 9 | 0 | - | - |
| HCM Lane LOS | A | A | - | C | B | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | 0.2 | 0 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 8 | 13 | 54 | 14 | 55 | 0 | 0 | 138 | 257 |
| Future Vol, veh/h | 0 | 0 | 0 | 8 | 13 | 54 | 14 | 55 | 0 | 0 | 138 | 257 |
| 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 | - | - | - | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 13 | 22 | 90 | 23 | 92 | 0 | 0 | 230 | 428 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 582 | 796 | 92 | 658 | 0 | - | - | - | 0 |
| Stage 1 | 138 | 138 | - | - | - | - | - | - | - |
| Stage 2 | 444 | 658 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | 4.1 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 2.2 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 479 | 322 | 971 | 939 | - | 0 | 0 | - | - |
| Stage 1 | 894 | 786 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 651 | 464 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 467 | 0 | 971 | 939 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 467 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 871 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 651 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.3 | 1.8 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | WBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 939 | - | 467 | 971 | - | - |
| HCM Lane V/C Ratio | 0.025 | - | 0.075 | 0.093 | - | - |
| HCM Control Delay (s) | 8.9 | 0 | 13.3 | 9.1 | - | - |
| HCM Lane LOS | A | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 51 | 13 | 4 | 0 | 0 | 0 | 0 | 18 | 4 | 133 | 16 | 0 |
| Future Vol, veh/h | 51 | 13 | 4 | 0 | 0 | 0 | 0 | 18 | 4 | 133 | 16 | 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 | 25 | - | 30 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 70 | 18 | 5 | 0 | 0 | 0 | 0 | 25 | 5 | 182 | 22 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 414 | 416 | 22 | - | 0 | 0 | 30 | 0 | 0 |
| Stage 1 | 386 | 386 | - | - | - | - | - | - | - |
| Stage 2 | 28 | 30 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | - | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | - | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 599 | 530 | 1061 | 0 | - | - | 1596 | - | 0 |
| Stage 1 | 691 | 614 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 1000 | 874 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 530 | 0 | 1061 | - | - | - | 1596 | - | - |
| Mov Cap-2 Maneuver | 530 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 691 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 885 | 0 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | EBLn2 | EBLn3 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 530 | - | 1061 | 1596 | - |
| HCM Lane V/C Ratio | - | - | 0.132 | - | 0.005 | 0.114 | - |
| HCM Control Delay (s) | - | - | 12.8 | - | 8.4 | 7.5 | 0 |
| HCM Lane LOS | - | - | B | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | - | 0 | 0.4 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 27 | 191 | 253 | 91 | 1 |
| Future Vol, veh/h | 6 | 27 | 191 | 253 | 91 | 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 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 33 | 236 | 312 | 112 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 897 | 113 | 113 | 0 | - | 0 |
| Stage 1 | 113 | - | - | - | - | - |
| Stage 2 | 784 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 313 | 945 | 1489 | - | - | - |
| Stage 1 | 917 | - | - | - | - | - |
| Stage 2 | 453 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 253 | 945 | 1489 | - | - | - |
| Mov Cap-2 Maneuver | 253 | - | - | - | - | - |
| Stage 1 | 741 | - | - | - | - | - |
| Stage 2 | 453 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.1 | 3.4 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1489 | - | 631 | - | - |
| HCM Lane V/C Ratio | 0.158 | - | 0.065 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 11.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 0 | 32 | 6 | 0 | 0 | 24 | 444 | 10 | 0 | 114 | 3 |
| Future Vol, veh/h | 5 | 0 | 32 | 6 | 0 | 0 | 24 | 444 | 10 | 0 | 114 | 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 | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 0 | 40 | 7 | 0 | 0 | 30 | 548 | 12 | 0 | 141 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 757 | 763 | 143 | 777 | 759 | 554 | 145 | 0 | 0 | 560 | 0 | 0 |
| Stage 1 | 143 | 143 | - | 614 | 614 | - | - | - | - | - | - | - |
| Stage 2 | 614 | 620 | - | 163 | 145 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 327 | 337 | 910 | 317 | 338 | 536 | 1450 | - | - | 1021 | - | - |
| Stage 1 | 865 | 782 | - | 483 | 486 | - | - | - | - | - | - | - |
| Stage 2 | 483 | 483 | - | 844 | 781 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 319 | 327 | 910 | 296 | 328 | 536 | 1450 | - | - | 1021 | - | - |
| Mov Cap-2 Maneuver | 319 | 327 | - | 296 | 328 | - | - | - | - | - | - | - |
| Stage 1 | 839 | 782 | - | 469 | 471 | - | - | - | - | - | - | - |
| Stage 2 | 469 | 469 | - | 807 | 781 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.1 | 17.5 | 0.4 | 0 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1450 | - | - | 319 | 910 | 296 | - | 1021 | - | - |
| HCM Lane V/C Ratio | 0.02 | - | - | 0.019 | 0.043 | 0.025 | - | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 16.5 | 9.1 | 17.5 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | C | A | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.1 | 0.1 | 0.1 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 4 | 215 | 0 | 245 | 0 | 0 | 77 | 104 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 4 | 215 | 0 | 245 | 0 | 0 | 77 | 104 |
| 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 | - | - | - | - | - | 25 | - | - | - | - | - | - |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 5 | 250 | 0 | 285 | 0 | 0 | 90 | 121 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 436 | 496 | 285 | 211 | 0 | - | - | - | 0 | |
| Stage 1 | 285 | 285 | - | - | - | - | - | - | - | |
| Stage 2 | 151 | 211 | - | - | - | - | - | - | - | |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | 4.1 | - | - | - | - | - | |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - | |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 2.2 | - | - | - | - | - | |
| Pot Cap-1 Maneuver | 581 | 478 | 759 | 1372 | - | 0 | 0 | - | - | |
| Stage 1 | 768 | 679 | - | - | - | 0 | 0 | - | - | |
| Stage 2 | 882 | 731 | - | - | - | 0 | 0 | - | - | |
| Platoon blocked, % | | | | | - | | | - | - | |
| Mov Cap-1 Maneuver | 581 | 0 | 759 | 1372 | - | - | - | - | - | |
| Mov Cap-2 Maneuver | 581 | 0 | - | - | - | - | - | - | - | |
| Stage 1 | 768 | 0 | - | - | - | - | - | - | - | |
| Stage 2 | 882 | 0 | - | - | - | - | - | - | - | |

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

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | WBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1372 | - | - | 759 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.329 | - | - |
| HCM Control Delay (s) | 0 | - | - | 12.1 | - | - |
| HCM Lane LOS | A | - | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1.4 | - | - |

| 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 | 247 | 0 | 5 | 0 | 0 | 0 | 0 | 8 | 11 | 70 | 0 | 0 |
| Future Vol, veh/h | 247 | 0 | 5 | 0 | 0 | 0 | 0 | 8 | 11 | 70 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 25 | - | 30 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 329 | 0 | 7 | 0 | 0 | 0 | 0 | 11 | 15 | 93 | 0 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 205 | 212 | 0 | - | 0 | 0 | 26 | 0 | 0 |
| Stage 1 | 186 | 186 | - | - | - | - | - | - | - |
| Stage 2 | 19 | 26 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | - | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | - | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 788 | 689 | - | 0 | - | - | 1601 | - | 0 |
| Stage 1 | 851 | 750 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 1009 | 878 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 742 | 0 | - | - | - | - | 1601 | - | - |
| Mov Cap-2 Maneuver | 742 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 851 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 950 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | | 0 | 7.4 |
| HCM LOS | - | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | EBLn2 | EBLn3 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 742 | - | - | 1601 | - |
| HCM Lane V/C Ratio | - | - | 0.444 | - | - | 0.058 | - |
| HCM Control Delay (s) | - | - | 13.7 | 0 | - | 7.4 | 0 |
| HCM Lane LOS | - | - | B | A | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 2.3 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 186 | 39 | 70 | 450 | 6 |
| Future Vol, veh/h | 1 | 186 | 39 | 70 | 450 | 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 | 61 | 61 | 61 | 61 | 61 | 61 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 305 | 64 | 115 | 738 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 986 | 743 | 748 | 0 | - | 0 |
| Stage 1 | 743 | - | - | - | - | - |
| Stage 2 | 243 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 277 | 418 | 870 | - | - | - |
| Stage 1 | 474 | - | - | - | - | - |
| Stage 2 | 802 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 255 | 418 | 870 | - | - | - |
| Mov Cap-2 Maneuver | 255 | - | - | - | - | - |
| Stage 1 | 437 | - | - | - | - | - |
| Stage 2 | 802 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 34.1 | 3.4 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 870 | - | 417 | - | - |
| HCM Lane V/C Ratio | 0.073 | - | 0.735 | - | - |
| HCM Control Delay (s) | 9.5 | 0 | 34.1 | - | - |
| HCM Lane LOS | A | A | D | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 5.8 | - | - |

| 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 | 0 | 17 | 2 | 0 | 3 | 15 | 103 | 3 | 0 | 633 | 5 |
| Future Vol, veh/h | 2 | 0 | 17 | 2 | 0 | 3 | 15 | 103 | 3 | 0 | 633 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 61 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 0 | 28 | 3 | 0 | 5 | 25 | 169 | 5 | 0 | 1038 | 8 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1266 | 1266 | 1042 | 1278 | 1268 | 172 | 1046 | 0 | 0 | 174 | 0 | 0 |
| Stage 1 | 1042 | 1042 | - | 222 | 222 | - | - | - | - | - | - | - |
| Stage 2 | 224 | 224 | - | 1056 | 1046 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 147 | 171 | 281 | 144 | 170 | 877 | 673 | - | - | 1415 | - | - |
| Stage 1 | 280 | 309 | - | 785 | 723 | - | - | - | - | - | - | - |
| Stage 2 | 783 | 722 | - | 275 | 308 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 142 | 164 | 281 | 126 | 163 | 877 | 673 | - | - | 1415 | - | - |
| Mov Cap-2 Maneuver | 142 | 164 | - | 126 | 163 | - | - | - | - | - | - | - |
| Stage 1 | 269 | 309 | - | 753 | 693 | - | - | - | - | - | - | - |
| Stage 2 | 747 | 692 | - | 248 | 308 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 20.4 | 19.2 | 1.3 | 0 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 673 | - | - | 142 | 281 | 126 | 877 | 1415 | - | - |
| HCM Lane V/C Ratio | 0.037 | - | - | 0.023 | 0.099 | 0.026 | 0.006 | - | - | - |
| HCM Control Delay (s) | 10.6 | 0 | - | 31 | 19.2 | 34.3 | 9.1 | 0 | - | - |
| HCM Lane LOS | B | A | - | D | C | D | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.1 | 0.3 | 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 | 0 | 0 | 0 | 8 | 13 | 60 | 14 | 61 | 0 | 0 | 269 | 388 |
| Future Vol, veh/h | 0 | 0 | 0 | 8 | 13 | 60 | 14 | 61 | 0 | 0 | 269 | 388 |
| 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 | - | - | - | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 13 | 22 | 100 | 23 | 102 | 0 | 0 | 448 | 647 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 920 | 1243 | 102 | 1095 | 0 | - | - | - | 0 |
| Stage 1 | 148 | 148 | - | - | - | - | - | - | - |
| Stage 2 | 772 | 1095 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | 4.1 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 2.2 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 303 | 176 | 959 | 645 | - | 0 | 0 | - | - |
| Stage 1 | 884 | 779 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 459 | 292 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 291 | 0 | 959 | 645 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 291 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 850 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 459 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.8 | 2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | WBLn1 | WBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 645 | - | 291 | 959 | - | - |
| HCM Lane V/C Ratio | 0.036 | - | 0.12 | 0.104 | - | - |
| HCM Control Delay (s) | 10.8 | 0 | 19.1 | 9.2 | - | - |
| HCM Lane LOS | B | A | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.4 | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 57 | 13 | 4 | 0 | 0 | 0 | 0 | 18 | 4 | 264 | 16 | 0 |
| Future Vol, veh/h | 57 | 13 | 4 | 0 | 0 | 0 | 0 | 18 | 4 | 264 | 16 | 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 | 25 | - | 30 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 78 | 18 | 5 | 0 | 0 | 0 | 0 | 25 | 5 | 362 | 22 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 774 | 776 | 22 | - | 0 | 0 | 30 | 0 | 0 |
| Stage 1 | 746 | 746 | - | - | - | - | - | - | - |
| Stage 2 | 28 | 30 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.5 | 6.2 | - | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | - | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 370 | 331 | 1061 | 0 | - | - | 1596 | - | 0 |
| Stage 1 | 472 | 424 | - | 0 | - | - | - | - | 0 |
| Stage 2 | 1000 | 874 | - | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | | - | - | | - | |
| Mov Cap-1 Maneuver | 285 | 0 | 1061 | - | - | - | 1596 | - | - |
| Mov Cap-2 Maneuver | 285 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 472 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 770 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | | 0 | 7.5 |
| HCM LOS | - | | |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | EBLn2 | EBLn3 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 285 | - | 1061 | 1596 | - |
| HCM Lane V/C Ratio | - | - | 0.274 | - | 0.005 | 0.227 | - |
| HCM Control Delay (s) | - | - | 22.3 | - | 8.4 | 7.9 | 0 |
| HCM Lane LOS | - | - | C | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 1.1 | - | 0 | 0.9 | - |