

HIGHWAY 395 AND LUNA ROAD RETAIL

TRAFFIC STUDY

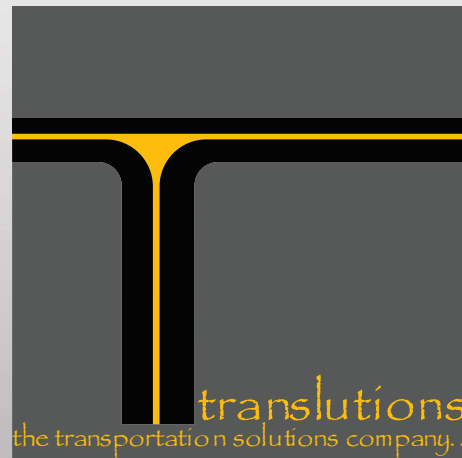
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1.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the traffic study prepared for the proposed Highway 395 and Luna Road Retail project (the project). The proposed project will be located at the southwest corner of Highway 395 and Luna Road in the City of Victorville. The proposed development will include a mix of retail uses.

1.1 Purpose of the Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a traffic study established by the City of Victorville's "General Guidelines for Conducting Traffic Studies and Determination of Intersection Level of Service and Improvement Needs" adopted January 2005, the City of Victorville's "Vehicle Miles Traveled (VMT) Analysis Guidelines", the SBCTA Congestion Management Program (CMP), adopted November 1993, and the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA).

The San Bernardino CMP is implemented by the San Bernardino County Transportation Authority (SBCTA). The CMP requires analysis of off-site intersections potentially affected by the project, which the CMP defines as intersections at which the project is forecast to add 50 or more peak hour trips. This report evaluates nine intersections under five analysis scenarios and proposes circulation improvements for intersections that operate or are forecast to operate at unsatisfactory levels of service.

1.2 Project Location & Study Area

As stated earlier, the project is located at the southwest corner of Highway 395 and Luna Road in the City of Victorville. Figure 1 shows the regional location of the project. The project proposes the construction of 14,600 square feet of retail uses that include a mix of retail, restaurants, car wash and a convenience store with gas station. The project is planned to open in 2024. Figure 2 illustrates the site plan of the proposed project.

Based on the trip generation and trip distribution of the proposed project, and based on discussion with City staff, this report analyzes the following nine intersections for traffic operations:

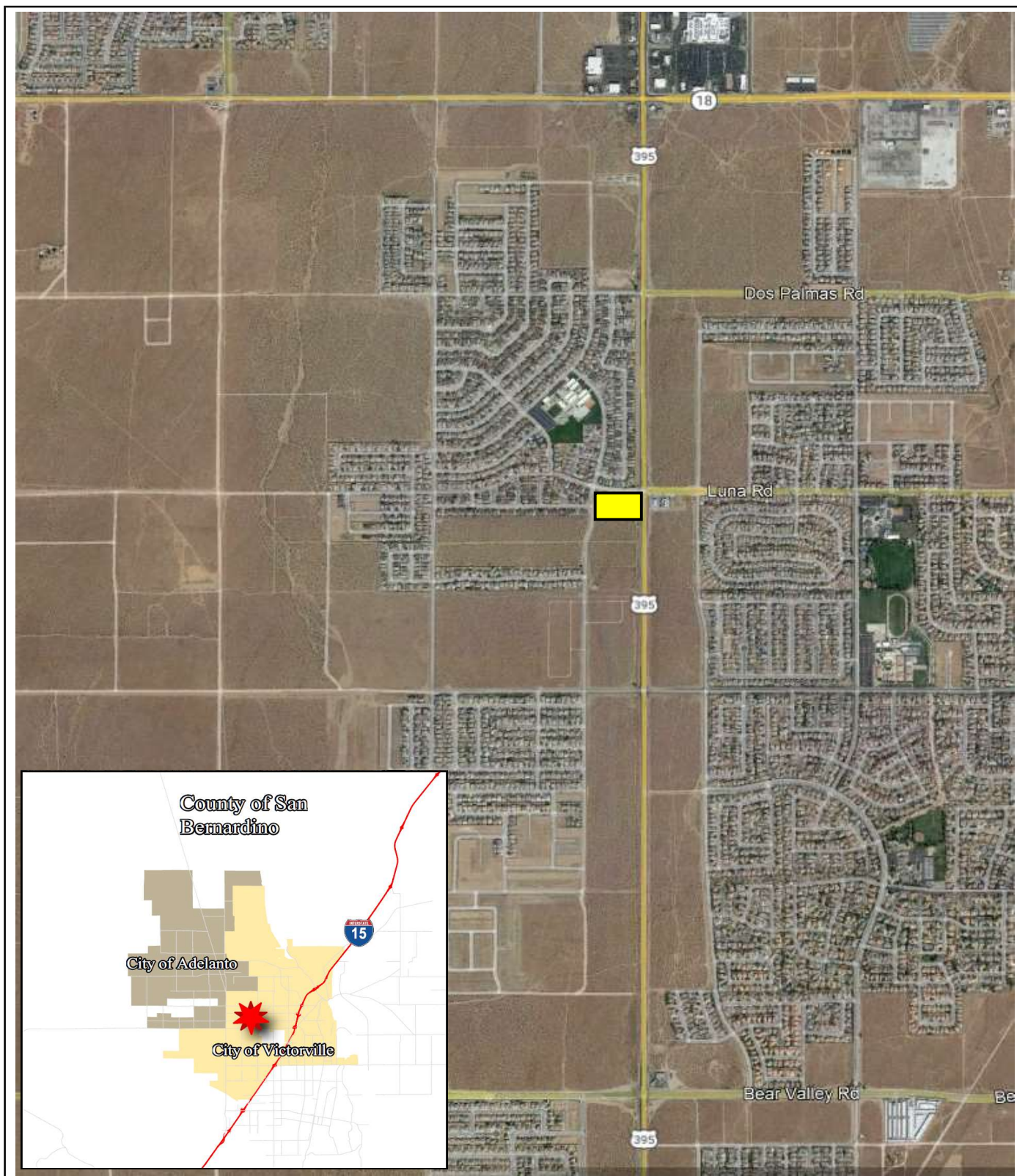
1. Bella Pine Street and Luna Road;
2. Bella Pine Street and Pepperwood Street;
3. Bella Pine Street and Driveway 1;
4. Pena Road and La Mesa Road;
5. Driveway 2 and Luna Road;
6. Driveway 3 and Luna Road;
7. Highway 395 and Luna Road;
8. Highway 395 and Driveway; and
9. Highway 395 and La Mesa Road.

Figure 3 illustrates intersections included in the traffic study.

1.3 Analysis Scenarios

Based on the CMP and discussion with City staff, this report analyzes traffic conditions for the following five scenarios:

1. Existing Conditions;
2. Opening Year (2024) Conditions;
3. Opening Year (2024) With Project Conditions;
4. Year 2034 Conditions; and
5. Year 2034 With Project Conditions.



 Project Boundary

FIGURE 1
Highway 395 and Luna Road Retail
Regional Project Location

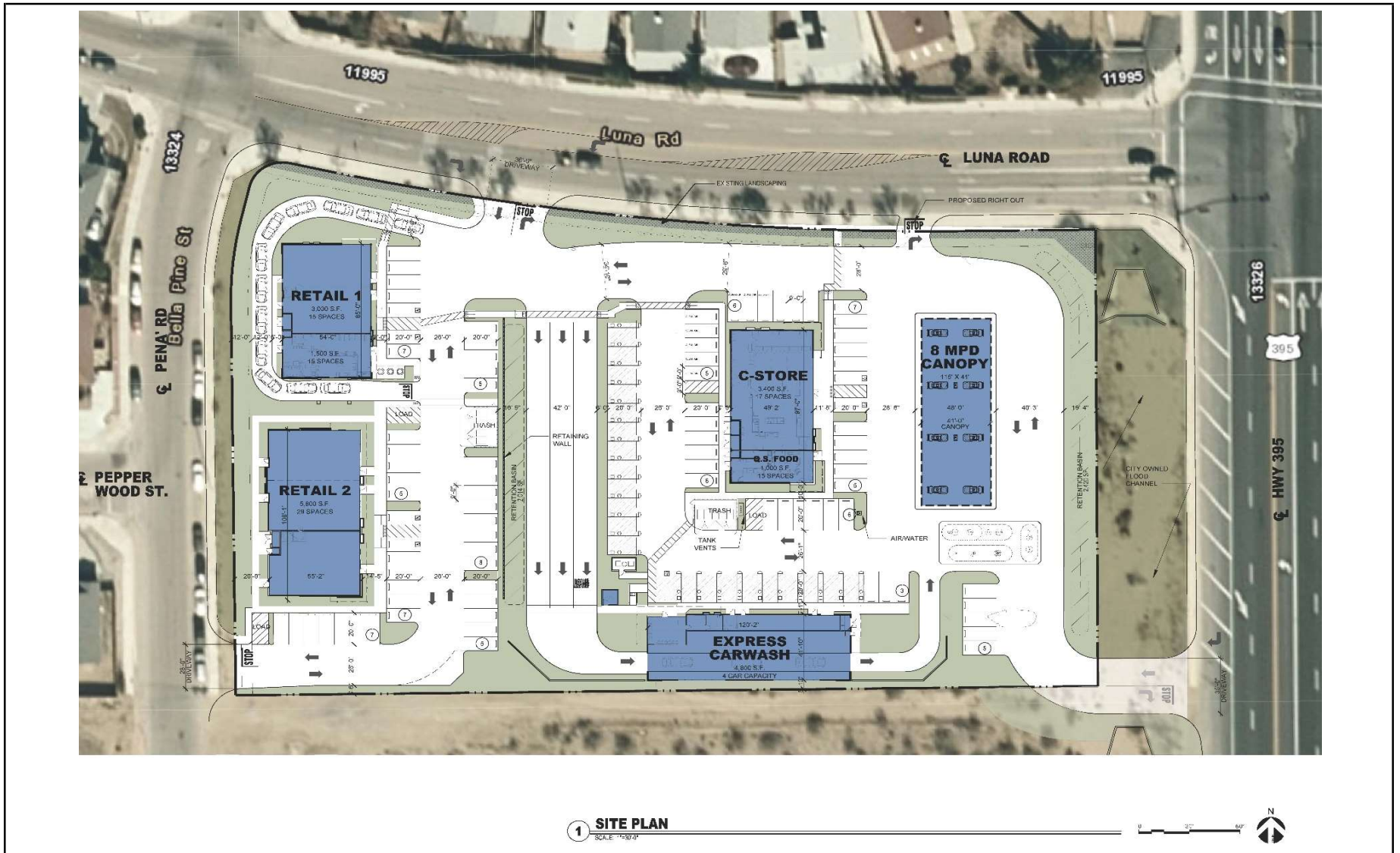


FIGURE 2

Highway 395 and Luna Road Retail
Site Plan



Legend



Project Boundary



Study Area Intersections

FIGURE 3
Highway 395 and Luna Road Retail
Study Area Intersections

Consistent with the CMP and based on discussion with City staff, this report analyzes weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

2.0 PROJECT DESCRIPTION

The project site is currently vacant, and the project proposes to construct a mix of retail uses. The project proposes the construction of 14,600 square feet of retail uses that include a mix of retail, restaurants, car wash and a convenience store with gas station. Access to the project site will be provided via four driveways. The driveway on Bella Pine Street will provide full-access ingress/egress to the project. The driveway on Highway 395 will provide right-in/right-out access to the project. There are two driveways on Luna Road. The easterly driveway on Luna Road will provide right-out access only while the westerly driveway will allow right and left turn access into the project from Luna Road but only allow right turns out of the project site. will provide northern right-in/right-out access to the project site. Driveway 2 on Luna Road will also allow for a westbound left turn into the project site.

2.1 Project Trip Generation

Trip generation for the project is based on rates from the Institute of Transportation Engineers' (ITE) Trip Generation Manual (11th Edition). The project consists of land uses like retail, restaurants, car wash and a convenience store with gas station. Retail uses typically draw some of its trips from the adjacent street traffic. Such trips are not actually “new” trips from the project on the adjacent circulation system. These trips are referred to as “pass-by” trips. By definition, pass-by trips are trips that are on the roadway immediately adjacent to the retail center which make intermediate stops on the way from an origin to a primary trip destination without route diversion. Pass by rates were calculated based on the ITE Trip Generation but restricted to lower numbers based on discussion with City staff. Table A shows the project trip generation for weekday. As shown in Table A, the total project is anticipated to generate 215 total trips during the a.m. peak hour, 262 total trips during the p.m. peak hour, and 3,498 total daily trips.

2.2 Project Trip Distribution & Assignment

Trip distribution patterns for the proposed project were developed based on location of local and regional destinations. Figure 4 shows the trip distribution for project trips. The project trip generation was applied to the trip distribution patterns for the proposed project to develop trip assignments for new project trips. Figure 5 shows the project trip assignment at the study intersections.

3.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. Consistent to the guidelines, the Highway Capacity Manual (HCM) procedures have been used to evaluate levels of service. This section discusses the LOS definitions, procedures, and thresholds used in this report.

3.1 Level of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 6th Edition (HCM) delay methodologies, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for un-signalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes. Table B presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Retail								
Trip Generation Rates ¹	Per TSF	1.42	0.94	2.36	3.30	3.30	6.59	54.45
Trip Generation	8.800	12	9	21	29	29	58	479
Pass By Rate ^A				10%			25%	10%
Pass By Trips		(1)	(1)	(2)	(7)	(8)	(15)	(48)
Net After Pass-By		11	8	19	22	21	43	431
Gas Station with Convenience Store								
Trip Generation Rates ²	Per VFS	8.03	8.03	16.06	9.21	9.21	18.42	265.12
Trip Generation	16	128	129	257	147	148	295	4,242
Pass By Rate ^B				50%			45%	45%
Pass By Trips		(64)	(65)	(129)	(66)	(67)	(133)	(1,909)
Net After Pass-By		64	64	129	81	81	162	2,333
Restaurant (With Drive-Thru)								
Trip Generation Rates ³	Per TSF	22.75	21.86	44.61	17.18	15.85	33.03	467.48
Trip Generation	1.500	34	33	67	26	24	50	701
Pass By Rate ^C				35%			35%	35%
Pass By Trips		(11)	(12)	(23)	(9)	(9)	(18)	(245)
Net After Pass-By		23	21	44	17	15	32	456
QSR (Food)								
Trip Generation Rates ⁴	Per TSF	25.04	18.14	43.18	16.61	16.61	33.21	450.49
Trip Generation	1.000	25	18	43	17	17	34	450
Pass By Rate ^D				35%			35%	35%
Pass By Trips		(7)	(8)	(15)	(6)	(6)	(12)	(158)
Express Carwash								
Trip Generation Rates ⁵	Per WS	5.42	3.18	8.60	6.66	6.94	13.60	156.2
Trip Generation	4	22	12	34	27	28	55	625
Pass By Rate ^E				40%			40%	40%
Pass By Trips		(7)	(7)	(14)	(11)	(11)	(22)	(250)
Net After Pass-By		15	5	20	16	17	33	375
Gross Trips		221	201	422	246	246	492	6,497
Total Pass By ^F		(90)	(93)	(183)	(99)	(101)	(200)	(2,610)
Internal Trips ^G	10%	(13)	(11)	(24)	(15)	(15)	(29)	(389)
Total Trip Generation (Net New Trips)		118	97	215	132	130	263	3,498

¹ Trip generation based on rates for Land Use 822 - "Strip Retail Plaza(<40k)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

² Trip generation based on rates for Land Use 945 - "Convenience Store/Gas Station" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

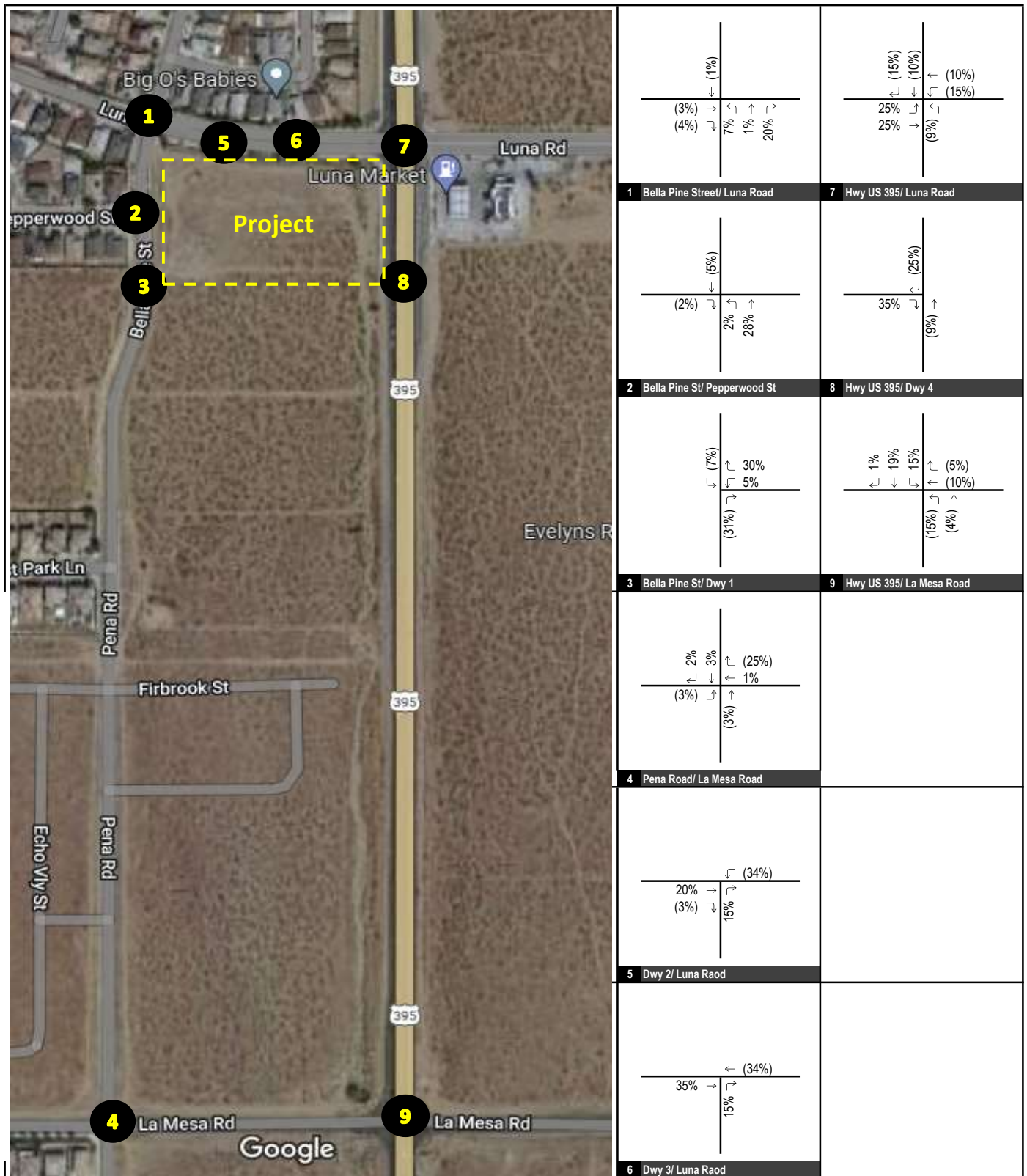


FIGURE 4
Highway 395 and Luna Road Retail
Project Trip Distribution

XX%(YY%) Outbound%(Inbound%) Distribution

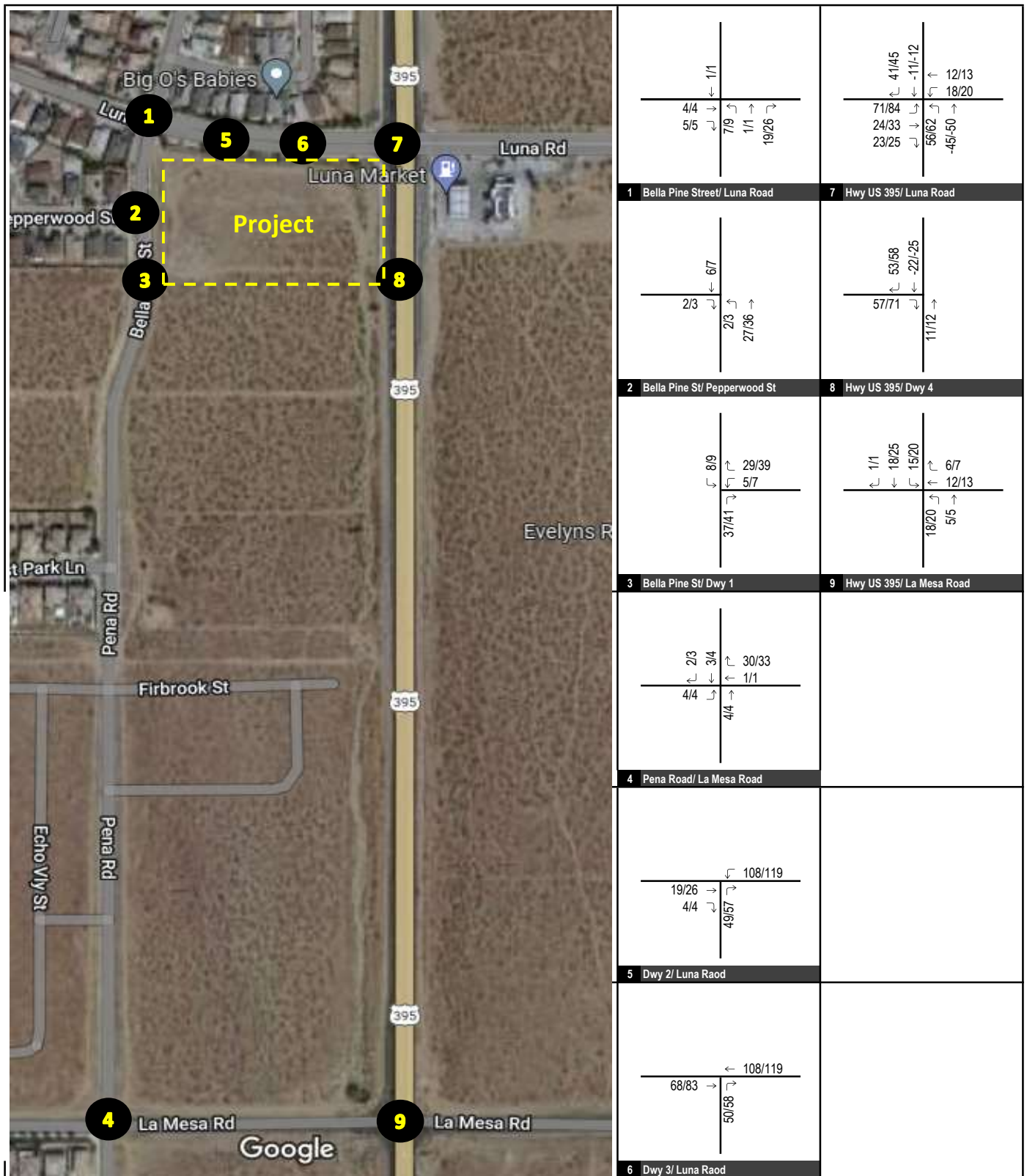


FIGURE 5
Highway 395 and Luna Road Retail
Project Trip Assignment

XX/YY AM/PM Trips

Table B: Level of Service Criteria

LOS	Description of Drivers' Perception and Traffic Operation	Delay in Seconds	
		Un-signalized	Signalized
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.	> 10 and ≤ 15	> 10 and ≤ 20
C	This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 15 and ≤ 25	> 20 and ≤ 35
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	> 25 and ≤ 35	> 35 and ≤ 55
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and ≤ 50	> 55 and ≤ 80
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 50	> 80

Source: *Highway Capacity Manual, 6th Edition*

3.2 Level of Service Thresholds

All study intersections are under the jurisdiction of the City of Victorville. The City of Victorville has adopted an LOS D or better standard for all intersections within the City. Therefore, circulation improvements are required to be identified at study intersections operating at LOS E, or F to restore operations at LOS D or better.

4.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed based on discussion with City staff and consistent with CMP guidelines.

4.1 Existing Traffic Volumes

Existing traffic volumes are based on peak hour intersection turn movement counts collected by Counts Unlimited Inc. in October 2022. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), were conducted at all existing intersections. Passenger car equivalent (PCE) volumes at this intersection was computed using a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. Count sheets are contained in Appendix A. Detailed volume development worksheets are included in Appendix B.

4.2 Opening Year (2024) Traffic Volumes

Opening year (2024) peak hour traffic volumes were developed by applying an annual growth rate of 3 percent per year (2022 to 2024) to the existing volumes. Based on City of Victorville's New Planning Applications Report (January 01, 2022 to October 2022, 2022) one cumulative project was found in the vicinity of the proposed project. The project is an Aldi grocery store within the Desert Grove Shopping Center located at the southwest corner of Highway 395 and Highway 18. Table C shows the cumulative project trip generation for weekday. As shown in Table C, the total project is anticipated to generate 36 total trips during the a.m. peak hour, 113 total trips during the p.m. peak hour, and 1,177 total daily trips.

Detailed volume development worksheets are included in Appendix B.

Table C - Cumulative Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Grocery								
Trip Generation Rates ¹	Per TSF	1.69	1.17	2.86	4.48	4.48	8.95	93.84
Trip Generation	19,000	32	22	54	85	86	171	1,783
Pass By Rate ^A				24%			24%	24%
Pass By Trips		(6)	(7)	(13)	(20)	(21)	(41)	(428)
Net After Pass-By		26	15	41	65	65	130	1,355
Gross Trips		32	22	54	85	86	171	1,783
Total Pass By		-6	-7	-13	-20	-21	-41	-428
Internal Trips ^B	10%	-3	-2	-5	-9	-9	-17	-178
Total Trip Generation (Net New Trips)		23	13	36	56	56	113	1,177

¹ Trip generation based on rates for Land Use 850 - "Supermarket" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

^A Daily Pass-by rates for Land Use 850 are based on ITE Trip Generation (11th Edition). Rates for a.m. and p.m. peak hour are assumed to be same as daily rate.

^B Internal Trips calculated based on discussions with City Staff.

4.3 Year 2034 Traffic Volumes

Year 2034 peak hour traffic volumes were developed by applying an annual growth rate of 3 percent per year (2022 to 2034) to the existing volumes and adding trips from cumulative projects. Detailed volume development worksheets are included in Appendix B.

4.4 Opening Year (2024) and Year 2034 With Project Traffic Volumes

Traffic volumes for opening year (2024) and year 2034 with project conditions were developed by adding the project trip assignment to the corresponding (i.e., opening year and year 2034) without project peak hour traffic volumes.

5.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

5.1 Existing Roadway Conditions

Regional access to the project site is provided by US-395 and Interstate 15 (I-15) to the east and State Route 18 (SR-18) to the north. Local access to the project will be provided by the following roadways:

- **Bella Pine Street/ Pena Road** is oriented in the north-south direction and is as a 2-lane roadway.
- **US-395** is oriented in the north-south direction. It is a 2-lane roadway south of Luna Road and a 4-lane roadway north of Luna Road.
- **Luna Road** is oriented in the east-west direction and is a 4-lane roadway between Bella pine Street and US-395. It is 2-lane roadway west of Bella Pine Street and it tapers to a 2-lane roadway east of US-395.
- **La Mesa Road** is oriented in the east-west direction and is a 2-lane roadway.

5.2 Existing Transit Service

Public transportation services within the City of Victorville and near the proposed project include bus transit service provided by the Victor Valley Transit Authority. The bus service is further described below.

Bus Service. Bus service in the vicinity of the project is provided by Route 54 and travels along Luna Road in the project vicinity. Route 54 operates at 60-minute headways on weekdays, 53 minutes headways on Saturdays and an hour 57 minute headways on Sundays.

5.3 Existing Pedestrian & Bicycle Facilities

The City's existing bikeway network includes two types of facilities and are discussed below:

- **Class I bikeways** also known as "Shared Use Paths or Bike Paths", provide a complete separate right-of-way designated for exclusive use of bicycles and pedestrians with minimum cross flows by motorists. They are shared use paths that may be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.
- **Class II bikeways** also known as "bike lanes", provide a restricted right-of-way designated for exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with permitted vehicle parking and cross flows by pedestrians and motorists. This portion of roadway is designated by striping, signing, pavement delineation, and pavement markings for preferential or exclusive use of bicyclists. US-395 is designated as a future Class II bikeway in the *San Bernardino County Non-Motorized Transportation Plan (Revised June 2018)*. Currently, continuous bike lanes are not present in any roadway in the vicinity of the project. A small stretch of bike lane has recently been constructed in the northbound direction of US-395 just south of Luna Road.
- **Class III bikeways** also known as "bike routes", provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

Pedestrian circulation in Victorville is primarily provided via sidewalks. The project site is currently vacant, with existing sidewalk on the north, east and west side of the project area.

5.4 Existing Intersections Levels of Service

An intersection level of service analysis was conducted for existing conditions to determine current circulation system performance. Figure 6 shows the lane geometrics and stop controls at the study intersections. The existing traffic volumes at study intersections are illustrated in Figure 7. Detailed volume development worksheets are included in Appendix B. The existing levels of service for the study area intersections are summarized in Table D. Level of service calculation worksheets are contained in Appendix C. As shown in Table D, all study area intersections are currently operating at satisfactory levels of service in the a.m. and p.m. peak hour.

6.0 OPENING YEAR (2024) CONDITIONS

This section discusses opening year (2024) transportation conditions in the study area. It is anticipated that the project will open in 2024.

6.1 Opening Year (2024) Roadway Conditions

Opening year (2024) roadway conditions are assumed to be the same as those under existing conditions.

6.2 Opening Year (2024) Transit Service

Transit service under opening year (2024) conditions are anticipated to remain the same as under existing conditions.

6.3 Opening Year (2024) Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under opening year (2024) conditions are anticipated to remain the same as under existing conditions.

6.4 Opening Year (2024) Intersections Levels of Service

An intersection level of service analysis was conducted for opening year (2024) conditions to determine circulation system performance. Figure 8 shows the lane geometrics and stop controls at the study intersections for the opening year. Opening year (2024) traffic volumes at study intersections are shown in Figure 9. Opening year (2024) levels of service for the study area intersections are summarized in Table E. Detailed volume development worksheets are included in Appendix B. Level of service calculation worksheets are contained in Appendix C. As shown in Table E, all study area intersections are forecast to operate at satisfactory levels in the a.m. and p.m. peak hours.

6.5 Opening Year (2024) With Project Intersections Levels of Service

An intersection level of service analysis was conducted for opening year (2024) with project conditions to determine circulation system performance. Opening year (2024) with project traffic volumes at study intersections are shown in Figure 10. The opening year (2024) with project levels of service for the study area intersections are summarized in Table E. Level of service calculation worksheets are contained in Appendix C. As shown in Table E, all study area intersections are forecast to operate at satisfactory levels in the a.m. and p.m. peak hours.

7.0 YEAR 2034 CONDITIONS

This section discusses year 2034 transportation conditions in the study area.

7.1 Year 2034 Roadway Conditions

Year 2034 roadway conditions are assumed to be the same as those under existing conditions.

7.2 Year 2034 Transit Service

Transit services under year 2034 conditions are anticipated to remain the same as under existing conditions.

7.3 Year 2034 Pedestrian & Bicycle Facilities

The San Bernardino County Non-Motorized Transportation Plan (NMTP) proposes Class II Bike Lanes along US-395 and Bella Pine Street/Pena Road and Class III bike lanes along Luna Road and La Mesa Road. US-395 is designated as a future Class II bikeway in the *San Bernardino County Non-Motorized Transportation Plan (Revised June 2018)*. Currently, continuous bike lanes are not present in any roadway in the vicinity of the project. A small stretch of bike



1 Bella Pine St/Luna Rd	7 Hwy 395/Luna Rd
	Future Intersection
2 Bella Pine St/Pepperwood St	8 Hwy 395/Dwy 4
Future Intersection	
3 Bella Pine St/Dwy 1	9 Hwy 395/La Mesa Rd
4 Pena Rd/La Mesa Rd	
Future Intersection	
5 Dwy 2/Luna Rd	
Future Intersection	
6 Dwy 3/Luna Rd	

FIGURE 6

Legend



Highway 395 and Luna Road Retail Existing Intersection Geometrics and Stop Control

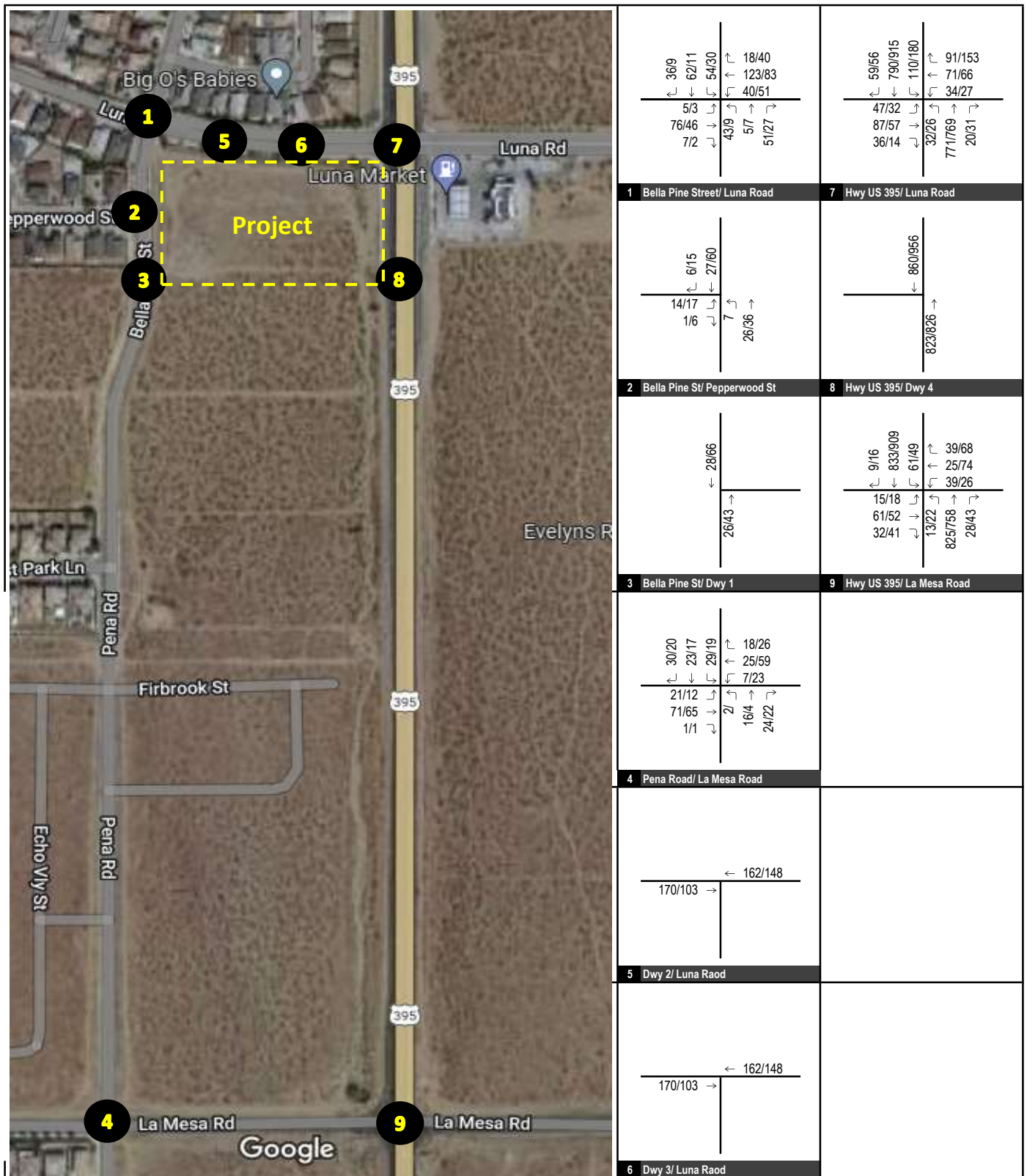


FIGURE 7
Highway 395 and Luna Road Retail
Existing Peak Hour Traffic Volumes

XX/YY AM/PM Peak Hour Volumes

Table D: Existing Levels of Service

Intersection	LOS Std.	Control	Without Project			
			AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1 . Bella Pine Street and Luna Road	D	TWSC	15.4	C	11.1	B
2 . Bella Pine Street and Pepperwood Street	D	TWSC	8.9	A	9.3	A
3 . Bella Pine Street and Driveway 1	D	TWSC	Future Intersection		Future Intersection	
4 . Pena Road and La Mesa Road	D	TWSC	10.3	B	10.3	B
5 . Driveway 2 and Luna Road	D	TWSC	Future Intersection		Future Intersection	
6 . Driveway 3 and Luna Road	D	TWSC	Future Intersection		Future Intersection	
7 . Highway 395 and Luna Road	D	Signal	15	B	20	B
8 . Highway 395 and Driveway 4	D	TWSC	Future Intersection		Future Intersection	
9 . Highway 395 and La Mesa Road	D	Signal	12.9	B	13.9	B

Notes:

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service

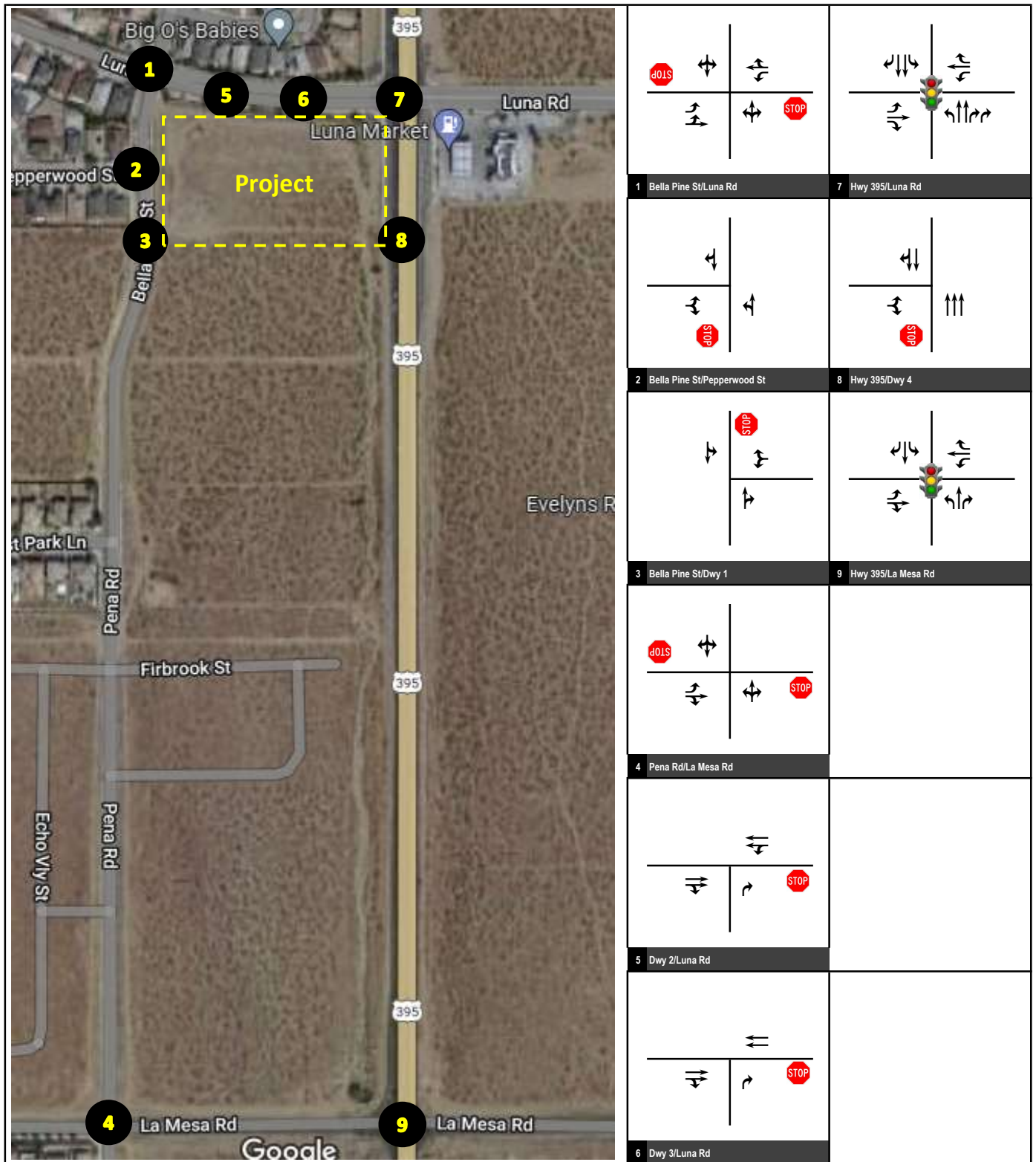


FIGURE 8

Legend



Highway 395 and Luna Road Retail Opening Year Intersection Geometrics and Stop Control

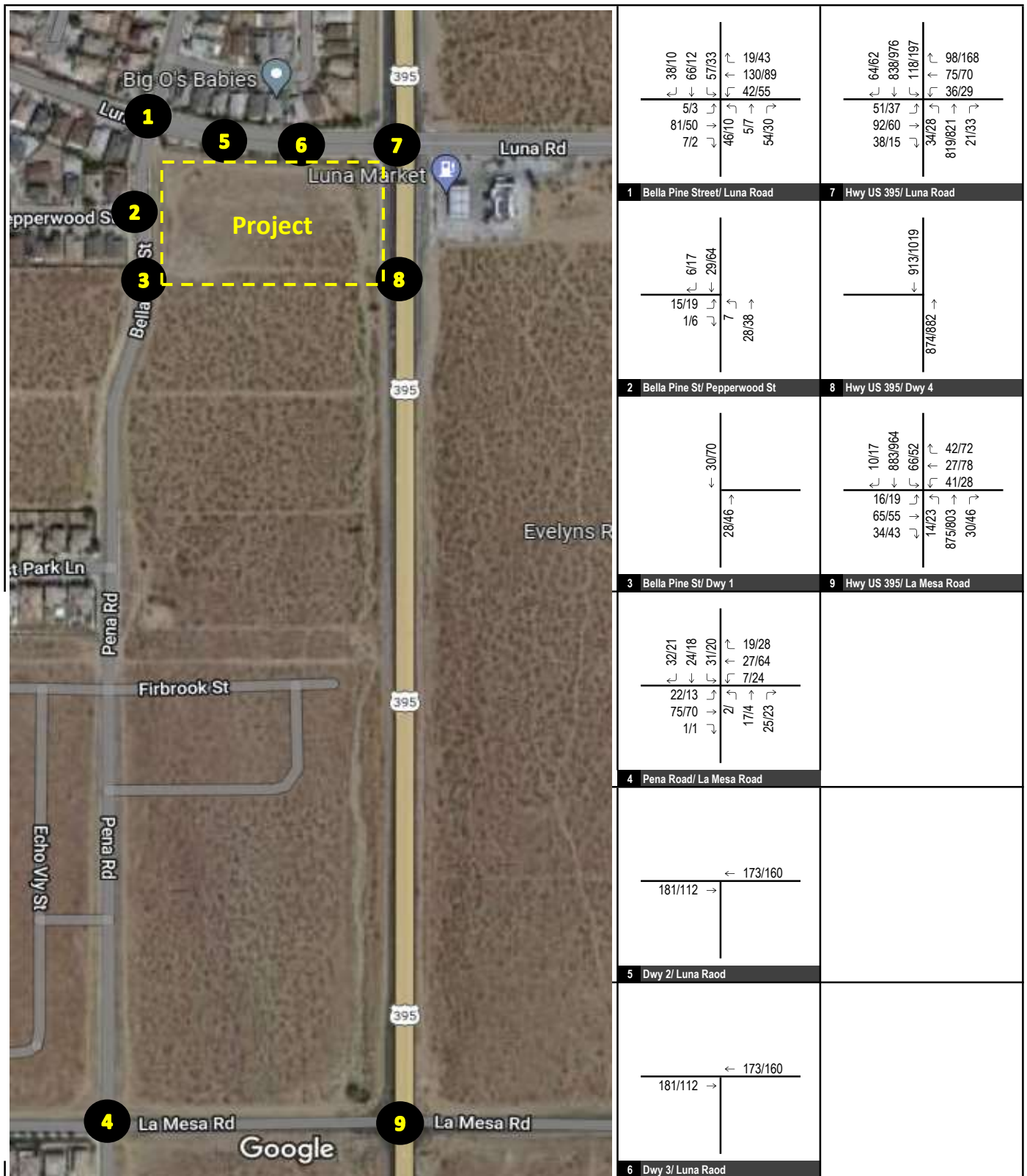


FIGURE 9
Highway 395 and Luna Road Retail
Opening Year Without Project Traffic Volumes

XX/YY AM/PM Peak Hour Volumes

Table E: Opening Year (2024) Levels of Service

Intersection	LOS Std.	Control	Without Project				With Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . Bella Pine Street and Luna Road	D	TWSC	16.4	C	11.4	B	17.1	C	11.8	B
2 . Bella Pine Street and Pepperwood Street	D	TWSC	8.9	A	9.4	A	9.1	A	9.6	A
3 . Bella Pine Street and Driveway 1	D	TWSC		A		A	8.8	A	9	A
4 . Pena Road and La Mesa Road	D	TWSC	10.5	B	10.4	B	10.8	B	10.7	B
5 . Driveway 2 and Luna Road	D	TWSC		A		A	9.1	A	9	A
6 . Driveway 3 and Luna Road	D	TWSC		A		A	9.3	A	9.2	A
7 . Highway 395 and Luna Road	D	Signal	22.7	C	22.9	C	24.5	C	25.5	C
8 . Highway 395 and Driveway 4	D	TWSC		A		A	13.1	B	14.3	B
9 . Highway 395 and La Mesa Road	D	Signal	14.6	B	14.6	B	15.9	B	18.9	B

Notes:

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.

LOS = Level of Service

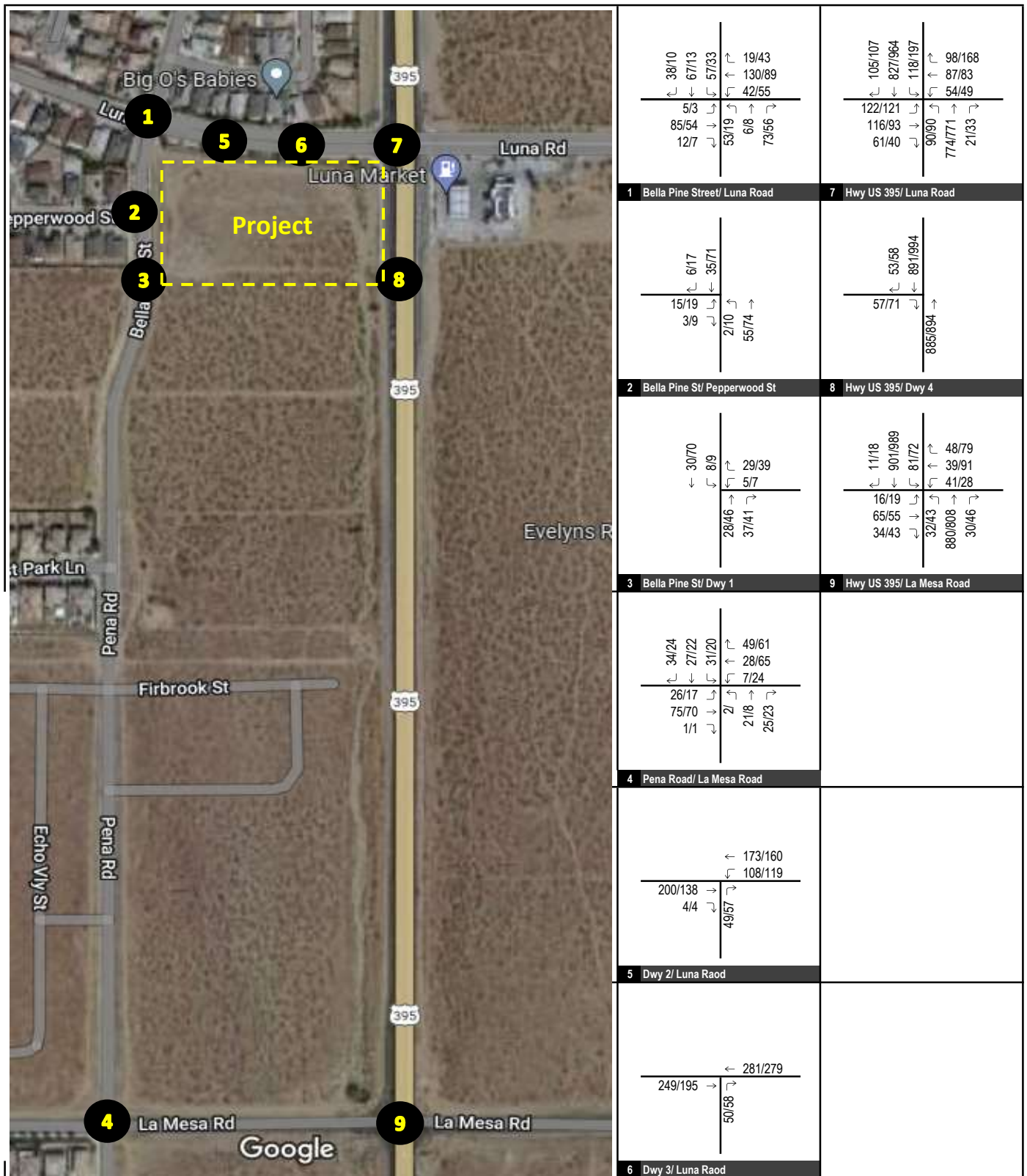


FIGURE 10
Highway 395 and Luna Road Retail
Opening Year With Project Traffic Volumes

XX/YY AM/PM Peak Hour Volumes

lane has recently been constructed in the northbound direction of US-395 just south of Luna Road. However, it is uncertain when these facilities will be constructed.

7.4 Year 2034 Intersections Levels of Service

An intersection level of service analysis was conducted for year 2034 conditions to determine circulation system performance. Year 2034 traffic volumes at study intersections are shown in Figure 11. Year 2034 levels of service for the study area intersections are summarized in Table F. Detailed volume development worksheets are included in Appendix B. Level of service calculation worksheets are contained in Appendix C. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of service in the a.m. and p.m. peak hours.

7.5 Year 2034 With Project Intersections Levels of Service

An intersection level of service analysis was conducted for year 2034 with project conditions to determine circulation system performance. Year 2034 with project traffic volumes at study intersections are shown in Figure 12. The year 2034 with project levels of service for the study area intersections are summarized in Table F. Level of service calculation worksheets are contained in Appendix C. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of in the a.m. and p.m. peak hours.

8.0 SIGNAL WARRANT ANALYSIS

A signal warrant for the intersection of Bella Pine Street and Luna Road was evaluated to determine if the volumes were sufficient to warrant the installation of traffic signal. The signal warrant evaluation is based on the 2014 California Manual of Uniform Traffic Control Devices Section 4C.01 – Warrant 1, Eight-Hour Vehicular Volume. The existing volumes used for this evaluation are based on daily (24 hour) counts collected at the intersection of Bella Pine Street and Luna Road and are included in Appendix A. Signal warrant analysis for existing, opening year (2024) and year (2034) conditions are shown in Appendix D. As shown in Appendix D, the signal warrant is not met at the intersection of Bella Pine Street and Luna Road for all conditions.

9.0 VEHICLE MILES TRAVELED (VMT) SCREENING ANALYSIS

Based on the City of Victorville's "*Vehicle Miles Traveled (VMT) Analysis Guidelines*", the project is screened out of requiring a VMT analysis because of the land use type screening (retail project less than 50,000 square feet). The project includes 14,600 square feet of retail uses and the City's threshold for requiring a VMT analysis is greater than 50,000 square feet of retail. Therefore, the project is presumed to have a less than significant impact on VMT.

10.0 IMPACT CRITERIA FOR CEQA DETERMINATION

This section evaluates the CEQA checklist for impact evaluation.

A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Based on the results of the analysis, the project does not degrade traffic operations below those acceptable in the City's General Plan after implementation of circulation improvements. The project would not conflict with adopted policies supporting alternative transportation modes. The project will not change roadway designations from those in the City's General Plan. The project will also not result in removal of any of the facilities listed above. Therefore, the project impact is considered less than significant.

B. Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?

The project is screened out of requiring a VMT analysis based on the City guidelines because the project includes 14,600 square feet of retail uses and the City's threshold for requiring a VMT analysis is greater than 50,000 square feet of retail. Based on the Guidelines, the project will not require a full VMT analysis and is presumed to have a less than significant impact under CEQA.

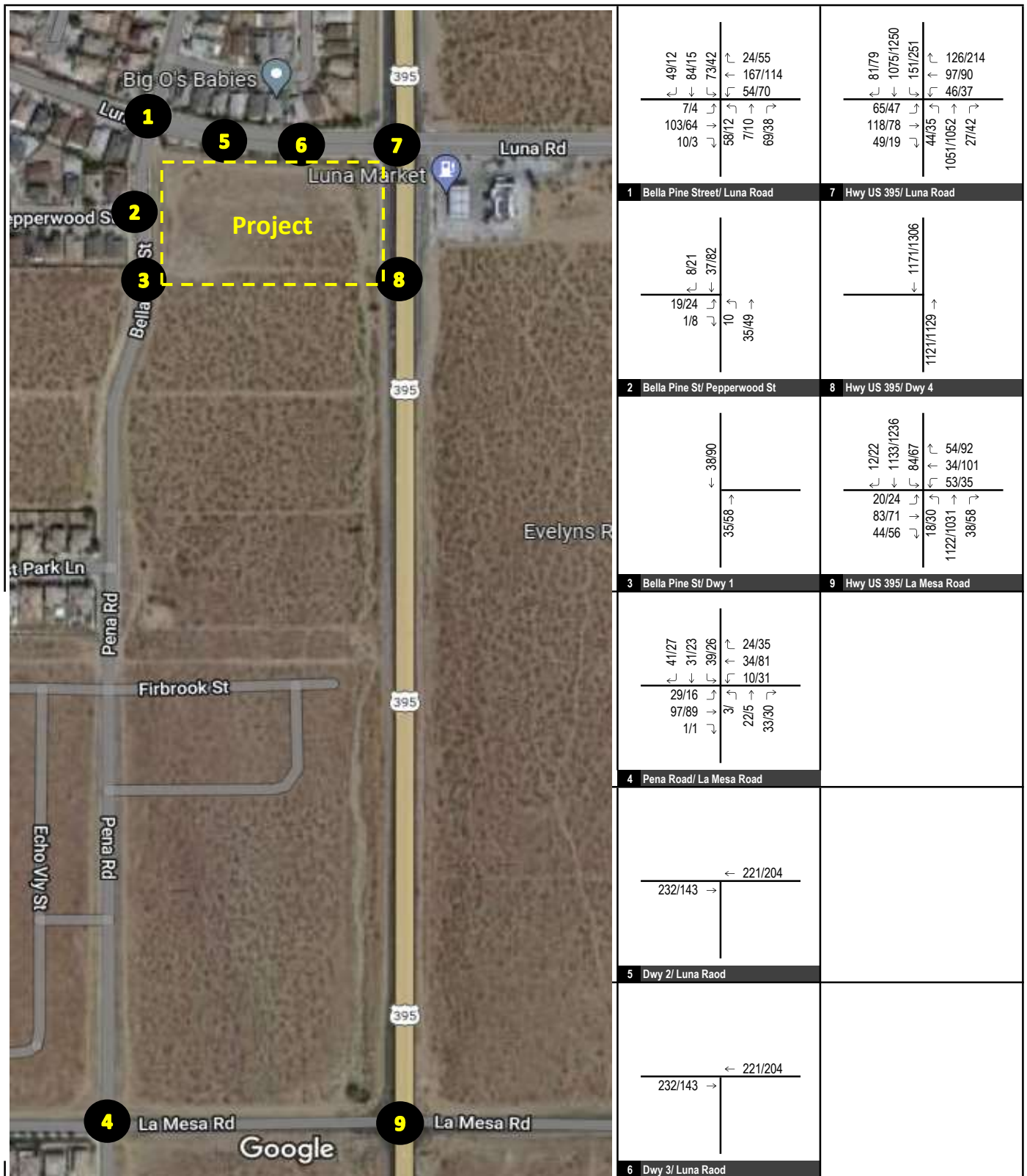


FIGURE 11
Highway 395 and Luna Road Retail
Year 2034 Without Project Traffic Volumes

XX/YY AM/PM Peak Hour Volumes

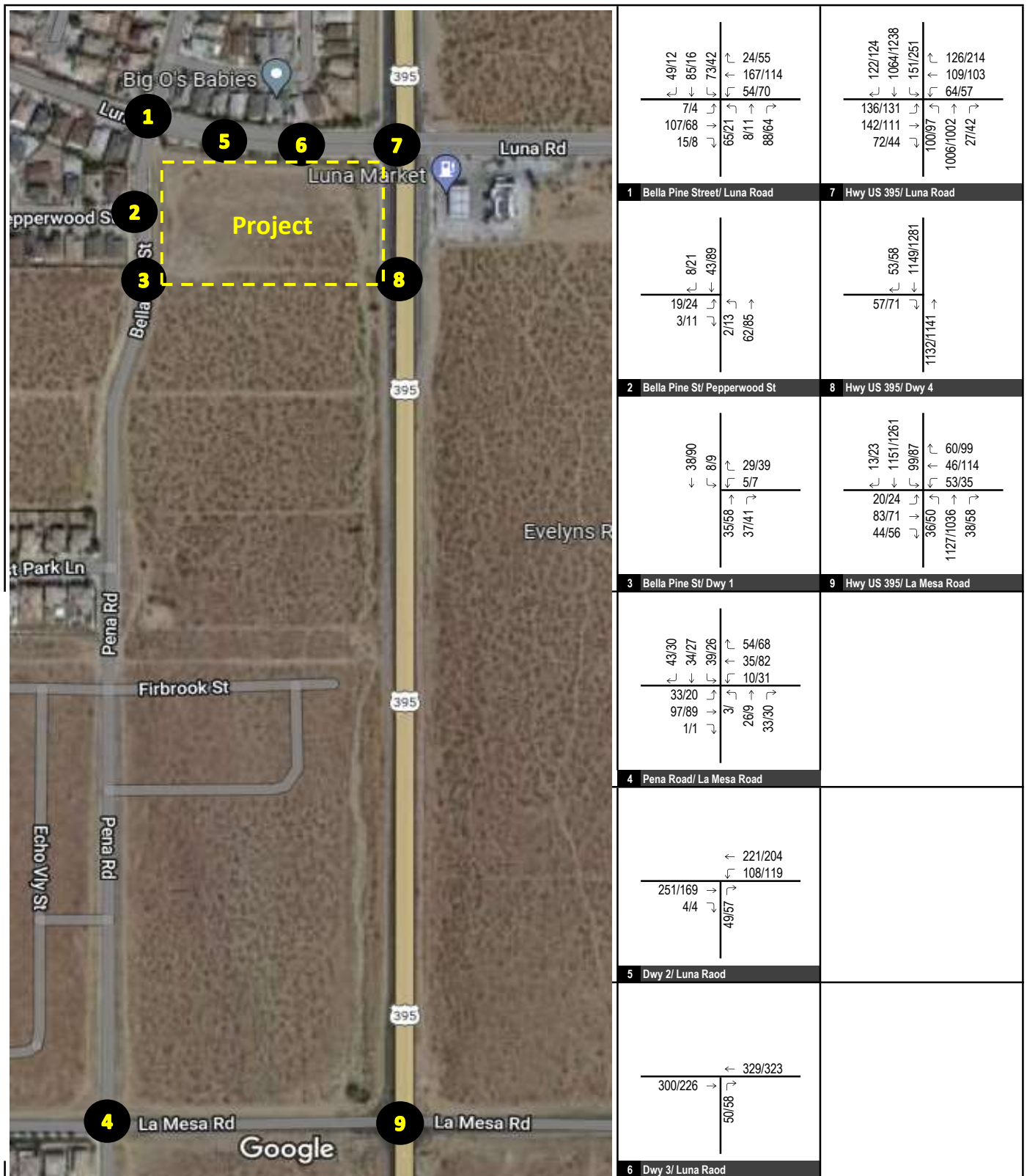


FIGURE 12
Highway 395 and Luna Road Retail
Year 2034 With Project Traffic Volumes

XX/YY AM/PM Peak Hour Volumes

C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The design of driveways and other project access locations will be based on City Code, which sets the standard for such design. It is not anticipated that traffic hazards will increase, therefore, the project impact is considered less than significant.

D. Result in inadequate emergency access?

The proposed driveways will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments.

11.0 SUMMARY & CONCLUSIONS

The proposed project is forecast to generate 215 new trips in the a.m. peak hour, 263 new trips in the p.m. peak hour, and 3,498 new daily trips. The project screens out of a VMT analysis based on the City's VMT Guidelines and impacts on VMT are considered less than significant. The level of service analysis shows that all intersections operate at satisfactory levels of service under all analysis conditions. The signal warrant analysis for the intersection of Bella Pine Street and Luna Road shows that the 8-hour warrant is not met.

APPENDIX A: TRAFFIC COUNTS

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

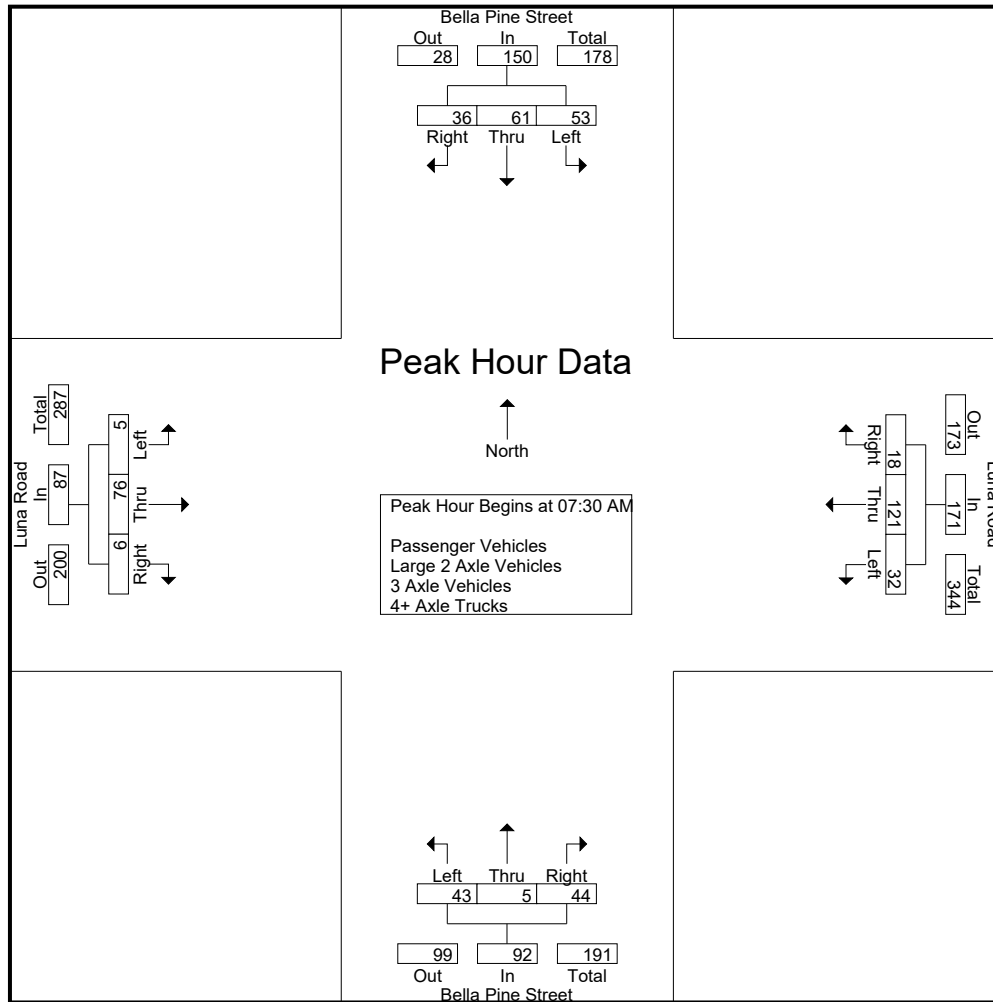
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	0	0	5	6	9	3	18	0	1	9	10	1	11	1	13	46
07:15 AM	3	1	4	8	9	17	6	32	2	0	9	11	1	14	1	16	67
07:30 AM	12	5	9	26	9	41	2	52	12	0	14	26	2	12	0	14	118
07:45 AM	22	25	14	61	7	38	6	51	18	1	12	31	2	20	1	23	166
Total	42	31	27	100	31	105	17	153	32	2	44	78	6	57	3	66	397
08:00 AM	12	22	10	44	10	25	8	43	11	3	8	22	0	27	2	29	138
08:15 AM	7	9	3	19	6	17	2	25	2	1	10	13	1	17	3	21	78
08:30 AM	4	4	6	14	9	11	3	23	2	0	11	13	0	6	1	7	57
08:45 AM	4	4	1	9	12	10	0	22	1	0	11	12	0	15	0	15	58
Total	27	39	20	86	37	63	13	113	16	4	40	60	1	65	6	72	331
Grand Total	69	70	47	186	68	168	30	266	48	6	84	138	7	122	9	138	728
Apprch %	37.1	37.6	25.3		25.6	63.2	11.3		34.8	4.3	60.9		5.1	88.4	6.5		
Total %	9.5	9.6	6.5	25.5	9.3	23.1	4.1	36.5	6.6	0.8	11.5	19	1	16.8	1.2	19	
Passenger Vehicles	67	69	47	183	56	163	30	249	48	6	71	125	7	120	8	135	692
% Passenger Vehicles	97.1	98.6	100	98.4	82.4	97	100	93.6	100	100	84.5	90.6	100	98.4	88.9	97.8	95.1
Large 2 Axle Vehicles	2	1	0	3	1	5	0	6	0	0	3	3	0	1	1	2	14
% Large 2 Axle Vehicles	2.9	1.4	0	1.6	1.5	3	0	2.3	0	0	3.6	2.2	0	0.8	11.1	1.4	1.9
3 Axle Vehicles	0	0	0	0	8	0	0	8	0	0	10	10	0	1	0	1	19
% 3 Axle Vehicles	0	0	0	0	11.8	0	0	3	0	0	11.9	7.2	0	0.8	0	0.7	2.6
4+ Axle Trucks	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
% 4+ Axle Trucks	0	0	0	0	4.4	0	0	1.1	0	0	0	0	0	0	0	0	0.4

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	5	9	26	9	41	2	52	12	0	14	26	2	12	0	14	118
07:45 AM	22	25	14	61	7	38	6	51	18	1	12	31	2	20	1	23	166
08:00 AM	12	22	10	44	10	25	8	43	11	3	8	22	0	27	2	29	138
08:15 AM	7	9	3	19	6	17	2	25	2	1	10	13	1	17	3	21	78
Total Volume	53	61	36	150	32	121	18	171	43	5	44	92	5	76	6	87	500
% App. Total	35.3	40.7	24		18.7	70.8	10.5		46.7	5.4	47.8		5.7	87.4	6.9		
PHF	.602	.610	.643	.615	.800	.738	.563	.822	.597	.417	.786	.742	.625	.704	.500	.750	.753

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna AM
Site Code : 99922551
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	12	5	9	26	9	17	6	32	12	0	14	26	2	12	0	14
+15 mins.	22	25	14	61	9	41	2	52	18	1	12	31	2	20	1	23
+30 mins.	12	22	10	44	7	38	6	51	11	3	8	22	0	27	2	29
+45 mins.	7	9	3	19	10	25	8	43	2	1	10	13	1	17	3	21
Total Volume	53	61	36	150	35	121	22	178	43	5	44	92	5	76	6	87
% App. Total	35.3	40.7	24		19.7	68	12.4		46.7	5.4	47.8		5.7	87.4	6.9	
PHF	.602	.610	.643	.615	.875	.738	.688	.856	.597	.417	.786	.742	.625	.704	.500	.750

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

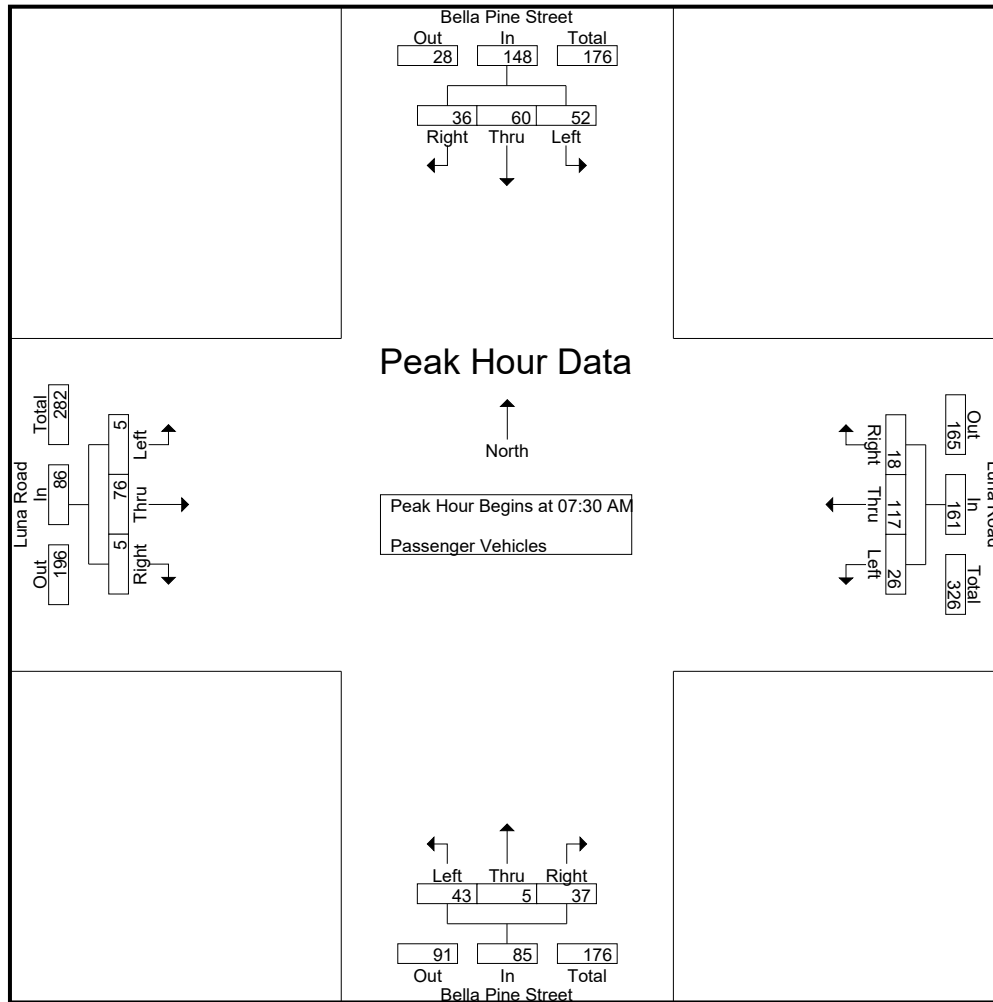
Groups Printed- Passenger Vehicles

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	0	0	4	6	8	3	17	0	1	7	8	1	10	1	12	41
07:15 AM	3	1	4	8	7	17	6	30	2	0	8	10	1	14	1	16	64
07:30 AM	12	5	9	26	8	41	2	51	12	0	13	25	2	12	0	14	116
07:45 AM	22	25	14	61	6	37	6	49	18	1	9	28	2	20	1	23	161
Total	41	31	27	99	27	103	17	147	32	2	37	71	6	56	3	65	382
08:00 AM	12	22	10	44	7	23	8	38	11	3	6	20	0	27	2	29	131
08:15 AM	6	8	3	17	5	16	2	23	2	1	9	12	1	17	2	20	72
08:30 AM	4	4	6	14	8	11	3	22	2	0	9	11	0	6	1	7	54
08:45 AM	4	4	1	9	9	10	0	19	1	0	10	11	0	14	0	14	53
Total	26	38	20	84	29	60	13	102	16	4	34	54	1	64	5	70	310
Grand Total	67	69	47	183	56	163	30	249	48	6	71	125	7	120	8	135	692
Apprch %	36.6	37.7	25.7		22.5	65.5	12		38.4	4.8	56.8		5.2	88.9	5.9		
Total %	9.7	10	6.8	26.4	8.1	23.6	4.3	36	6.9	0.9	10.3	18.1	1	17.3	1.2	19.5	

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	5	9	26	8	41	2	51	12	0	13	25	2	12	0	14	116
07:45 AM	22	25	14	61	6	37	6	49	18	1	9	28	2	20	1	23	161
08:00 AM	12	22	10	44	7	23	8	38	11	3	6	20	0	27	2	29	131
08:15 AM	6	8	3	17	5	16	2	23	2	1	9	12	1	17	2	20	72
Total Volume	52	60	36	148	26	117	18	161	43	5	37	85	5	76	5	86	480
% App. Total	35.1	40.5	24.3		16.1	72.7	11.2		50.6	5.9	43.5		5.8	88.4	5.8		
PHF	.591	.600	.643	.607	.813	.713	.563	.789	.597	.417	.712	.759	.625	.704	.625	.741	.745

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna AM
Site Code : 99922551
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Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	12	5	9	26	8	41	2	51	12	0	13	25	2	12	0	14
+15 mins.	22	25	14	61	6	37	6	49	18	1	9	28	2	20	1	23
+30 mins.	12	22	10	44	7	23	8	38	11	3	6	20	0	27	2	29
+45 mins.	6	8	3	17	5	16	2	23	2	1	9	12	1	17	2	20
Total Volume	52	60	36	148	26	117	18	161	43	5	37	85	5	76	5	86
% App. Total	35.1	40.5	24.3		16.1	72.7	11.2		50.6	5.9	43.5		5.8	88.4	5.8	
PHF	.591	.600	.643	.607	.813	.713	.563	.789	.597	.417	.712	.759	.625	.704	.625	.741

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
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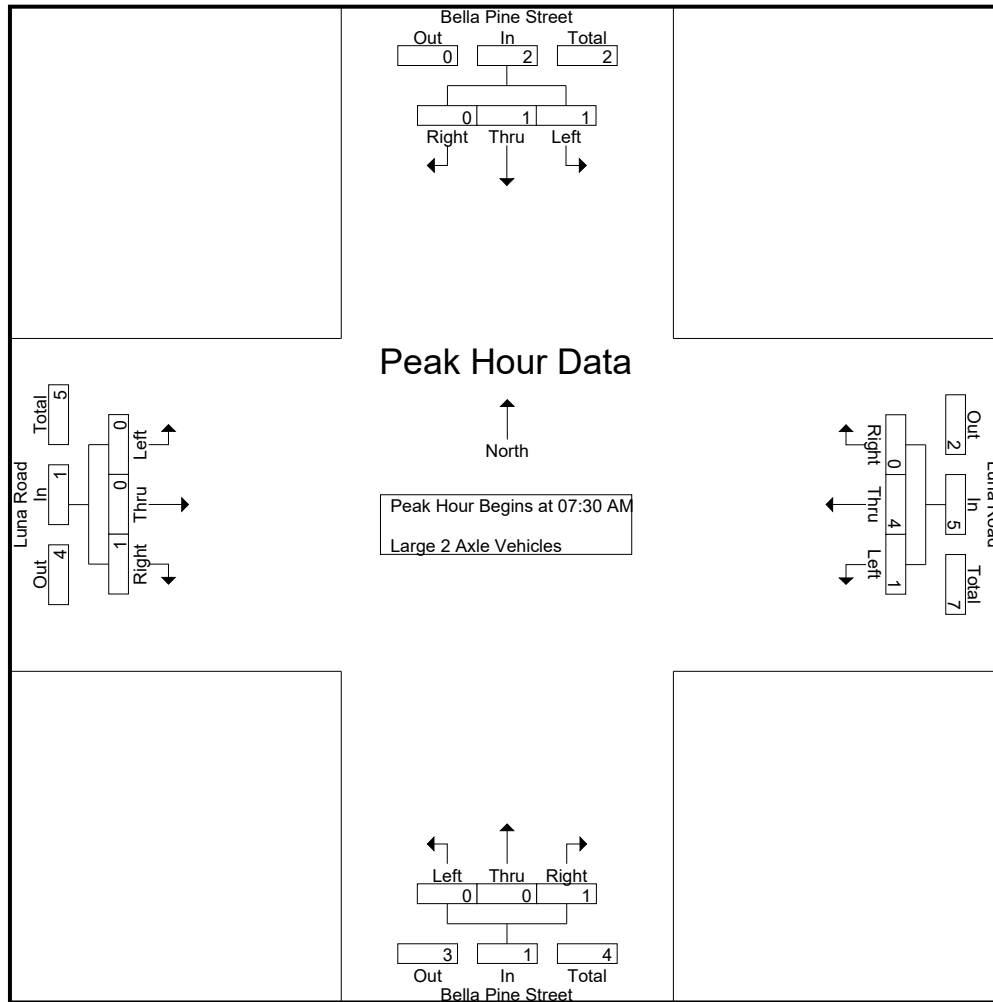
Groups Printed- Large 2 Axle Vehicles

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	1	0	1	0	0	2	2	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	2	0	2	0	0	2	2	0	0	0	0	5
08:00 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
08:15 AM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	1	1	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	1	0	2	1	3	0	4	0	0	1	1	0	1	1	2	9
Grand Total	2	1	0	3	1	5	0	6	0	0	3	3	0	1	1	2	14
Apprch %	66.7	33.3	0		16.7	83.3	0		0	0	100		0	50	50		
Total %	14.3	7.1	0	21.4	7.1	35.7	0	42.9	0	0	21.4	21.4	0	7.1	7.1	14.3	

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
08:15 AM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	1	1	4
Total Volume	1	1	0	2	1	4	0	5	0	0	1	1	0	0	1	1	9
% App. Total	50	50	0		20	80	0		0	0	100		0	0	100		
PHF	.250	.250	.000	.250	.250	.500	.000	.417	.000	.000	.250	.250	.000	.000	.250	.250	.563

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0
+45 mins.	1	1	0	2	0	1	0	1	0	0	0	0	0	0	1	1
Total Volume	1	1	0	2	1	4	0	5	0	0	1	1	0	0	1	1
% App. Total	50	50	0		20	80	0		0	0	100		0	0	100	
PHF	.250	.250	.000	.250	.250	.500	.000	.417	.000	.000	.250	.250	.000	.000	.250	.250

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna AM
Site Code : 99922551
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Page No : 1

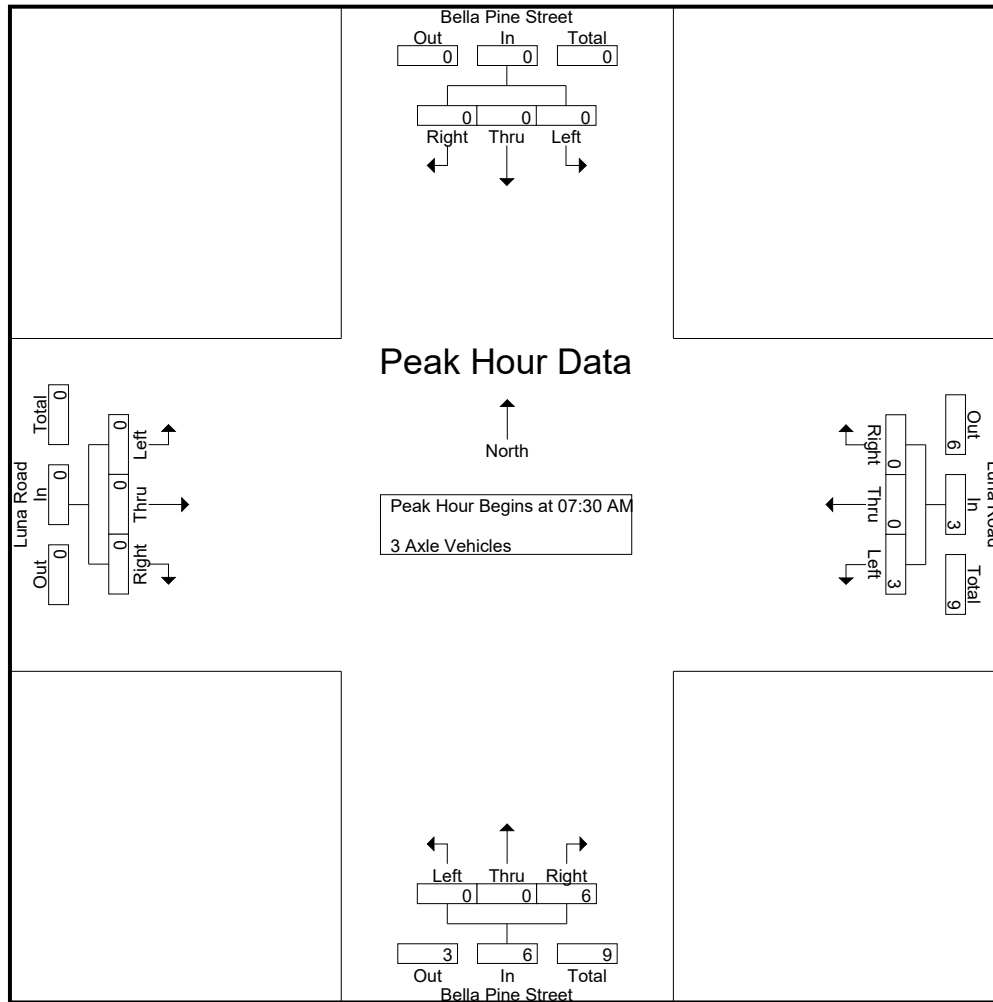
Groups Printed- 3 Axle Vehicles

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
07:30 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
07:45 AM	0	0	0	0	1	0	0	1	0	0	3	3	0	0	0	0	4
Total	0	0	0	0	4	0	0	4	0	0	5	5	0	1	0	1	10
08:00 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:30 AM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
08:45 AM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
Total	0	0	0	0	4	0	0	4	0	0	5	5	0	0	0	0	9
Grand Total	0	0	0	0	8	0	0	8	0	0	10	10	0	1	0	1	19
Apprch %	0	0	0		100	0	0		0	0	100		0	100	0		
Total %	0	0	0	0	42.1	0	0	42.1	0	0	52.6	52.6	0	5.3	0	5.3	

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
07:45 AM	0	0	0	0	1	0	0	1	0	0	3	3	0	0	0	0	4
08:00 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	3	0	0	3	0	0	6	6	0	0	0	0	9
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.500	.500	.000	.000	.000	.000	.563

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	3	3	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	3	0	0	3	0	0	6	6	0	0	0	0
% App. Total	0	0	0	0	100	0	0	100	0	0	100	100	0	0	0	0
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.500	.500	.000	.000	.000	.000

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna AM
Site Code : 99922551
Start Date : 6/9/2022
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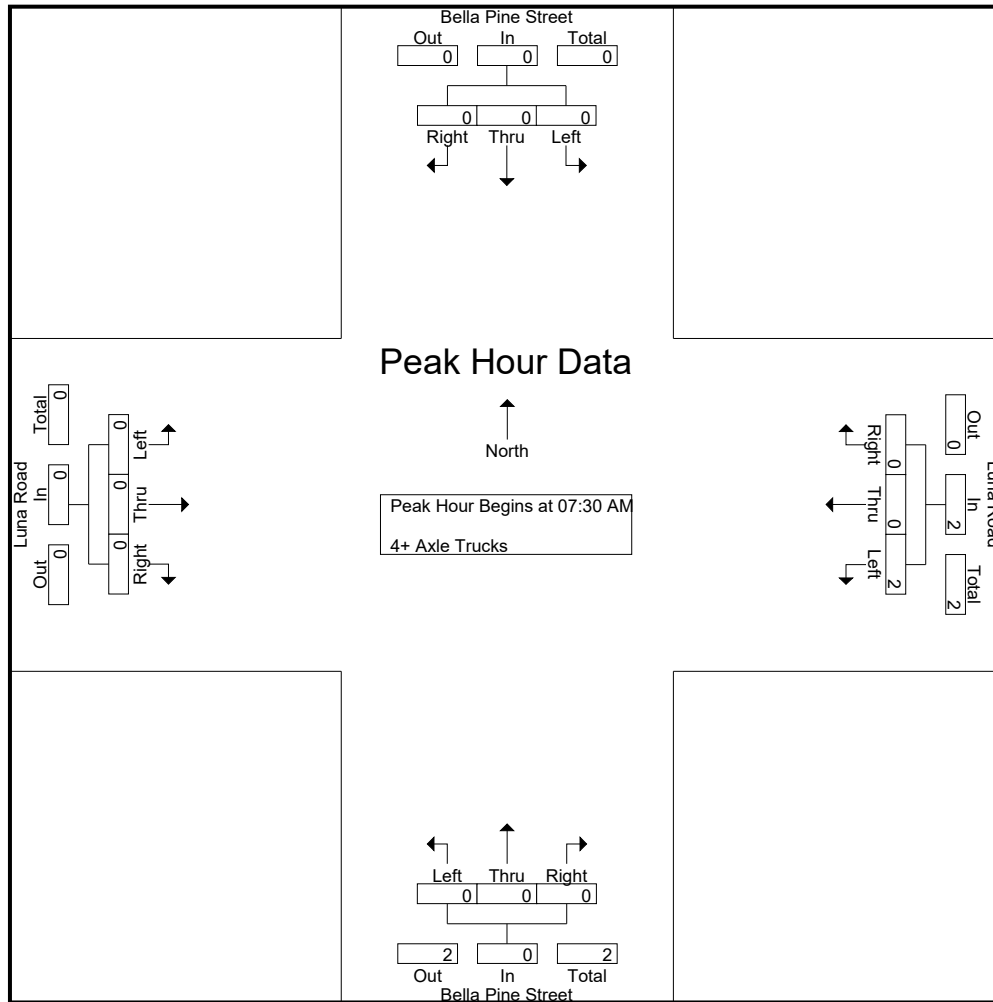
Groups Printed- 4+ Axle Trucks

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna AM
Site Code : 99922551
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna PM
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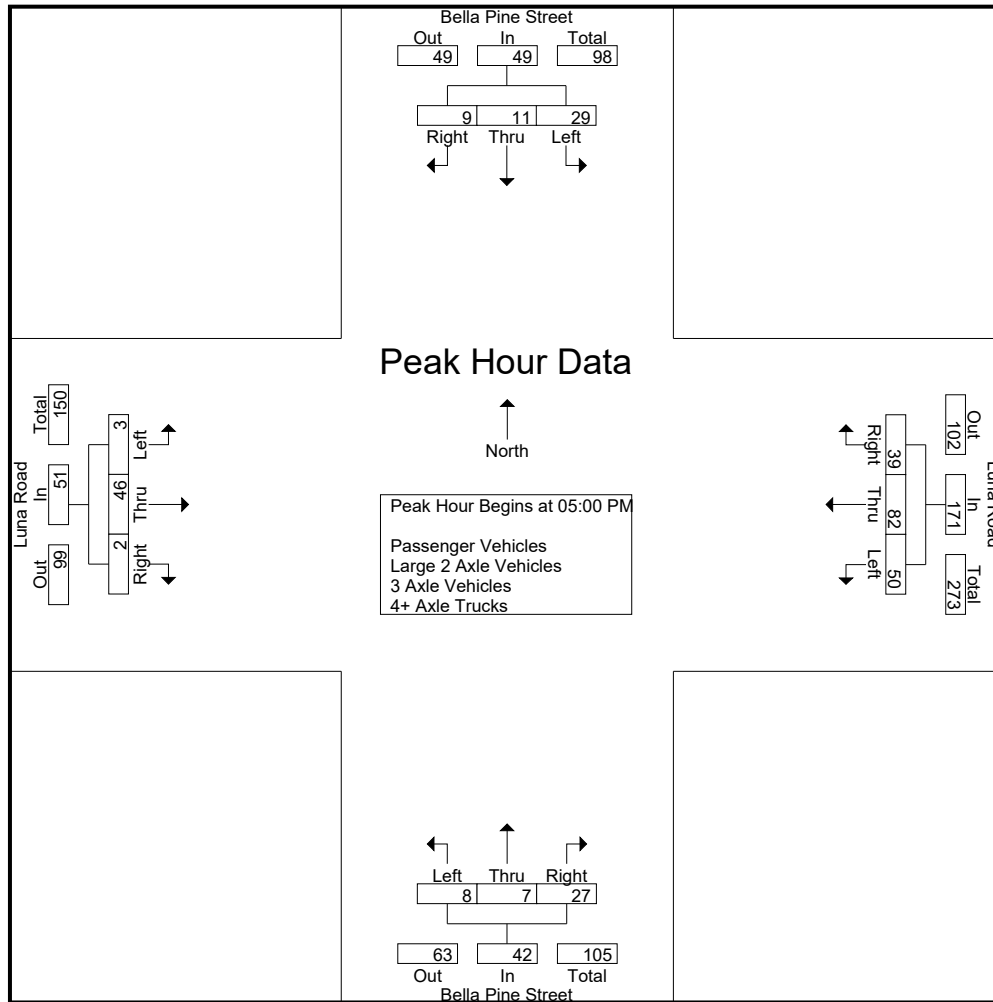
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	1	5	10	12	15	5	32	0	3	11	14	0	15	1	16	72
04:15 PM	5	1	0	6	12	14	5	31	1	1	10	12	0	11	0	11	60
04:30 PM	7	3	3	13	12	18	3	33	0	1	10	11	2	12	2	16	73
04:45 PM	6	2	1	9	10	27	7	44	1	1	4	6	1	12	0	13	72
Total	22	7	9	38	46	74	20	140	2	6	35	43	3	50	3	56	277
05:00 PM	5	3	5	13	11	15	6	32	0	0	7	7	0	12	1	13	65
05:15 PM	7	4	1	12	11	18	11	40	2	3	6	11	1	12	0	13	76
05:30 PM	8	1	1	10	20	22	13	55	4	1	6	11	1	8	0	9	85
05:45 PM	9	3	2	14	8	27	9	44	2	3	8	13	1	14	1	16	87
Total	29	11	9	49	50	82	39	171	8	7	27	42	3	46	2	51	313
Grand Total	51	18	18	87	96	156	59	311	10	13	62	85	6	96	5	107	590
Apprch %	58.6	20.7	20.7		30.9	50.2	19		11.8	15.3	72.9		5.6	89.7	4.7		
Total %	8.6	3.1	3.1	14.7	16.3	26.4	10	52.7	1.7	2.2	10.5	14.4	1	16.3	0.8	18.1	
Passenger Vehicles	49	18	18	85	95	154	58	307	9	13	61	83	5	95	5	105	580
% Passenger Vehicles	96.1	100	100	97.7	99	98.7	98.3	98.7	90	100	98.4	97.6	83.3	99	100	98.1	98.3
Large 2 Axle Vehicles	2	0	0	2	1	2	1	4	1	0	1	2	1	1	0	2	10
% Large 2 Axle Vehicles	3.9	0	0	2.3	1	1.3	1.7	1.3	10	0	1.6	2.4	16.7	1	0	1.9	1.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	3	5	13	11	15	6	32	0	0	7	7	0	12	1	13	65
05:15 PM	7	4	1	12	11	18	11	40	2	3	6	11	1	12	0	13	76
05:30 PM	8	1	1	10	20	22	13	55	4	1	6	11	1	8	0	9	85
05:45 PM	9	3	2	14	8	27	9	44	2	3	8	13	1	14	1	16	87
Total Volume	29	11	9	49	50	82	39	171	8	7	27	42	3	46	2	51	313
% App. Total	59.2	22.4	18.4		29.2	48	22.8		19	16.7	64.3		5.9	90.2	3.9		
PHF	.806	.688	.450	.875	.625	.759	.750	.777	.500	.583	.844	.808	.750	.821	.500	.797	.899

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

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

	05:00 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	5	3	5	13	10	27	7	44	0	3	11	14	0	15	1	16
+15 mins.	7	4	1	12	11	15	6	32	1	1	10	12	0	11	0	11
+30 mins.	8	1	1	10	11	18	11	40	0	1	10	11	2	12	2	16
+45 mins.	9	3	2	14	20	22	13	55	1	1	4	6	1	12	0	13
Total Volume	29	11	9	49	52	82	37	171	2	6	35	43	3	50	3	56
% App. Total	59.2	22.4	18.4		30.4	48	21.6		4.7	14	81.4		5.4	89.3	5.4	
PHF	.806	.688	.450	.875	.650	.759	.712	.777	.500	.500	.795	.768	.375	.833	.375	.875

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna PM
Site Code : 99922551
Start Date : 6/9/2022
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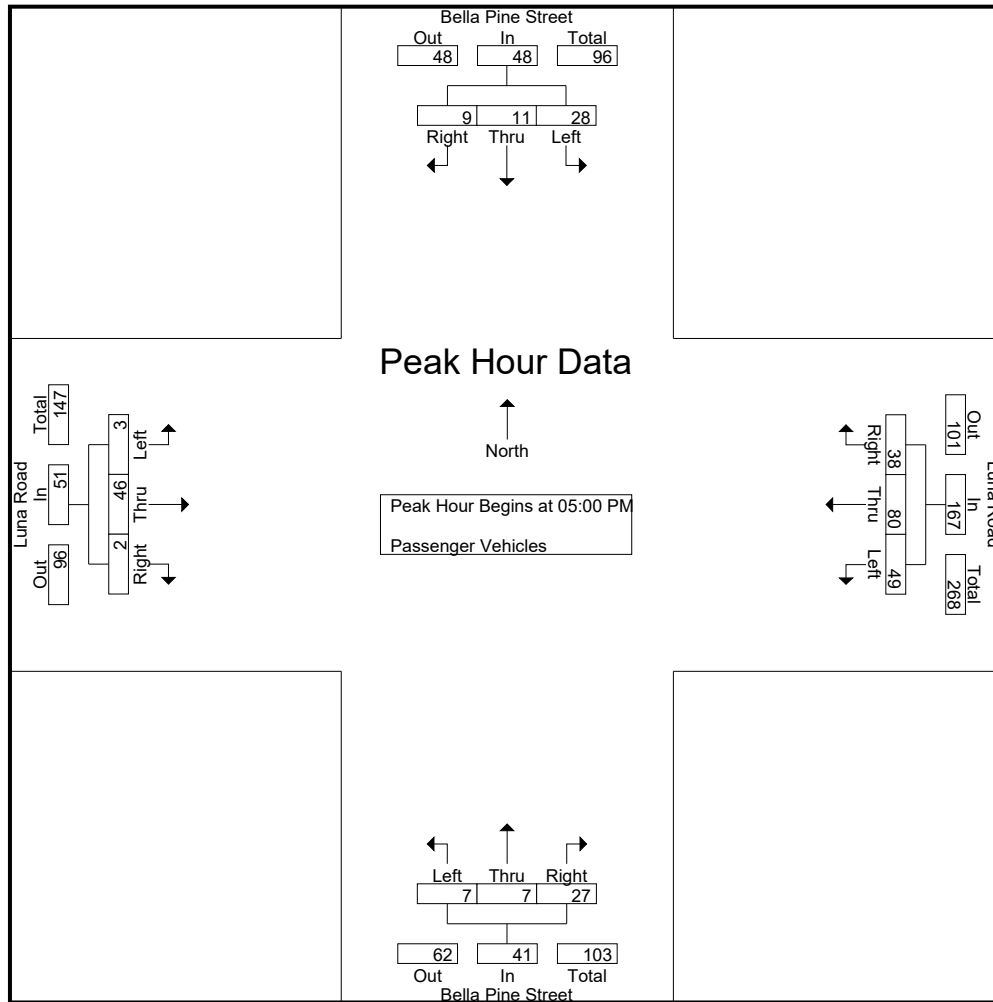
Groups Printed- Passenger Vehicles

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	1	5	10	12	15	5	32	0	3	10	13	0	15	1	16	71
04:15 PM	5	1	0	6	12	14	5	31	1	1	10	12	0	10	0	10	59
04:30 PM	6	3	3	12	12	18	3	33	0	1	10	11	1	12	2	15	71
04:45 PM	6	2	1	9	10	27	7	44	1	1	4	6	1	12	0	13	72
Total	21	7	9	37	46	74	20	140	2	6	34	42	2	49	3	54	273
05:00 PM	5	3	5	13	10	14	5	29	0	0	7	7	0	12	1	13	62
05:15 PM	7	4	1	12	11	18	11	40	2	3	6	11	1	12	0	13	76
05:30 PM	8	1	1	10	20	22	13	55	3	1	6	10	1	8	0	9	84
05:45 PM	8	3	2	13	8	26	9	43	2	3	8	13	1	14	1	16	85
Total	28	11	9	48	49	80	38	167	7	7	27	41	3	46	2	51	307
Grand Total	49	18	18	85	95	154	58	307	9	13	61	83	5	95	5	105	580
Apprch %	57.6	21.2	21.2		30.9	50.2	18.9		10.8	15.7	73.5		4.8	90.5	4.8		
Total %	8.4	3.1	3.1	14.7	16.4	26.6	10	52.9	1.6	2.2	10.5	14.3	0.9	16.4	0.9	18.1	

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	3	5	13	10	14	5	29	0	0	7	7	0	12	1	13	62
05:15 PM	7	4	1	12	11	18	11	40	2	3	6	11	1	12	0	13	76
05:30 PM	8	1	1	10	20	22	13	55	3	1	6	10	1	8	0	9	84
05:45 PM	8	3	2	13	8	26	9	43	2	3	8	13	1	14	1	16	85
Total Volume	28	11	9	48	49	80	38	167	7	7	27	41	3	46	2	51	307
% App. Total	58.3	22.9	18.8		29.3	47.9	22.8		17.1	17.1	65.9		5.9	90.2	3.9		
PHF	.875	.688	.450	.923	.613	.769	.731	.759	.583	.583	.844	.788	.750	.821	.500	.797	.903

City of Victorville
N/S: Bella Pine Street
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Weather: Clear

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	5	3	5	13	10	14	5	29	0	0	7	7	0	12	1	13
+15 mins.	7	4	1	12	11	18	11	40	2	3	6	11	1	12	0	13
+30 mins.	8	1	1	10	20	22	13	55	3	1	6	10	1	8	0	9
+45 mins.	8	3	2	13	8	26	9	43	2	3	8	13	1	14	1	16
Total Volume	28	11	9	48	49	80	38	167	7	7	27	41	3	46	2	51
% App. Total	58.3	22.9	18.8		29.3	47.9	22.8		17.1	17.1	65.9		5.9	90.2	3.9	
PHF	.875	.688	.450	.923	.613	.769	.731	.759	.583	.583	.844	.788	.750	.821	.500	.797

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

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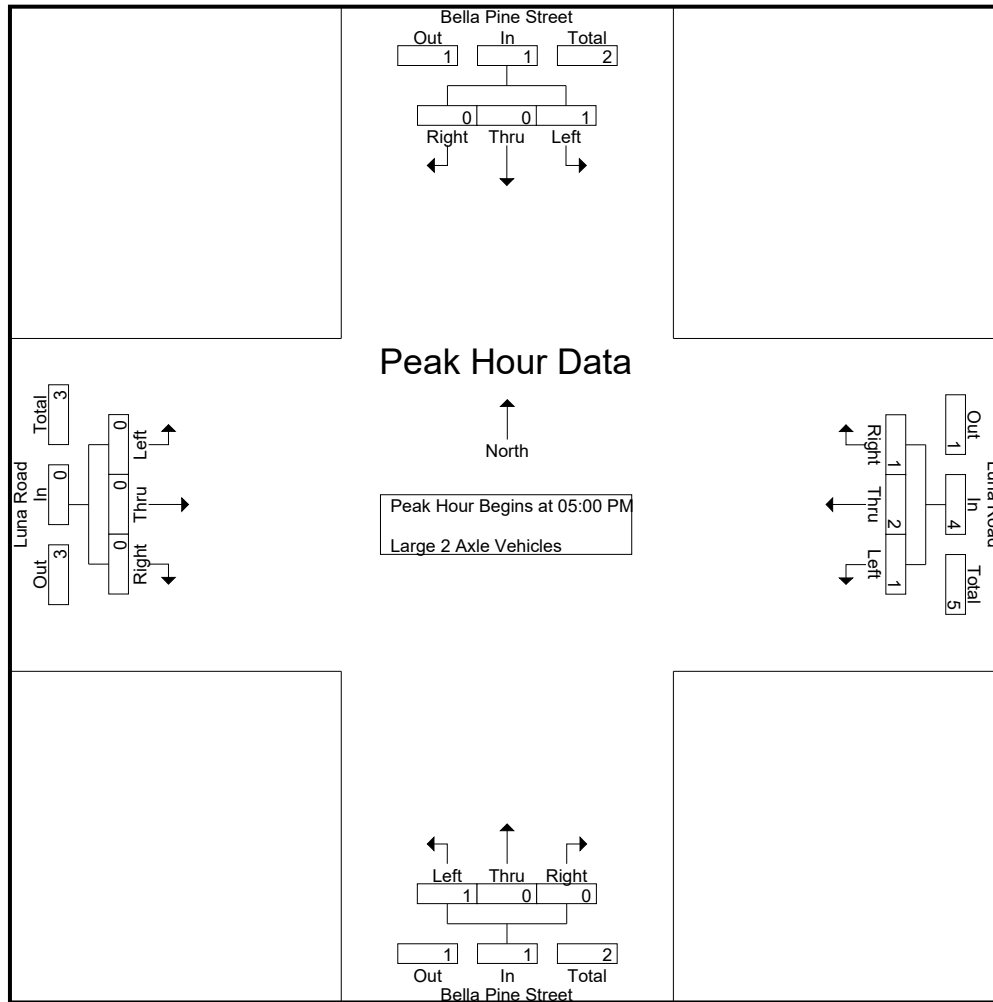
Groups Printed- Large 2 Axle Vehicles

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	1	1	1	1	0	2	4
05:00 PM	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	1	0	0	1	1	2	1	4	1	0	0	1	0	0	0	0	6
Grand Total	2	0	0	2	1	2	1	4	1	0	1	2	1	1	0	2	10
Apprch %	100	0	0		25	50	25		50	0	50		50	50	0		
Total %	20	0	0	20	10	20	10	40	10	0	10	20	10	10	0	20	

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	1	0	0	1	1	2	1	4	1	0	0	1	0	0	0	0	6
% App. Total	100	0	0		25	50	25		100	0	0		0	0	0		
PHF	.250	.000	.000	.250	.250	.500	.250	.333	.250	.000	.000	.250	.000	.000	.000	.000	.500

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	1	2	1	4	1	0	0	1	0	0	0	0
% App. Total	100	0	0		25	50	25		100	0	0		0	0	0	
PHF	.250	.000	.000	.250	.250	.500	.250	.333	.250	.000	.000	.250	.000	.000	.000	.000

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna PM
Site Code : 99922551
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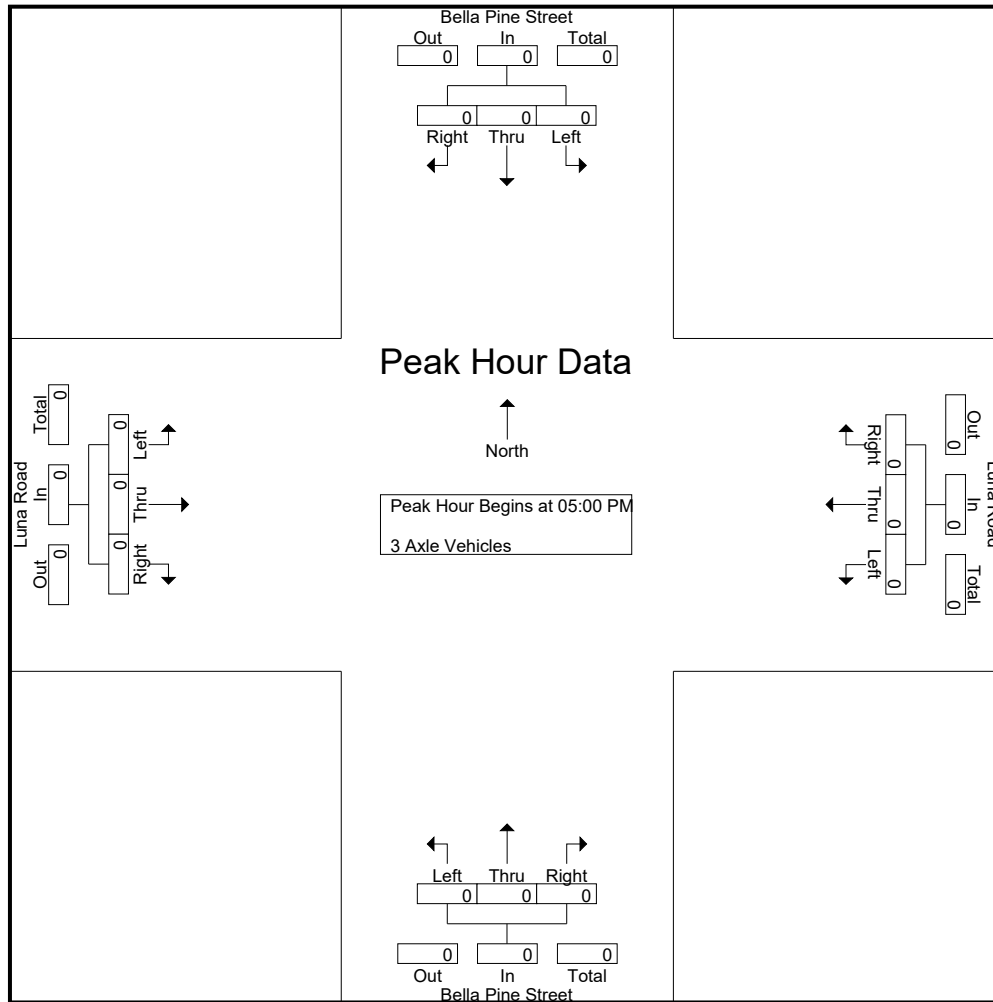
Groups Printed- 3 Axle Vehicles

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

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

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

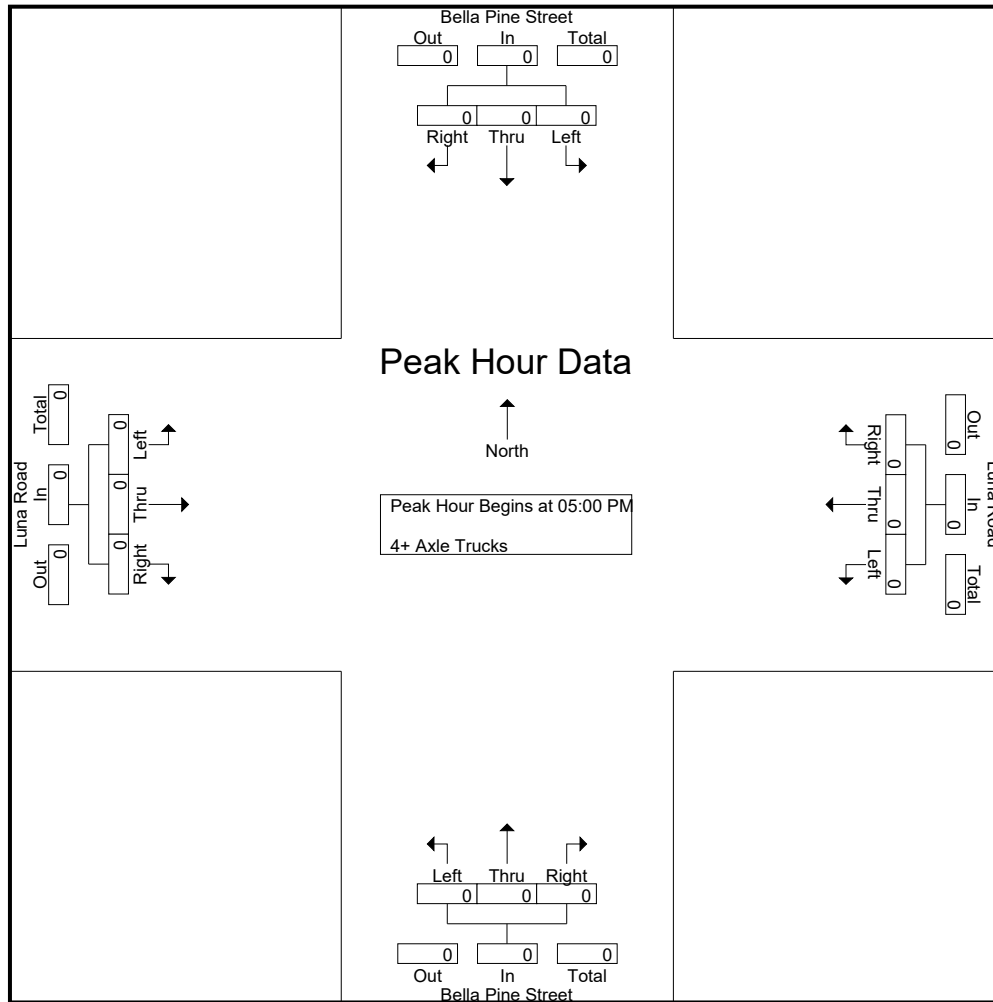
Groups Printed- 4+ Axle Trucks

	Bella Pine Street Southbound				Luna Road Westbound				Bella Pine Street Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

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

City of Victorville
N/S: Bella Pine Street
E/W: Luna Road
Weather: Clear

File Name : 03_VIC_Bella_Luna PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep AM
Site Code : 99922932
Start Date : 10/12/2022
Page No : 1

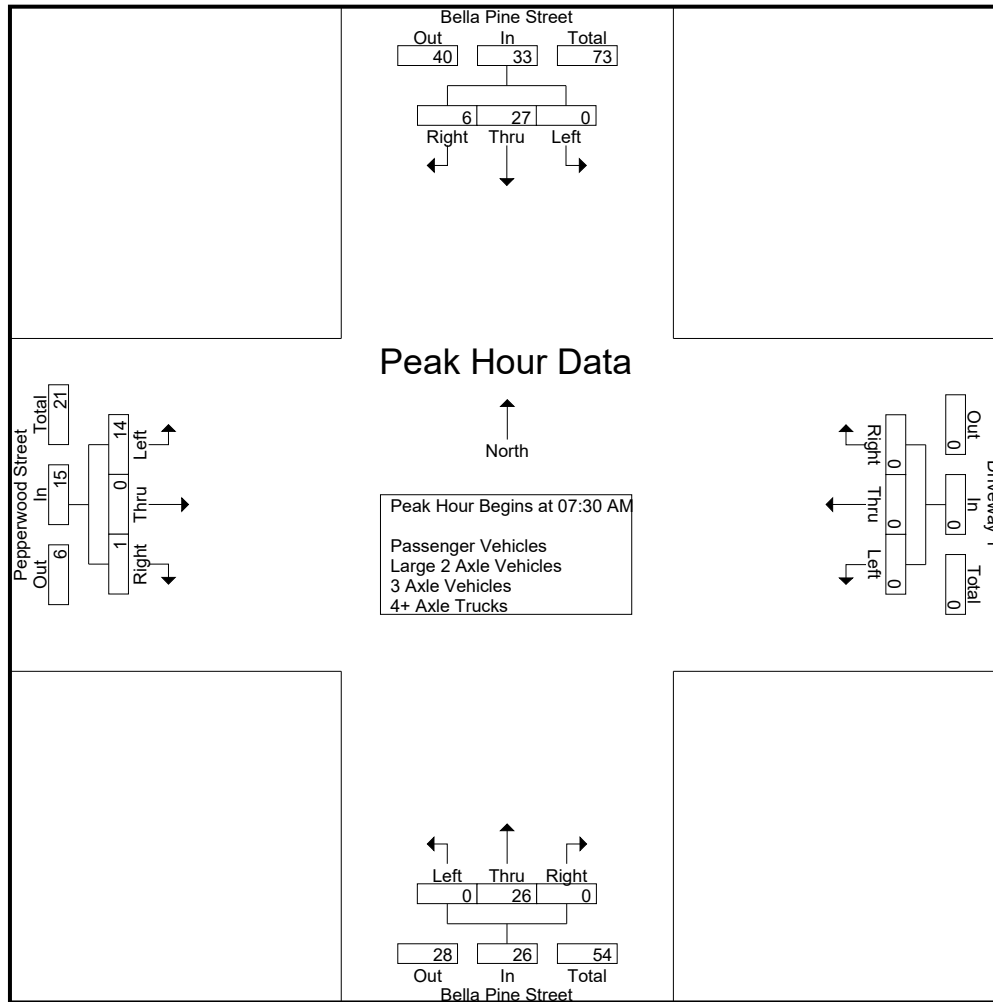
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	0	7	0	7	2	0	2	4	16
07:15 AM	0	5	0	5	0	0	0	0	0	8	0	8	1	0	1	2	15
07:30 AM	0	8	0	8	0	0	0	0	0	10	0	10	4	0	0	4	22
07:45 AM	0	10	1	11	0	0	0	0	0	4	0	4	3	0	1	4	19
Total	0	28	1	29	0	0	0	0	0	29	0	29	10	0	4	14	72
08:00 AM	0	2	1	3	0	0	0	0	0	4	0	4	3	0	0	3	10
08:15 AM	0	7	4	11	0	0	0	0	0	8	0	8	4	0	0	4	23
08:30 AM	0	3	1	4	0	0	0	0	0	3	0	3	1	0	2	3	10
08:45 AM	0	6	4	10	0	0	0	0	3	5	0	8	7	0	6	13	31
Total	0	18	10	28	0	0	0	0	3	20	0	23	15	0	8	23	74
Grand Total	0	46	11	57	0	0	0	0	3	49	0	52	25	0	12	37	146
Apprch %	0	80.7	19.3		0	0	0		5.8	94.2	0		67.6	0	32.4		
Total %	0	31.5	7.5	39	0	0	0	0	2.1	33.6	0	35.6	17.1	0	8.2	25.3	
Passenger Vehicles	0	44	11	55	0	0	0	0	3	48	0	51	25	0	12	37	143
% Passenger Vehicles	0	95.7	100	96.5	0	0	0	0	100	98	0	98.1	100	0	100	100	97.9
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	4.3	0	3.5	0	0	0	0	0	2	0	1.9	0	0	0	0	2.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	8	0	8	0	0	0	0	0	10	0	10	4	0	0	4	22
07:45 AM	0	10	1	11	0	0	0	0	0	4	0	4	3	0	1	4	19
08:00 AM	0	2	1	3	0	0	0	0	0	4	0	4	3	0	0	3	10
08:15 AM	0	7	4	11	0	0	0	0	0	8	0	8	4	0	0	4	23
Total Volume	0	27	6	33	0	0	0	0	0	26	0	26	14	0	1	15	74
% App. Total	0	81.8	18.2		0	0	0		0	100	0		93.3	0	6.7		
PHF	.000	.675	.375	.750	.000	.000	.000	.000	.000	.650	.000	.650	.875	.000	.250	.938	.804

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep AM
Site Code : 99922932
Start Date : 10/12/2022
Page No : 2



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

	07:30 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	0	8	0	8	0	0	0	0	0	7	0	7	3	0	0	3
+15 mins.	0	10	1	11	0	0	0	0	0	8	0	8	4	0	0	4
+30 mins.	0	2	1	3	0	0	0	0	0	10	0	10	1	0	2	3
+45 mins.	0	7	4	11	0	0	0	0	0	4	0	4	7	0	6	13
Total Volume	0	27	6	33	0	0	0	0	0	29	0	29	15	0	8	23
% App. Total	0	81.8	18.2		0	0	0		0	100	0		65.2	0	34.8	
PHF	.000	.675	.375	.750	.000	.000	.000	.000	.000	.725	.000	.725	.536	.000	.333	.442

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep AM
Site Code : 99922932
Start Date : 10/12/2022
Page No : 1

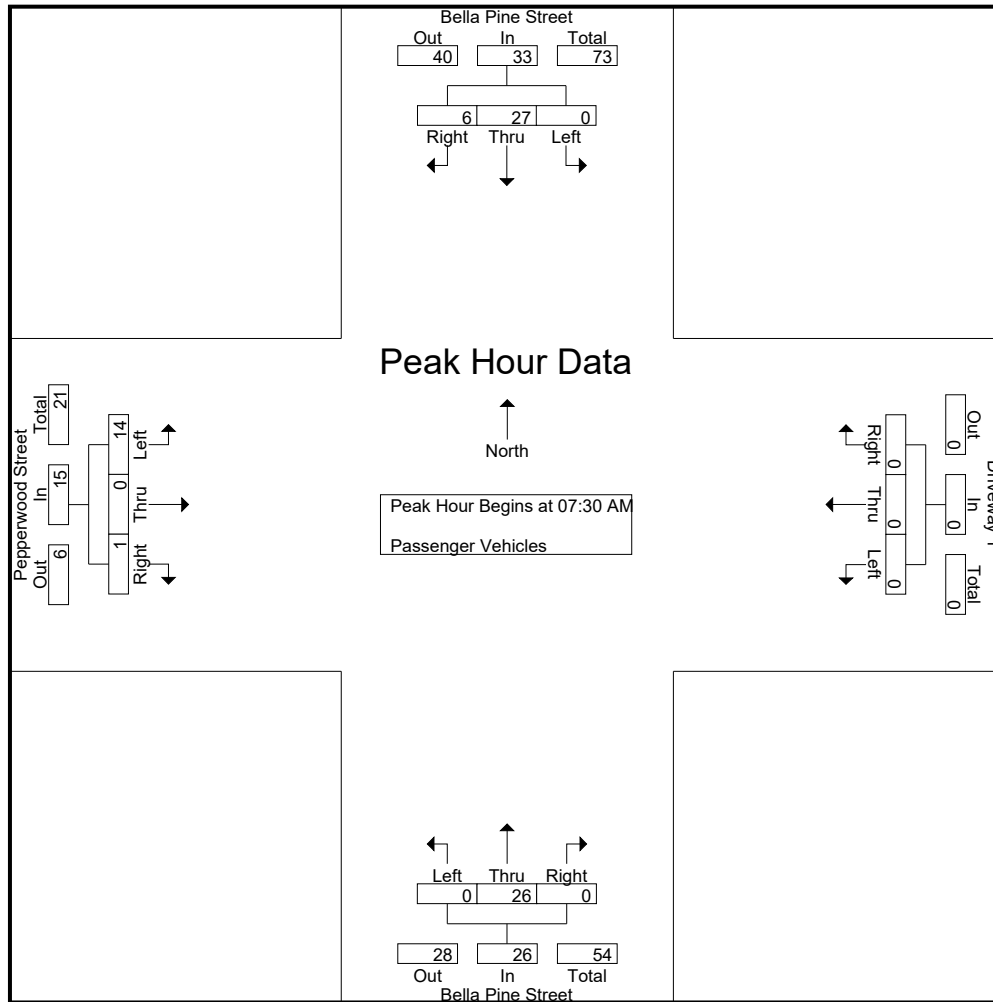
Groups Printed- Passenger Vehicles

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	0	6	0	6	2	0	2	4	13
07:15 AM	0	5	0	5	0	0	0	0	0	8	0	8	1	0	1	2	15
07:30 AM	0	8	0	8	0	0	0	0	0	10	0	10	4	0	0	4	22
07:45 AM	0	10	1	11	0	0	0	0	0	4	0	4	3	0	1	4	19
Total	0	26	1	27	0	0	0	0	0	28	0	28	10	0	4	14	69
08:00 AM	0	2	1	3	0	0	0	0	0	4	0	4	3	0	0	3	10
08:15 AM	0	7	4	11	0	0	0	0	0	8	0	8	4	0	0	4	23
08:30 AM	0	3	1	4	0	0	0	0	0	3	0	3	1	0	2	3	10
08:45 AM	0	6	4	10	0	0	0	0	3	5	0	8	7	0	6	13	31
Total	0	18	10	28	0	0	0	0	3	20	0	23	15	0	8	23	74
Grand Total	0	44	11	55	0	0	0	0	3	48	0	51	25	0	12	37	143
Apprch %	0	80	20		0	0	0		5.9	94.1	0		67.6	0	32.4		
Total %	0	30.8	7.7	38.5	0	0	0	0	2.1	33.6	0	35.7	17.5	0	8.4	25.9	

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	8	0	8	0	0	0	0	0	10	0	10	4	0	0	4	22
07:45 AM	0	10	1	11	0	0	0	0	0	4	0	4	3	0	1	4	19
08:00 AM	0	2	1	3	0	0	0	0	0	4	0	4	3	0	0	3	10
08:15 AM	0	7	4	11	0	0	0	0	0	8	0	8	4	0	0	4	23
Total Volume	0	27	6	33	0	0	0	0	0	26	0	26	14	0	1	15	74
% App. Total	0	81.8	18.2		0	0	0		0	100	0		93.3	0	6.7		
PHF	.000	.675	.375	.750	.000	.000	.000	.000	.000	.650	.000	.650	.875	.000	.250	.938	.804

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep AM
Site Code : 99922932
Start Date : 10/12/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	8	0	8	0	0	0	0	0	10	0	10	4	0	0	4
+15 mins.	0	10	1	11	0	0	0	0	0	4	0	4	3	0	1	4
+30 mins.	0	2	1	3	0	0	0	0	0	4	0	4	3	0	0	3
+45 mins.	0	7	4	11	0	0	0	0	0	8	0	8	4	0	0	4
Total Volume	0	27	6	33	0	0	0	0	0	26	0	26	14	0	1	15
% App. Total	0	81.8	18.2		0	0	0		0	100	0		93.3	0	6.7	
PHF	.000	.675	.375	.750	.000	.000	.000	.000	.000	.650	.000	.650	.875	.000	.250	.938

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep AM
Site Code : 99922932
Start Date : 10/12/2022
Page No : 1

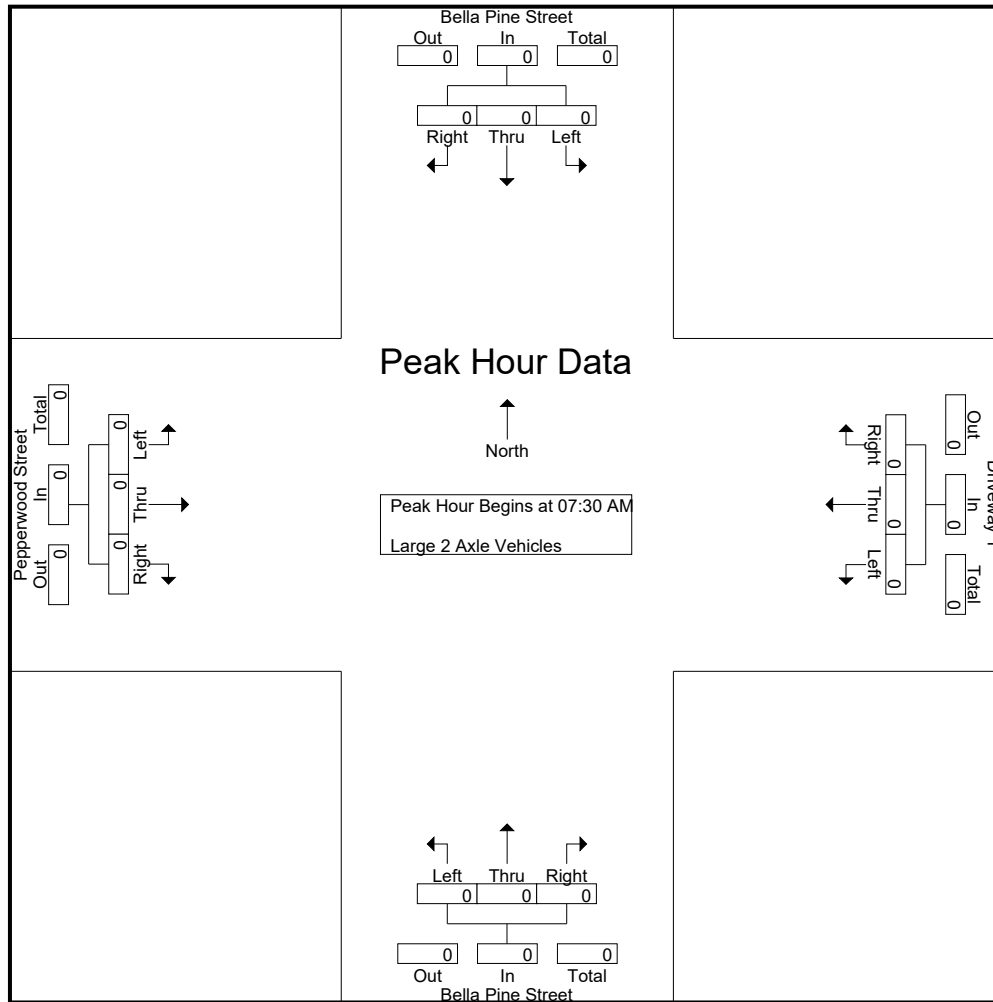
Groups Printed- Large 2 Axle Vehicles

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep AM
Site Code : 99922932
Start Date : 10/12/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep AM
Site Code : 99922932
Start Date : 10/12/2022
Page No : 1

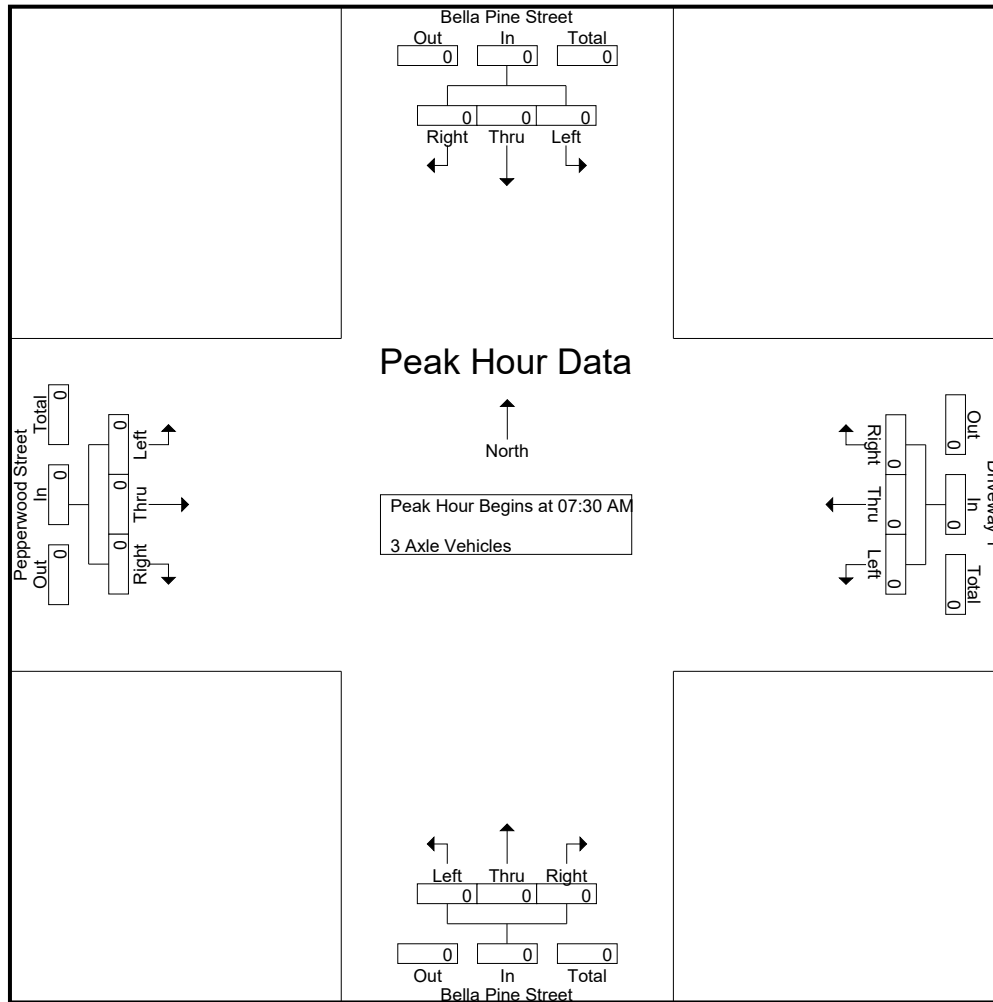
Groups Printed- 3 Axle Vehicles

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	66.7	0	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep AM
Site Code : 99922932
Start Date : 10/12/2022
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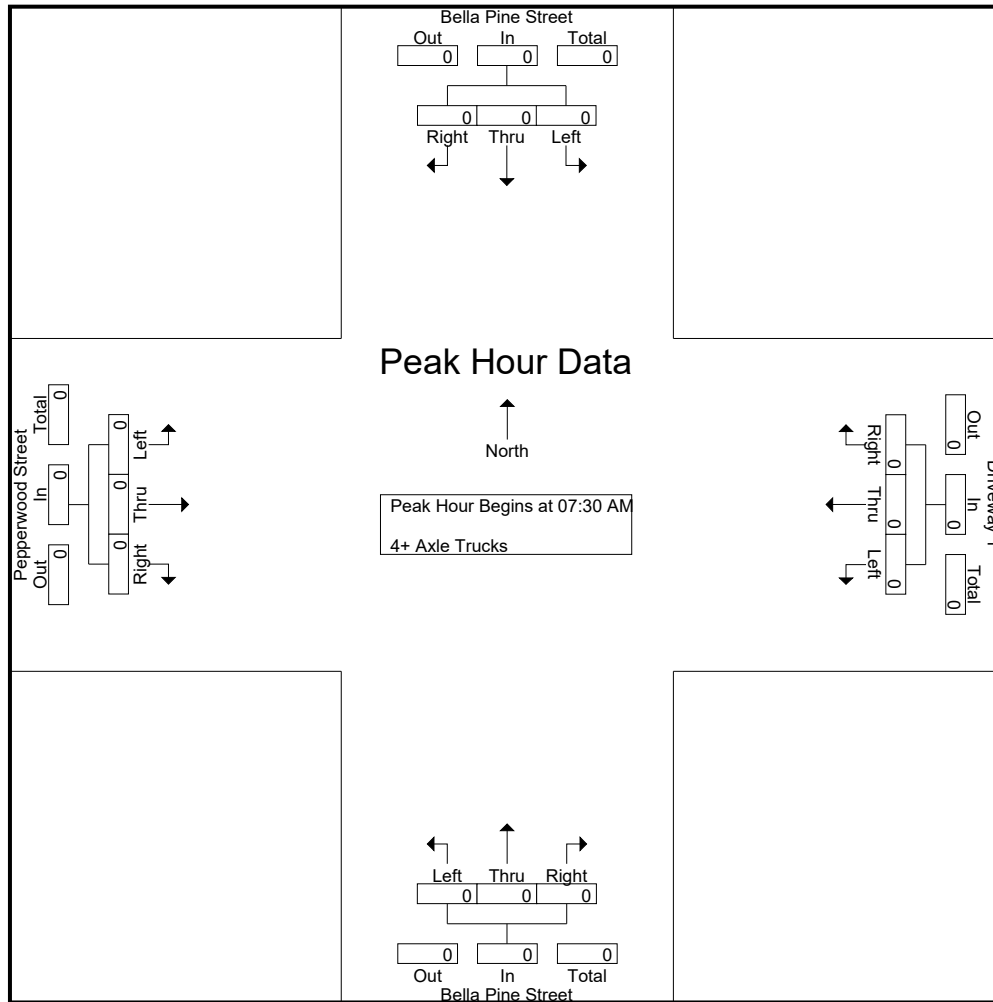
Groups Printed- 4+ Axle Trucks

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep AM
Site Code : 99922932
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep PM
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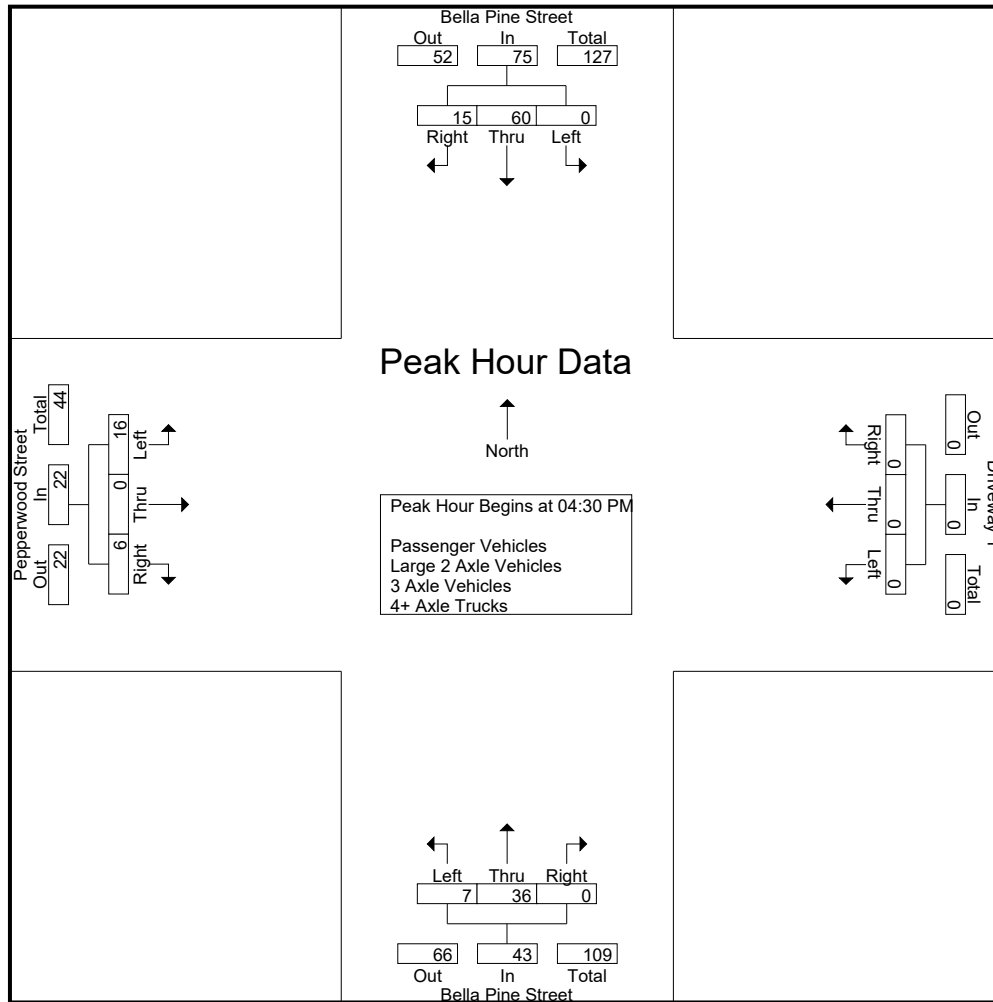
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	9	3	12	0	0	0	0	3	9	0	12	2	0	0	2	26
04:15 PM	1	12	2	15	0	0	0	0	1	7	0	8	4	0	0	4	27
04:30 PM	0	17	5	22	0	0	0	0	1	11	0	12	3	0	0	3	37
04:45 PM	0	16	2	18	0	0	0	0	2	6	0	8	5	0	1	6	32
Total	1	54	12	67	0	0	0	0	7	33	0	40	14	0	1	15	122
05:00 PM	0	12	2	14	0	0	0	0	2	9	0	11	1	0	2	3	28
05:15 PM	0	15	6	21	0	0	0	0	2	10	0	12	7	0	3	10	43
05:30 PM	0	12	2	14	0	0	0	0	1	10	0	11	6	0	2	8	33
05:45 PM	0	5	6	11	0	0	0	0	1	7	0	8	3	0	2	5	24
Total	0	44	16	60	0	0	0	0	6	36	0	42	17	0	9	26	128
Grand Total	1	98	28	127	0	0	0	0	13	69	0	82	31	0	10	41	250
Apprch %	0.8	77.2	22		0	0	0		15.9	84.1	0		75.6	0	24.4		
Total %	0.4	39.2	11.2	50.8	0	0	0	0	5.2	27.6	0	32.8	12.4	0	4	16.4	
Passenger Vehicles	1	98	28	127	0	0	0	0	13	69	0	82	30	0	10	40	249
% Passenger Vehicles	100	100	100	100	0	0	0	0	100	100	0	100	96.8	0	100	97.6	99.6
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	3.2	0	0	2.4	0.4
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	17	5	22	0	0	0	0	1	11	0	12	3	0	0	3	37
04:45 PM	0	16	2	18	0	0	0	0	2	6	0	8	5	0	1	6	32
05:00 PM	0	12	2	14	0	0	0	0	2	9	0	11	1	0	2	3	28
05:15 PM	0	15	6	21	0	0	0	0	2	10	0	12	7	0	3	10	43
Total Volume	0	60	15	75	0	0	0	0	7	36	0	43	16	0	6	22	140
% App. Total	0	80	20		0	0	0		16.3	83.7	0		72.7	0	27.3		
PHF	.000	.882	.625	.852	.000	.000	.000	.000	.875	.818	.000	.896	.571	.000	.500	.550	.814

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep PM
Site Code : 99922932
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	0	17	5	22	0	0	0	0	1	11	0	12	5	0	1	6
+15 mins.	0	16	2	18	0	0	0	0	2	6	0	8	1	0	2	3
+30 mins.	0	12	2	14	0	0	0	0	2	9	0	11	7	0	3	10
+45 mins.	0	15	6	21	0	0	0	0	2	10	0	12	6	0	2	8
Total Volume	0	60	15	75	0	0	0	0	7	36	0	43	19	0	8	27
% App. Total	0	80	20		0	0	0		16.3	83.7	0		70.4	0	29.6	
PHF	.000	.882	.625	.852	.000	.000	.000	.000	.875	.818	.000	.896	.679	.000	.667	.675

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep PM
Site Code : 99922932
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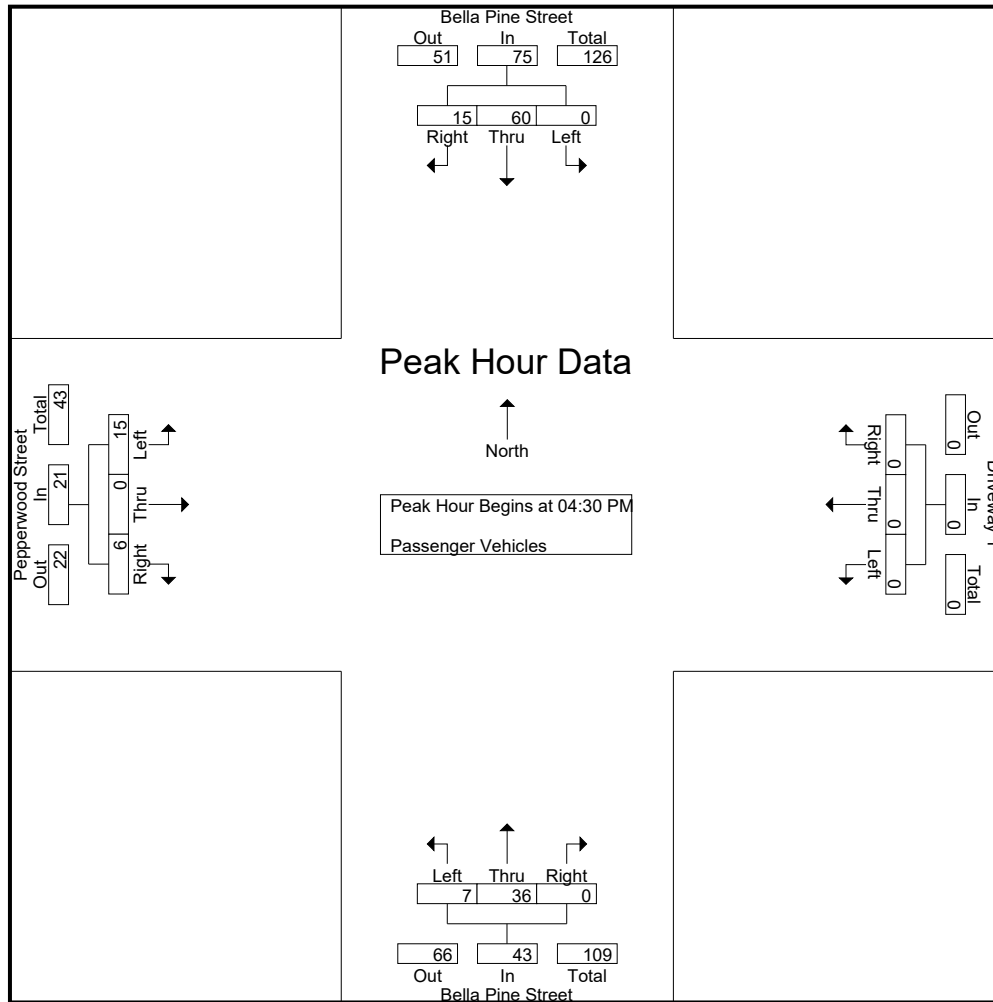
Groups Printed- Passenger Vehicles

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	9	3	12	0	0	0	0	3	9	0	12	2	0	0	2	26
04:15 PM	1	12	2	15	0	0	0	0	1	7	0	8	4	0	0	4	27
04:30 PM	0	17	5	22	0	0	0	0	1	11	0	12	3	0	0	3	37
04:45 PM	0	16	2	18	0	0	0	0	2	6	0	8	5	0	1	6	32
Total	1	54	12	67	0	0	0	0	7	33	0	40	14	0	1	15	122
05:00 PM	0	12	2	14	0	0	0	0	2	9	0	11	1	0	2	3	28
05:15 PM	0	15	6	21	0	0	0	0	2	10	0	12	6	0	3	9	42
05:30 PM	0	12	2	14	0	0	0	0	1	10	0	11	6	0	2	8	33
05:45 PM	0	5	6	11	0	0	0	0	1	7	0	8	3	0	2	5	24
Total	0	44	16	60	0	0	0	0	6	36	0	42	16	0	9	25	127
Grand Total	1	98	28	127	0	0	0	0	13	69	0	82	30	0	10	40	249
Apprch %	0.8	77.2	22		0	0	0		15.9	84.1	0		75	0	25		
Total %	0.4	39.4	11.2	51	0	0	0	0	5.2	27.7	0	32.9	12	0	4	16.1	

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	17	5	22	0	0	0	0	1	11	0	12	3	0	0	3	37
04:45 PM	0	16	2	18	0	0	0	0	2	6	0	8	5	0	1	6	32
05:00 PM	0	12	2	14	0	0	0	0	2	9	0	11	1	0	2	3	28
05:15 PM	0	15	6	21	0	0	0	0	2	10	0	12	6	0	3	9	42
Total Volume	0	60	15	75	0	0	0	0	7	36	0	43	15	0	6	21	139
% App. Total	0	80	20		0	0	0		16.3	83.7	0		71.4	0	28.6		
PHF	.000	.882	.625	.852	.000	.000	.000	.000	.875	.818	.000	.896	.625	.000	.500	.583	.827

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep PM
Site Code : 99922932
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	17	5	22	0	0	0	0	1	11	0	12	3	0	0	3
+15 mins.	0	16	2	18	0	0	0	0	2	6	0	8	5	0	1	6
+30 mins.	0	12	2	14	0	0	0	0	2	9	0	11	1	0	2	3
+45 mins.	0	15	6	21	0	0	0	0	2	10	0	12	6	0	3	9
Total Volume	0	60	15	75	0	0	0	0	7	36	0	43	15	0	6	21
% App. Total	0	80	20		0	0	0		16.3	83.7	0		71.4	0	28.6	
PHF	.000	.882	.625	.852	.000	.000	.000	.000	.875	.818	.000	.896	.625	.000	.500	.583

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep PM
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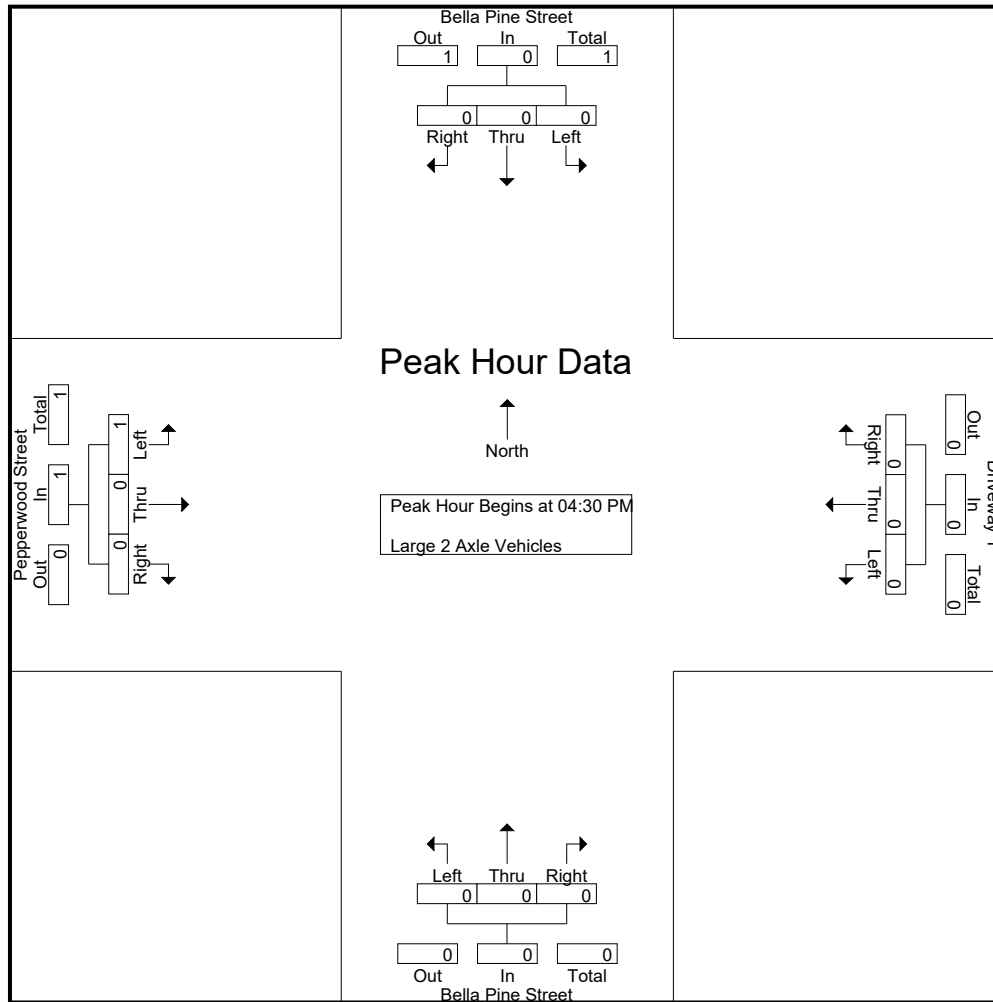
Groups Printed- Large 2 Axle Vehicles

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep PM
Site Code : 99922932
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep PM
Site Code : 99922932
Start Date : 10/12/2022
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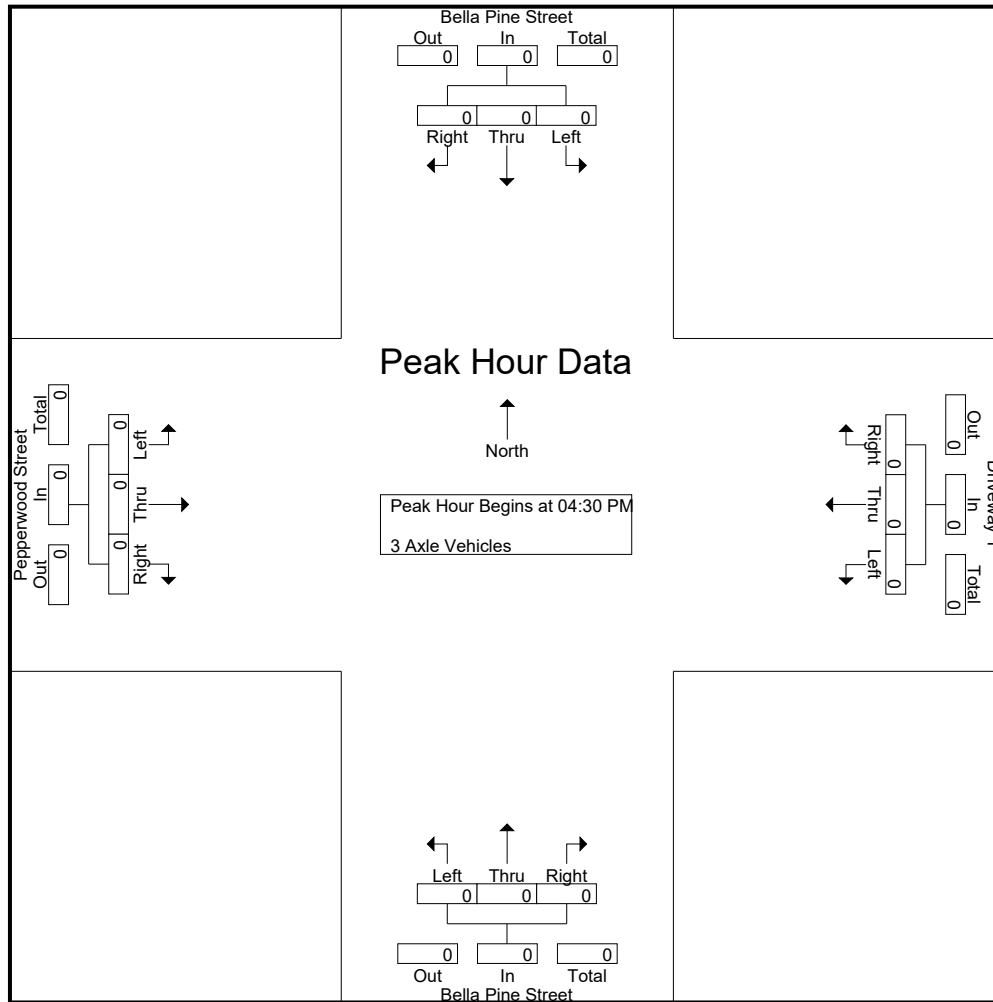
Groups Printed- 3 Axle Vehicles

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep PM
Site Code : 99922932
Start Date : 10/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep PM
Site Code : 99922932
Start Date : 10/12/2022
Page No : 1

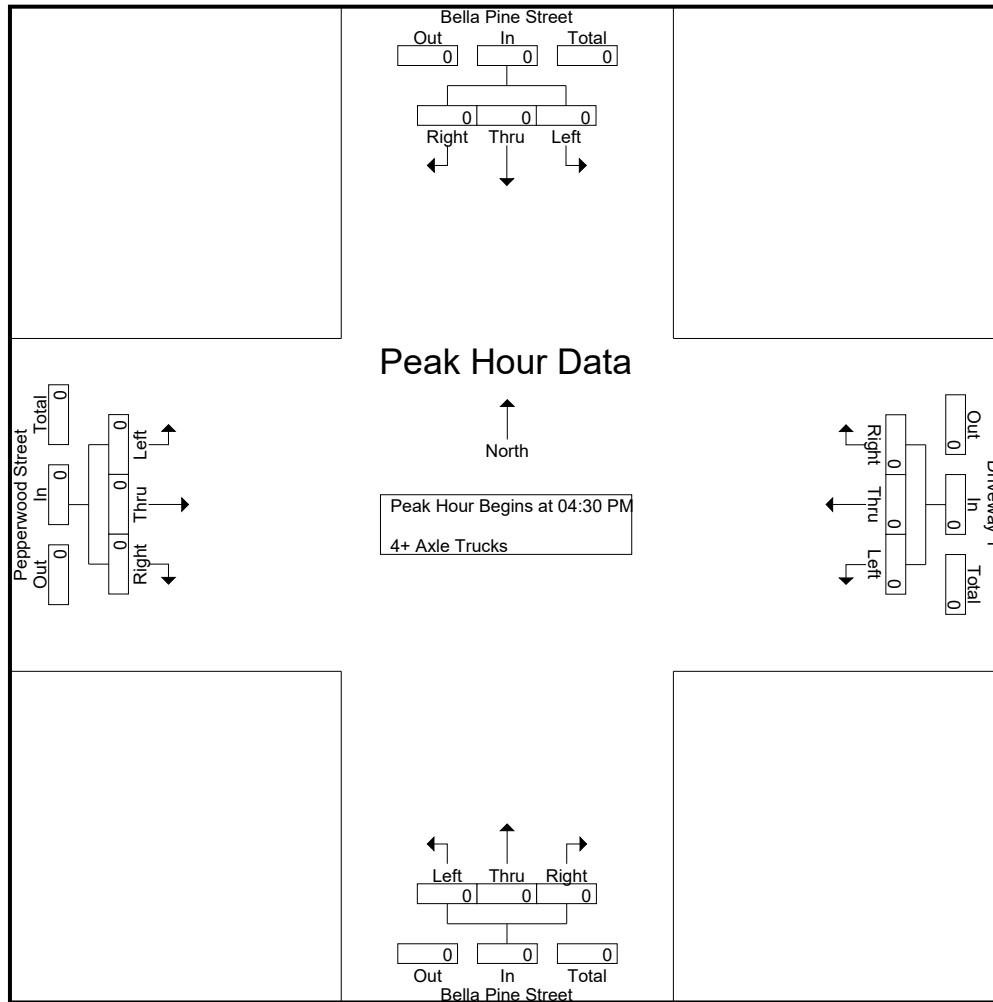
Groups Printed- 4+ Axle Trucks

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Bella Pine Street Southbound				Driveway 1 Westbound				Bella Pine Street Northbound				Pepperwood Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Victorville
N/S: Bella Pine Street
E/W: Pepperwood Street/Driveway 1
Weather: Clear

File Name : VIC_Bella_Pep PM
Site Code : 99922932
Start Date : 10/12/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

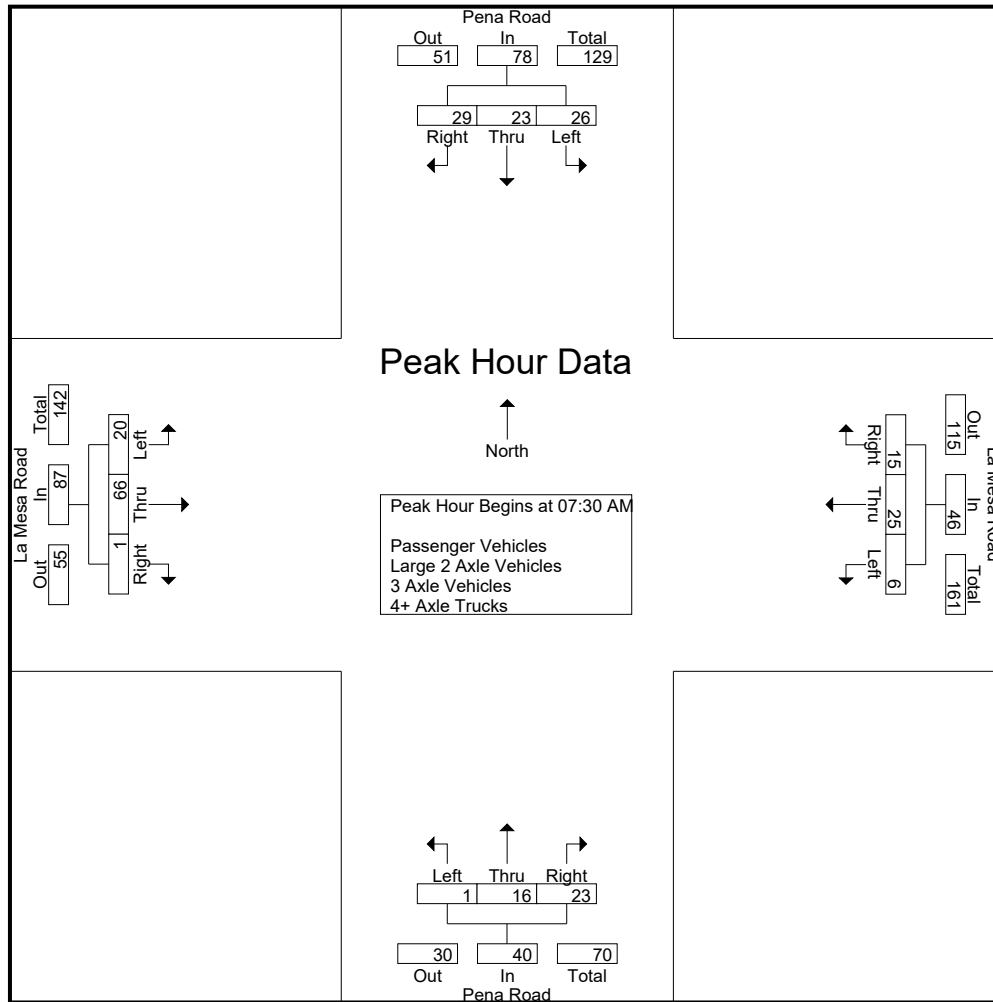
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	1	0	3	2	5	1	8	0	2	9	11	0	11	0	11	33
07:15 AM	2	3	1	6	1	8	1	10	0	3	6	9	4	10	0	14	39
07:30 AM	11	1	7	19	3	7	5	15	0	4	4	8	11	23	1	35	77
07:45 AM	7	10	10	27	2	4	4	10	0	6	4	10	6	17	0	23	70
Total	22	15	18	55	8	24	11	43	0	15	23	38	21	61	1	83	219
08:00 AM	4	7	7	18	1	9	3	13	1	3	5	9	1	10	0	11	51
08:15 AM	4	5	5	14	0	5	3	8	0	3	10	13	2	16	0	18	53
08:30 AM	12	2	6	20	3	6	4	13	0	2	4	6	0	12	0	12	51
08:45 AM	2	5	1	8	3	11	4	18	0	3	1	4	0	12	0	12	42
Total	22	19	19	60	7	31	14	52	1	11	20	32	3	50	0	53	197
Grand Total	44	34	37	115	15	55	25	95	1	26	43	70	24	111	1	136	416
Apprch %	38.3	29.6	32.2		15.8	57.9	26.3		1.4	37.1	61.4		17.6	81.6	0.7		
Total %	10.6	8.2	8.9	27.6	3.6	13.2	6	22.8	0.2	6.2	10.3	16.8	5.8	26.7	0.2	32.7	
Passenger Vehicles	39	33	35	107	14	50	22	86	0	25	41	66	23	103	1	127	386
% Passenger Vehicles	88.6	97.1	94.6	93	93.3	90.9	88	90.5	0	96.2	95.3	94.3	95.8	92.8	100	93.4	92.8
Large 2 Axle Vehicles	4	0	2	6	0	4	0	4	1	1	0	2	1	4	0	5	17
% Large 2 Axle Vehicles	9.1	0	5.4	5.2	0	7.3	0	4.2	100	3.8	0	2.9	4.2	3.6	0	3.7	4.1
3 Axle Vehicles	0	1	0	1	1	0	1	2	0	0	2	2	0	0	0	0	5
% 3 Axle Vehicles	0	2.9	0	0.9	6.7	0	4	2.1	0	0	4.7	2.9	0	0	0	0	1.2
4+ Axle Trucks	1	0	0	1	0	1	2	3	0	0	0	0	0	4	0	4	8
% 4+ Axle Trucks	2.3	0	0	0.9	0	1.8	8	3.2	0	0	0	0	0	3.6	0	2.9	1.9

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	1	7	19	3	7	5	15	0	4	4	8	11	23	1	35	77
07:45 AM	7	10	10	27	2	4	4	10	0	6	4	10	6	17	0	23	70
08:00 AM	4	7	7	18	1	9	3	13	1	3	5	9	1	10	0	11	51
08:15 AM	4	5	5	14	0	5	3	8	0	3	10	13	2	16	0	18	53
Total Volume	26	23	29	78	6	25	15	46	1	16	23	40	20	66	1	87	251
% App. Total	33.3	29.5	37.2		13	54.3	32.6		2.5	40	57.5		23	75.9	1.1		
PHF	.591	.575	.725	.722	.500	.694	.750	.767	.250	.667	.575	.769	.455	.717	.250	.621	.815

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 2



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

	07:45 AM				08:00 AM				07:30 AM				07:30 AM			
+0 mins.	7	10	10	27	1	9	3	13	0	4	4	8	11	23	1	35
+15 mins.	4	7	7	18	0	5	3	8	0	6	4	10	6	17	0	23
+30 mins.	4	5	5	14	3	6	4	13	1	3	5	9	1	10	0	11
+45 mins.	12	2	6	20	3	11	4	18	0	3	10	13	2	16	0	18
Total Volume	27	24	28	79	7	31	14	52	1	16	23	40	20	66	1	87
% App. Total	34.2	30.4	35.4		13.5	59.6	26.9		2.5	40	57.5		23	75.9	1.1	
PHF	.563	.600	.700	.731	.583	.705	.875	.722	.250	.667	.575	.769	.455	.717	.250	.621

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

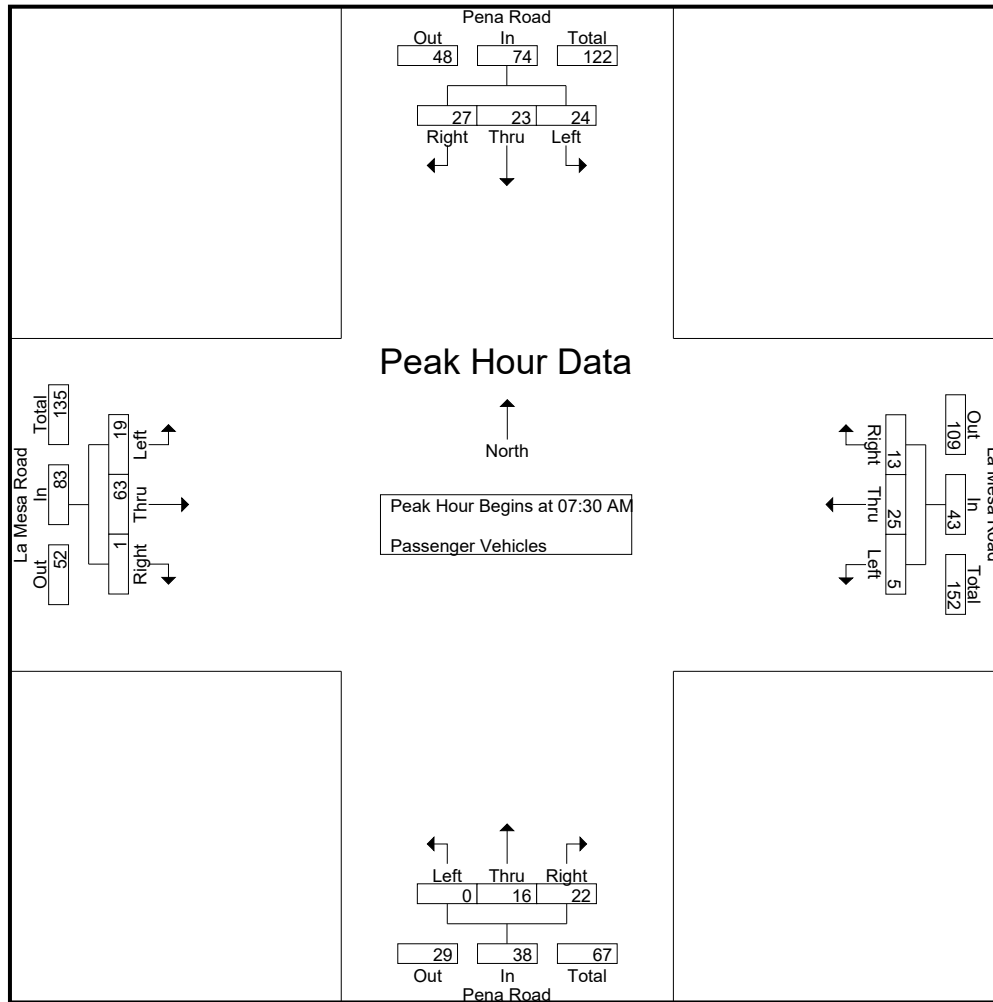
Groups Printed- Passenger Vehicles

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	2	5	1	8	0	1	8	9	0	11	0	11	30
07:15 AM	2	3	1	6	1	7	1	9	0	3	6	9	4	6	0	10	34
07:30 AM	11	1	7	19	3	7	3	13	0	4	4	8	11	22	1	34	74
07:45 AM	6	10	10	26	1	4	4	9	0	6	4	10	5	17	0	22	67
Total	20	15	18	53	7	23	9	39	0	14	22	36	20	56	1	77	205
08:00 AM	4	7	7	18	1	9	3	13	0	3	5	8	1	9	0	10	49
08:15 AM	3	5	3	11	0	5	3	8	0	3	9	12	2	15	0	17	48
08:30 AM	10	2	6	18	3	4	3	10	0	2	4	6	0	11	0	11	45
08:45 AM	2	4	1	7	3	9	4	16	0	3	1	4	0	12	0	12	39
Total	19	18	17	54	7	27	13	47	0	11	19	30	3	47	0	50	181
Grand Total	39	33	35	107	14	50	22	86	0	25	41	66	23	103	1	127	386
Apprch %	36.4	30.8	32.7		16.3	58.1	25.6		0	37.9	62.1		18.1	81.1	0.8		
Total %	10.1	8.5	9.1	27.7	3.6	13	5.7	22.3	0	6.5	10.6	17.1	6	26.7	0.3	32.9	

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	1	7	19	3	7	3	13	0	4	4	8	11	22	1	34	74
07:45 AM	6	10	10	26	1	4	4	9	0	6	4	10	5	17	0	22	67
08:00 AM	4	7	7	18	1	9	3	13	0	3	5	8	1	9	0	10	49
08:15 AM	3	5	3	11	0	5	3	8	0	3	9	12	2	15	0	17	48
Total Volume	24	23	27	74	5	25	13	43	0	16	22	38	19	63	1	83	238
% App. Total	32.4	31.1	36.5		11.6	58.1	30.2		0	42.1	57.9		22.9	75.9	1.2		
PHF	.545	.575	.675	.712	.417	.694	.813	.827	.000	.667	.611	.792	.432	.716	.250	.610	.804

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	11	1	7	19	3	7	3	13	0	4	4	8	11	22	1	34
+15 mins.	6	10	10	26	1	4	4	9	0	6	4	10	5	17	0	22
+30 mins.	4	7	7	18	1	9	3	13	0	3	5	8	1	9	0	10
+45 mins.	3	5	3	11	0	5	3	8	0	3	9	12	2	15	0	17
Total Volume	24	23	27	74	5	25	13	43	0	16	22	38	19	63	1	83
% App. Total	32.4	31.1	36.5		11.6	58.1	30.2		0	42.1	57.9		22.9	75.9	1.2	
PHF	.545	.575	.675	.712	.417	.694	.813	.827	.000	.667	.611	.792	.432	.716	.250	.610

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

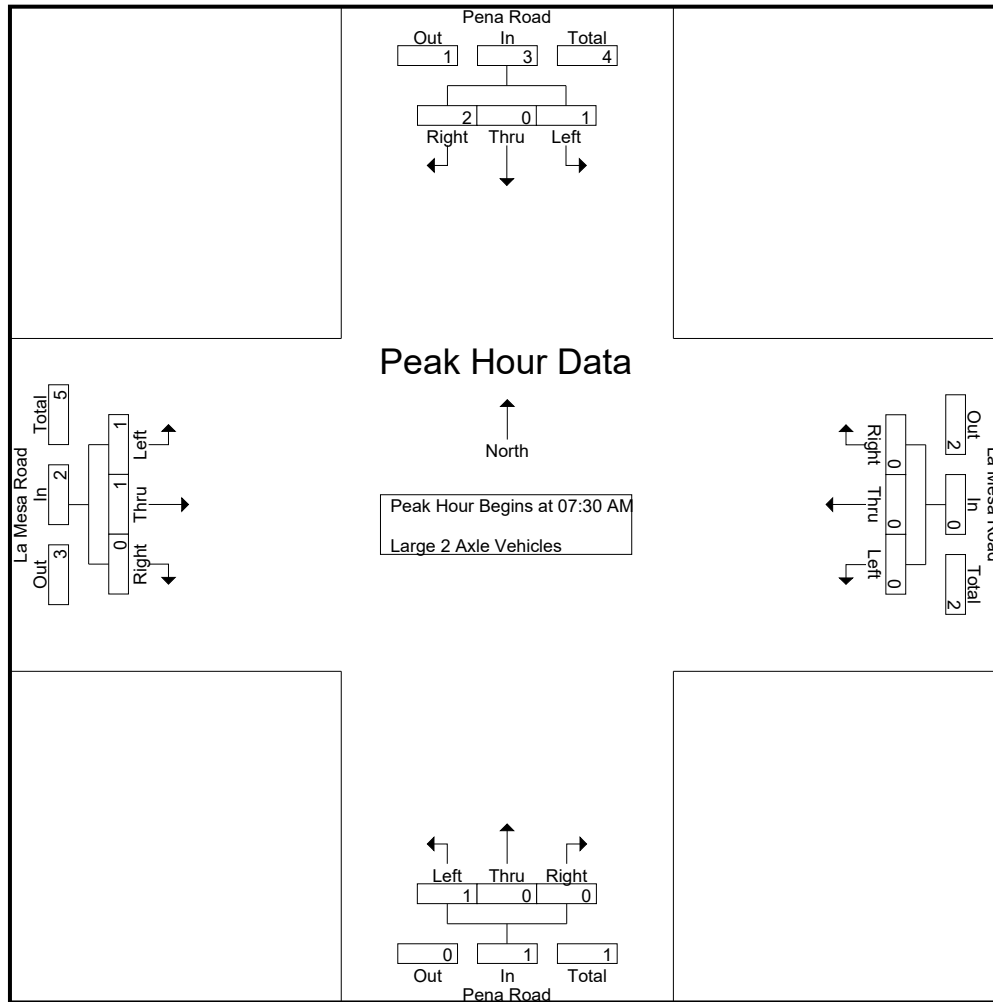
Groups Printed- Large 2 Axle Vehicles

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	0	1	0	1	0	1	0	1	0	1	1	4	0	5	8
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	3	0	2	5	0	3	0	3	1	0	0	1	0	0	0	0	9
Grand Total	4	0	2	6	0	4	0	4	1	1	0	2	1	4	0	5	17
Apprch %	66.7	0	33.3		0	100	0		50	50	0		20	80	0		
Total %	23.5	0	11.8	35.3	0	23.5	0	23.5	5.9	5.9	0	11.8	5.9	23.5	0	29.4	

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	1	0	2	3	0	0	0	0	1	0	0	1	1	1	0	2	6
% App. Total	33.3	0	66.7		0	0	0		100	0	0		50	50	0		
PHF	.250	.000	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250	.250	.250	.000	.500	.500

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

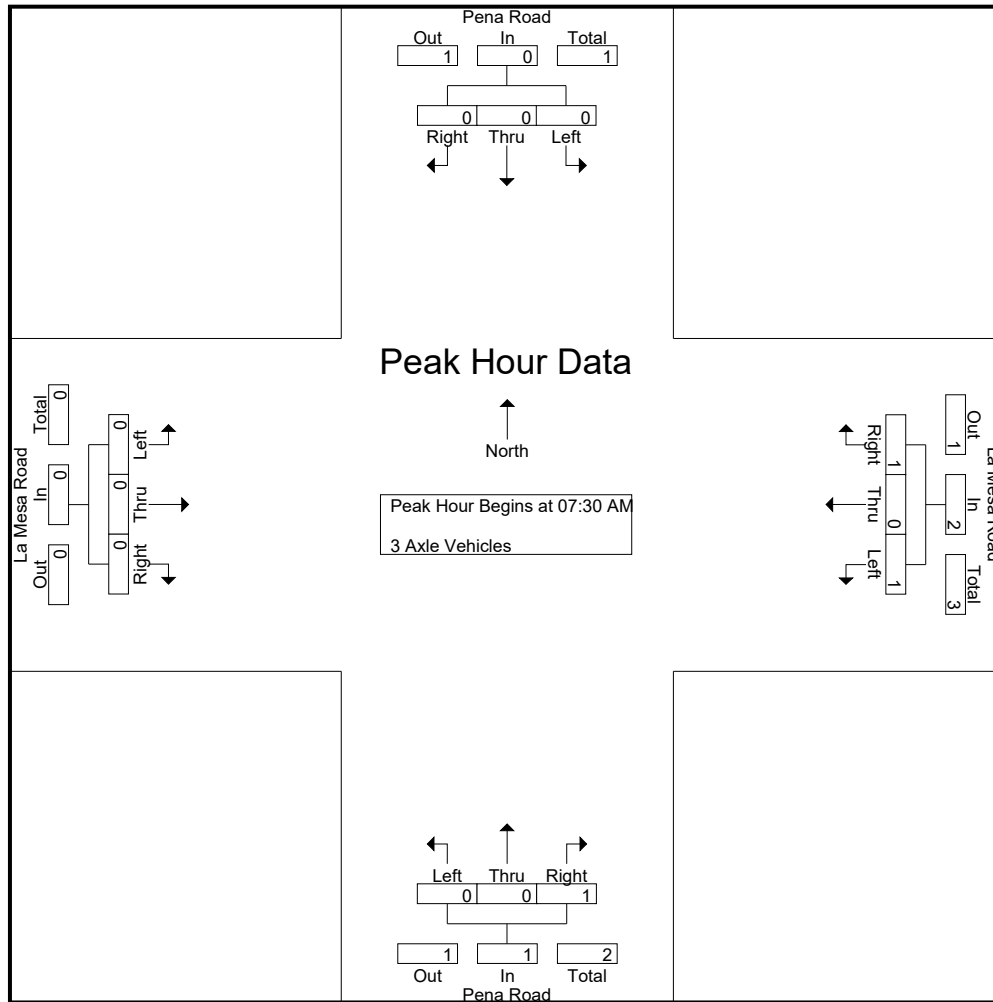
Groups Printed- 3 Axle Vehicles

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	1	2	0	0	1	1	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Grand Total	0	1	0	1	1	0	1	2	0	0	2	2	0	0	0	0	5
Apprch %	0	100	0		50	0	50		0	0	100		0	0	0		
Total %	0	20	0	20	20	0	20	40	0	0	40	40	0	0	0	0	

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	1	0	1	2	0	0	1	1	0	0	0	0	3
% App. Total	0	0	0		50	0	50		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.750

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa AM
Site Code : 99922551
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

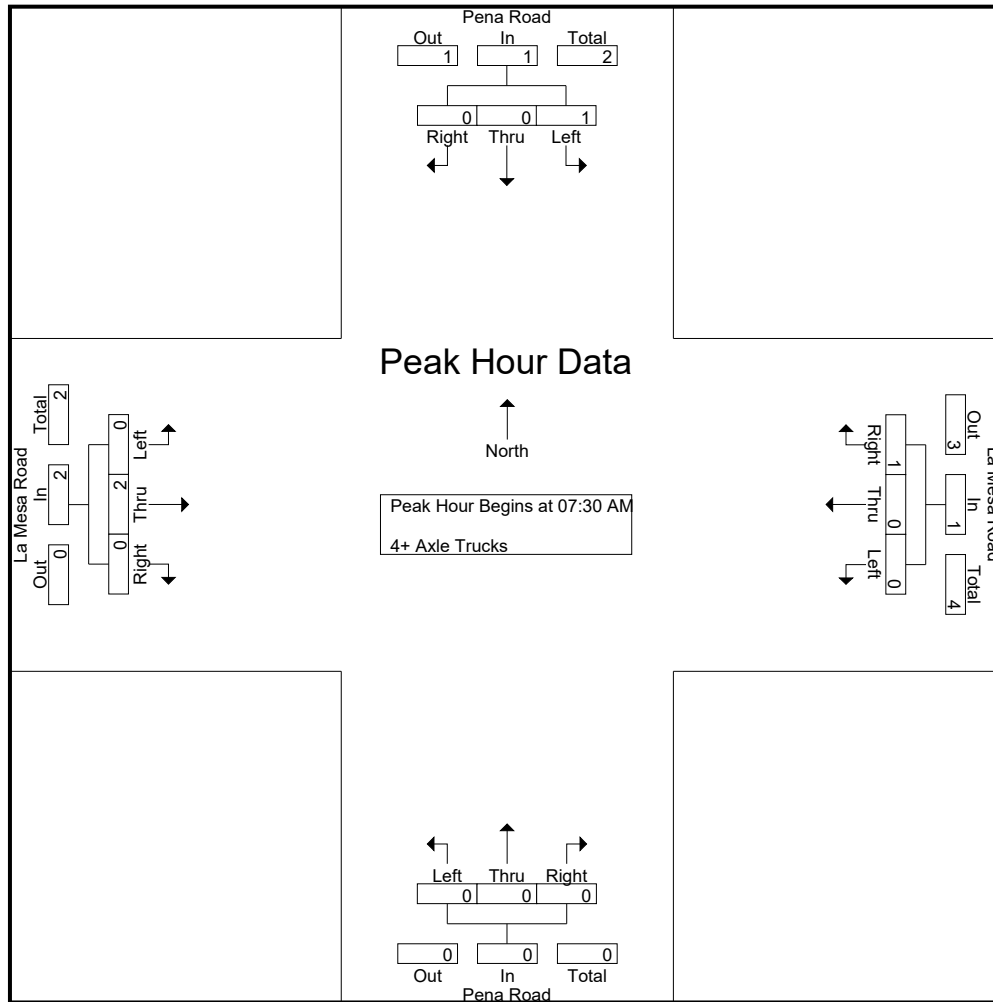
Groups Printed- 4+ Axle Trucks

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	3	5
Grand Total	1	0	0	1	0	1	2	3	0	0	0	0	0	4	0	4	8
Apprch %	100	0	0		0	33.3	66.7		0	0	0		0	100	0		
Total %	12.5	0	0	12.5	0	12.5	25	37.5	0	0	0	0	0	50	0	50	

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	1	0	0	1	1	0	0	0	0	0	2	0	2	4
% App. Total	100	0	0		0	0	100		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.500	.000	.500	1.00

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa AM
Site Code : 99922551
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa PM
Site Code : 99922551
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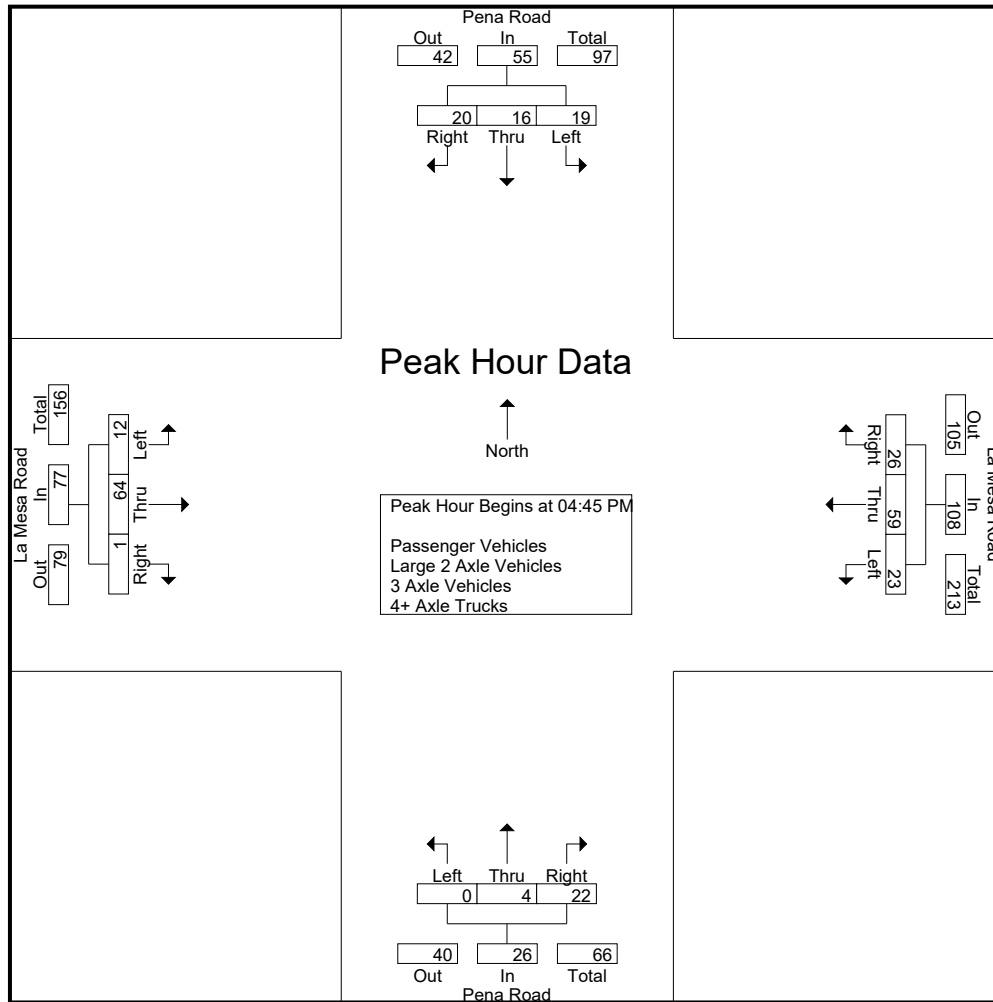
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	1	4	7	3	16	2	21	0	4	5	9	1	6	0	7	44
04:15 PM	3	3	5	11	4	21	6	31	0	2	1	3	0	11	0	11	56
04:30 PM	5	4	3	12	3	17	5	25	0	1	3	4	1	16	0	17	58
04:45 PM	4	7	2	13	5	14	5	24	0	1	5	6	2	18	0	20	63
Total	14	15	14	43	15	68	18	101	0	8	14	22	4	51	0	55	221
05:00 PM	8	1	3	12	7	14	7	28	0	0	6	6	2	13	1	16	62
05:15 PM	4	1	5	10	10	18	9	37	0	1	10	11	4	13	0	17	75
05:30 PM	3	7	10	20	1	13	5	19	0	2	1	3	4	20	0	24	66
05:45 PM	3	2	2	7	2	6	8	16	1	4	5	10	1	9	0	10	43
Total	18	11	20	49	20	51	29	100	1	7	22	30	11	55	1	67	246
Grand Total	32	26	34	92	35	119	47	201	1	15	36	52	15	106	1	122	467
Apprch %	34.8	28.3	37		17.4	59.2	23.4		1.9	28.8	69.2		12.3	86.9	0.8		
Total %	6.9	5.6	7.3	19.7	7.5	25.5	10.1	43	0.2	3.2	7.7	11.1	3.2	22.7	0.2	26.1	
Passenger Vehicles	32	25	34	91	35	116	47	198	1	15	35	51	15	102	1	118	458
% Passenger Vehicles	100	96.2	100	98.9	100	97.5	100	98.5	100	100	97.2	98.1	100	96.2	100	96.7	98.1
Large 2 Axle Vehicles	0	1	0	1	0	2	0	2	0	0	1	1	0	3	0	3	7
% Large 2 Axle Vehicles	0	3.8	0	1.1	0	1.7	0	1	0	0	2.8	1.9	0	2.8	0	2.5	1.5
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% 4+ Axle Trucks	0	0	0	0	0	0.8	0	0.5	0	0	0	0	0	0.9	0	0.8	0.4

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	7	2	13	5	14	5	24	0	1	5	6	2	18	0	20	63
05:00 PM	8	1	3	12	7	14	7	28	0	0	6	6	2	13	1	16	62
05:15 PM	4	1	5	10	10	18	9	37	0	1	10	11	4	13	0	17	75
05:30 PM	3	7	10	20	1	13	5	19	0	2	1	3	4	20	0	24	66
Total Volume	19	16	20	55	23	59	26	108	0	4	22	26	12	64	1	77	266
% App. Total	34.5	29.1	36.4		21.3	54.6	24.1		0	15.4	84.6		15.6	83.1	1.3		
PHF	.594	.571	.500	.688	.575	.819	.722	.730	.000	.500	.550	.591	.750	.800	.250	.802	.887

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa PM
Site Code : 99922551
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	4	7	2	13	3	17	5	25	0	0	6	6	2	18	0	20
+15 mins.	8	1	3	12	5	14	5	24	0	1	10	11	2	13	1	16
+30 mins.	4	1	5	10	7	14	7	28	0	2	1	3	4	13	0	17
+45 mins.	3	7	10	20	10	18	9	37	1	4	5	10	4	20	0	24
Total Volume	19	16	20	55	25	63	26	114	1	7	22	30	12	64	1	77
% App. Total	34.5	29.1	36.4		21.9	55.3	22.8		3.3	23.3	73.3		15.6	83.1	1.3	
PHF	.594	.571	.500	.688	.625	.875	.722	.770	.250	.438	.550	.682	.750	.800	.250	.802

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

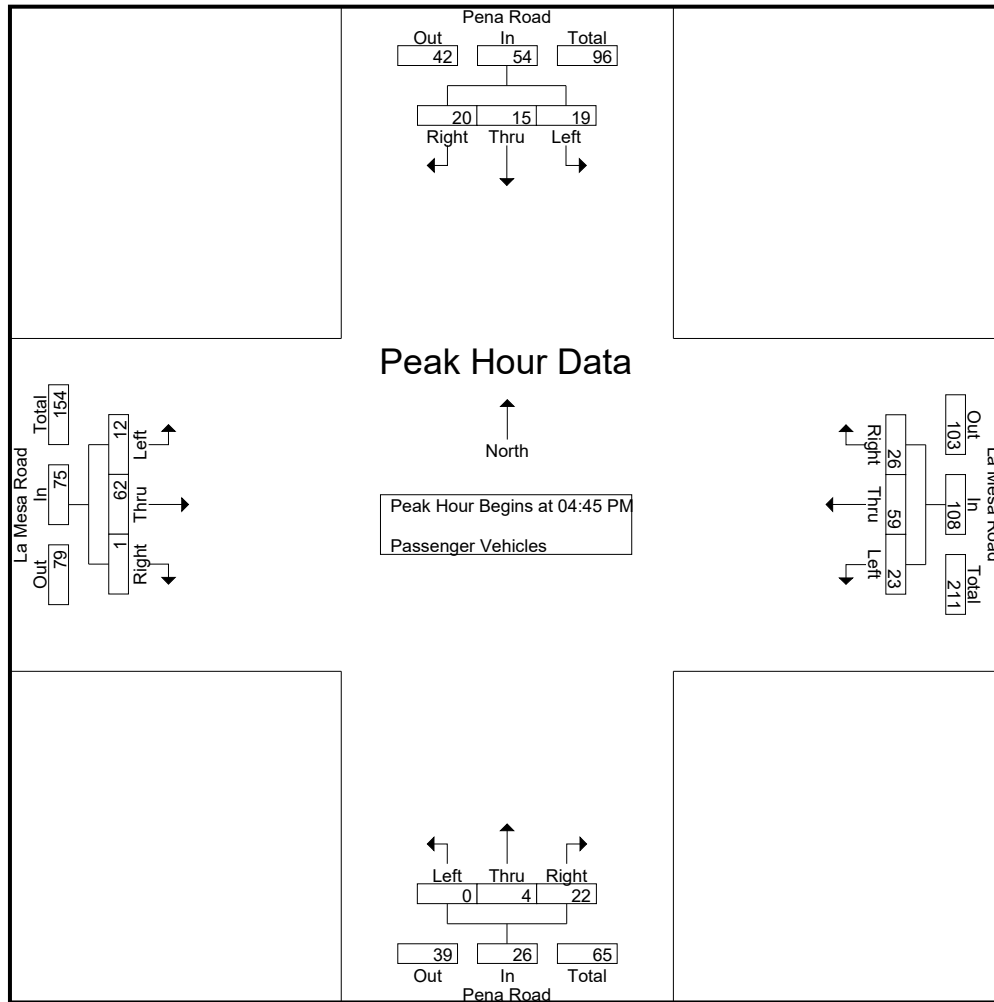
Groups Printed- Passenger Vehicles

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	1	4	7	3	15	2	20	0	4	5	9	1	6	0	7	43
04:15 PM	3	3	5	11	4	21	6	31	0	2	1	3	0	10	0	10	55
04:30 PM	5	4	3	12	3	16	5	24	0	1	3	4	1	15	0	16	56
04:45 PM	4	7	2	13	5	14	5	24	0	1	5	6	2	17	0	19	62
Total	14	15	14	43	15	66	18	99	0	8	14	22	4	48	0	52	216
05:00 PM	8	1	3	12	7	14	7	28	0	0	6	6	2	13	1	16	62
05:15 PM	4	1	5	10	10	18	9	37	0	1	10	11	4	13	0	17	75
05:30 PM	3	6	10	19	1	13	5	19	0	2	1	3	4	19	0	23	64
05:45 PM	3	2	2	7	2	5	8	15	1	4	4	9	1	9	0	10	41
Total	18	10	20	48	20	50	29	99	1	7	21	29	11	54	1	66	242
Grand Total	32	25	34	91	35	116	47	198	1	15	35	51	15	102	1	118	458
Apprch %	35.2	27.5	37.4		17.7	58.6	23.7		2	29.4	68.6		12.7	86.4	0.8		
Total %	7	5.5	7.4	19.9	7.6	25.3	10.3	43.2	0.2	3.3	7.6	11.1	3.3	22.3	0.2	25.8	

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	7	2	13	5	14	5	24	0	1	5	6	2	17	0	19	62
05:00 PM	8	1	3	12	7	14	7	28	0	0	6	6	2	13	1	16	62
05:15 PM	4	1	5	10	10	18	9	37	0	1	10	11	4	13	0	17	75
05:30 PM	3	6	10	19	1	13	5	19	0	2	1	3	4	19	0	23	64
Total Volume	19	15	20	54	23	59	26	108	0	4	22	26	12	62	1	75	263
% App. Total	35.2	27.8	37		21.3	54.6	24.1		0	15.4	84.6		16	82.7	1.3		
PHF	.594	.536	.500	.711	.575	.819	.722	.730	.000	.500	.550	.591	.750	.816	.250	.815	.877

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	4	7	2	13	5	14	5	24	0	1	5	6	2	17	0	19
+15 mins.	8	1	3	12	7	14	7	28	0	0	6	6	2	13	1	16
+30 mins.	4	1	5	10	10	18	9	37	0	1	10	11	4	13	0	17
+45 mins.	3	6	10	19	1	13	5	19	0	2	1	3	4	19	0	23
Total Volume	19	15	20	54	23	59	26	108	0	4	22	26	12	62	1	75
% App. Total	35.2	27.8	37		21.3	54.6	24.1		0	15.4	84.6		16	82.7	1.3	
PHF	.594	.536	.500	.711	.575	.819	.722	.730	.000	.500	.550	.591	.750	.816	.250	.815

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
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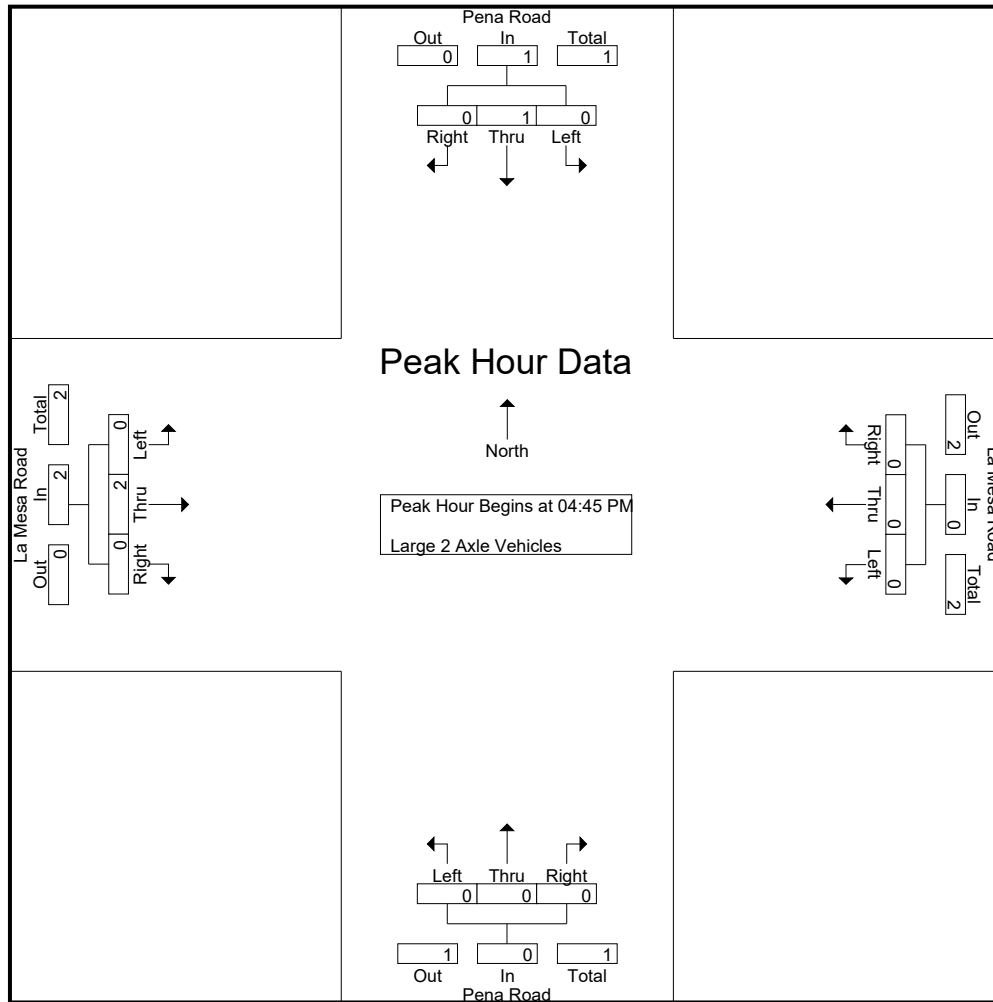
Groups Printed- Large 2 Axle Vehicles

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
Total	0	1	0	1	0	1	0	1	0	0	1	1	0	1	0	1	4
Grand Total	0	1	0	1	0	2	0	2	0	0	1	1	0	3	0	3	7
Apprch %	0	100	0		0	100	0		0	0	100		0	100	0		
Total %	0	14.3	0	14.3	0	28.6	0	28.6	0	0	14.3	14.3	0	42.9	0	42.9	

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
% App. Total	0	100	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.375

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa PM
Site Code : 99922551
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

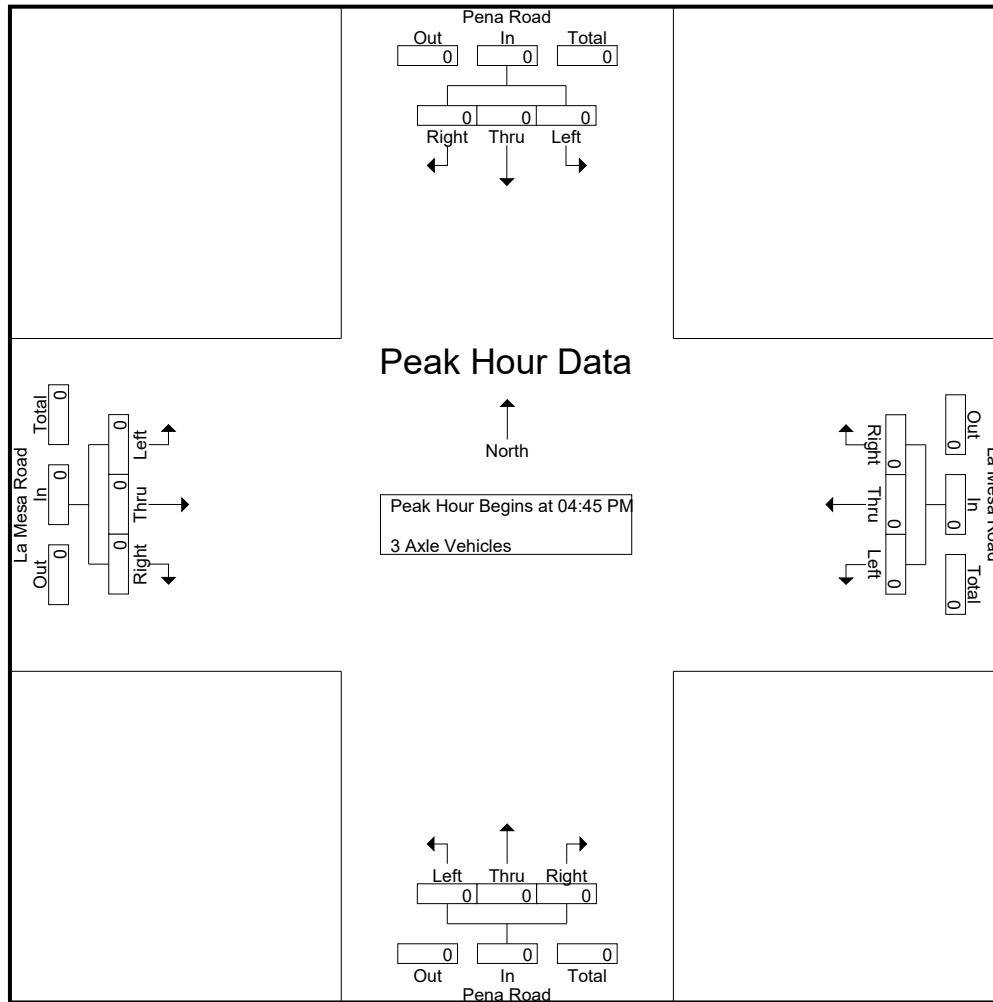
Groups Printed- 3 Axle Vehicles

	Pena Road Southbound				La Mesa Road Westbound				Pena Road Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

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

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

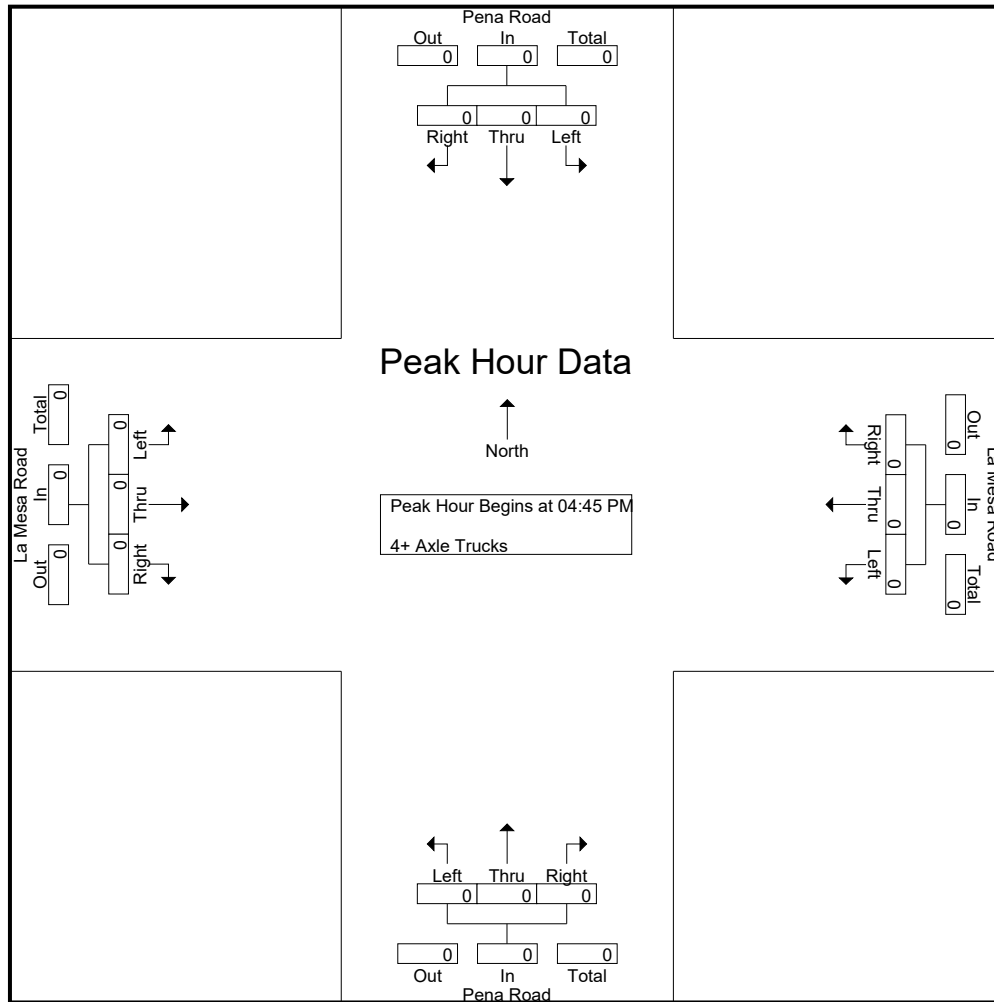
Groups Printed- 4+ Axle Trucks

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

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

City of Victorville
N/S: Pena Road
E/W: La Mesa Road
Weather: Clear

File Name : 04_VIC_Pena_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 2



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

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

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

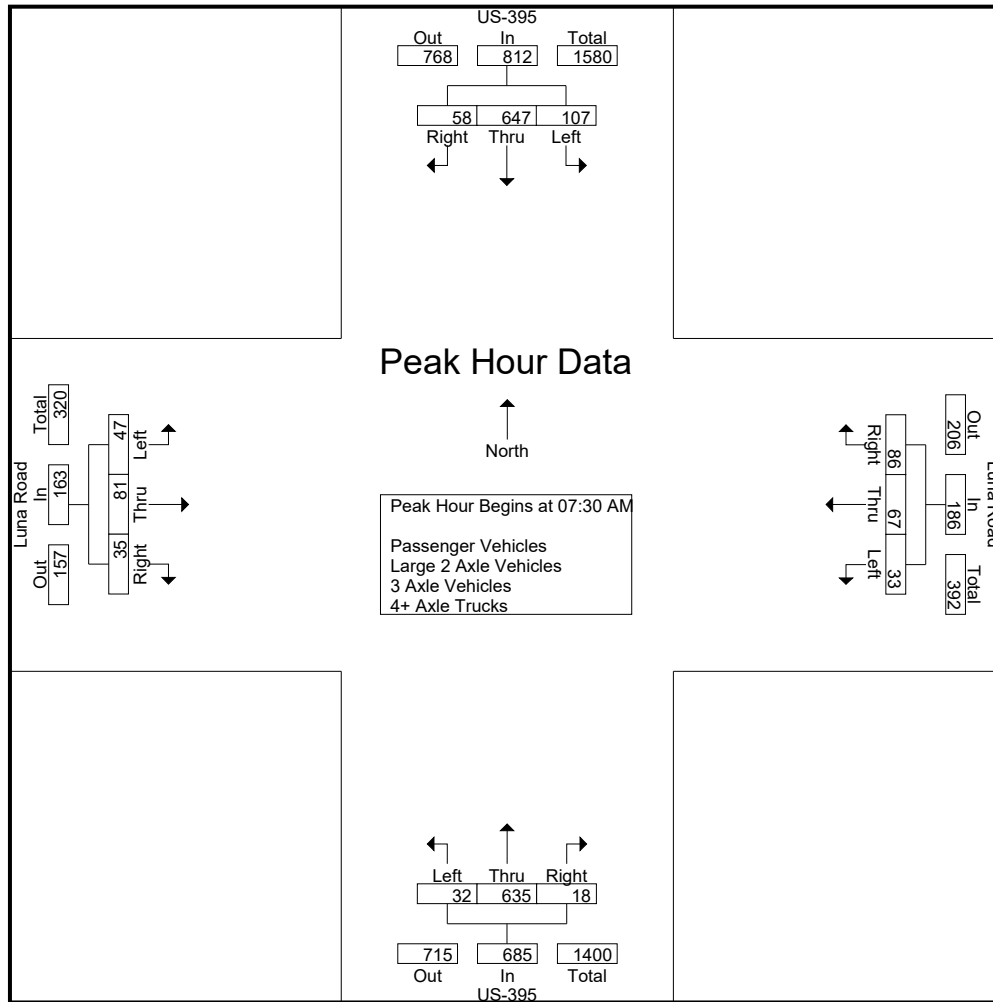
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	140	5	161	12	6	22	40	5	159	4	168	8	14	7	29	398
07:15 AM	20	151	13	184	8	17	34	59	4	164	7	175	9	9	7	25	443
07:30 AM	21	150	14	185	4	26	27	57	11	146	4	161	11	15	7	33	436
07:45 AM	31	171	21	223	11	19	33	63	6	181	3	190	15	20	12	47	523
Total	88	612	53	753	35	68	116	219	26	650	18	694	43	58	33	134	1800
08:00 AM	29	151	15	195	8	13	11	32	11	149	3	163	10	29	11	50	440
08:15 AM	26	175	8	209	10	9	15	34	4	159	8	171	11	17	5	33	447
08:30 AM	14	151	12	177	12	10	22	44	3	149	8	160	10	9	3	22	403
08:45 AM	27	155	11	193	11	5	21	37	2	142	4	148	9	17	4	30	408
Total	96	632	46	774	41	37	69	147	20	599	23	642	40	72	23	135	1698
Grand Total	184	1244	99	1527	76	105	185	366	46	1249	41	1336	83	130	56	269	3498
Apprch %	12	81.5	6.5		20.8	28.7	50.5		3.4	93.5	3.1		30.9	48.3	20.8		
Total %	5.3	35.6	2.8	43.7	2.2	3	5.3	10.5	1.3	35.7	1.2	38.2	2.4	3.7	1.6	7.7	
Passenger Vehicles	177	1043	96	1316	72	97	173	342	46	1034	36	1116	80	118	55	253	3027
% Passenger Vehicles	96.2	83.8	97	86.2	94.7	92.4	93.5	93.4	100	82.8	87.8	83.5	96.4	90.8	98.2	94.1	86.5
Large 2 Axle Vehicles	7	56	2	65	4	2	11	17	0	86	4	90	2	2	1	5	177
% Large 2 Axle Vehicles	3.8	4.5	2	4.3	5.3	1.9	5.9	4.6	0	6.9	9.8	6.7	2.4	1.5	1.8	1.9	5.1
3 Axle Vehicles	0	13	1	14	0	4	0	4	0	17	1	18	0	10	0	10	46
% 3 Axle Vehicles	0	1	1	0.9	0	3.8	0	1.1	0	1.4	2.4	1.3	0	7.7	0	3.7	1.3
4+ Axle Trucks	0	132	0	132	0	2	1	3	0	112	0	112	1	0	0	1	248
% 4+ Axle Trucks	0	10.6	0	8.6	0	1.9	0.5	0.8	0	9	0	8.4	1.2	0	0	0.4	7.1

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	21	150	14	185	4	26	27	57	11	146	4	161	11	15	7	33	436
07:45 AM	31	171	21	223	11	19	33	63	6	181	3	190	15	20	12	47	523
08:00 AM	29	151	15	195	8	13	11	32	11	149	3	163	10	29	11	50	440
08:15 AM	26	175	8	209	10	9	15	34	4	159	8	171	11	17	5	33	447
Total Volume	107	647	58	812	33	67	86	186	32	635	18	685	47	81	35	163	1846
% App. Total	13.2	79.7	7.1		17.7	36	46.2		4.7	92.7	2.6		28.8	49.7	21.5		
PHF	.863	.924	.690	.910	.750	.644	.652	.738	.727	.877	.563	.901	.783	.698	.729	.815	.882

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna AM
Site Code : 99922551
Start Date : 6/9/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	21	150	14	185	12	6	22	40	5	159	4	168	11	15	7	33
+15 mins.	31	171	21	223	8	17	34	59	4	164	7	175	15	20	12	47
+30 mins.	29	151	15	195	4	26	27	57	11	146	4	161	10	29	11	50
+45 mins.	26	175	8	209	11	19	33	63	6	181	3	190	11	17	5	33
Total Volume	107	647	58	812	35	68	116	219	26	650	18	694	47	81	35	163
% App. Total	13.2	79.7	7.1		16	31.1	53		3.7	93.7	2.6		28.8	49.7	21.5	
PHF	.863	.924	.690	.910	.729	.654	.853	.869	.591	.898	.643	.913	.783	.698	.729	.815

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

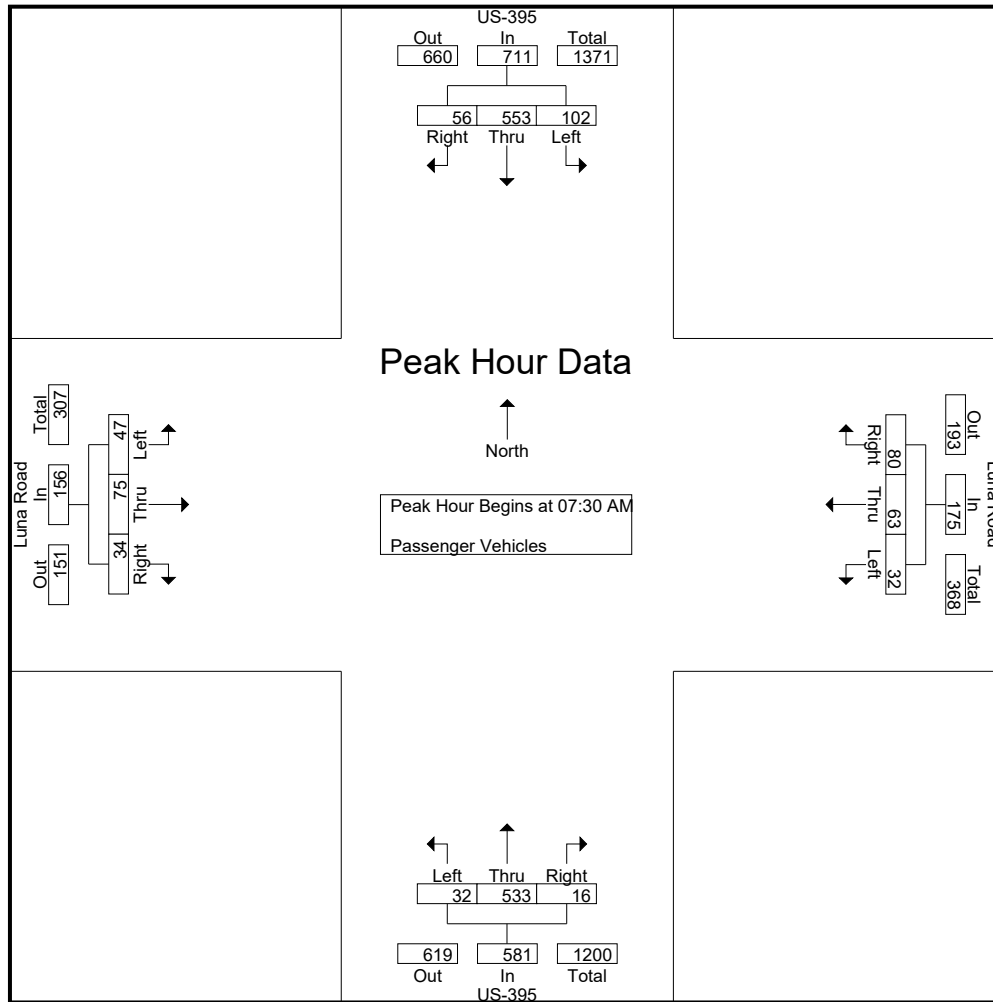
Groups Printed- Passenger Vehicles

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	117	5	138	12	6	21	39	5	131	4	140	5	13	7	25	342
07:15 AM	20	127	13	160	6	15	32	53	4	132	5	141	9	8	7	24	378
07:30 AM	18	134	14	166	4	25	25	54	11	128	4	143	11	14	7	32	395
07:45 AM	30	146	20	196	11	18	32	61	6	149	2	157	15	18	12	45	459
Total	84	524	52	660	33	64	110	207	26	540	15	581	40	53	33	126	1574
08:00 AM	28	133	14	175	8	12	10	30	11	117	3	131	10	27	11	48	384
08:15 AM	26	140	8	174	9	8	13	30	4	139	7	150	11	16	4	31	385
08:30 AM	14	119	12	145	12	9	21	42	3	120	8	131	10	7	3	20	338
08:45 AM	25	127	10	162	10	4	19	33	2	118	3	123	9	15	4	28	346
Total	93	519	44	656	39	33	63	135	20	494	21	535	40	65	22	127	1453
Grand Total	177	1043	96	1316	72	97	173	342	46	1034	36	1116	80	118	55	253	3027
Apprch %	13.4	79.3	7.3		21.1	28.4	50.6		4.1	92.7	3.2		31.6	46.6	21.7		
Total %	5.8	34.5	3.2	43.5	2.4	3.2	5.7	11.3	1.5	34.2	1.2	36.9	2.6	3.9	1.8	8.4	

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	18	134	14	166	4	25	25	54	11	128	4	143	11	14	7	32	395
07:45 AM	30	146	20	196	11	18	32	61	6	149	2	157	15	18	12	45	459
08:00 AM	28	133	14	175	8	12	10	30	11	117	3	131	10	27	11	48	384
08:15 AM	26	140	8	174	9	8	13	30	4	139	7	150	11	16	4	31	385
Total Volume	102	553	56	711	32	63	80	175	32	533	16	581	47	75	34	156	1623
% App. Total	14.3	77.8	7.9		18.3	36	45.7		5.5	91.7	2.8		30.1	48.1	21.8		
PHF	.850	.947	.700	.907	.727	.630	.625	.717	.727	.894	.571	.925	.783	.694	.708	.813	.884

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	18	134	14	166	4	25	25	54	11	128	4	143	11	14	7	32
+15 mins.	30	146	20	196	11	18	32	61	6	149	2	157	15	18	12	45
+30 mins.	28	133	14	175	8	12	10	30	11	117	3	131	10	27	11	48
+45 mins.	26	140	8	174	9	8	13	30	4	139	7	150	11	16	4	31
Total Volume	102	553	56	711	32	63	80	175	32	533	16	581	47	75	34	156
% App. Total	14.3	77.8	7.9		18.3	36	45.7		5.5	91.7	2.8		30.1	48.1	21.8	
PHF	.850	.947	.700	.907	.727	.630	.625	.717	.727	.894	.571	.925	.783	.694	.708	.813

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna AM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

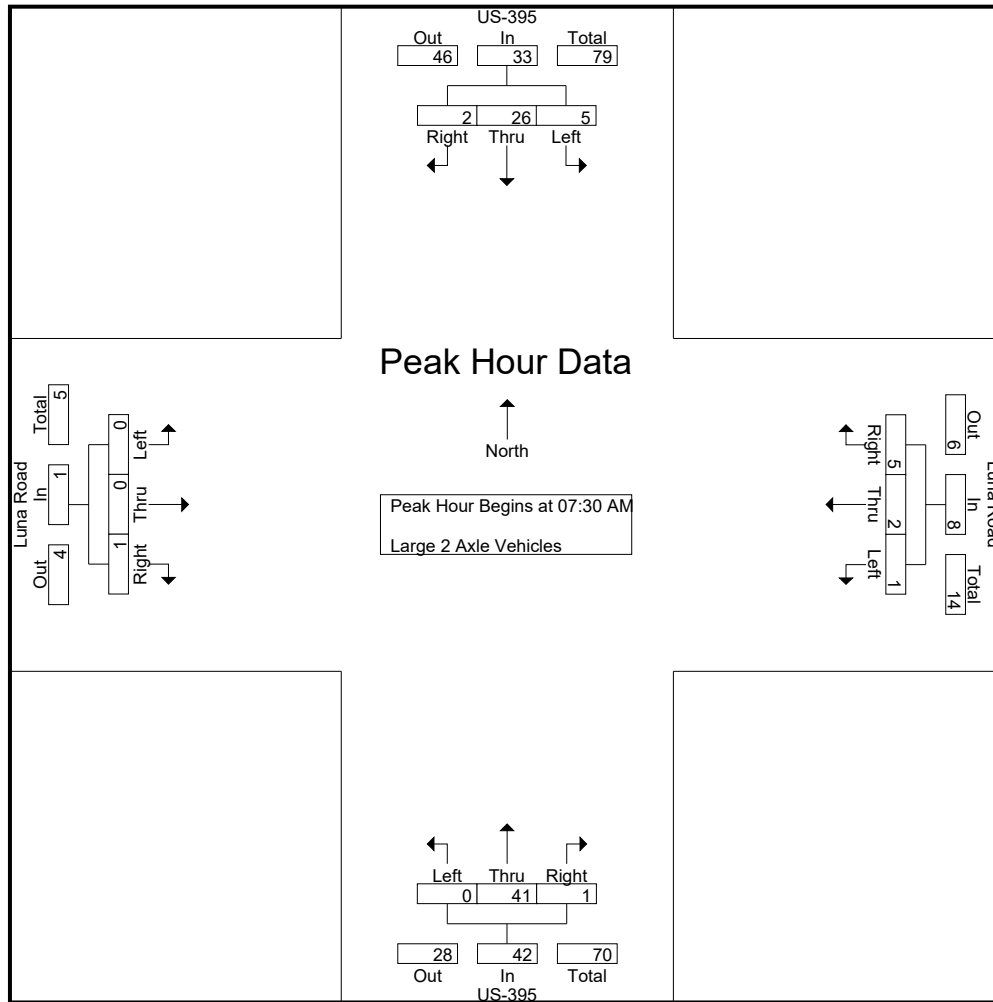
Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	0	7	0	0	1	1	0	12	0	12	2	1	0	3	23
07:15 AM	0	10	0	10	2	0	2	4	0	12	2	14	0	0	0	0	28
07:30 AM	3	7	0	10	0	0	1	1	0	9	0	9	0	0	0	0	20
07:45 AM	1	8	1	10	0	0	1	1	0	16	1	17	0	0	0	0	28
Total	4	32	1	37	2	0	5	7	0	49	3	52	2	1	0	3	99
08:00 AM	1	4	1	6	0	1	1	2	0	7	0	7	0	0	0	0	15
08:15 AM	0	7	0	7	1	1	2	4	0	9	0	9	0	0	1	1	21
08:30 AM	0	7	0	7	0	0	1	1	0	11	0	11	0	0	0	0	19
08:45 AM	2	6	0	8	1	0	2	3	0	10	1	11	0	1	0	1	23
Total	3	24	1	28	2	2	6	10	0	37	1	38	0	1	1	2	78
Grand Total	7	56	2	65	4	2	11	17	0	86	4	90	2	2	1	5	177
Apprch %	10.8	86.2	3.1		23.5	11.8	64.7		0	95.6	4.4		40	40	20		
Total %	4	31.6	1.1	36.7	2.3	1.1	6.2	9.6	0	48.6	2.3	50.8	1.1	1.1	0.6	2.8	

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	7	0	10	0	0	1	1	0	9	0	9	0	0	0	0	20
07:45 AM	1	8	1	10	0	0	1	1	0	16	1	17	0	0	0	0	28
08:00 AM	1	4	1	6	0	1	1	2	0	7	0	7	0	0	0	0	15
08:15 AM	0	7	0	7	1	1	2	4	0	9	0	9	0	0	1	1	21
Total Volume	5	26	2	33	1	2	5	8	0	41	1	42	0	0	1	1	84
% App. Total	15.2	78.8	6.1		12.5	25	62.5		0	97.6	2.4		0	0	100		
PHF	.417	.813	.500	.825	.250	.500	.625	.500	.000	.641	.250	.618	.000	.000	.250	.250	.750

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	3	7	0	10	0	0	1	1	0	9	0	9	0	0	0	0
+15 mins.	1	8	1	10	0	0	1	1	0	16	1	17	0	0	0	0
+30 mins.	1	4	1	6	0	1	1	2	0	7	0	7	0	0	0	0
+45 mins.	0	7	0	7	1	1	2	4	0	9	0	9	0	0	1	1
Total Volume	5	26	2	33	1	2	5	8	0	41	1	42	0	0	1	1
% App. Total	15.2	78.8	6.1		12.5	25	62.5		0	97.6	2.4		0	0	100	
PHF	.417	.813	.500	.825	.250	.500	.625	.500	.000	.641	.250	.618	.000	.000	.250	.250

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna AM
Site Code : 99922551
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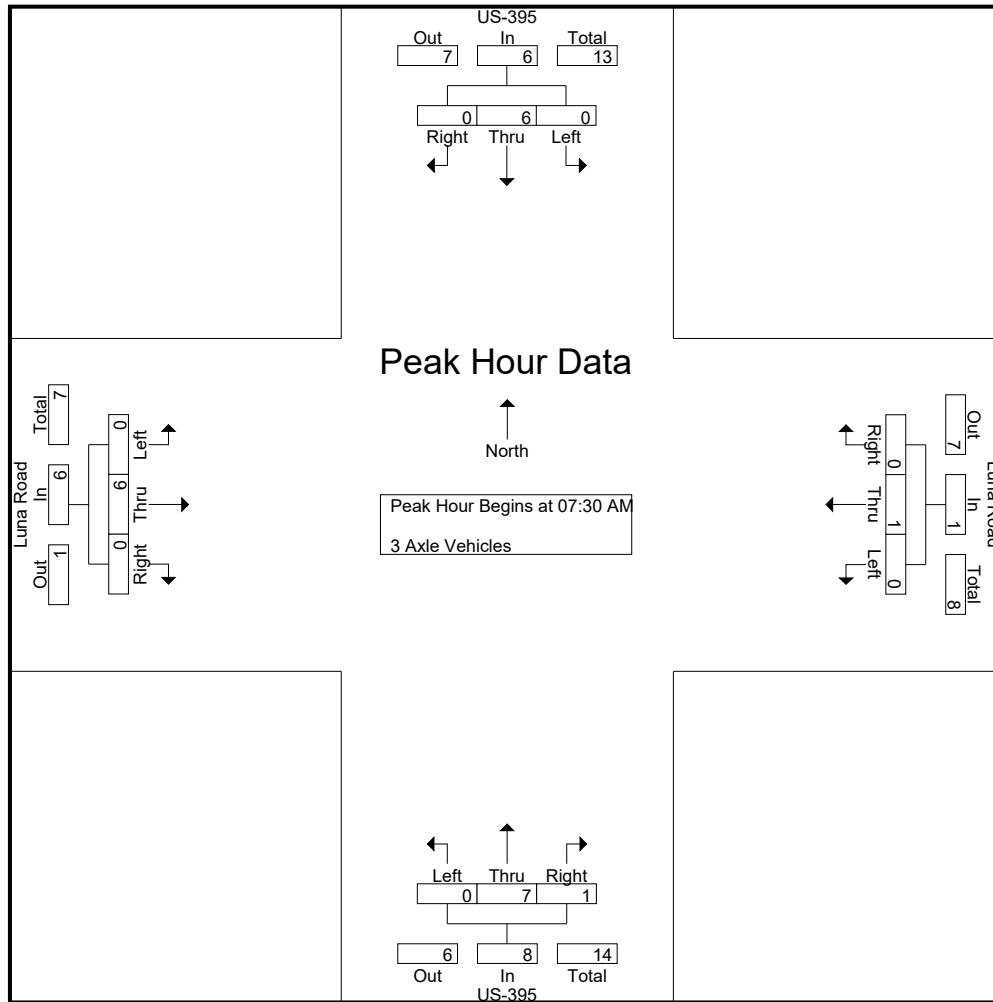
Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
07:15 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	1	0	1	4
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
Total	0	5	0	5	0	2	0	2	0	5	0	5	0	4	0	4	16
08:00 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	2	0	2	8
08:15 AM	0	3	0	3	0	0	0	0	0	2	1	3	0	1	0	1	7
08:30 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	2	0	2	5
08:45 AM	0	3	1	4	0	1	0	1	0	4	0	4	0	1	0	1	10
Total	0	8	1	9	0	2	0	2	0	12	1	13	0	6	0	6	30
Grand Total	0	13	1	14	0	4	0	4	0	17	1	18	0	10	0	10	46
Apprch %	0	92.9	7.1		0	100	0		0	94.4	5.6		0	100	0		
Total %	0	28.3	2.2	30.4	0	8.7	0	8.7	0	37	2.2	39.1	0	21.7	0	21.7	

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
08:00 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	2	0	2	8
08:15 AM	0	3	0	3	0	0	0	0	0	2	1	3	0	1	0	1	7
Total Volume	0	6	0	6	0	1	0	1	0	7	1	8	0	6	0	6	21
% App. Total	0	100	0		0	100	0		0	87.5	12.5		0	100	0		
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.438	.250	.500	.000	.750	.000	.750	.656

City of Victorville
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Weather: Clear

File Name : 01_VIC_US395_Luna AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2
+30 mins.	0	2	0	2	0	0	0	0	0	4	0	4	0	2	0	2
+45 mins.	0	3	0	3	0	0	0	0	0	2	1	3	0	1	0	1
Total Volume	0	6	0	6	0	1	0	1	0	7	1	8	0	6	0	6
% App. Total	0	100	0		0	100	0		0	87.5	12.5		0	100	0	
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.438	.250	.500	.000	.750	.000	.750

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna AM
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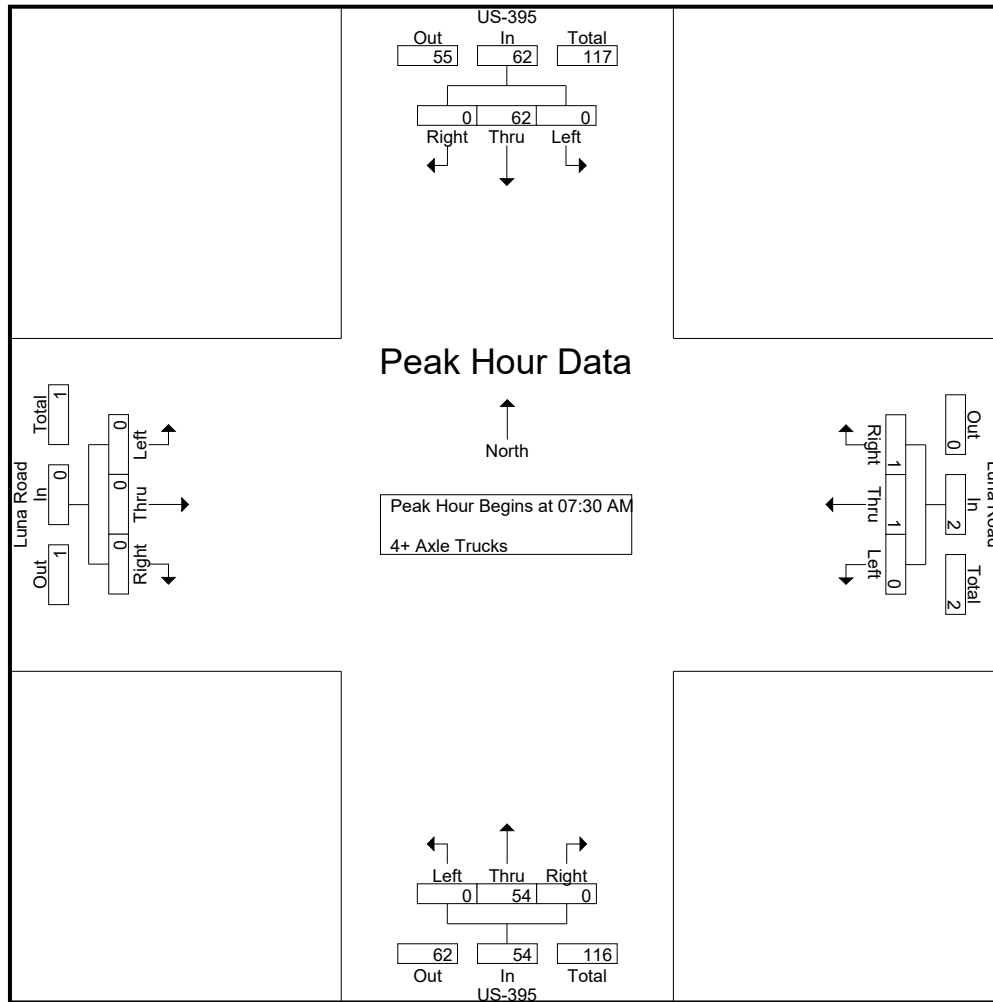
Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	12	0	12	0	0	0	0	0	14	0	14	1	0	0	1	27
07:15 AM	0	14	0	14	0	1	0	1	0	18	0	18	0	0	0	0	33
07:30 AM	0	8	0	8	0	1	1	2	0	9	0	9	0	0	0	0	19
07:45 AM	0	17	0	17	0	0	0	0	0	15	0	15	0	0	0	0	32
Total	0	51	0	51	0	2	1	3	0	56	0	56	1	0	0	1	111
08:00 AM	0	12	0	12	0	0	0	0	0	21	0	21	0	0	0	0	33
08:15 AM	0	25	0	25	0	0	0	0	0	9	0	9	0	0	0	0	34
08:30 AM	0	25	0	25	0	0	0	0	0	16	0	16	0	0	0	0	41
08:45 AM	0	19	0	19	0	0	0	0	0	10	0	10	0	0	0	0	29
Total	0	81	0	81	0	0	0	0	0	56	0	56	0	0	0	0	137
Grand Total	0	132	0	132	0	2	1	3	0	112	0	112	1	0	0	1	248
Apprch %	0	100	0		0	66.7	33.3		0	100	0		100	0	0		
Total %	0	53.2	0	53.2	0	0.8	0.4	1.2	0	45.2	0	45.2	0.4	0	0	0.4	

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	8	0	8	0	1	1	2	0	9	0	9	0	0	0	0	19
07:45 AM	0	17	0	17	0	0	0	0	0	15	0	15	0	0	0	0	32
08:00 AM	0	12	0	12	0	0	0	0	0	21	0	21	0	0	0	0	33
08:15 AM	0	25	0	25	0	0	0	0	0	9	0	9	0	0	0	0	34
Total Volume	0	62	0	62	0	1	1	2	0	54	0	54	0	0	0	0	118
% App. Total	0	100	0		0	50	50		0	100	0		0	0	0		
PHF	.000	.620	.000	.620	.000	.250	.250	.250	.000	.643	.000	.643	.000	.000	.000	.000	.868

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	8	0	8	0	1	1	2	0	9	0	9	0	0	0	0
+15 mins.	0	17	0	17	0	0	0	0	0	15	0	15	0	0	0	0
+30 mins.	0	12	0	12	0	0	0	0	0	21	0	21	0	0	0	0
+45 mins.	0	25	0	25	0	0	0	0	0	9	0	9	0	0	0	0
Total Volume	0	62	0	62	0	1	1	2	0	54	0	54	0	0	0	0
% App. Total	0	100	0		0	50	50		0	100	0		0	0	0	
PHF	.000	.620	.000	.620	.000	.250	.250	.250	.000	.643	.000	.643	.000	.000	.000	.000

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna PM
Site Code : 99922551
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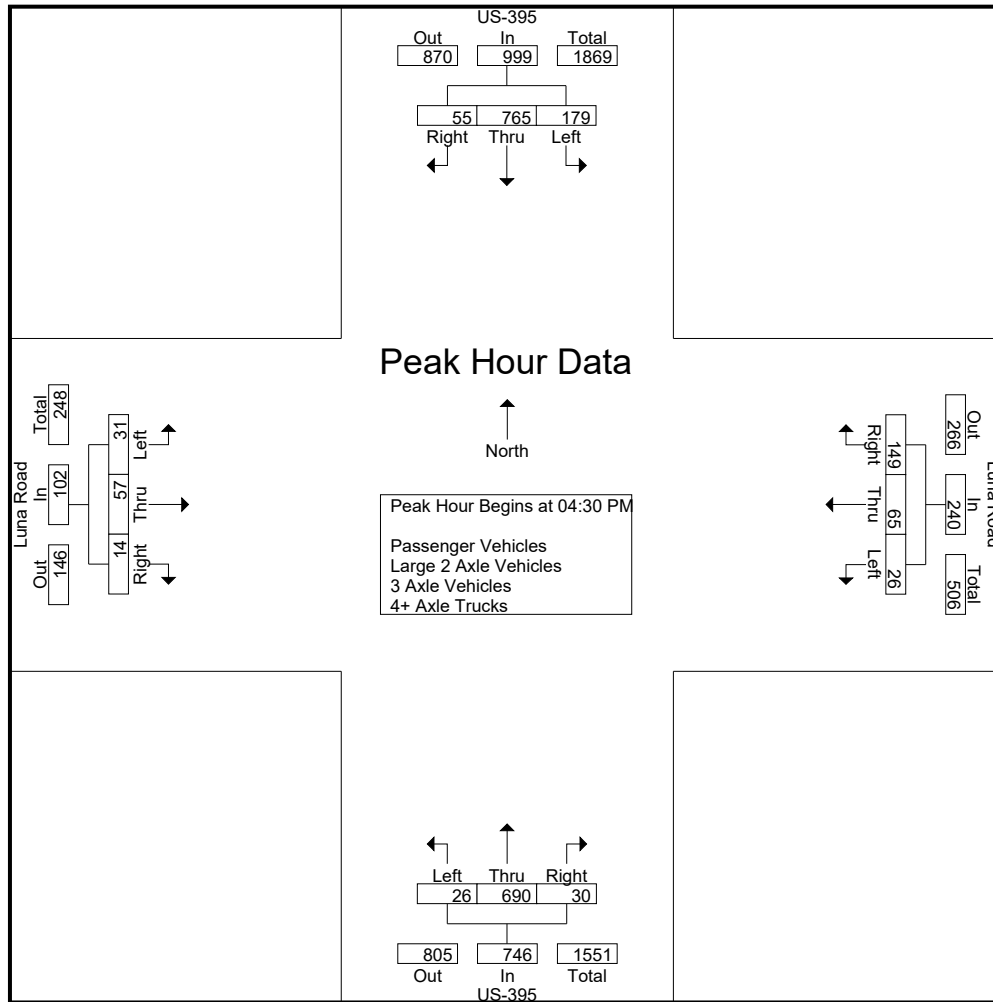
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	40	178	11	229	8	14	29	51	7	150	11	168	9	21	1	31	479
04:15 PM	37	148	16	201	5	9	42	56	3	194	5	202	7	12	5	24	483
04:30 PM	49	173	12	234	8	11	35	54	8	171	8	187	14	16	4	34	509
04:45 PM	37	201	15	253	10	24	32	66	2	188	5	195	5	10	4	19	533
Total	163	700	54	917	31	58	138	227	20	703	29	752	35	59	14	108	2004
05:00 PM	58	195	13	266	2	12	43	57	8	171	10	189	7	16	3	26	538
05:15 PM	35	196	15	246	6	18	39	63	8	160	7	175	5	15	3	23	507
05:30 PM	43	180	23	246	5	17	34	56	14	156	4	174	8	11	1	20	496
05:45 PM	42	154	11	207	9	25	40	74	7	173	13	193	11	16	4	31	505
Total	178	725	62	965	22	72	156	250	37	660	34	731	31	58	11	100	2046
Grand Total	341	1425	116	1882	53	130	294	477	57	1363	63	1483	66	117	25	208	4050
Apprch %	18.1	75.7	6.2		11.1	27.3	61.6		3.8	91.9	4.2		31.7	56.2	12		
Total %	8.4	35.2	2.9	46.5	1.3	3.2	7.3	11.8	1.4	33.7	1.6	36.6	1.6	2.9	0.6	5.1	
Passenger Vehicles	336	1260	114	1710	52	129	286	467	57	1237	58	1352	65	116	24	205	3734
% Passenger Vehicles	98.5	88.4	98.3	90.9	98.1	99.2	97.3	97.9	100	90.8	92.1	91.2	98.5	99.1	96	98.6	92.2
Large 2 Axle Vehicles	5	32	2	39	1	1	7	9	0	25	4	29	1	1	1	3	80
% Large 2 Axle Vehicles	1.5	2.2	1.7	2.1	1.9	0.8	2.4	1.9	0	1.8	6.3	2	1.5	0.9	4	1.4	2
3 Axle Vehicles	0	13	0	13	0	0	0	0	0	10	1	11	0	0	0	0	24
% 3 Axle Vehicles	0	0.9	0	0.7	0	0	0	0	0	0.7	1.6	0.7	0	0	0	0	0.6
4+ Axle Trucks	0	120	0	120	0	0	1	1	0	91	0	91	0	0	0	0	212
% 4+ Axle Trucks	0	8.4	0	6.4	0	0	0.3	0.2	0	6.7	0	6.1	0	0	0	0	5.2

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	49	173	12	234	8	11	35	54	8	171	8	187	14	16	4	34	509
04:45 PM	37	201	15	253	10	24	32	66	2	188	5	195	5	10	4	19	533
05:00 PM	58	195	13	266	2	12	43	57	8	171	10	189	7	16	3	26	538
05:15 PM	35	196	15	246	6	18	39	63	8	160	7	175	5	15	3	23	507
Total Volume	179	765	55	999	26	65	149	240	26	690	30	746	31	57	14	102	2087
% App. Total	17.9	76.6	5.5		10.8	27.1	62.1		3.5	92.5	4		30.4	55.9	13.7		
PHF	.772	.951	.917	.939	.650	.677	.866	.909	.813	.918	.750	.956	.554	.891	.875	.750	.970

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

	04:45 PM				05:00 PM				04:15 PM				04:00 PM			
+0 mins.	37	201	15	253	2	12	43	57	3	194	5	202	9	21	1	31
+15 mins.	58	195	13	266	6	18	39	63	8	171	8	187	7	12	5	24
+30 mins.	35	196	15	246	5	17	34	56	2	188	5	195	14	16	4	34
+45 mins.	43	180	23	246	9	25	40	74	8	171	10	189	5	10	4	19
Total Volume	173	772	66	1011	22	72	156	250	21	724	28	773	35	59	14	108
% App. Total	17.1	76.4	6.5		8.8	28.8	62.4		2.7	93.7	3.6		32.4	54.6	13	
PHF	.746	.960	.717	.950	.611	.720	.907	.845	.656	.933	.700	.957	.625	.702	.700	.794

City of Victorville
N/S: US-395
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File Name : 01_VIC_US395_Luna PM
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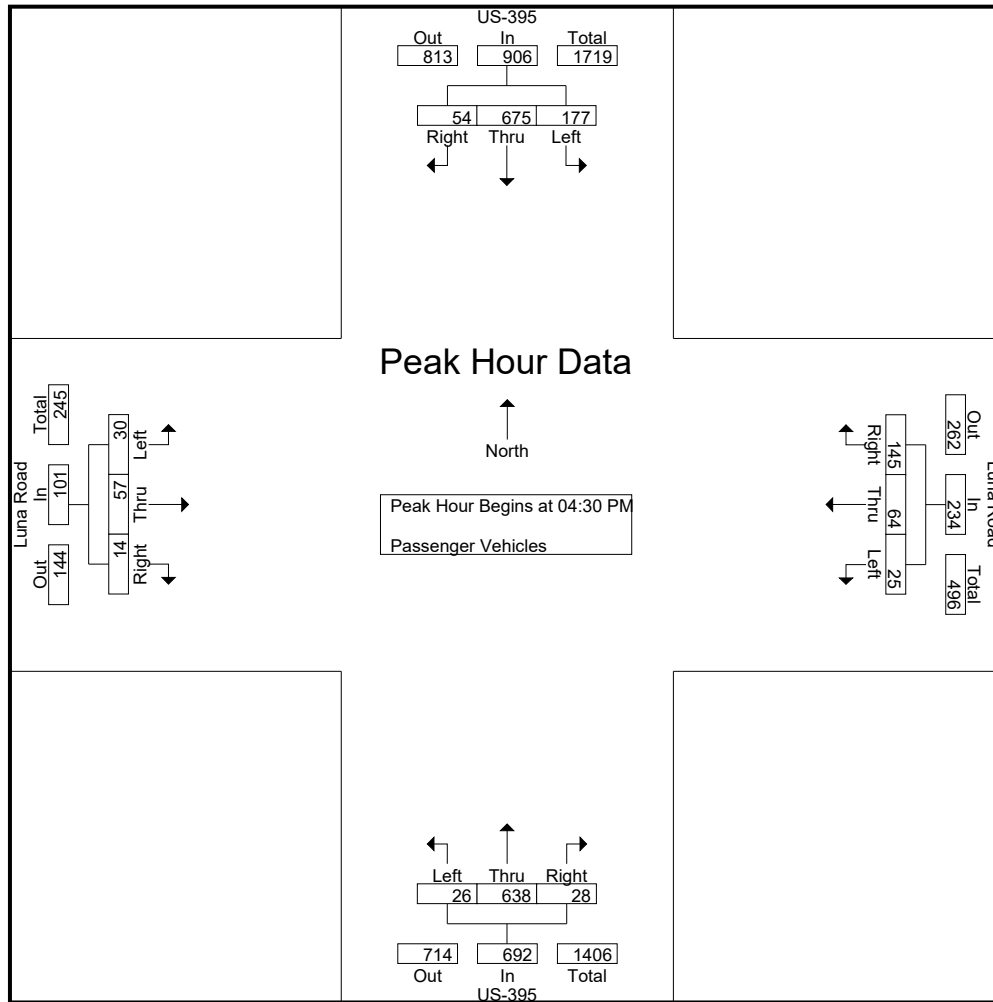
Groups Printed- Passenger Vehicles

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	39	152	11	202	8	14	29	51	7	129	10	146	9	20	1	30	429
04:15 PM	37	134	16	187	5	9	40	54	3	175	5	183	7	12	5	24	448
04:30 PM	49	148	12	209	8	11	34	53	8	162	8	178	13	16	4	33	473
04:45 PM	37	179	15	231	10	24	32	66	2	170	5	177	5	10	4	19	493
Total	162	613	54	829	31	58	135	224	20	636	28	684	34	58	14	106	1843
05:00 PM	57	179	12	248	2	11	41	54	8	158	8	174	7	16	3	26	502
05:15 PM	34	169	15	218	5	18	38	61	8	148	7	163	5	15	3	23	465
05:30 PM	41	157	23	221	5	17	34	56	14	139	4	157	8	11	1	20	454
05:45 PM	42	142	10	194	9	25	38	72	7	156	11	174	11	16	3	30	470
Total	174	647	60	881	21	71	151	243	37	601	30	668	31	58	10	99	1891
Grand Total	336	1260	114	1710	52	129	286	467	57	1237	58	1352	65	116	24	205	3734
Apprch %	19.6	73.7	6.7		11.1	27.6	61.2		4.2	91.5	4.3		31.7	56.6	11.7		
Total %	9	33.7	3.1	45.8	1.4	3.5	7.7	12.5	1.5	33.1	1.6	36.2	1.7	3.1	0.6	5.5	

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	49	148	12	209	8	11	34	53	8	162	8	178	13	16	4	33	473
04:45 PM	37	179	15	231	10	24	32	66	2	170	5	177	5	10	4	19	493
05:00 PM	57	179	12	248	2	11	41	54	8	158	8	174	7	16	3	26	502
05:15 PM	34	169	15	218	5	18	38	61	8	148	7	163	5	15	3	23	465
Total Volume	177	675	54	906	25	64	145	234	26	638	28	692	30	57	14	101	1933
% App. Total	19.5	74.5	6		10.7	27.4	62		3.8	92.2	4		29.7	56.4	13.9		
PHF	.776	.943	.900	.913	.625	.667	.884	.886	.813	.938	.875	.972	.577	.891	.875	.765	.963

City of Victorville
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	49	148	12	209	8	11	34	53	8	162	8	178	13	16	4	33
+15 mins.	37	179	15	231	10	24	32	66	2	170	5	177	5	10	4	19
+30 mins.	57	179	12	248	2	11	41	54	8	158	8	174	7	16	3	26
+45 mins.	34	169	15	218	5	18	38	61	8	148	7	163	5	15	3	23
Total Volume	177	675	54	906	25	64	145	234	26	638	28	692	30	57	14	101
% App. Total	19.5	74.5	6		10.7	27.4	62		3.8	92.2	4		29.7	56.4	13.9	
PHF	.776	.943	.900	.913	.625	.667	.884	.886	.813	.938	.875	.972	.577	.891	.875	.765

City of Victorville
N/S: US-395
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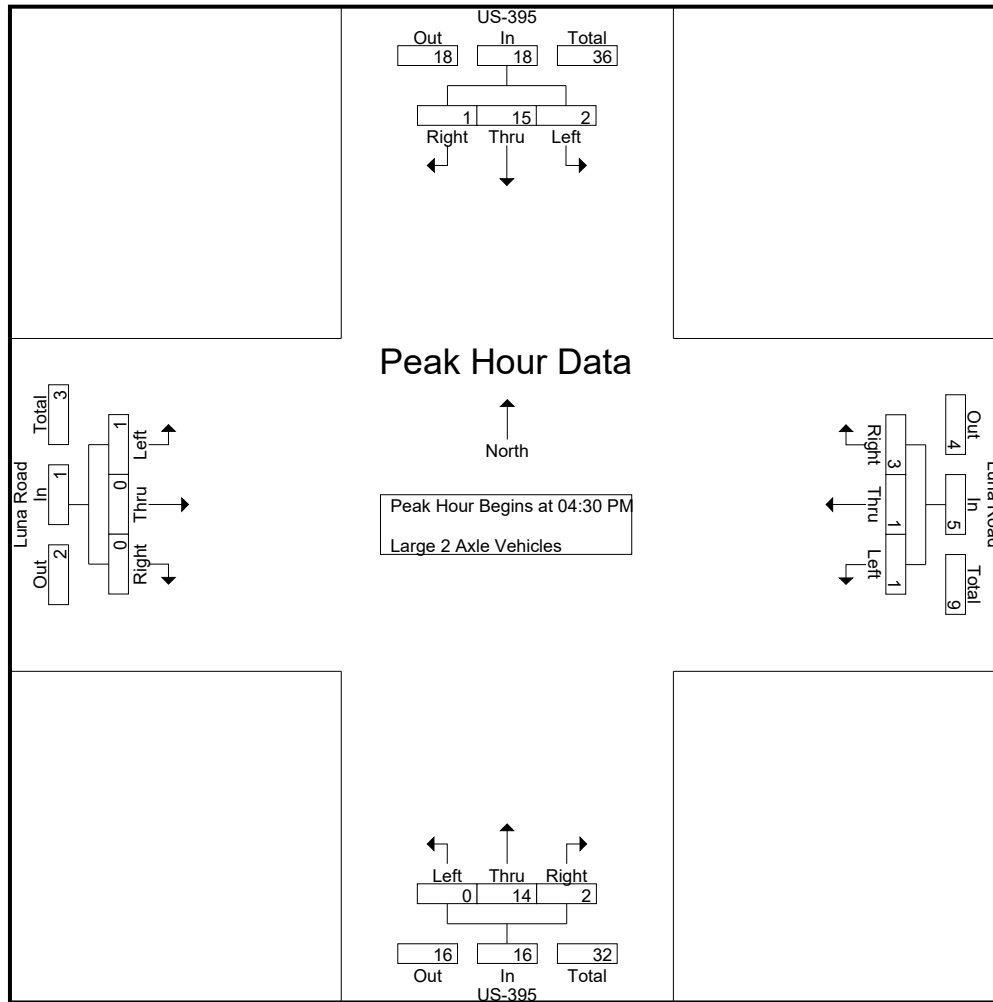
Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	6	0	7	0	0	0	0	0	1	1	2	0	1	0	1	10
04:15 PM	0	3	0	3	0	0	2	2	0	5	0	5	0	0	0	0	10
04:30 PM	0	3	0	3	0	0	0	0	0	3	0	3	1	0	0	1	7
04:45 PM	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0	11
Total	1	20	0	21	0	0	2	2	0	12	1	13	1	1	0	2	38
05:00 PM	1	1	1	3	0	1	2	3	0	4	2	6	0	0	0	0	12
05:15 PM	1	3	0	4	1	0	1	2	0	4	0	4	0	0	0	0	10
05:30 PM	2	7	0	9	0	0	0	0	0	2	0	2	0	0	0	0	11
05:45 PM	0	1	1	2	0	0	2	2	0	3	1	4	0	0	1	1	9
Total	4	12	2	18	1	1	5	7	0	13	3	16	0	0	1	1	42
Grand Total	5	32	2	39	1	1	7	9	0	25	4	29	1	1	1	3	80
Apprch %	12.8	82.1	5.1		11.1	11.1	77.8		0	86.2	13.8		33.3	33.3	33.3		
Total %	6.2	40	2.5	48.8	1.2	1.2	8.8	11.2	0	31.2	5	36.2	1.2	1.2	1.2	3.8	

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	3	0	3	0	0	0	0	0	3	0	3	1	0	0	1	7
04:45 PM	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0	11
05:00 PM	1	1	1	3	0	1	2	3	0	4	2	6	0	0	0	0	12
05:15 PM	1	3	0	4	1	0	1	2	0	4	0	4	0	0	0	0	10
Total Volume	2	15	1	18	1	1	3	5	0	14	2	16	1	0	0	1	40
% App. Total	11.1	83.3	5.6		20	20	60		0	87.5	12.5		100	0	0		
PHF	.500	.469	.250	.563	.250	.250	.375	.417	.000	.875	.250	.667	.250	.000	.000	.250	.833

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna PM
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	3	0	3	1	0	0	1
+15 mins.	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	1	1	1	3	0	1	2	3	0	4	2	6	0	0	0	0
+45 mins.	1	3	0	4	1	0	1	2	0	4	0	4	0	0	0	0
Total Volume	2	15	1	18	1	1	3	5	0	14	2	16	1	0	0	1
% App. Total	11.1	83.3	5.6		20	20	60		0	87.5	12.5		100	0	0	
PHF	.500	.469	.250	.563	.250	.250	.375	.417	.000	.875	.250	.667	.250	.000	.000	.250

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna PM
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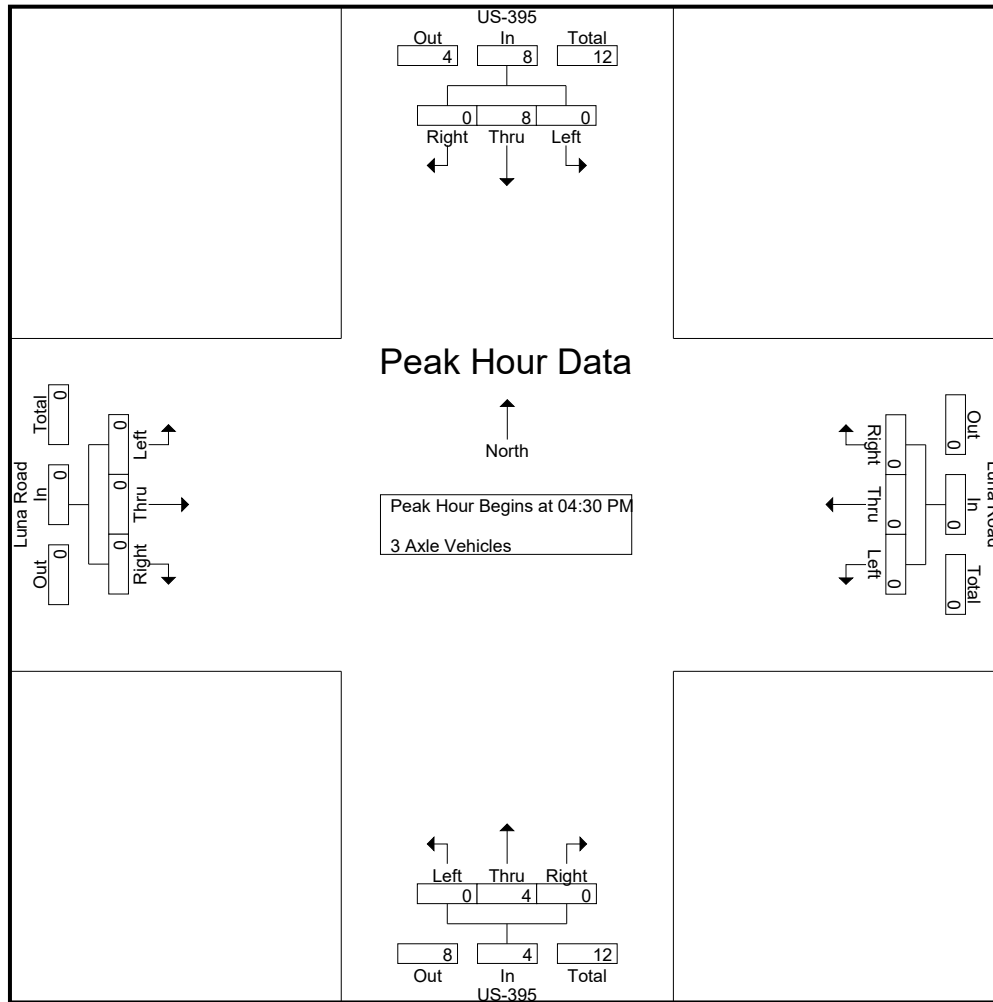
Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
Total	0	8	0	8	0	0	0	0	0	3	1	4	0	0	0	0	12
Grand Total	0	13	0	13	0	0	0	0	0	10	1	11	0	0	0	0	24
Apprch %	0	100	0		0	0	0		0	90.9	9.1		0	0	0		
Total %	0	54.2	0	54.2	0	0	0	0	0	41.7	4.2	45.8	0	0	0	0	

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total Volume	0	8	0	8	0	0	0	0	0	4	0	4	0	0	0	0	12
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.600

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	8	0	8	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna PM
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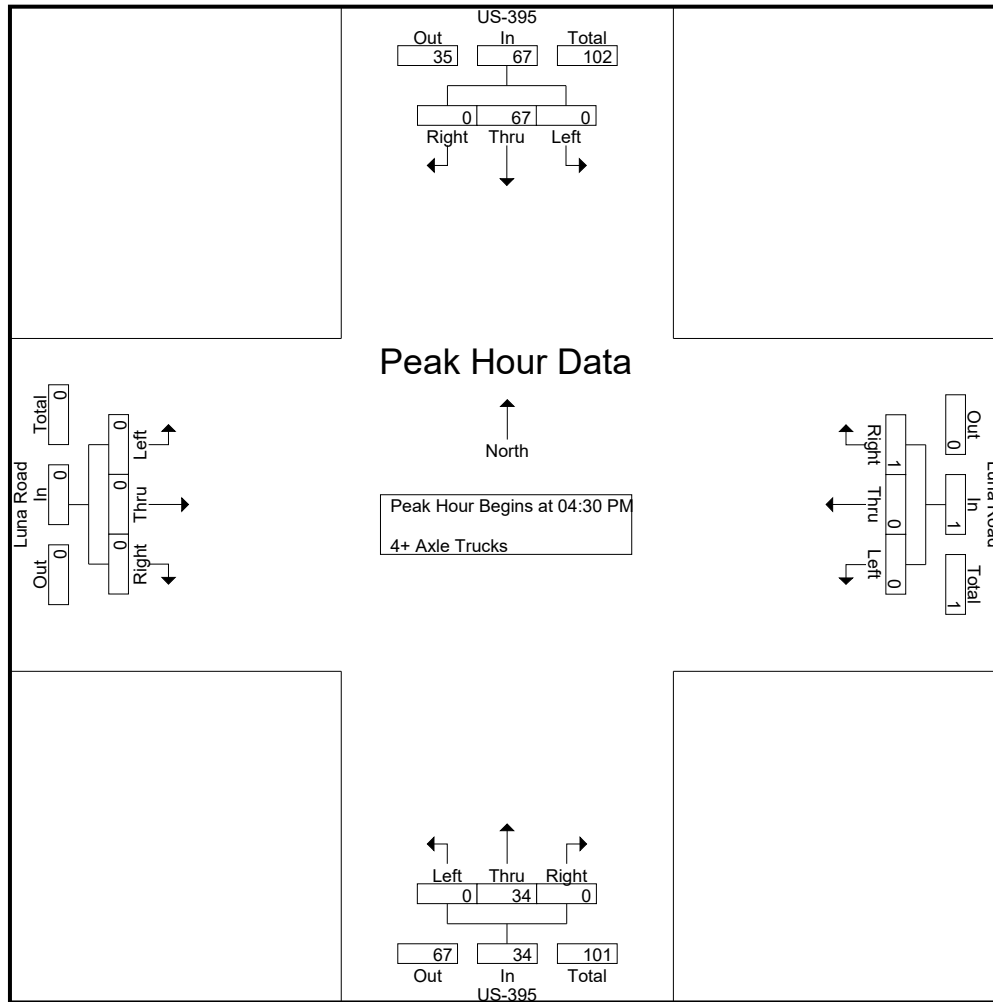
Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	19	0	19	0	0	0	0	0	17	0	17	0	0	0	0	36
04:15 PM	0	10	0	10	0	0	0	0	0	13	0	13	0	0	0	0	23
04:30 PM	0	20	0	20	0	0	1	1	0	6	0	6	0	0	0	0	27
04:45 PM	0	13	0	13	0	0	0	0	0	12	0	12	0	0	0	0	25
Total	0	62	0	62	0	0	1	1	0	48	0	48	0	0	0	0	111
05:00 PM	0	14	0	14	0	0	0	0	0	9	0	9	0	0	0	0	23
05:15 PM	0	20	0	20	0	0	0	0	0	7	0	7	0	0	0	0	27
05:30 PM	0	14	0	14	0	0	0	0	0	15	0	15	0	0	0	0	29
05:45 PM	0	10	0	10	0	0	0	0	0	12	0	12	0	0	0	0	22
Total	0	58	0	58	0	0	0	0	0	43	0	43	0	0	0	0	101
Grand Total	0	120	0	120	0	0	1	1	0	91	0	91	0	0	0	0	212
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	56.6	0	56.6	0	0	0.5	0.5	0	42.9	0	42.9	0	0	0	0	

	US-395 Southbound				Luna Road Westbound				US-395 Northbound				Luna Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	20	0	20	0	0	1	1	0	6	0	6	0	0	0	0	27
04:45 PM	0	13	0	13	0	0	0	0	0	12	0	12	0	0	0	0	25
05:00 PM	0	14	0	14	0	0	0	0	0	9	0	9	0	0	0	0	23
05:15 PM	0	20	0	20	0	0	0	0	0	7	0	7	0	0	0	0	27
Total Volume	0	67	0	67	0	0	1	1	0	34	0	34	0	0	0	0	102
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.838	.000	.838	.000	.000	.250	.250	.000	.708	.000	.708	.000	.000	.000	.000	.944

City of Victorville
N/S: US-395
E/W: Luna Road
Weather: Clear

File Name : 01_VIC_US395_Luna PM
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	20	0	20	0	0	1	1	0	6	0	6	0	0	0	0
+15 mins.	0	13	0	13	0	0	0	0	0	12	0	12	0	0	0	0
+30 mins.	0	14	0	14	0	0	0	0	0	9	0	9	0	0	0	0
+45 mins.	0	20	0	20	0	0	0	0	0	7	0	7	0	0	0	0
Total Volume	0	67	0	67	0	0	1	1	0	34	0	34	0	0	0	0
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.838	.000	.838	.000	.000	.250	.250	.000	.708	.000	.708	.000	.000	.000	.000

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa AM
Site Code : 99922551
Start Date : 6/9/2022
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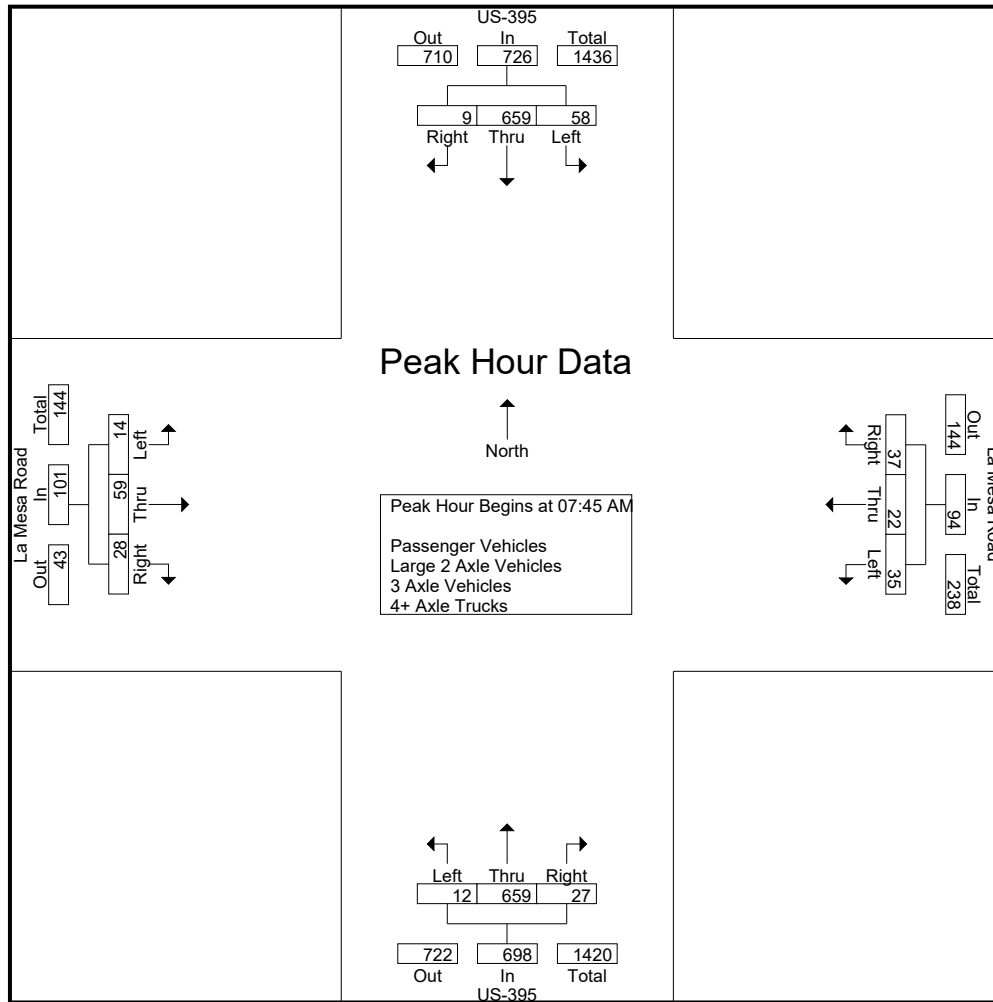
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	157	3	172	10	4	8	22	0	158	4	162	6	13	5	24	380
07:15 AM	11	137	3	151	7	5	14	26	3	150	7	160	3	12	0	15	352
07:30 AM	14	151	5	170	8	5	11	24	5	145	7	157	9	18	7	34	385
07:45 AM	19	165	3	187	6	5	15	26	2	185	7	194	4	16	6	26	433
Total	56	610	14	680	31	19	48	98	10	638	25	673	22	59	18	99	1550
08:00 AM	14	159	3	176	12	5	3	20	5	167	10	182	2	8	4	14	392
08:15 AM	14	182	1	197	9	3	9	21	4	147	5	156	7	17	9	33	407
08:30 AM	11	153	2	166	8	9	10	27	1	160	5	166	1	18	9	28	387
08:45 AM	11	163	5	179	9	9	9	27	4	151	3	158	0	12	3	15	379
Total	50	657	11	718	38	26	31	95	14	625	23	662	10	55	25	90	1565
Grand Total	106	1267	25	1398	69	45	79	193	24	1263	48	1335	32	114	43	189	3115
Apprch %	7.6	90.6	1.8		35.8	23.3	40.9		1.8	94.6	3.6		16.9	60.3	22.8		
Total %	3.4	40.7	0.8	44.9	2.2	1.4	2.5	6.2	0.8	40.5	1.5	42.9	1	3.7	1.4	6.1	
Passenger Vehicles	102	1060	23	1185	65	40	71	176	21	1040	46	1107	30	107	37	174	2642
% Passenger Vehicles	96.2	83.7	92	84.8	94.2	88.9	89.9	91.2	87.5	82.3	95.8	82.9	93.8	93.9	86	92.1	84.8
Large 2 Axle Vehicles	3	65	1	69	2	3	8	13	2	96	2	100	1	5	3	9	191
% Large 2 Axle Vehicles	2.8	5.1	4	4.9	2.9	6.7	10.1	6.7	8.3	7.6	4.2	7.5	3.1	4.4	7	4.8	6.1
3 Axle Vehicles	0	13	0	13	1	2	0	3	0	10	0	10	1	0	3	4	30
% 3 Axle Vehicles	0	1	0	0.9	1.4	4.4	0	1.6	0	0.8	0	0.7	3.1	0	7	2.1	1
4+ Axle Trucks	1	129	1	131	1	0	0	1	1	117	0	118	0	2	0	2	252
% 4+ Axle Trucks	0.9	10.2	4	9.4	1.4	0	0	0.5	4.2	9.3	0	8.8	0	1.8	0	1.1	8.1

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	19	165	3	187	6	5	15	26	2	185	7	194	4	16	6	26	433
08:00 AM	14	159	3	176	12	5	3	20	5	167	10	182	2	8	4	14	392
08:15 AM	14	182	1	197	9	3	9	21	4	147	5	156	7	17	9	33	407
08:30 AM	11	153	2	166	8	9	10	27	1	160	5	166	1	18	9	28	387
Total Volume	58	659	9	726	35	22	37	94	12	659	27	698	14	59	28	101	1619
% App. Total	8	90.8	1.2		37.2	23.4	39.4		1.7	94.4	3.9		13.9	58.4	27.7		
PHF	.763	.905	.750	.921	.729	.611	.617	.870	.600	.891	.675	.899	.500	.819	.778	.765	.935

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

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

	07:30 AM				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	14	151	5	170	10	4	8	22	2	185	7	194	9	18	7	34
+15 mins.	19	165	3	187	7	5	14	26	5	167	10	182	4	16	6	26
+30 mins.	14	159	3	176	8	5	11	24	4	147	5	156	2	8	4	14
+45 mins.	14	182	1	197	6	5	15	26	1	160	5	166	7	17	9	33
Total Volume	61	657	12	730	31	19	48	98	12	659	27	698	22	59	26	107
% App. Total	8.4	90	1.6		31.6	19.4	49		1.7	94.4	3.9		20.6	55.1	24.3	
PHF	.803	.902	.600	.926	.775	.950	.800	.942	.600	.891	.675	.899	.611	.819	.722	.787

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa AM
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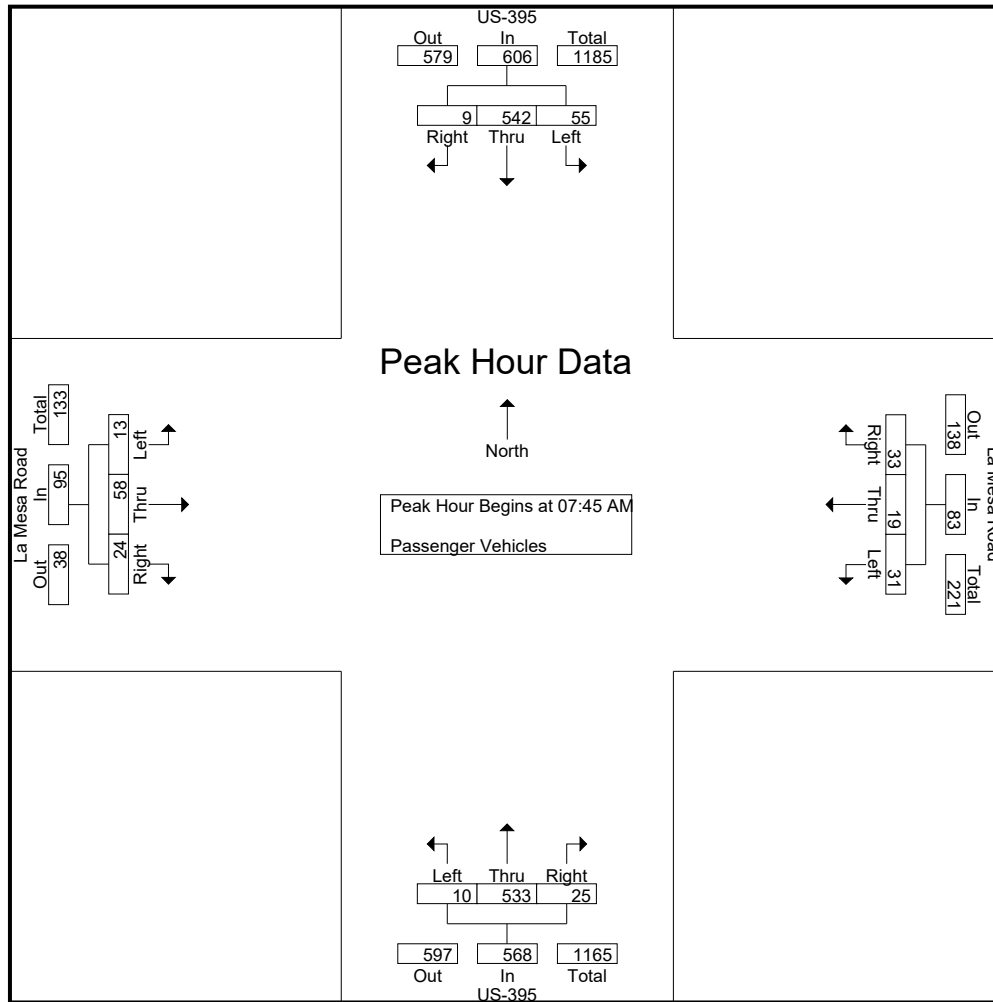
Groups Printed- Passenger Vehicles

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	132	3	147	10	4	8	22	0	133	4	137	6	11	4	21	327
07:15 AM	10	117	2	129	7	5	12	24	3	123	7	133	2	9	0	11	297
07:30 AM	14	135	5	154	8	4	9	21	4	129	7	140	9	17	7	33	348
07:45 AM	19	142	3	164	5	4	12	21	1	154	7	162	4	15	6	25	372
Total	55	526	13	594	30	17	41	88	8	539	25	572	21	52	17	90	1344
08:00 AM	14	139	3	156	11	5	3	19	5	129	10	144	2	8	3	13	332
08:15 AM	12	143	1	156	9	3	9	21	4	127	3	134	6	17	8	31	342
08:30 AM	10	118	2	130	6	7	9	22	0	123	5	128	1	18	7	26	306
08:45 AM	11	134	4	149	9	8	9	26	4	122	3	129	0	12	2	14	318
Total	47	534	10	591	35	23	30	88	13	501	21	535	9	55	20	84	1298
Grand Total	102	1060	23	1185	65	40	71	176	21	1040	46	1107	30	107	37	174	2642
Apprch %	8.6	89.5	1.9		36.9	22.7	40.3		1.9	93.9	4.2		17.2	61.5	21.3		
Total %	3.9	40.1	0.9	44.9	2.5	1.5	2.7	6.7	0.8	39.4	1.7	41.9	1.1	4	1.4	6.6	

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	19	142	3	164	5	4	12	21	1	154	7	162	4	15	6	25	372
08:00 AM	14	139	3	156	11	5	3	19	5	129	10	144	2	8	3	13	332
08:15 AM	12	143	1	156	9	3	9	21	4	127	3	134	6	17	8	31	342
08:30 AM	10	118	2	130	6	7	9	22	0	123	5	128	1	18	7	26	306
Total Volume	55	542	9	606	31	19	33	83	10	533	25	568	13	58	24	95	1352
% App. Total	9.1	89.4	1.5		37.3	22.9	39.8		1.8	93.8	4.4		13.7	61.1	25.3		
PHF	.724	.948	.750	.924	.705	.679	.688	.943	.500	.865	.625	.877	.542	.806	.750	.766	.909

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa AM
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	19	142	3	164	5	4	12	21	1	154	7	162	4	15	6	25
+15 mins.	14	139	3	156	11	5	3	19	5	129	10	144	2	8	3	13
+30 mins.	12	143	1	156	9	3	9	21	4	127	3	134	6	17	8	31
+45 mins.	10	118	2	130	6	7	9	22	0	123	5	128	1	18	7	26
Total Volume	55	542	9	606	31	19	33	83	10	533	25	568	13	58	24	95
% App. Total	9.1	89.4	1.5		37.3	22.9	39.8		1.8	93.8	4.4		13.7	61.1	25.3	
PHF	.724	.948	.750	.924	.705	.679	.688	.943	.500	.865	.625	.877	.542	.806	.750	.766

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa AM
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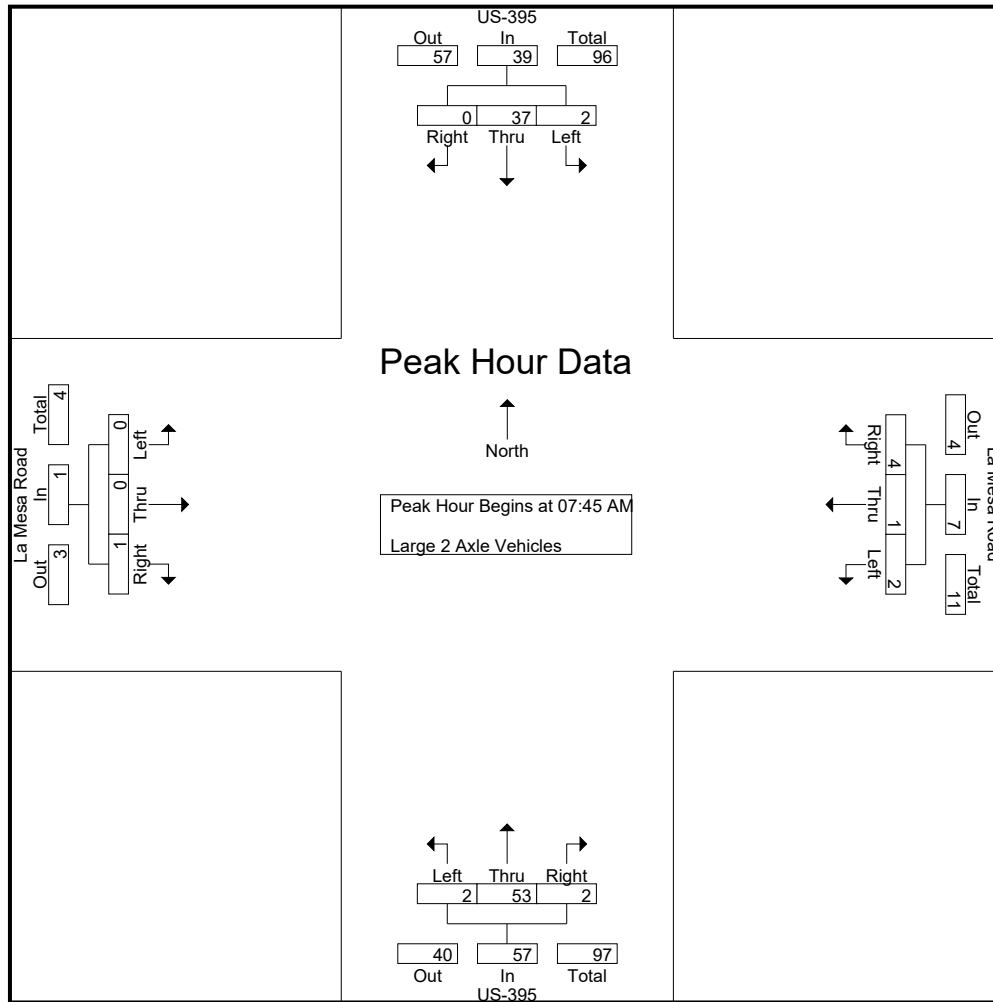
Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	8	0	8	0	0	0	0	0	8	0	8	0	2	1	3	19
07:15 AM	1	7	1	9	0	0	2	2	0	8	0	8	1	2	0	3	22
07:30 AM	0	5	0	5	0	1	2	3	0	8	0	8	0	1	0	1	17
07:45 AM	0	9	0	9	0	0	3	3	1	15	0	16	0	0	0	0	28
Total	1	29	1	31	0	1	7	8	1	39	0	40	1	5	1	7	86
08:00 AM	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
08:15 AM	1	10	0	11	0	0	0	0	0	12	2	14	0	0	0	0	25
08:30 AM	1	12	0	13	2	1	1	4	1	17	0	18	0	0	1	1	36
08:45 AM	0	8	0	8	0	1	0	1	0	19	0	19	0	0	1	1	29
Total	2	36	0	38	2	2	1	5	1	57	2	60	0	0	2	2	105
Grand Total	3	65	1	69	2	3	8	13	2	96	2	100	1	5	3	9	191
Apprch %	4.3	94.2	1.4		15.4	23.1	61.5		2	96	2		11.1	55.6	33.3		
Total %	1.6	34	0.5	36.1	1	1.6	4.2	6.8	1	50.3	1	52.4	0.5	2.6	1.6	4.7	

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	9	0	9	0	0	3	3	1	15	0	16	0	0	0	0	28
08:00 AM	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
08:15 AM	1	10	0	11	0	0	0	0	0	12	2	14	0	0	0	0	25
08:30 AM	1	12	0	13	2	1	1	4	1	17	0	18	0	0	1	1	36
Total Volume	2	37	0	39	2	1	4	7	2	53	2	57	0	0	1	1	104
% App. Total	5.1	94.9	0		28.6	14.3	57.1		3.5	93	3.5		0	0	100		
PHF	.500	.771	.000	.750	.250	.250	.333	.438	.500	.779	.250	.792	.000	.000	.250	.250	.722

City of Victorville
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Weather: Clear

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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	9	0	9	0	0	3	3	1	15	0	16	0	0	0	0
+15 mins.	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0
+30 mins.	1	10	0	11	0	0	0	0	0	12	2	14	0	0	0	0
+45 mins.	1	12	0	13	2	1	1	4	1	17	0	18	0	0	1	1
Total Volume	2	37	0	39	2	1	4	7	2	53	2	57	0	0	1	1
% App. Total	5.1	94.9	0		28.6	14.3	57.1		3.5	93	3.5		0	0	100	
PHF	.500	.771	.000	.750	.250	.250	.333	.438	.500	.779	.250	.792	.000	.000	.250	.250

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa AM
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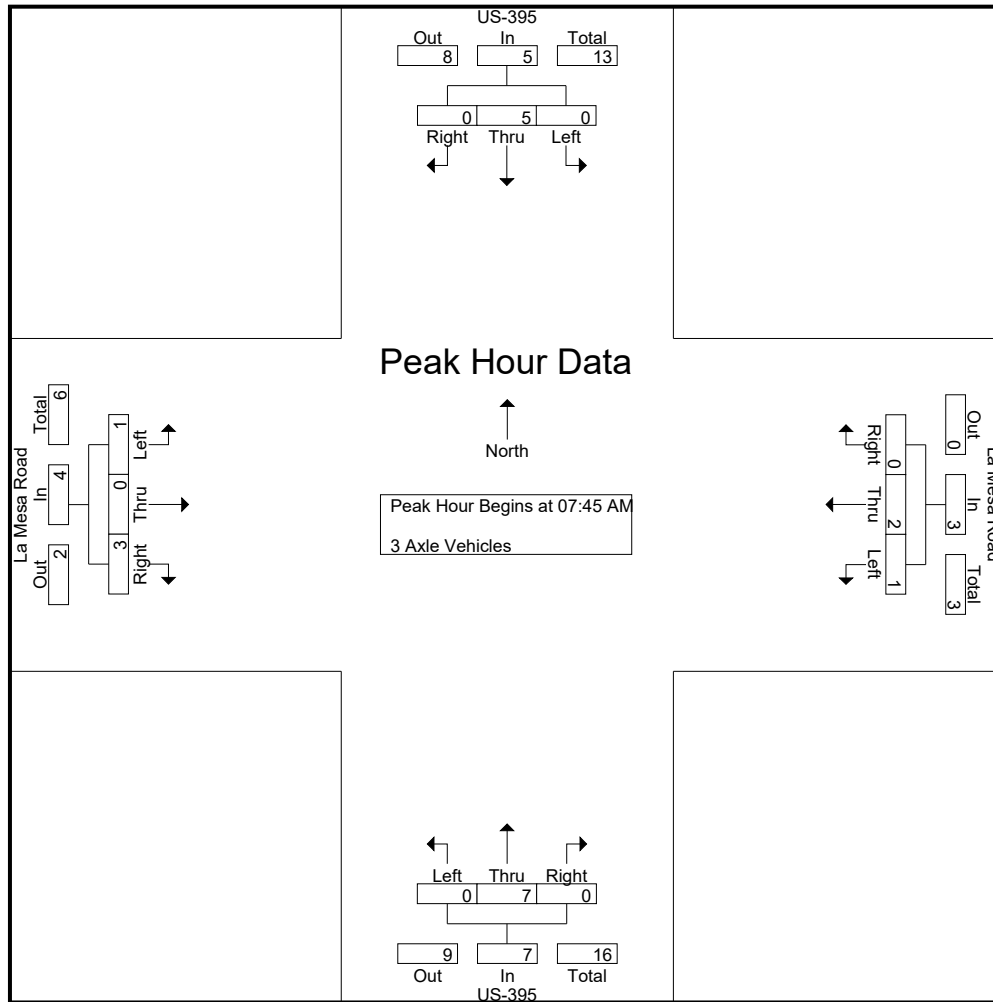
Groups Printed- 3 Axle Vehicles

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	1	0	2	0	1	0	1	0	0	0	0	3
Total	0	6	0	6	1	1	0	2	0	4	0	4	0	0	0	0	12
08:00 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	1	1	7
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	1	2	4
08:30 AM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	1	1	5
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	7	0	7	0	1	0	1	0	6	0	6	1	0	3	4	18
Grand Total	0	13	0	13	1	2	0	3	0	10	0	10	1	0	3	4	30
Apprch %	0	100	0		33.3	66.7	0		0	100	0		25	0	75		
Total %	0	43.3	0	43.3	3.3	6.7	0	10	0	33.3	0	33.3	3.3	0	10	13.3	

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	1	1	0	2	0	1	0	1	0	0	0	0	3
08:00 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	1	1	7
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	1	2	4
08:30 AM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	1	1	5
Total Volume	0	5	0	5	1	2	0	3	0	7	0	7	1	0	3	4	19
% App. Total	0	100	0		33.3	66.7	0		0	100	0		25	0	75		
PHF	.000	.625	.000	.625	.250	.500	.000	.375	.000	.438	.000	.438	.250	.000	.750	.500	.679

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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	1	1	0	2	0	1	0	1	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	4	0	4	0	0	1	1
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	1	0	1	2
+45 mins.	0	1	0	1	0	1	0	1	0	2	0	2	0	0	1	1
Total Volume	0	5	0	5	1	2	0	3	0	7	0	7	1	0	3	4
% App. Total	0	100	0		33.3	66.7	0		0	100	0		25	0	75	
PHF	.000	.625	.000	.625	.250	.500	.000	.375	.000	.438	.000	.438	.250	.000	.750	.500

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa AM
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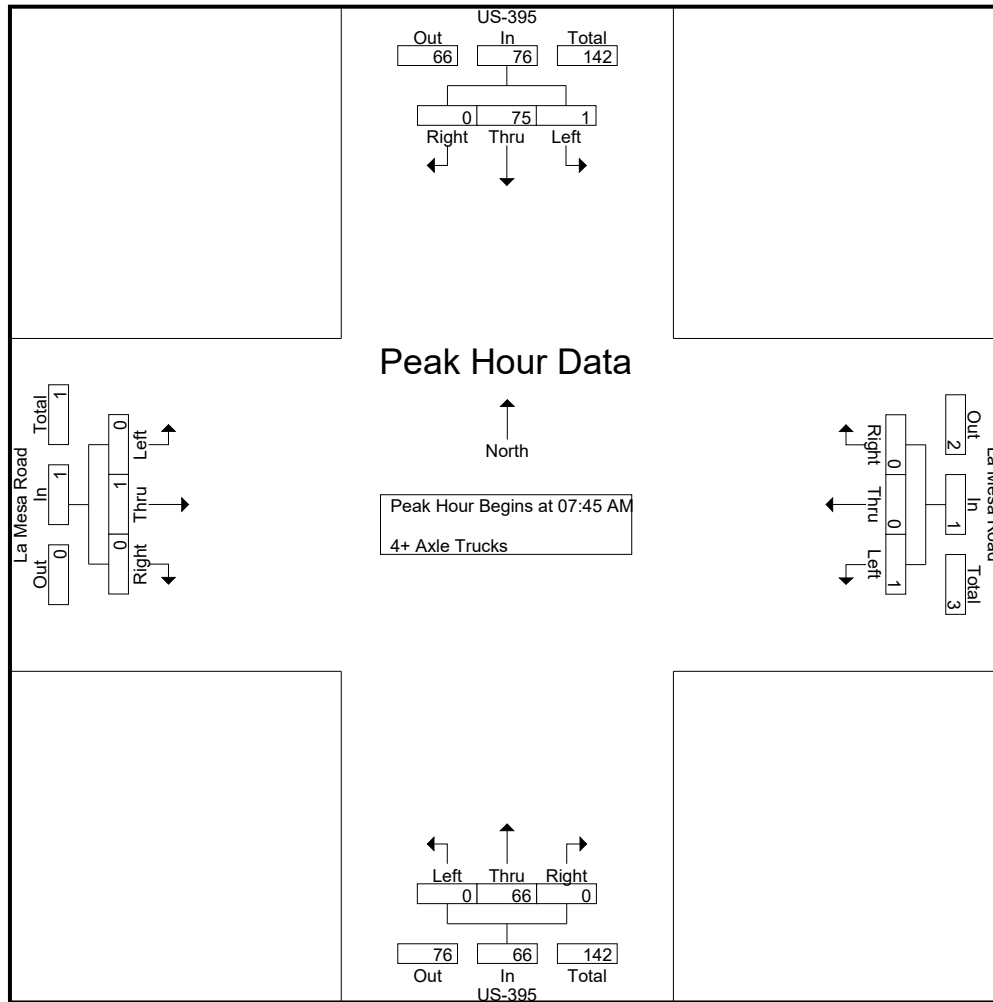
Groups Printed- 4+ Axle Trucks

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	13	0	13	0	0	0	0	0	15	0	15	0	0	0	0	28
07:15 AM	0	12	0	12	0	0	0	0	0	18	0	18	0	1	0	1	31
07:30 AM	0	10	0	10	0	0	0	0	1	8	0	9	0	0	0	0	19
07:45 AM	0	14	0	14	0	0	0	0	0	15	0	15	0	1	0	1	30
Total	0	49	0	49	0	0	0	0	1	56	0	57	0	2	0	2	108
08:00 AM	0	12	0	12	1	0	0	1	0	25	0	25	0	0	0	0	38
08:15 AM	1	27	0	28	0	0	0	0	0	8	0	8	0	0	0	0	36
08:30 AM	0	22	0	22	0	0	0	0	0	18	0	18	0	0	0	0	40
08:45 AM	0	19	1	20	0	0	0	0	0	10	0	10	0	0	0	0	30
Total	1	80	1	82	1	0	0	1	0	61	0	61	0	0	0	0	144
Grand Total	1	129	1	131	1	0	0	1	1	117	0	118	0	2	0	2	252
Apprch %	0.8	98.5	0.8		100	0	0		0.8	99.2	0		0	100	0		
Total %	0.4	51.2	0.4	52	0.4	0	0	0.4	0.4	46.4	0	46.8	0	0.8	0	0.8	

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	14	0	14	0	0	0	0	0	15	0	15	0	1	0	1	30
08:00 AM	0	12	0	12	1	0	0	1	0	25	0	25	0	0	0	0	38
08:15 AM	1	27	0	28	0	0	0	0	0	8	0	8	0	0	0	0	36
08:30 AM	0	22	0	22	0	0	0	0	0	18	0	18	0	0	0	0	40
Total Volume	1	75	0	76	1	0	0	1	0	66	0	66	0	1	0	1	144
% App. Total	1.3	98.7	0		100	0	0		0	100	0		0	100	0		
PHF	.250	.694	.000	.679	.250	.000	.000	.250	.000	.660	.000	.660	.000	.250	.000	.250	.900

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	14	0	14	0	0	0	0	0	15	0	15	0	1	0	1
+15 mins.	0	12	0	12	1	0	0	1	0	25	0	25	0	0	0	0
+30 mins.	1	27	0	28	0	0	0	0	0	8	0	8	0	0	0	0
+45 mins.	0	22	0	22	0	0	0	0	0	18	0	18	0	0	0	0
Total Volume	1	75	0	76	1	0	0	1	0	66	0	66	0	1	0	1
% App. Total	1.3	98.7	0		100	0	0		0	100	0		0	100	0	
PHF	.250	.694	.000	.679	.250	.000	.000	.250	.000	.660	.000	.660	.000	.250	.000	.250

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa PM
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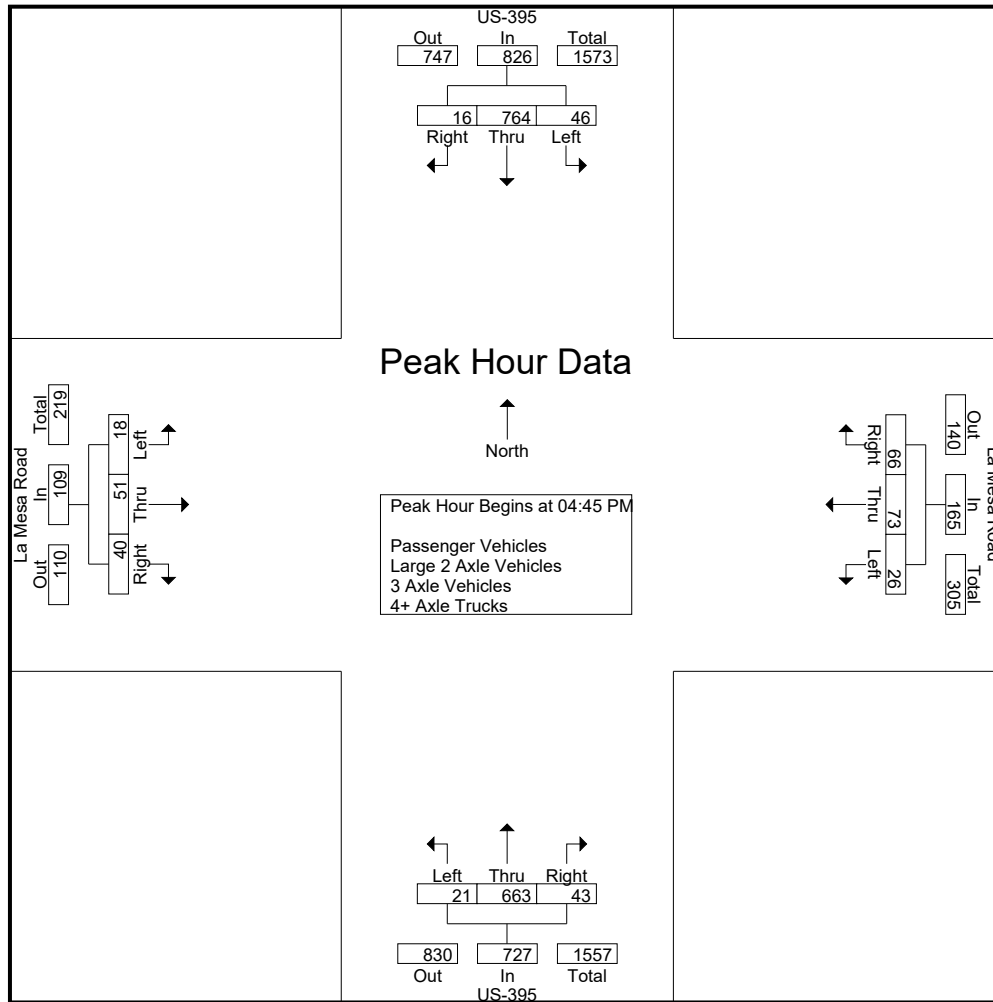
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	176	7	196	9	12	10	31	4	164	5	173	5	5	4	14	414
04:15 PM	13	159	4	176	4	16	15	35	8	183	16	207	5	10	4	19	437
04:30 PM	9	169	7	185	4	14	12	30	7	184	12	203	1	15	3	19	437
04:45 PM	10	206	1	217	7	17	11	35	5	170	10	185	5	15	9	29	466
Total	45	710	19	774	24	59	48	131	24	701	43	768	16	45	20	81	1754
05:00 PM	8	203	1	212	4	22	20	46	6	169	11	186	3	11	13	27	471
05:15 PM	9	171	8	188	11	20	20	51	9	158	6	173	5	10	9	24	436
05:30 PM	19	184	6	209	4	14	15	33	1	166	16	183	5	15	9	29	454
05:45 PM	10	161	4	175	9	9	10	28	4	185	7	196	6	11	5	22	421
Total	46	719	19	784	28	65	65	158	20	678	40	738	19	47	36	102	1782
Grand Total	91	1429	38	1558	52	124	113	289	44	1379	83	1506	35	92	56	183	3536
Apprch %	5.8	91.7	2.4		18	42.9	39.1		2.9	91.6	5.5		19.1	50.3	30.6		
Total %	2.6	40.4	1.1	44.1	1.5	3.5	3.2	8.2	1.2	39	2.3	42.6	1	2.6	1.6	5.2	
Passenger Vehicles	86	1259	35	1380	52	121	108	281	43	1243	82	1368	32	90	53	175	3204
% Passenger Vehicles	94.5	88.1	92.1	88.6	100	97.6	95.6	97.2	97.7	90.1	98.8	90.8	91.4	97.8	94.6	95.6	90.6
Large 2 Axle Vehicles	4	39	1	44	0	3	4	7	1	33	0	34	1	2	2	5	90
% Large 2 Axle Vehicles	4.4	2.7	2.6	2.8	0	2.4	3.5	2.4	2.3	2.4	0	2.3	2.9	2.2	3.6	2.7	2.5
3 Axle Vehicles	0	8	0	8	0	0	0	0	0	12	1	13	1	0	1	2	23
% 3 Axle Vehicles	0	0.6	0	0.5	0	0	0	0	0	0.9	1.2	0.9	2.9	0	1.8	1.1	0.7
4+ Axle Trucks	1	123	2	126	0	0	1	1	0	91	0	91	1	0	0	1	219
% 4+ Axle Trucks	1.1	8.6	5.3	8.1	0	0	0.9	0.3	0	6.6	0	6	2.9	0	0	0.5	6.2

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	10	206	1	217	7	17	11	35	5	170	10	185	5	15	9	29	466
05:00 PM	8	203	1	212	4	22	20	46	6	169	11	186	3	11	13	27	471
05:15 PM	9	171	8	188	11	20	20	51	9	158	6	173	5	10	9	24	436
05:30 PM	19	184	6	209	4	14	15	33	1	166	16	183	5	15	9	29	454
Total Volume	46	764	16	826	26	73	66	165	21	663	43	727	18	51	40	109	1827
% App. Total	5.6	92.5	1.9		15.8	44.2	40		2.9	91.2	5.9		16.5	46.8	36.7		
PHF	.605	.927	.500	.952	.591	.830	.825	.809	.583	.975	.672	.977	.900	.850	.769	.940	.970

City of Victorville
N/S: US-395
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:15 PM				04:45 PM			
+0 mins.	10	206	1	217	7	17	11	35	8	183	16	207	5	15	9	29
+15 mins.	8	203	1	212	4	22	20	46	7	184	12	203	3	11	13	27
+30 mins.	9	171	8	188	11	20	20	51	5	170	10	185	5	10	9	24
+45 mins.	19	184	6	209	4	14	15	33	6	169	11	186	5	15	9	29
Total Volume	46	764	16	826	26	73	66	165	26	706	49	781	18	51	40	109
% App. Total	5.6	92.5	1.9		15.8	44.2	40		3.3	90.4	6.3		16.5	46.8	36.7	
PHF	.605	.927	.500	.952	.591	.830	.825	.809	.813	.959	.766	.943	.900	.850	.769	.940

City of Victorville
N/S: US-395
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File Name : 02_VIC_US395_La Mesa PM
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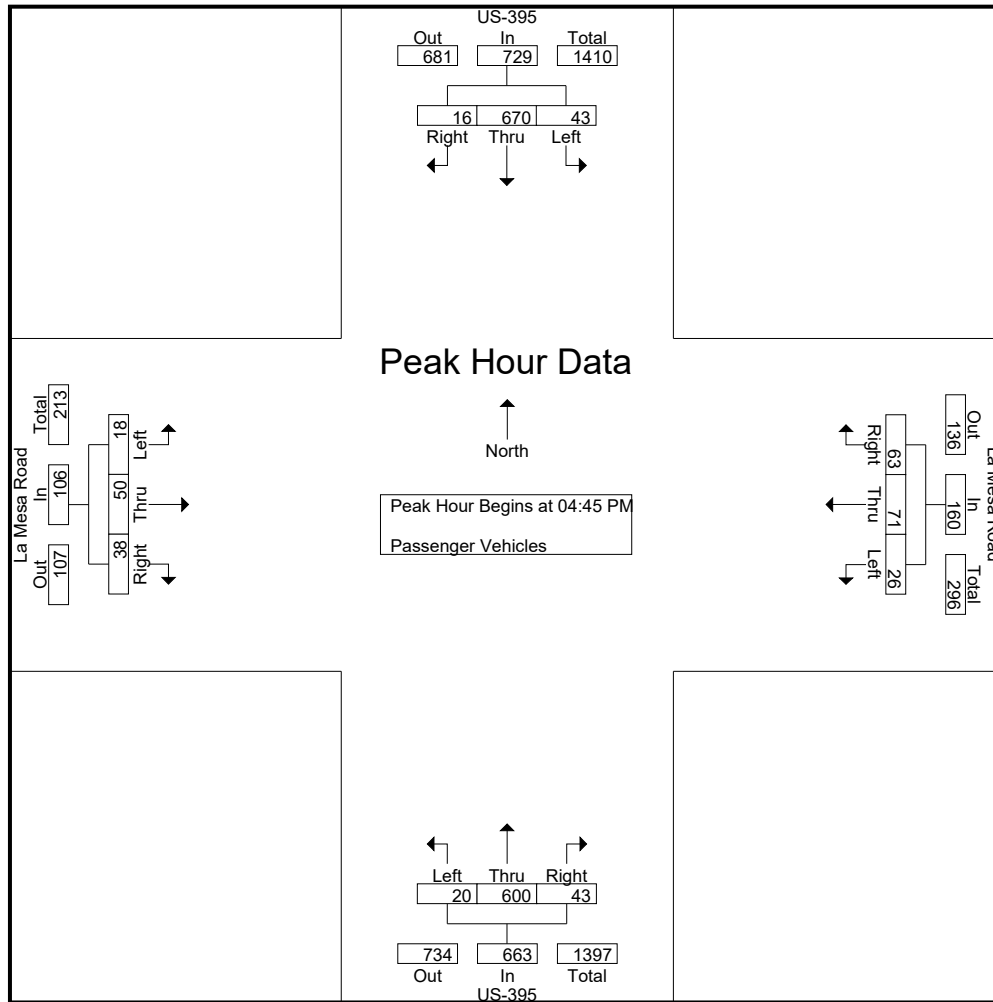
Groups Printed- Passenger Vehicles

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	154	6	172	9	12	10	31	4	141	5	150	4	5	4	13	366
04:15 PM	12	139	4	155	4	16	13	33	8	164	15	187	4	10	4	18	393
04:30 PM	9	146	6	161	4	14	12	30	7	174	12	193	1	15	2	18	402
04:45 PM	10	184	1	195	7	16	10	33	5	154	10	169	5	15	9	29	426
Total	43	623	17	683	24	58	45	127	24	633	42	699	14	45	19	78	1587
05:00 PM	8	181	1	190	4	22	19	45	6	154	11	171	3	11	12	26	432
05:15 PM	8	153	8	169	11	20	19	50	8	147	6	161	5	10	9	24	404
05:30 PM	17	152	6	175	4	13	15	32	1	145	16	162	5	14	8	27	396
05:45 PM	10	150	3	163	9	8	10	27	4	164	7	175	5	10	5	20	385
Total	43	636	18	697	28	63	63	154	19	610	40	669	18	45	34	97	1617
Grand Total	86	1259	35	1380	52	121	108	281	43	1243	82	1368	32	90	53	175	3204
Apprch %	6.2	91.2	2.5		18.5	43.1	38.4		3.1	90.9	6		18.3	51.4	30.3		
Total %	2.7	39.3	1.1	43.1	1.6	3.8	3.4	8.8	1.3	38.8	2.6	42.7	1	2.8	1.7	5.5	

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	10	184	1	195	7	16	10	33	5	154	10	169	5	15	9	29	426
05:00 PM	8	181	1	190	4	22	19	45	6	154	11	171	3	11	12	26	432
05:15 PM	8	153	8	169	11	20	19	50	8	147	6	161	5	10	9	24	404
05:30 PM	17	152	6	175	4	13	15	32	1	145	16	162	5	14	8	27	396
Total Volume	43	670	16	729	26	71	63	160	20	600	43	663	18	50	38	106	1658
% App. Total	5.9	91.9	2.2		16.2	44.4	39.4		3	90.5	6.5		17	47.2	35.8		
PHF	.632	.910	.500	.935	.591	.807	.829	.800	.625	.974	.672	.969	.900	.833	.792	.914	.959

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	10	184	1	195	7	16	10	33	5	154	10	169	5	15	9	29
+15 mins.	8	181	1	190	4	22	19	45	6	154	11	171	3	11	12	26
+30 mins.	8	153	8	169	11	20	19	50	8	147	6	161	5	10	9	24
+45 mins.	17	152	6	175	4	13	15	32	1	145	16	162	5	14	8	27
Total Volume	43	670	16	729	26	71	63	160	20	600	43	663	18	50	38	106
% App. Total	5.9	91.9	2.2		16.2	44.4	39.4		3	90.5	6.5		17	47.2	35.8	
PHF	.632	.910	.500	.935	.591	.807	.829	.800	.625	.974	.672	.969	.900	.833	.792	.914

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

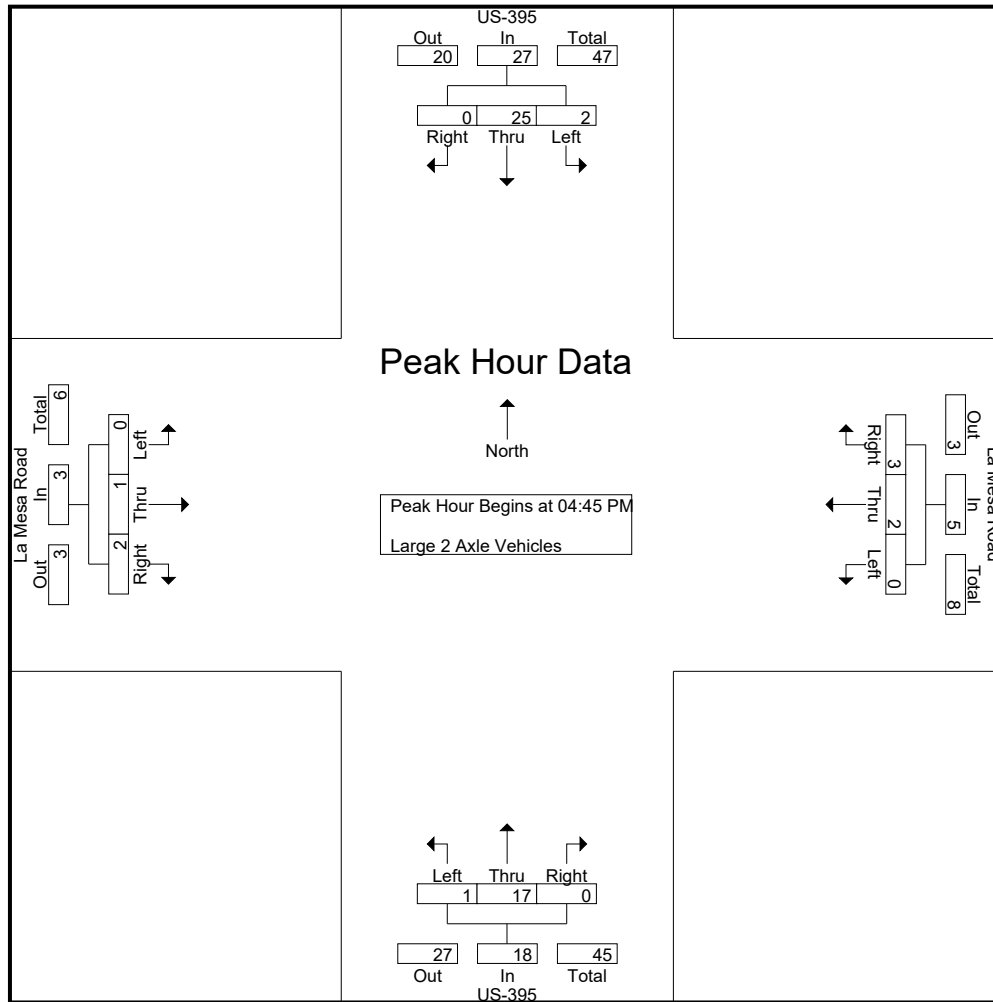
Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	4	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
04:15 PM	1	7	0	8	0	0	1	1	0	7	0	7	0	0	0	0	16
04:30 PM	0	3	1	4	0	0	0	0	0	3	0	3	0	0	0	0	7
04:45 PM	0	9	0	9	0	1	1	2	0	2	0	2	0	0	0	0	13
Total	2	23	1	26	0	1	2	3	0	14	0	14	0	0	0	0	43
05:00 PM	0	3	0	3	0	0	1	1	0	6	0	6	0	0	1	1	11
05:15 PM	1	4	0	5	0	0	1	1	1	4	0	5	0	0	0	0	11
05:30 PM	1	9	0	10	0	1	0	1	0	5	0	5	0	1	1	2	18
05:45 PM	0	0	0	0	0	1	0	1	0	4	0	4	1	1	0	2	7
Total	2	16	0	18	0	2	2	4	1	19	0	20	1	2	2	5	47
Grand Total	4	39	1	44	0	3	4	7	1	33	0	34	1	2	2	5	90
Apprch %	9.1	88.6	2.3		0	42.9	57.1		2.9	97.1	0		20	40	40		
Total %	4.4	43.3	1.1	48.9	0	3.3	4.4	7.8	1.1	36.7	0	37.8	1.1	2.2	2.2	5.6	

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	9	0	9	0	1	1	2	0	2	0	2	0	0	0	0	13
05:00 PM	0	3	0	3	0	0	1	1	0	6	0	6	0	0	1	1	11
05:15 PM	1	4	0	5	0	0	1	1	1	4	0	5	0	0	0	0	11
05:30 PM	1	9	0	10	0	1	0	1	0	5	0	5	0	1	1	2	18
Total Volume	2	25	0	27	0	2	3	5	1	17	0	18	0	1	2	3	53
% App. Total	7.4	92.6	0		0	40	60		5.6	94.4	0		0	33.3	66.7		
PHF	.500	.694	.000	.675	.000	.500	.750	.625	.250	.708	.000	.750	.000	.250	.500	.375	.736

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	9	0	9	0	1	1	2	0	2	0	2	0	0	0	0
+15 mins.	0	3	0	3	0	0	1	1	0	6	0	6	0	0	1	1
+30 mins.	1	4	0	5	0	0	1	1	1	4	0	5	0	0	0	0
+45 mins.	1	9	0	10	0	1	0	1	0	5	0	5	0	1	1	2
Total Volume	2	25	0	27	0	2	3	5	1	17	0	18	0	1	2	3
% App. Total	7.4	92.6	0		0	40	60		5.6	94.4	0		0	33.3	66.7	
PHF	.500	.694	.000	.675	.000	.500	.750	.625	.250	.708	.000	.750	.000	.250	.500	.375

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

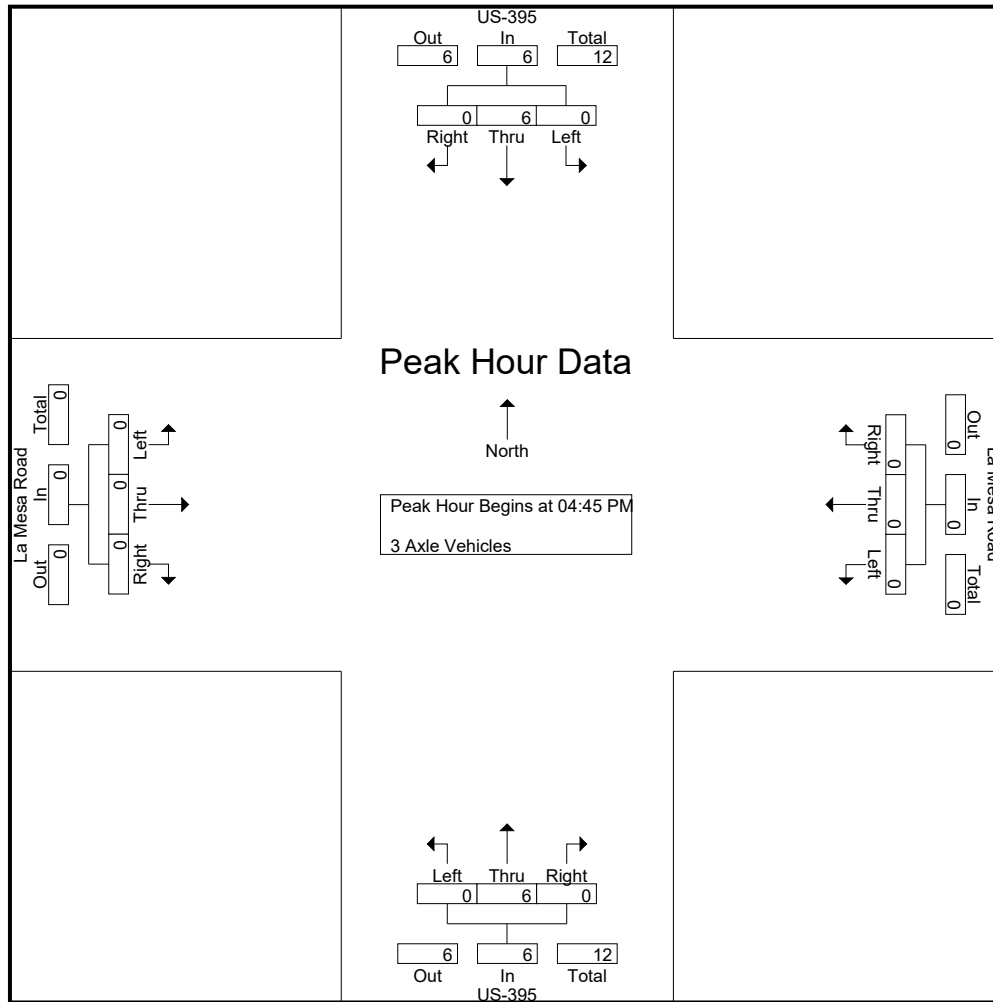
Groups Printed- 3 Axle Vehicles

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	1	0	1	0	0	0	0	0	6	1	7	1	0	1	2	10
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:30 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
05:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	7	0	7	0	0	0	0	0	6	0	6	0	0	0	0	13
Grand Total	0	8	0	8	0	0	0	0	0	12	1	13	1	0	1	2	23
Apprch %	0	100	0		0	0	0		0	92.3	7.7		50	0	50		
Total %	0	34.8	0	34.8	0	0	0	0	0	52.2	4.3	56.5	4.3	0	4.3	8.7	

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:30 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total Volume	0	6	0	6	0	0	0	0	0	6	0	6	0	0	0	0	12
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.600

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	6	0	6	0	0	0	0	0	6	0	6	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 1

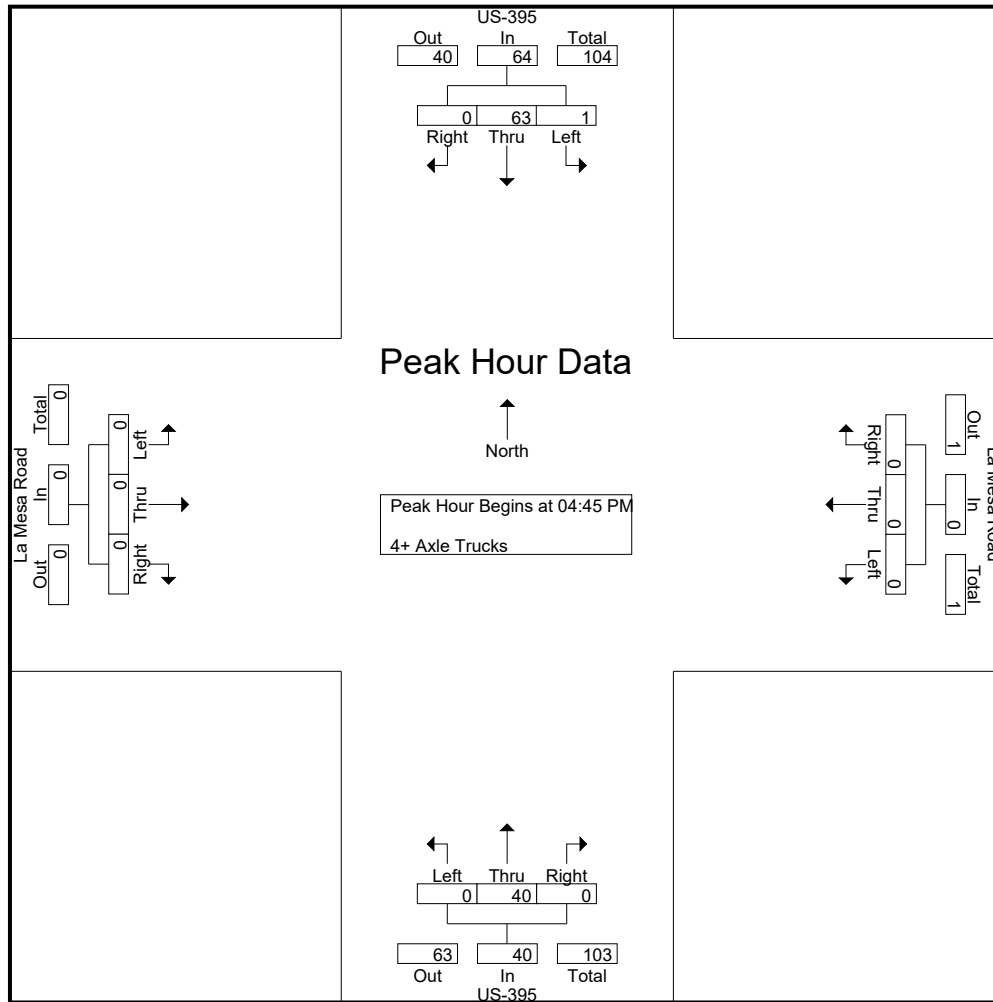
Groups Printed- 4+ Axle Trucks

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	17	1	18	0	0	0	0	0	18	0	18	1	0	0	1	37
04:15 PM	0	13	0	13	0	0	1	1	0	12	0	12	0	0	0	0	26
04:30 PM	0	20	0	20	0	0	0	0	0	7	0	7	0	0	0	0	27
04:45 PM	0	13	0	13	0	0	0	0	0	11	0	11	0	0	0	0	24
Total	0	63	1	64	0	0	1	1	0	48	0	48	1	0	0	1	114
05:00 PM	0	18	0	18	0	0	0	0	0	9	0	9	0	0	0	0	27
05:15 PM	0	13	0	13	0	0	0	0	0	5	0	5	0	0	0	0	18
05:30 PM	1	19	0	20	0	0	0	0	0	15	0	15	0	0	0	0	35
05:45 PM	0	10	1	11	0	0	0	0	0	14	0	14	0	0	0	0	25
Total	1	60	1	62	0	0	0	0	0	43	0	43	0	0	0	0	105
Grand Total	1	123	2	126	0	0	1	1	0	91	0	91	1	0	0	1	219
Apprch %	0.8	97.6	1.6		0	0	100		0	100	0		100	0	0		
Total %	0.5	56.2	0.9	57.5	0	0	0.5	0.5	0	41.6	0	41.6	0.5	0	0	0.5	

	US-395 Southbound				La Mesa Road Westbound				US-395 Northbound				La Mesa Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	13	0	13	0	0	0	0	0	11	0	11	0	0	0	0	24
05:00 PM	0	18	0	18	0	0	0	0	0	9	0	9	0	0	0	0	27
05:15 PM	0	13	0	13	0	0	0	0	0	5	0	5	0	0	0	0	18
05:30 PM	1	19	0	20	0	0	0	0	0	15	0	15	0	0	0	0	35
Total Volume	1	63	0	64	0	0	0	0	0	40	0	40	0	0	0	0	104
% App. Total	1.6	98.4	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.829	.000	.800	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.743

City of Victorville
N/S: US-395
E/W: La Mesa Road
Weather: Clear

File Name : 02_VIC_US395_La Mesa PM
Site Code : 99922551
Start Date : 6/9/2022
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	13	0	13	0	0	0	0	0	11	0	11	0	0	0	0
+15 mins.	0	18	0	18	0	0	0	0	0	9	0	9	0	0	0	0
+30 mins.	0	13	0	13	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	1	19	0	20	0	0	0	0	0	15	0	15	0	0	0	0
Total Volume	1	63	0	64	0	0	0	0	0	40	0	40	0	0	0	0
% App. Total	1.6	98.4	0		0	0	0		0	100	0		0	0	0	
PHF	.250	.829	.000	.800	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000

Counts Unlimited, Inc.

City of Victorville
Bella Pine Street
N/ Luna Road
24 Hour Directional Classification Count
Northbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

VIC001
Site Code: 999-22932

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	7	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
06:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
07:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
08:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
09:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
10:00	0	8	4	0	2	0	0	0	0	0	0	0	0	14
11:00	0	15	6	0	0	0	0	0	0	0	0	0	0	21
12 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24
13:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
14:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20
15:00	0	26	4	0	0	0	0	0	0	0	0	0	0	30
16:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32
17:00	1	32	0	0	1	0	0	0	0	0	0	0	0	34
18:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31
19:00	0	33	0	0	0	0	0	0	0	0	0	0	0	33
20:00	0	23	2	0	1	0	0	0	0	0	0	0	0	26
21:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
22:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
23:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Total	1	349	43	0	5	0	0	0	0	0	0	0	0	398
Percent	0.3%	87.7%	10.8%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00		10:00									11:00
Vol.		15	6		2									21
PM Peak	17:00	19:00	15:00		14:00									17:00
Vol.	1	33	4		1									34
Grand Total	1	349	43	0	5	0	0	0	0	0	0	0	0	398
Percent	0.3%	87.7%	10.8%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Victorville
Bella Pine Street
N/ Luna Road
24 Hour Directional Classification Count
Southbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

VIC001
Site Code: 999-22932

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
05:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
06:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
07:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
08:00	0	22	0	0	0	0	0	0	0	0	0	0	0	22
09:00	0	18	3	0	1	0	0	0	0	0	0	0	0	22
10:00	1	16	2	0	1	0	0	0	0	0	0	0	0	20
11:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
12 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	27
13:00	0	11	3	0	1	0	0	0	1	0	0	0	0	16
14:00	0	28	4	0	1	0	0	0	0	0	0	0	0	33
15:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
16:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
17:00	0	29	1	0	1	0	0	0	0	0	0	0	0	31
18:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24
19:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
20:00	0	12	1	1	0	0	0	0	0	0	0	0	0	14
21:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
22:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Total	1	356	49	1	5	0	0	0	1	0	0	0	0	413
Percent	0.2%	86.2%	11.9%	0.2%	1.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	04:00		09:00									07:00
Vol.	1	22	6		1									24
PM Peak		17:00	16:00	20:00	13:00				13:00					14:00
Vol.		29	5	1	1				1					33
Grand Total	1	356	49	1	5	0	0	0	1	0	0	0	0	413
Percent	0.2%	86.2%	11.9%	0.2%	1.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Victorville
Bella Pine Street
N/ Luna Road
24 Hour Directional Classification Count
Northbound, Southbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

VIC001
Site Code: 999-22932

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	12	1	0	0	0	0	0	0	0	0	0	0	13
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
04:00	0	16	6	0	0	0	0	0	0	0	0	0	0	22
05:00	0	16	6	0	0	0	0	0	0	0	0	0	0	22
06:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
07:00	0	26	6	0	0	0	0	0	0	0	0	0	0	32
08:00	0	32	2	0	0	0	0	0	0	0	0	0	0	34
09:00	0	32	4	0	1	0	0	0	0	0	0	0	0	37
10:00	1	24	6	0	3	0	0	0	0	0	0	0	0	34
11:00	0	34	8	0	0	0	0	0	0	0	0	0	0	42
12 PM	0	47	4	0	0	0	0	0	0	0	0	0	0	51
13:00	0	29	6	0	1	0	0	0	1	0	0	0	0	37
14:00	0	45	6	0	2	0	0	0	0	0	0	0	0	53
15:00	0	43	7	0	0	0	0	0	0	0	0	0	0	50
16:00	0	48	8	0	0	0	0	0	0	0	0	0	0	56
17:00	1	61	1	0	2	0	0	0	0	0	0	0	0	65
18:00	0	51	4	0	0	0	0	0	0	0	0	0	0	55
19:00	0	48	0	0	0	0	0	0	0	0	0	0	0	48
20:00	0	35	3	1	1	0	0	0	0	0	0	0	0	40
21:00	0	35	3	0	0	0	0	0	0	0	0	0	0	38
22:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
23:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Total	2	705	92	1	10	0	0	0	1	0	0	0	0	811
Percent	0.2%	86.9%	11.3%	0.1%	1.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00		10:00									11:00
Vol.	1	34	8		3									42
PM Peak	17:00	17:00	16:00	20:00	14:00				13:00					17:00
Vol.	1	61	8	1	2				1					65
Grand Total	2	705	92	1	10	0	0	0	1	0	0	0	0	811
Percent	0.2%	86.9%	11.3%	0.1%	1.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Victorville
Bella Pine Street
S/ Luna Road
24 Hour Directional Classification Count
Northbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

VIC002
Site Code: 999-22932

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
05:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
07:00	0	28	9	0	0	1	0	0	0	0	0	0	0	38
08:00	0	26	7	0	0	0	0	0	0	0	0	0	0	33
09:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29
10:00	0	39	8	0	0	0	0	0	0	0	0	0	0	47
11:00	0	33	8	0	0	0	0	0	0	0	0	0	0	41
12 PM	1	35	9	0	0	0	0	0	0	0	0	0	0	45
13:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32
14:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
15:00	0	42	7	0	0	0	0	2	0	0	0	0	0	51
16:00	0	44	4	0	0	0	0	0	0	0	0	0	0	48
17:00	0	43	9	0	2	0	0	0	0	0	0	0	0	54
18:00	0	32	4	0	0	0	0	0	0	0	0	0	0	36
19:00	0	35	0	0	0	0	0	0	0	0	0	0	0	35
20:00	0	27	4	0	0	0	0	0	0	0	0	0	0	31
21:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Total	1	538	90	0	2	1	0	2	0	0	0	0	0	634
Percent	0.2%	84.9%	14.2%	0.0%	0.3%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		10:00	07:00			07:00								10:00
		39	9			1								47
PM Peak Vol.	12:00	16:00	12:00		17:00			15:00						17:00
	1	44	9		2			2						54
Grand Total	1	538	90	0	2	1	0	2	0	0	0	0	0	634
Percent	0.2%	84.9%	14.2%	0.0%	0.3%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Victorville
Bella Pine Street
S/ Luna Road
24 Hour Directional Classification Count
Southbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

VIC002
Site Code: 999-22932

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
06:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
07:00	0	15	11	0	1	2	0	0	0	0	0	0	0	29
08:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
09:00	0	30	4	0	0	0	0	0	0	0	0	0	0	34
10:00	0	24	12	0	1	0	0	0	0	0	0	0	0	37
11:00	0	30	12	0	0	0	0	0	0	0	0	0	0	42
12 PM	1	31	8	0	0	0	0	0	0	0	0	0	0	40
13:00	0	28	7	0	0	0	0	2	0	0	0	0	0	37
14:00	0	32	18	0	2	0	0	1	0	0	0	0	0	53
15:00	0	37	12	0	0	0	0	0	0	0	1	0	0	50
16:00	0	57	11	0	0	0	0	0	0	0	0	0	0	68
17:00	0	55	6	0	0	0	0	0	0	0	0	0	0	61
18:00	0	43	5	0	0	0	0	0	0	0	0	0	0	48
19:00	0	46	5	0	0	0	0	0	0	0	0	0	0	51
20:00	0	35	1	0	0	1	0	0	0	0	0	0	0	37
21:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
22:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Total	1	551	126	0	4	3	0	3	0	0	1	0	0	689
Percent	0.1%	80.0%	18.3%	0.0%	0.6%	0.4%	0.0%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	
AM Peak		09:00	10:00		07:00	07:00								11:00
Vol.		30	12		1	2								42
PM Peak	12:00	16:00	14:00		14:00	20:00		13:00			15:00			16:00
Vol.	1	57	18		2	1		2			1			68
Grand Total	1	551	126	0	4	3	0	3	0	0	1	0	0	689
Percent	0.1%	80.0%	18.3%	0.0%	0.6%	0.4%	0.0%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Victorville
Bella Pine Street
S/ Luna Road
24 Hour Directional Classification Count
Northbound, Southbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

VIC002
Site Code: 999-22932

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
05:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
06:00	0	25	6	0	0	0	0	0	0	0	0	0	0	31
07:00	0	43	20	0	1	3	0	0	0	0	0	0	0	67
08:00	0	50	11	0	0	0	0	0	0	0	0	0	0	61
09:00	0	56	7	0	0	0	0	0	0	0	0	0	0	63
10:00	0	63	20	0	1	0	0	0	0	0	0	0	0	84
11:00	0	63	20	0	0	0	0	0	0	0	0	0	0	83
12 PM	2	66	17	0	0	0	0	0	0	0	0	0	0	85
13:00	0	57	10	0	0	0	0	2	0	0	0	0	0	69
14:00	0	55	24	0	2	0	0	1	0	0	0	0	0	82
15:00	0	79	19	0	0	0	0	2	0	0	1	0	0	101
16:00	0	101	15	0	0	0	0	0	0	0	0	0	0	116
17:00	0	98	15	0	2	0	0	0	0	0	0	0	0	115
18:00	0	75	9	0	0	0	0	0	0	0	0	0	0	84
19:00	0	81	5	0	0	0	0	0	0	0	0	0	0	86
20:00	0	62	5	0	0	1	0	0	0	0	0	0	0	68
21:00	0	35	4	0	0	0	0	0	0	0	0	0	0	39
22:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
23:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
Total	2	1089	216	0	6	4	0	5	0	0	1	0	0	1323
Percent	0.2%	82.3%	16.3%	0.0%	0.5%	0.3%	0.0%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	
AM Peak		10:00	07:00		07:00	07:00								10:00
Vol.		63	20		1	3								84
PM Peak	12:00	16:00	14:00		14:00	20:00		13:00			15:00			16:00
Vol.	2	101	24		2	1		2			1			116
Grand Total	2	1089	216	0	6	4	0	5	0	0	1	0	0	1323
Percent	0.2%	82.3%	16.3%	0.0%	0.5%	0.3%	0.0%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Victorville
Luna Road
E/ Bella Pine Street
24 Hour Directional Classification Count
Eastbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

VIC003
Site Code: 999-22932

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	12	2	0	1	0	0	0	0	0	0	0	0	15
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	12	0	0	0	1	0	0	0	0	0	0	0	13
03:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
04:00	0	42	12	0	0	0	0	0	0	0	0	0	0	54
05:00	0	42	3	0	0	0	0	0	0	0	0	0	0	45
06:00	0	53	6	0	0	0	0	0	1	0	0	0	0	60
07:00	0	82	21	0	0	1	0	0	0	0	0	0	0	104
08:00	0	87	17	0	3	0	0	0	0	0	0	0	0	107
09:00	0	76	14	0	2	0	0	0	0	0	0	0	0	92
10:00	1	82	11	0	0	0	0	0	0	0	0	0	0	94
11:00	1	89	11	0	0	0	0	0	0	0	0	0	0	101
12 PM	1	98	12	1	1	0	0	0	0	0	0	0	0	113
13:00	0	67	10	0	2	0	0	1	1	0	0	0	0	81
14:00	1	80	12	0	2	1	0	0	0	0	0	0	0	96
15:00	0	102	17	0	2	0	0	2	0	0	0	0	0	123
16:00	0	83	12	0	1	0	0	0	0	0	0	0	0	96
17:00	0	115	15	0	1	0	0	0	0	0	0	0	0	131
18:00	2	80	13	0	0	0	0	0	0	0	0	0	0	95
19:00	0	66	2	0	1	0	0	0	0	0	0	0	0	69
20:00	0	65	6	1	0	0	0	0	0	0	0	0	0	72
21:00	0	45	4	0	0	0	0	0	0	0	0	0	0	49
22:00	0	26	0	0	0	0	0	0	0	0	0	0	0	26
23:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
Total	6	1447	202	2	16	3	0	3	2	0	0	0	0	1681
Percent	0.4%	86.1%	12.0%	0.1%	1.0%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	07:00		08:00	02:00			06:00					08:00
Vol.	1	89	21		3	1			1					107
PM Peak	18:00	17:00	15:00	12:00	13:00	14:00		15:00	13:00					17:00
Vol.	2	115	17	1	2	1		2	1					131
Grand Total	6	1447	202	2	16	3	0	3	2	0	0	0	0	1681
Percent	0.4%	86.1%	12.0%	0.1%	1.0%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Victorville
Luna Road
E/ Bella Pine Street
24 Hour Directional Classification Count
Westbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

VIC003
Site Code: 999-22932

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	23	1	0	0	0	0	0	0	0	0	0	0	24
01:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
02:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
03:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
04:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
06:00	0	24	9	1	0	0	0	0	0	0	0	0	0	34
07:00	0	35	9	1	2	2	0	1	0	0	0	0	0	50
08:00	0	54	7	2	1	0	0	0	0	0	0	0	0	64
09:00	0	60	12	1	0	0	0	0	0	0	0	0	0	73
10:00	0	52	19	1	1	0	0	0	0	0	0	0	0	73
11:00	1	84	22	2	0	0	0	0	0	0	0	0	0	109
12 PM	1	98	10	0	3	0	0	1	0	0	0	0	0	113
13:00	0	81	12	2	0	0	0	2	0	0	0	0	0	97
14:00	0	89	25	0	2	0	0	1	0	0	0	0	0	117
15:00	0	118	16	1	0	0	0	0	0	0	1	0	0	136
16:00	1	125	17	1	2	0	0	0	0	0	0	0	0	146
17:00	1	132	14	1	0	0	0	0	0	0	0	0	0	148
18:00	0	125	10	1	0	1	0	0	0	0	0	0	0	137
19:00	0	134	5	1	1	0	0	0	0	0	0	0	0	141
20:00	0	113	7	1	1	1	0	0	0	0	0	0	0	123
21:00	2	61	5	0	0	0	0	0	0	0	0	0	0	68
22:00	0	44	8	0	1	0	0	0	0	0	0	0	0	53
23:00	0	45	2	0	0	0	0	0	0	0	0	0	0	47
Total	6	1559	217	16	14	4	0	5	0	0	1	0	0	1822
Percent	0.3%	85.6%	11.9%	0.9%	0.8%	0.2%	0.0%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	07:00	07:00		07:00						11:00
Vol.	1	84	22	2	2	2		1						109
PM Peak	21:00	19:00	14:00	13:00	12:00	18:00		13:00			15:00			17:00
Vol.	2	134	25	2	3	1		2			1			148
Grand Total	6	1559	217	16	14	4	0	5	0	0	1	0	0	1822
Percent	0.3%	85.6%	11.9%	0.9%	0.8%	0.2%	0.0%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Victorville
Luna Road
E/ Bella Pine Street
24 Hour Directional Classification Count
Eastbound, Westbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

VIC003
Site Code: 999-22932

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	35	3	0	1	0	0	0	0	0	0	0	0	39
01:00	0	23	1	0	0	0	0	0	0	0	0	0	0	24
02:00	0	25	2	0	0	1	0	0	0	0	0	0	0	28
03:00	0	34	2	0	0	0	0	0	0	0	0	0	0	36
04:00	0	49	12	0	0	0	0	0	0	0	0	0	0	61
05:00	0	53	7	0	0	0	0	0	0	0	0	0	0	60
06:00	0	77	15	1	0	0	0	0	1	0	0	0	0	94
07:00	0	117	30	1	2	3	0	1	0	0	0	0	0	154
08:00	0	141	24	2	4	0	0	0	0	0	0	0	0	171
09:00	0	136	26	1	2	0	0	0	0	0	0	0	0	165
10:00	1	134	30	1	1	0	0	0	0	0	0	0	0	167
11:00	2	173	33	2	0	0	0	0	0	0	0	0	0	210
12 PM	2	196	22	1	4	0	0	1	0	0	0	0	0	226
13:00	0	148	22	2	2	0	0	3	1	0	0	0	0	178
14:00	1	169	37	0	4	1	0	1	0	0	0	0	0	213
15:00	0	220	33	1	2	0	0	2	0	0	1	0	0	259
16:00	1	208	29	1	3	0	0	0	0	0	0	0	0	242
17:00	1	247	29	1	1	0	0	0	0	0	0	0	0	279
18:00	2	205	23	1	0	1	0	0	0	0	0	0	0	232
19:00	0	200	7	1	2	0	0	0	0	0	0	0	0	210
20:00	0	178	13	2	1	1	0	0	0	0	0	0	0	195
21:00	2	106	9	0	0	0	0	0	0	0	0	0	0	117
22:00	0	70	8	0	1	0	0	0	0	0	0	0	0	79
23:00	0	62	2	0	0	0	0	0	0	0	0	0	0	64
Total	12	3006	419	18	30	7	0	8	2	0	1	0	0	3503
Percent	0.3%	85.8%	12.0%	0.5%	0.9%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	08:00	07:00		07:00	06:00					11:00
Vol.	2	173	33	2	4	3		1	1					210
PM Peak	12:00	17:00	14:00	13:00	12:00	14:00		13:00	13:00		15:00			17:00
Vol.	2	247	37	2	4	1		3	1		1			279
Grand Total	12	3006	419	18	30	7	0	8	2	0	1	0	0	3503
Percent	0.3%	85.8%	12.0%	0.5%	0.9%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Victorville
Luna Road
W/ Bella Pine Street
24 Hour Directional Classification Count
Eastbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

VIC004
Site Code: 999-22932

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	6	1	0	1	0	0	0	0	0	0	0	0	8
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	10	0	0	0	1	0	0	0	0	0	0	0	11
03:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
04:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
05:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19
06:00	0	26	2	0	0	0	0	0	1	0	0	0	0	29
07:00	0	49	11	0	0	0	0	0	0	0	0	0	0	60
08:00	0	46	10	0	3	0	0	0	0	0	0	0	0	59
09:00	0	38	7	0	1	0	0	0	0	0	0	0	0	46
10:00	0	38	6	0	2	0	0	0	0	0	0	0	0	46
11:00	1	50	2	0	0	0	0	0	0	0	0	0	0	53
12 PM	0	47	4	1	1	0	0	0	0	0	0	0	0	53
13:00	0	37	5	0	1	0	0	1	0	0	0	0	0	44
14:00	1	35	8	0	3	1	0	0	0	0	0	0	0	48
15:00	0	56	11	0	2	0	0	0	0	0	0	0	0	69
16:00	0	41	9	0	0	0	0	0	0	0	0	0	0	50
17:00	0	57	7	0	0	0	0	0	0	0	0	0	0	64
18:00	2	40	9	0	0	0	0	0	0	0	0	0	0	51
19:00	0	31	6	0	0	0	0	0	0	0	0	0	0	37
20:00	0	37	1	0	0	0	0	0	0	0	0	0	0	38
21:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
22:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Total	4	742	105	1	14	2	0	1	1	0	0	0	0	870
Percent	0.5%	85.3%	12.1%	0.1%	1.6%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	07:00		08:00	02:00			06:00					07:00
Vol.	1	50	11		3	1			1					60
PM Peak	18:00	17:00	15:00	12:00	14:00	14:00		13:00						15:00
Vol.	2	57	11	1	3	1		1						69
Grand Total	4	742	105	1	14	2	0	1	1	0	0	0	0	870
Percent	0.5%	85.3%	12.1%	0.1%	1.6%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Victorville
Luna Road
W/ Bella Pine Street
24 Hour Directional Classification Count
Westbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

VIC004
Site Code: 999-22932

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	15	0	0	0	0	0	0	0	0	0	0	0	15
01:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
03:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
06:00	0	19	4	1	0	0	0	0	0	0	0	0	0	24
07:00	0	27	1	1	1	0	0	1	0	0	0	0	0	31
08:00	0	27	1	2	1	0	0	0	0	0	0	0	0	31
09:00	0	22	6	1	0	0	0	0	0	0	0	0	0	29
10:00	0	31	8	1	1	0	0	0	0	0	0	0	0	41
11:00	1	52	5	2	0	0	0	0	0	0	0	0	0	60
12 PM	0	52	5	0	3	0	0	1	0	0	0	0	0	61
13:00	0	45	3	2	0	0	0	0	0	0	0	0	0	50
14:00	0	46	11	0	1	0	0	0	0	0	0	0	0	58
15:00	0	68	4	1	0	0	0	0	0	0	0	0	0	73
16:00	1	60	9	1	1	0	0	0	0	0	0	0	0	72
17:00	0	59	10	1	1	0	0	0	0	0	0	0	0	71
18:00	0	67	5	1	0	1	0	0	0	0	0	0	0	74
19:00	0	70	4	1	0	0	0	0	0	0	0	0	0	75
20:00	0	66	4	1	0	0	0	0	0	0	0	0	0	71
21:00	2	27	2	0	0	0	0	0	0	0	0	0	0	31
22:00	0	26	5	0	1	0	0	0	0	0	0	0	0	32
23:00	0	29	0	0	0	0	0	0	0	0	0	0	0	29
Total	4	848	90	16	10	1	0	2	0	0	0	0	0	971
Percent	0.4%	87.3%	9.3%	1.6%	1.0%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	08:00	07:00			07:00						11:00
Vol.	1	52	8	2	1			1						60
PM Peak	21:00	19:00	14:00	13:00	12:00	18:00		12:00						19:00
Vol.	2	70	11	2	3	1		1						75
Grand Total	4	848	90	16	10	1	0	2	0	0	0	0	0	971
Percent	0.4%	87.3%	9.3%	1.6%	1.0%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Victorville
Luna Road
W/ Bella Pine Street
24 Hour Directional Classification Count
Eastbound, Westbound

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

VIC004
Site Code: 999-22932

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/12/22	0	21	1	0	1	0	0	0	0	0	0	0	0	23
01:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
02:00	0	19	1	0	0	1	0	0	0	0	0	0	0	21
03:00	0	23	0	0	0	0	0	0	0	0	0	0	0	23
04:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
05:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26
06:00	0	45	6	1	0	0	0	0	1	0	0	0	0	53
07:00	0	76	12	1	1	0	0	1	0	0	0	0	0	91
08:00	0	73	11	2	4	0	0	0	0	0	0	0	0	90
09:00	0	60	13	1	1	0	0	0	0	0	0	0	0	75
10:00	0	69	14	1	3	0	0	0	0	0	0	0	0	87
11:00	2	102	7	2	0	0	0	0	0	0	0	0	0	113
12 PM	0	99	9	1	4	0	0	1	0	0	0	0	0	114
13:00	0	82	8	2	1	0	0	1	0	0	0	0	0	94
14:00	1	81	19	0	4	1	0	0	0	0	0	0	0	106
15:00	0	124	15	1	2	0	0	0	0	0	0	0	0	142
16:00	1	101	18	1	1	0	0	0	0	0	0	0	0	122
17:00	0	116	17	1	1	0	0	0	0	0	0	0	0	135
18:00	2	107	14	1	0	1	0	0	0	0	0	0	0	125
19:00	0	101	10	1	0	0	0	0	0	0	0	0	0	112
20:00	0	103	5	1	0	0	0	0	0	0	0	0	0	109
21:00	2	50	6	0	0	0	0	0	0	0	0	0	0	58
22:00	0	40	5	0	1	0	0	0	0	0	0	0	0	46
23:00	0	36	0	0	0	0	0	0	0	0	0	0	0	36
Total	8	1590	195	17	24	3	0	3	1	0	0	0	0	1841
Percent	0.4%	86.4%	10.6%	0.9%	1.3%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	08:00	08:00	02:00		07:00	06:00					11:00
Vol.	2	102	14	2	4	1		1	1					113
PM Peak	18:00	15:00	14:00	13:00	12:00	14:00		12:00						15:00
Vol.	2	124	19	2	4	1		1						142
Grand Total	8	1590	195	17	24	3	0	3	1	0	0	0	0	1841
Percent	0.4%	86.4%	10.6%	0.9%	1.3%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

APPENDIX B: VOLUME DEVELOPMENT WORKSHEETS

Appendix B1 - Existing Peak Hour Volumes (2022)
(Intersections With Classification Counts)

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
1 . Bella Pine Street and Luna Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	43	0	0	0	0	43	7	1	0	0	2	9
NBT	5	0	0	0	0	5	7	0	0	0	0	7
NBR	37	1	6	0	14	51	27	0	0	0	0	27
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	52	1	0	0	2	54	28	1	0	0	2	30
SBT	60	1	0	0	2	62	11	0	0	0	0	11
SBR	36	0	0	0	0	36	9	0	0	0	0	9
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	5	0	0	0	0	5	3	0	0	0	0	3
EBT	76	0	0	0	0	76	46	0	0	0	0	46
EBR	5	1	0	0	2	7	2	0	0	0	0	2
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	26	1	3	2	14	40	49	1	0	0	2	51
WBT	117	4	0	0	6	123	80	2	0	0	3	83
WBR	18	0	0	0	0	18	38	1	0	0	2	40
North Leg												
Approach	148	2	0	0	4	152	48	1	0	0	2	50
Departure	28	0	0	0	0	28	48	1	0	0	2	50
Total	176	2	0	0	4	180	96	2	0	0	4	100
South Leg												
Approach	85	1	6	0	14	99	41	1	0	0	2	43
Departure	91	3	3	2	18	109	62	1	0	0	2	64
Total	176	4	9	2	32	208	103	2	0	0	4	107
East Leg												
Approach	161	5	3	2	20	181	167	4	0	0	7	174
Departure	165	2	6	0	16	181	101	1	0	0	2	103
Total	326	7	9	2	36	362	268	5	0	0	9	277
West Leg												
Approach	86	1	0	0	2	88	51	0	0	0	0	51
Departure	196	4	0	0	6	202	96	3	0	0	5	101
Total	282	5	0	0	8	290	147	3	0	0	5	152
Total Approaches												
Approach	480	9	9	2	40	520	307	6	0	0	11	318
Departure	480	9	9	2	40	520	307	6	0	0	11	318
Total	960	18	18	4	80	1,040	614	12	0	0	22	636

Appendix B1 - Existing Peak Hour Volumes (2022)
(Intersections With Classification Counts)

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
2 . Bella Pine Street and Pepperwood Street												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	7	0	0	0	0	7
NBT	26	0	0	0	0	26	36	0	0	0	0	36
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	27	0	0	0	0	27	60	0	0	0	0	60
SBR	6	0	0	0	0	6	15	0	0	0	0	15
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	14	0	0	0	0	14	15	1	0	0	2	17
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	1	0	0	0	0	1	6	0	0	0	0	6
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	33	0	0	0	0	33	75	0	0	0	0	75
Departure	40	0	0	0	0	40	51	1	0	0	2	53
Total	73	0	0	0	0	73	126	1	0	0	2	128
South Leg												
Approach	26	0	0	0	0	26	43	0	0	0	0	43
Departure	28	0	0	0	0	28	66	0	0	0	0	66
Total	54	0	0	0	0	54	109	0	0	0	0	109
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	15	0	0	0	0	15	21	1	0	0	2	23
Departure	6	0	0	0	0	6	22	0	0	0	0	22
Total	21	0	0	0	0	21	43	1	0	0	2	45
Total Approaches												
Approach	74	0	0	0	0	74	139	1	0	0	2	141
Departure	74	0	0	0	0	74	139	1	0	0	2	141
Total	148	0	0	0	0	148	278	2	0	0	4	282

Appendix B1 - Existing Peak Hour Volumes (2022)
(Intersections With Classification Counts)

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
3 . Bella Pine Street and Driveway 1												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Appendix B1 - Existing Peak Hour Volumes (2022)
(Intersections With Classification Counts)

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
4 . Pena Road and La Mesa Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	1	0	0	2	2	0	0	0	0	0	0
NBT	16	0	0	0	0	16	4	0	0	0	0	4
NBR	22	0	1	0	2	24	22	0	0	0	0	22
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	24	1	0	1	5	29	19	0	0	0	0	19
SBT	23	0	0	0	0	23	15	1	0	0	2	17
SBR	27	2	0	0	3	30	20	0	0	0	0	20
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	19	1	0	0	2	21	12	0	0	0	0	12
EBT	63	1	0	2	8	71	62	2	0	0	3	65
EBR	1	0	0	0	0	1	1	0	0	0	0	1
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	5	0	1	0	2	7	23	0	0	0	0	23
WBT	25	0	0	0	0	25	59	0	0	0	0	59
WBR	13	0	1	1	5	18	26	0	0	0	0	26
North Leg												
Approach	74	3	0	1	8	82	54	1	0	0	2	56
Departure	48	1	1	1	7	55	42	0	0	0	0	42
Total	122	4	1	2	15	137	96	1	0	0	2	98
South Leg												
Approach	38	1	1	0	4	42	26	0	0	0	0	26
Departure	29	0	1	0	2	31	39	1	0	0	2	41
Total	67	1	2	0	6	73	65	1	0	0	2	67
East Leg												
Approach	43	0	2	1	7	50	108	0	0	0	0	108
Departure	109	2	1	3	15	124	103	2	0	0	3	106
Total	152	2	3	4	22	174	211	2	0	0	3	214
West Leg												
Approach	83	2	0	2	10	93	75	2	0	0	3	78
Departure	52	3	0	0	5	57	79	0	0	0	0	79
Total	135	5	0	2	15	150	154	2	0	0	3	157
Total Approaches												
Approach	238	6	3	4	29	267	263	3	0	0	5	268
Departure	238	6	3	4	29	267	263	3	0	0	5	268
Total	476	12	6	8	58	534	526	6	0	0	10	536

Appendix B1 - Existing Peak Hour Volumes (2022)
(Intersections With Classification Counts)

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
5 . Driveway 2 and Luna Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Appendix B1 - Existing Peak Hour Volumes (2022)
(Intersections With Classification Counts)

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
6 . Driveway 3 and Luna Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Appendix B1 - Existing Peak Hour Volumes (2022)
(Intersections With Classification Counts)

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
7 . Highway 395 and Luna Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	32	0	0	0	0	32	26	0	0	0	0	26
NBT	533	41	7	54	238	771	638	14	4	34	131	769
NBR	16	1	1	0	4	20	28	2	0	0	3	31
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	102	5	0	0	8	110	177	2	0	0	3	180
SBT	553	26	6	62	237	790	675	15	8	67	240	915
SBR	56	2	0	0	3	59	54	1	0	0	2	56
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	47	0	0	0	0	47	30	1	0	0	2	32
EBT	75	0	6	0	12	87	57	0	0	0	0	57
EBR	34	1	0	0	2	36	14	0	0	0	0	14
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	32	1	0	0	2	34	25	1	0	0	2	27
WBT	63	2	1	1	8	71	64	1	0	0	2	66
WBR	80	5	0	1	11	91	145	3	0	1	8	153
North Leg												
Approach	711	33	6	62	248	959	906	18	8	67	245	1,151
Departure	660	46	7	55	249	909	813	18	4	35	141	954
Total	1,371	79	13	117	497	1,868	1,719	36	12	102	386	2,105
South Leg												
Approach	581	42	8	54	242	823	692	16	4	34	134	826
Departure	619	28	6	62	241	860	714	16	8	67	242	956
Total	1,200	70	14	116	483	1,683	1,406	32	12	101	376	1,782
East Leg												
Approach	175	8	1	2	21	196	234	5	0	1	12	246
Departure	193	6	7	0	24	217	262	4	0	0	6	268
Total	368	14	8	2	45	413	496	9	0	1	18	514
West Leg												
Approach	156	1	6	0	14	170	101	1	0	0	2	103
Departure	151	4	1	1	11	162	144	2	0	0	4	148
Total	307	5	7	1	25	332	245	3	0	0	6	251
Total Approaches												
Approach	1,623	84	21	118	525	2,148	1,933	40	12	102	393	2,326
Departure	1,623	84	21	118	525	2,148	1,933	40	12	102	393	2,326
Total	3,246	168	42	236	1,050	4,296	3,866	80	24	204	786	4,652

Appendix B1 - Existing Peak Hour Volumes (2022)
(Intersections With Classification Counts)

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
8 . Highway 395 and Driveway 4												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Appendix B1 - Existing Peak Hour Volumes (2022)
(Intersections With Classification Counts)

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks				Total PCE Volume	Pass. Veh.	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
9 . Highway 395 and La Mesa Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	10	2	0	0	3	13	20	1	0	0	2	22
NBT	533	53	7	66	292	825	600	17	6	40	158	758
NBR	25	2	0	0	3	28	43	0	0	0	0	43
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	55	2	0	1	6	61	43	2	0	1	6	49
SBT	542	37	5	75	291	833	670	25	6	63	239	909
SBR	9	0	0	0	0	9	16	0	0	0	0	16
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	13	0	1	0	2	15	18	0	0	0	0	18
EBT	58	0	0	1	3	61	50	1	0	0	2	52
EBR	24	1	3	0	8	32	38	2	0	0	3	41
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	31	2	1	1	8	39	26	0	0	0	0	26
WBT	19	1	2	0	6	25	71	2	0	0	3	74
WBR	33	4	0	0	6	39	63	3	0	0	5	68
North Leg												
Approach	606	39	5	76	297	903	729	27	6	64	245	974
Departure	579	57	8	66	300	879	681	20	6	40	163	844
Total	1,185	96	13	142	597	1,782	1,410	47	12	104	408	1,818
South Leg												
Approach	568	57	7	66	298	866	663	18	6	40	160	823
Departure	597	40	9	76	307	904	734	27	6	63	242	976
Total	1,165	97	16	142	605	1,770	1,397	45	12	103	402	1,799
East Leg												
Approach	83	7	3	1	20	103	160	5	0	0	8	168
Departure	138	4	0	2	12	150	136	3	0	1	8	144
Total	221	11	3	3	32	253	296	8	0	1	16	312
West Leg												
Approach	95	1	4	1	13	108	106	3	0	0	5	111
Departure	38	3	2	0	9	47	107	3	0	0	5	112
Total	133	4	6	1	22	155	213	6	0	0	10	223
Total Approaches												
Approach	1,352	104	19	144	628	1,980	1,658	53	12	104	418	2,076
Departure	1,352	104	19	144	628	1,980	1,658	53	12	104	418	2,076
Total	2,704	208	38	288	1,256	3,960	3,316	106	24	208	836	4,152

Appendix B2 - Opening Year (2024) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP
1 . Bella Pine Street and Luna Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	43	3	0	46	7	53	9	1	0	10	9	19
NBT	5	0	0	5	1	6	7	0	0	7	1	8
NBR	51	3	0	54	19	73	27	2	1	30	26	56
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	54	3	0	57	0	57	30	2	1	33	0	33
SBT	62	4	0	66	1	67	11	1	0	12	1	13
SBR	36	2	0	38	0	38	9	1	0	10	0	10
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	5	0	0	5	0	5	3	0	0	3	0	3
EBT	76	5	0	81	4	85	46	3	1	50	4	54
EBR	7	0	0	7	5	12	2	0	0	2	5	7
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	40	2	0	42	0	42	51	3	1	55	0	55
WBT	123	7	0	130	0	130	83	5	1	89	0	89
WBR	18	1	0	19	0	19	40	2	1	43	0	43
North Leg												
Approach	152	9	0	161	1	162	50	4	1	55	1	56
Departure	28	1	0	29	1	30	50	2	1	53	1	54
Total	180	10	0	190	2	192	100	6	2	108	2	110
South Leg												
Approach	99	6	0	105	27	132	43	3	1	47	36	83
Departure	109	6	0	115	6	121	64	4	1	69	6	75
Total	208	12	0	220	33	253	107	7	2	116	42	158
East Leg												
Approach	181	10	0	191	0	191	174	10	3	187	0	187
Departure	181	11	0	192	23	215	103	7	3	113	30	143
Total	362	21	0	383	23	406	277	17	6	300	30	330
West Leg												
Approach	88	5	0	93	9	102	51	3	1	55	9	64
Departure	202	12	0	214	7	221	101	7	1	109	9	118
Total	290	17	0	307	16	323	152	10	2	164	18	182
Total Approaches												
Approach	520	30	0	550	37	587	318	20	6	344	46	390
Departure	520	30	0	550	37	587	318	20	6	344	46	390
Total	1,040	60	0	1,100	74	1,174	636	40	12	688	92	780

Appendix B2 - Opening Year (2024) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP
2 Bella Pine Street and Pepperwood Street												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	2	2	7	0	0	7	3	10
NBT	26	2	0	28	27	55	36	2	0	38	36	74
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	27	2	0	29	6	35	60	4	0	64	7	71
SBR	6	0	0	6	0	6	15	1	1	17	0	17
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	14	1	0	15	0	15	17	1	1	19	0	19
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	1	0	0	1	2	3	6	0	0	6	3	9
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	33	2	0	35	6	41	75	5	1	81	7	88
Departure	40	3	0	43	27	70	53	3	1	57	36	93
Total	73	5	0	78	33	111	128	8	2	138	43	181
South Leg												
Approach	26	2	0	28	29	57	43	2	0	45	39	84
Departure	28	2	0	30	8	38	66	4	0	70	10	80
Total	54	4	0	58	37	95	109	6	0	115	49	164
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	15	1	0	16	2	18	23	1	1	25	3	28
Departure	6	0	0	6	2	8	22	1	1	24	3	27
Total	21	1	0	22	4	26	45	2	2	49	6	55
Total Approaches												
Approach	74	5	0	79	37	116	141	8	2	151	49	200
Departure	74	5	0	79	37	116	141	8	2	151	49	200
Total	148	10	0	158	74	232	282	16	4	302	98	400

Appendix B2 - Opening Year (2024) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP
3 Bella Pine Street and Driveway 1												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	26	2	0	28	0	28	43	3	0	46	0	46
NBR	0	0	0	0	37	37	0	0	0	0	41	41
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	8	8	0	0	0	0	9	9
SBT	28	2	0	30	0	30	66	4	0	70	0	70
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	5	5	0	0	0	0	7	7
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	29	29	0	0	0	0	39	39
North Leg												
Approach	28	2	0	30	8	38	66	4	0	70	9	79
Departure	26	2	0	28	29	57	43	3	0	46	39	85
Total	54	4	0	58	37	95	109	7	0	116	48	164
South Leg												
Approach	26	2	0	28	37	65	43	3	0	46	41	87
Departure	28	2	0	30	5	35	66	4	0	70	7	77
Total	54	4	0	58	42	100	109	7	0	116	48	164
East Leg												
Approach	0	0	0	0	34	34	0	0	0	0	46	46
Departure	0	0	0	0	45	45	0	0	0	0	50	50
Total	0	0	0	0	79	79	0	0	0	0	96	96
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	54	4	0	58	79	137	109	7	0	116	96	212
Departure	54	4	0	58	79	137	109	7	0	116	96	212
Total	108	8	0	116	158	274	218	14	0	232	192	424

Appendix B2 - Opening Year (2024) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP
4 Pena Road and La Mesa Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	2	0	0	2	0	2	0	0	0	0	0	0
NBT	16	1	0	17	4	21	4	0	0	4	4	8
NBR	24	1	0	25	0	25	22	1	0	23	0	23
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	29	2	0	31	0	31	19	1	0	20	0	20
SBT	23	1	0	24	3	27	17	1	0	18	4	22
SBR	30	2	0	32	2	34	20	1	0	21	3	24
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	21	1	0	22	4	26	12	1	0	13	4	17
EBT	71	4	0	75	0	75	65	4	1	70	0	70
EBR	1	0	0	1	0	1	1	0	0	1	0	1
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	7	0	0	7	0	7	23	1	0	24	0	24
WBT	25	2	0	27	1	28	59	4	1	64	1	65
WBR	18	1	0	19	30	49	26	2	0	28	33	61
North Leg												
Approach	82	5	0	87	5	92	56	3	0	59	7	66
Departure	55	3	0	58	38	96	42	3	0	45	41	86
Total	137	8	0	145	43	188	98	6	0	104	48	152
South Leg												
Approach	42	2	0	44	4	48	26	1	0	27	4	31
Departure	31	1	0	32	3	35	41	2	0	43	4	47
Total	73	3	0	76	7	83	67	3	0	70	8	78
East Leg												
Approach	50	3	0	53	31	84	108	7	1	116	34	150
Departure	124	7	0	131	0	131	106	6	1	113	0	113
Total	174	10	0	184	31	215	214	13	2	229	34	263
West Leg												
Approach	93	5	0	98	4	102	78	5	1	84	4	88
Departure	57	4	0	61	3	64	79	5	1	85	4	89
Total	150	9	0	159	7	166	157	10	2	169	8	177
Total Approaches												
Approach	267	15	0	282	44	326	268	16	2	286	49	335
Departure	267	15	0	282	44	326	268	16	2	286	49	335
Total	534	30	0	564	88	652	536	32	4	572	98	670

Appendix B2 - Opening Year (2024) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP
5 Driveway 2 and Luna Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	49	49	0	0	0	0	57	57
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	170	10	1	181	19	200	103	6	3	112	26	138
EBR	0	0	0	0	4	4	0	0	0	0	4	4
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	108	108	0	0	0	0	119	119
WBT	162	10	1	173	0	173	148	9	3	160	0	160
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	49	49	0	0	0	0	57	57
Departure	0	0	0	0	112	112	0	0	0	0	123	123
Total	0	0	0	0	161	161	0	0	0	0	180	180
East Leg												
Approach	162	10	1	173	108	281	148	9	3	160	119	279
Departure	170	10	1	181	68	249	103	6	3	112	83	195
Total	332	20	2	354	176	530	251	15	6	272	202	474
West Leg												
Approach	170	10	1	181	23	204	103	6	3	112	30	142
Departure	162	10	1	173	0	173	148	9	3	160	0	160
Total	332	20	2	354	23	377	251	15	6	272	30	302
Total Approaches												
Approach	332	20	2	354	180	534	251	15	6	272	206	478
Departure	332	20	2	354	180	534	251	15	6	272	206	478
Total	664	40	4	708	360	1,068	502	30	12	544	412	956

Appendix B2 - Opening Year (2024) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP
6 Driveway 3 and Luna Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	50	50	0	0	0	0	58	58
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	170	10	1	181	68	249	103	6	3	112	83	195
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	162	10	1	173	108	281	148	9	3	160	119	279
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	50	50	0	0	0	0	58	58
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	50	50	0	0	0	0	58	58
East Leg												
Approach	162	10	1	173	108	281	148	9	3	160	119	279
Departure	170	10	1	181	118	299	103	6	3	112	141	253
Total	332	20	2	354	226	580	251	15	6	272	260	532
West Leg												
Approach	170	10	1	181	68	249	103	6	3	112	83	195
Departure	162	10	1	173	108	281	148	9	3	160	119	279
Total	332	20	2	354	176	530	251	15	6	272	202	474
Total Approaches												
Approach	332	20	2	354	226	580	251	15	6	272	260	532
Departure	332	20	2	354	226	580	251	15	6	272	260	532
Total	664	40	4	708	452	1,160	502	30	12	544	520	1,064

Appendix B2 - Opening Year (2024) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP
7 Highway 395 and Luna Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	32	2	0	34	56	90	26	2	0	28	62	90
NBT	771	46	2	819	-45	774	769	46	6	821	-50	771
NBR	20	1	0	21	0	21	31	2	0	33	0	33
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	110	7	1	118	0	118	180	11	6	197	0	197
SBT	790	47	1	838	-11	827	915	55	6	976	-12	964
SBR	59	4	1	64	41	105	56	3	3	62	45	107
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	47	3	1	51	71	122	32	2	3	37	84	121
EBT	87	5	0	92	24	116	57	3	0	60	33	93
EBR	36	2	0	38	23	61	14	1	0	15	25	40
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	34	2	0	36	18	54	27	2	0	29	20	49
WBT	71	4	0	75	12	87	66	4	0	70	13	83
WBR	91	5	2	98	0	98	153	9	6	168	0	168
North Leg												
Approach	959	58	3	1,020	30	1,050	1,151	69	15	1,235	33	1,268
Departure	909	54	5	968	26	994	954	57	15	1,026	34	1,060
Total	1,868	112	8	1,988	56	2,044	2,105	126	30	2,261	67	2,328
South Leg												
Approach	823	49	2	874	11	885	826	50	6	882	12	894
Departure	860	51	1	912	30	942	956	58	6	1,020	33	1,053
Total	1,683	100	3	1,786	41	1,827	1,782	108	12	1,902	45	1,947
East Leg												
Approach	196	11	2	209	30	239	246	15	6	267	33	300
Departure	217	13	1	231	24	255	268	16	6	290	33	323
Total	413	24	3	440	54	494	514	31	12	557	66	623
West Leg												
Approach	170	10	1	181	118	299	103	6	3	112	142	254
Departure	162	10	1	173	109	282	148	9	3	160	120	280
Total	332	20	2	354	227	581	251	15	6	272	262	534
Total Approaches												
Approach	2,148	128	8	2,284	189	2,473	2,326	140	30	2,496	220	2,716
Departure	2,148	128	8	2,284	189	2,473	2,326	140	30	2,496	220	2,716
Total	4,296	256	16	4,568	378	4,946	4,652	280	60	4,992	440	5,432

Appendix B2 - Opening Year (2024) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP
8 Highway 395 and Driveway 4												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	823	49	2	874	11	885	826	50	6	882	12	894
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	860	52	1	913	-22	891	956	57	6	1019	-25	994
SBR	0	0	0	0	53	53	0	0	0	0	58	58
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	57	57	0	0	0	0	71	71
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	860	52	1	913	31	944	956	57	6	1,019	33	1,052
Departure	823	49	2	874	11	885	826	50	6	882	12	894
Total	1,683	101	3	1,787	42	1,829	1,782	107	12	1,901	45	1,946
South Leg												
Approach	823	49	2	874	11	885	826	50	6	882	12	894
Departure	860	52	1	913	35	948	956	57	6	1,019	46	1,065
Total	1,683	101	3	1,787	46	1,833	1,782	107	12	1,901	58	1,959
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	57	57	0	0	0	0	71	71
Departure	0	0	0	0	53	53	0	0	0	0	58	58
Total	0	0	0	0	110	110	0	0	0	0	129	129
Total Approaches												
Approach	1,683	101	3	1,787	99	1,886	1,782	107	12	1,901	116	2,017
Departure	1,683	101	3	1,787	99	1,886	1,782	107	12	1,901	116	2,017
Total	3,366	202	6	3,574	198	3,772	3,564	214	24	3,802	232	4,034

Appendix B2 - Opening Year (2024) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP	Exist Volumes	Growth	Cumul Trips	Opening Year NP	Project Trips	Opening Year WP
9 Highway 395 and La Mesa Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	13	1	0	14	18	32	22	1	0	23	20	43
NBT	825	50	0	875	5	880	758	45	0	803	5	808
NBR	28	2	0	30	0	30	43	3	0	46	0	46
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	61	4	1	66	15	81	49	3	0	52	20	72
SBT	833	50	0	883	18	901	909	55	0	964	25	989
SBR	9	1	0	10	1	11	16	1	0	17	1	18
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	15	1	0	16	0	16	18	1	0	19	0	19
EBT	61	4	0	65	0	65	52	3	0	55	0	55
EBR	32	2	0	34	0	34	41	2	0	43	0	43
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	39	2	0	41	0	41	26	2	0	28	0	28
WBT	25	2	0	27	12	39	74	4	0	78	13	91
WBR	39	2	1	42	6	48	68	4	0	72	7	79
North Leg												
Approach	903	55	1	959	34	993	974	59	0	1,033	46	1,079
Departure	879	53	1	933	11	944	844	50	0	894	12	906
Total	1,782	108	2	1,892	45	1,937	1,818	109	0	1,927	58	1,985
South Leg												
Approach	866	53	0	919	23	942	823	49	0	872	25	897
Departure	904	54	0	958	18	976	976	59	0	1,035	25	1,060
Total	1,770	107	0	1,877	41	1,918	1,799	108	0	1,907	50	1,957
East Leg												
Approach	103	6	1	110	18	128	168	10	0	178	20	198
Departure	150	10	1	161	15	176	144	9	0	153	20	173
Total	253	16	2	271	33	304	312	19	0	331	40	371
West Leg												
Approach	108	7	0	115	0	115	111	6	0	117	0	117
Departure	47	4	0	51	31	82	112	6	0	118	34	152
Total	155	11	0	166	31	197	223	12	0	235	34	269
Total Approaches												
Approach	1,980	121	2	2,103	75	2,178	2,076	124	0	2,200	91	2,291
Departure	1,980	121	2	2,103	75	2,178	2,076	124	0	2,200	91	2,291
Total	3,960	242	4	4,206	150	4,356	4,152	248	0	4,400	182	4,582

Appendix B3 - Year (2034) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist	Cumul	Year	Year	Year	Year	Exist	Cumul	Year	Year	Year	Year
	Volumes	Growth	Trips	NP	Trips	WP	Volumes	Growth	Trips	NP	Trips	WP
1 . Bella Pine Street and Luna Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	43	15	0	58	7	65	9	3	0	12	9	21
NBT	5	2	0	7	1	8	7	3	0	10	1	11
NBR	51	18	0	69	19	88	27	10	1	38	26	64
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	54	19	0	73	0	73	30	11	1	42	0	42
SBT	62	22	0	84	1	85	11	4	0	15	1	16
SBR	36	13	0	49	0	49	9	3	0	12	0	12
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	5	2	0	7	0	7	3	1	0	4	0	4
EBT	76	27	0	103	4	107	46	17	1	64	4	68
EBR	7	3	0	10	5	15	2	1	0	3	5	8
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	40	14	0	54	0	54	51	18	1	70	0	70
WBT	123	44	0	167	0	167	83	30	1	114	0	114
WBR	18	6	0	24	0	24	40	14	1	55	0	55
North Leg												
Approach	152	54	0	206	1	207	50	18	1	69	1	70
Departure	28	10	0	38	1	39	50	18	1	69	1	70
Total	180	64	0	244	2	246	100	36	2	138	2	140
South Leg												
Approach	99	35	0	134	27	161	43	16	1	60	36	96
Departure	109	39	0	148	6	154	64	23	1	88	6	94
Total	208	74	0	282	33	315	107	39	2	148	42	190
East Leg												
Approach	181	64	0	245	0	245	174	62	3	239	0	239
Departure	181	64	0	245	23	268	103	38	3	144	30	174
Total	362	128	0	490	23	513	277	100	6	383	30	413
West Leg												
Approach	88	32	0	120	9	129	51	19	1	71	9	80
Departure	202	72	0	274	7	281	101	36	1	138	9	147
Total	290	104	0	394	16	410	152	55	2	209	18	227
Total Approaches												
Approach	520	185	0	705	37	742	318	115	6	439	46	485
Departure	520	185	0	705	37	742	318	115	6	439	46	485
Total	1,040	370	0	1,410	74	1,484	636	230	12	878	92	970

Appendix B3 - Year (2034) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist	Growth	Cumul Trips	Year		Year	Exist	Growth	Cumul Trips	Year		Year
				2034 NP	Project Trips					2034 NP	Project Trips	
2 Bella Pine Street and Pepperwood Street	Volumes					2034 WP	Volumes					2034 WP
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	2	2	7	3	0	10	3	13
NBT	26	9	0	35	27	62	36	13	0	49	36	85
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	27	10	0	37	6	43	60	22	0	82	7	89
SBR	6	2	0	8	0	8	15	5	1	21	0	21
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	14	5	0	19	0	19	17	6	1	24	0	24
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	1	0	0	1	2	3	6	2	0	8	3	11
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	33	12	0	45	6	51	75	27	1	103	7	110
Departure	40	14	0	54	27	81	53	19	1	73	36	109
Total	73	26	0	99	33	132	128	46	2	176	43	219
South Leg												
Approach	26	9	0	35	29	64	43	16	0	59	39	98
Departure	28	10	0	38	8	46	66	24	0	90	10	100
Total	54	19	0	73	37	110	109	40	0	149	49	198
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	15	5	0	20	2	22	23	8	1	32	3	35
Departure	6	2	0	8	2	10	22	8	1	31	3	34
Total	21	7	0	28	4	32	45	16	2	63	6	69
Total Approaches												
Approach	74	26	0	100	37	137	141	51	2	194	49	243
Departure	74	26	0	100	37	137	141	51	2	194	49	243
Total	148	52	0	200	74	274	282	102	4	388	98	486

Appendix B3 - Year (2034) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist	Growth	Cumul Trips	Year		Year	Exist	Growth	Cumul Trips	Year		Year
				2034 NP	Project Trips					2034 NP	Project Trips	
3 Bella Pine Street and Driveway 1	Volumes					2034 WP	Volumes					2034 WP
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	26	9	0	35	0	35	43	15	0	58	0	58
NBR	0	0	0	0	37	37	0	0	0	0	41	41
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	8	8	0	0	0	0	9	9
SBT	28	10	0	38	0	38	66	24	0	90	0	90
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	5	5	0	0	0	0	7	7
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	29	29	0	0	0	0	39	39
North Leg												
Approach	28	10	0	38	8	46	66	24	0	90	9	99
Departure	26	9	0	35	29	64	43	15	0	58	39	97
Total	54	19	0	73	37	110	109	39	0	148	48	196
South Leg												
Approach	26	9	0	35	37	72	43	15	0	58	41	99
Departure	28	10	0	38	5	43	66	24	0	90	7	97
Total	54	19	0	73	42	115	109	39	0	148	48	196
East Leg												
Approach	0	0	0	0	34	34	0	0	0	0	46	46
Departure	0	0	0	0	45	45	0	0	0	0	50	50
Total	0	0	0	0	79	79	0	0	0	0	96	96
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	54	19	0	73	79	152	109	39	0	148	96	244
Departure	54	19	0	73	79	152	109	39	0	148	96	244
Total	108	38	0	146	158	304	218	78	0	296	192	488

Appendix B3 - Year (2034) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist	Cumul	Year	Project	Year		Exist	Cumul	Year	Project	Year	
	Volumes	Growth	Trips	NP	Trips	2034	Volumes	Growth	Trips	NP	Trips	2034
						WP						WP
4 Pena Road and La Mesa Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	2	1	0	3	0	3	0	0	0	0	0	0
NBT	16	6	0	22	4	26	4	1	0	5	4	9
NBR	24	9	0	33	0	33	22	8	0	30	0	30
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	29	10	0	39	0	39	19	7	0	26	0	26
SBT	23	8	0	31	3	34	17	6	0	23	4	27
SBR	30	11	0	41	2	43	20	7	0	27	3	30
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	21	8	0	29	4	33	12	4	0	16	4	20
EBT	71	26	0	97	0	97	65	23	1	89	0	89
EBR	1	0	0	1	0	1	1	0	0	1	0	1
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	7	3	0	10	0	10	23	8	0	31	0	31
WBT	25	9	0	34	1	35	59	21	1	81	1	82
WBR	18	6	0	24	30	54	26	9	0	35	33	68
North Leg												
Approach	82	29	0	111	5	116	56	20	0	76	7	83
Departure	55	20	0	75	38	113	42	14	0	56	41	97
Total	137	49	0	186	43	229	98	34	0	132	48	180
South Leg												
Approach	42	16	0	58	4	62	26	9	0	35	4	39
Departure	31	11	0	42	3	45	41	14	0	55	4	59
Total	73	27	0	100	7	107	67	23	0	90	8	98
East Leg												
Approach	50	18	0	68	31	99	108	38	1	147	34	181
Departure	124	45	0	169	0	169	106	38	1	145	0	145
Total	174	63	0	237	31	268	214	76	2	292	34	326
West Leg												
Approach	93	34	0	127	4	131	78	27	1	106	4	110
Departure	57	21	0	78	3	81	79	28	1	108	4	112
Total	150	55	0	205	7	212	157	55	2	214	8	222
Total Approaches												
Approach	267	97	0	364	44	408	268	94	2	364	49	413
Departure	267	97	0	364	44	408	268	94	2	364	49	413
Total	534	194	0	728	88	816	536	188	4	728	98	826

Appendix B3 - Year (2034) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist	Growth	Cumul	Year		Year	Exist	Growth	Cumul	Year		Year
				2034	Project					2034	Project	
	Volumes		Trips	NP	Trips	WP	Volumes		Trips	NP	Trips	WP
5 Driveway 2 and Luna Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	49	49	0	0	0	0	57	57
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	170	61	1	232	19	251	103	37	3	143	26	169
EBR	0	0	0	0	4	4	0	0	0	0	4	4
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	108	108	0	0	0	0	119	119
WBT	162	58	1	221	0	221	148	53	3	204	0	204
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	49	49	0	0	0	0	57	57
Departure	0	0	0	0	112	112	0	0	0	0	123	123
Total	0	0	0	0	161	161	0	0	0	0	180	180
East Leg												
Approach	162	58	1	221	108	329	148	53	3	204	119	323
Departure	170	61	1	232	68	300	103	37	3	143	83	226
Total	332	119	2	453	176	629	251	90	6	347	202	549
West Leg												
Approach	170	61	1	232	23	255	103	37	3	143	30	173
Departure	162	58	1	221	0	221	148	53	3	204	0	204
Total	332	119	2	453	23	476	251	90	6	347	30	377
Total Approaches												
Approach	332	119	2	453	180	633	251	90	6	347	206	553
Departure	332	119	2	453	180	633	251	90	6	347	206	553
Total	664	238	4	906	360	1,266	502	180	12	694	412	1,106

Appendix B3 - Year (2034) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist	Cumul	Year	Year	Year	Year	Exist	Cumul	Year	Year	Year	Year
	Volumes	Growth	Trips	NP	Trips	WP	Volumes	Growth	Trips	NP	Trips	WP
6 Driveway 3 and Luna Road												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	50	50	0	0	0	0	58	58
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	170	61	1	232	68	300	103	37	3	143	83	226
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	162	58	1	221	108	329	148	53	3	204	119	323
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	50	50	0	0	0	0	58	58
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	50	50	0	0	0	0	58	58
East Leg												
Approach	162	58	1	221	108	329	148	53	3	204	119	323
Departure	170	61	1	232	118	350	103	37	3	143	141	284
Total	332	119	2	453	226	679	251	90	6	347	260	607
West Leg												
Approach	170	61	1	232	68	300	103	37	3	143	83	226
Departure	162	58	1	221	108	329	148	53	3	204	119	323
Total	332	119	2	453	176	629	251	90	6	347	202	549
Total Approaches												
Approach	332	119	2	453	226	679	251	90	6	347	260	607
Departure	332	119	2	453	226	679	251	90	6	347	260	607
Total	664	238	4	906	452	1,358	502	180	12	694	520	1,214

Appendix B3 - Year (2034) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist	Growth	Cumul Trips	Year		Year	Exist	Growth	Cumul Trips	Year		Year
				2034 NP	Project Trips					2034 NP	Project Trips	
7 Highway 395 and Luna Road	Volumes					2034 WP	Volumes					2034 WP
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	32	12	0	44	56	100	26	9	0	35	62	97
NBT	771	278	2	1051	-45	1006	769	277	6	1052	-50	1002
NBR	20	7	0	27	0	27	31	11	0	42	0	42
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	110	40	1	151	0	151	180	65	6	251	0	251
SBT	790	284	1	1075	-11	1064	915	329	6	1250	-12	1238
SBR	59	21	1	81	41	122	56	20	3	79	45	124
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	47	17	1	65	71	136	32	12	3	47	84	131
EBT	87	31	0	118	24	142	57	21	0	78	33	111
EBR	36	13	0	49	23	72	14	5	0	19	25	44
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	34	12	0	46	18	64	27	10	0	37	20	57
WBT	71	26	0	97	12	109	66	24	0	90	13	103
WBR	91	33	2	126	0	126	153	55	6	214	0	214
North Leg												
Approach	959	345	3	1,307	30	1,337	1,151	414	15	1,580	33	1,613
Departure	909	328	5	1,242	26	1,268	954	344	15	1,313	34	1,347
Total	1,868	673	8	2,549	56	2,605	2,105	758	30	2,893	67	2,960
South Leg												
Approach	823	297	2	1,122	11	1,133	826	297	6	1,129	12	1,141
Departure	860	309	1	1,170	30	1,200	956	344	6	1,306	33	1,339
Total	1,683	606	3	2,292	41	2,333	1,782	641	12	2,435	45	2,480
East Leg												
Approach	196	71	2	269	30	299	246	89	6	341	33	374
Departure	217	78	1	296	24	320	268	97	6	371	33	404
Total	413	149	3	565	54	619	514	186	12	712	66	778
West Leg												
Approach	170	61	1	232	118	350	103	38	3	144	142	286
Departure	162	59	1	222	109	331	148	53	3	204	120	324
Total	332	120	2	454	227	681	251	91	6	348	262	610
Total Approaches												
Approach	2,148	774	8	2,930	189	3,119	2,326	838	30	3,194	220	3,414
Departure	2,148	774	8	2,930	189	3,119	2,326	838	30	3,194	220	3,414
Total	4,296	1,548	16	5,860	378	6,238	4,652	1,676	60	6,388	440	6,828

Appendix B3 - Year (2034) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist	Cumul	Year	Year	Year	Year	Exist	Cumul	Year	Year	Year	Year
	Volumes	Growth	Trips	NP	Trips	WP	Volumes	Growth	Trips	NP	Trips	WP
8 Highway 395 and Driveway 4												
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	823	296	2	1121	11	1132	826	297	6	1129	12	1141
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	860	310	1	1171	-22	1149	956	344	6	1306	-25	1281
SBR	0	0	0	0	53	53	0	0	0	0	58	58
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	57	57	0	0	0	0	71	71
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	860	310	1	1,171	31	1,202	956	344	6	1,306	33	1,339
Departure	823	296	2	1,121	11	1,132	826	297	6	1,129	12	1,141
Total	1,683	606	3	2,292	42	2,334	1,782	641	12	2,435	45	2,480
South Leg												
Approach	823	296	2	1,121	11	1,132	826	297	6	1,129	12	1,141
Departure	860	310	1	1,171	35	1,206	956	344	6	1,306	46	1,352
Total	1,683	606	3	2,292	46	2,338	1,782	641	12	2,435	58	2,493
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	57	57	0	0	0	0	71	71
Departure	0	0	0	0	53	53	0	0	0	0	58	58
Total	0	0	0	0	110	110	0	0	0	0	129	129
Total Approaches												
Approach	1,683	606	3	2,292	99	2,391	1,782	641	12	2,435	116	2,551
Departure	1,683	606	3	2,292	99	2,391	1,782	641	12	2,435	116	2,551
Total	3,366	1,212	6	4,584	198	4,782	3,564	1,282	24	4,870	232	5,102

Appendix B3 - Year (2034) Peak Hour Volume Summary

	Weekday											
	AM Peak Hour						PM Peak Hour					
	Exist	Growth	Cumul Trips	Year		Year	Exist	Growth	Cumul Trips	Year		Year
				2034 NP	Project Trips					2034 NP	Project Trips	
9 Highway 395 and La Mesa Road	Volumes					2034 WP	Volumes					2034 WP
NBU	0	0	0	0	0	0	0	0	0	0	0	0
NBL	13	5	0	18	18	36	22	8	0	30	20	50
NBT	825	297	0	1122	5	1127	758	273	0	1031	5	1036
NBR	28	10	0	38	0	38	43	15	0	58	0	58
SBU	0	0	0	0	0	0	0	0	0	0	0	0
SBL	61	22	1	84	15	99	49	18	0	67	20	87
SBT	833	300	0	1133	18	1151	909	327	0	1236	25	1261
SBR	9	3	0	12	1	13	16	6	0	22	1	23
EBU	0	0	0	0	0	0	0	0	0	0	0	0
EBL	15	5	0	20	0	20	18	6	0	24	0	24
EBT	61	22	0	83	0	83	52	19	0	71	0	71
EBR	32	12	0	44	0	44	41	15	0	56	0	56
WBU	0	0	0	0	0	0	0	0	0	0	0	0
WBL	39	14	0	53	0	53	26	9	0	35	0	35
WBT	25	9	0	34	12	46	74	27	0	101	13	114
WBR	39	14	1	54	6	60	68	24	0	92	7	99
North Leg												
Approach	903	325	1	1,229	34	1,263	974	351	0	1,325	46	1,371
Departure	879	316	1	1,196	11	1,207	844	303	0	1,147	12	1,159
Total	1,782	641	2	2,425	45	2,470	1,818	654	0	2,472	58	2,530
South Leg												
Approach	866	312	0	1,178	23	1,201	823	296	0	1,119	25	1,144
Departure	904	326	0	1,230	18	1,248	976	351	0	1,327	25	1,352
Total	1,770	638	0	2,408	41	2,449	1,799	647	0	2,446	50	2,496
East Leg												
Approach	103	37	1	141	18	159	168	60	0	228	20	248
Departure	150	54	1	205	15	220	144	52	0	196	20	216
Total	253	91	2	346	33	379	312	112	0	424	40	464
West Leg												
Approach	108	39	0	147	0	147	111	40	0	151	0	151
Departure	47	17	0	64	31	95	112	41	0	153	34	187
Total	155	56	0	211	31	242	223	81	0	304	34	338
Total Approaches												
Approach	1,980	713	2	2,695	75	2,770	2,076	747	0	2,823	91	2,914
Departure	1,980	713	2	2,695	75	2,770	2,076	747	0	2,823	91	2,914
Total	3,960	1,426	4	5,390	150	5,540	4,152	1,494	0	5,646	182	5,828

APPENDIX C: LEVEL OF SERVICE WORKSHEETS

HCM 6th TWSC
1: Bella Pine St & Luna Rd

EXIST AM

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	76	7	40	123	18	43	5	51	54	62	36
Future Vol, veh/h	5	76	7	40	123	18	43	5	51	54	62	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	80	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	101	9	53	164	24	57	7	68	72	83	48
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	110	0	0	468	414	106	439	406	176
Stage 1	-	-	-	-	-	-	120	120	-	282	282	-
Stage 2	-	-	-	-	-	-	348	294	-	157	124	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1386	-	-	1480	-	-	505	529	948	528	534	867
Stage 1	-	-	-	-	-	-	884	796	-	725	678	-
Stage 2	-	-	-	-	-	-	668	670	-	845	793	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1386	-	-	1480	-	-	406	507	948	470	512	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	406	507	-	470	512	-
Stage 1	-	-	-	-	-	-	880	792	-	721	654	-
Stage 2	-	-	-	-	-	-	532	646	-	774	789	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.7			13			15.4		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	584	1386	-	-	1480	-	-	548				
HCM Lane V/C Ratio	0.226	0.005	-	-	0.036	-	-	0.37				
HCM Control Delay (s)	13	7.6	-	-	7.5	-	-	15.4				
HCM Lane LOS	B	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	1.7				

HCM 6th TWSC
2: Bella Pine St & Pepperwood Street

EXIST AM

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	1	0	26	27	6
Future Vol, veh/h	14	1	0	26	27	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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	1	0	33	34	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	71	38	42	0	-	0
Stage 1	38	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	933	1034	1567	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	933	1034	1567	-	-	-
Mov Cap-2 Maneuver	933	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1567	-	939	-	-	
HCM Lane V/C Ratio	-	-	0.02	-	-	
HCM Control Delay (s)	0	-	8.9	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
3: Bella Pine St & Dwy 1

EXIST AM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	26	0	0	28
Future Vol, veh/h	0	0	26	0	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	28	0	0	30
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	58	28	0	0	28	0
Stage 1	28	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	949	1047	-	-	1585	-
Stage 1	995	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	949	1047	-	-	1585	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1585	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th TWSC
4: La Mesa Rd & Pena Rd

EXIST AM

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	71	1	7	25	18	2	16	24	29	23	30
Future Vol, veh/h	21	71	1	7	25	18	2	16	24	29	23	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	92	-	-	88	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	88	1	9	31	22	2	20	30	36	28	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	89	0	0	234	212	89	226	201	42
Stage 1	-	-	-	-	-	-	141	141	-	60	60	-
Stage 2	-	-	-	-	-	-	93	71	-	166	141	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1553	-	-	1506	-	-	721	685	969	729	695	1029
Stage 1	-	-	-	-	-	-	862	780	-	951	845	-
Stage 2	-	-	-	-	-	-	914	836	-	836	780	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1553	-	-	1506	-	-	661	669	969	679	679	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	661	669	-	679	679	-
Stage 1	-	-	-	-	-	-	847	767	-	935	840	-
Stage 2	-	-	-	-	-	-	846	831	-	776	767	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			1			9.7			10.3		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	812	1553	-	-	1506	-	-	776
HCM Lane V/C Ratio	0.064	0.017	-	-	0.006	-	-	0.13
HCM Control Delay (s)	9.7	7.4	-	-	7.4	-	-	10.3
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.4

HCM 6th TWSC
5: Dwy 2 & Luna Rd

EXIST AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	170	0	0	162	0	0
Future Vol, veh/h	170	0	0	162	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	0	0	176	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	93
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	946
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	946
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	0	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th TWSC
6: Dwy 3 & Luna Rd

EXIST AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	170	0	0	162	0	0
Future Vol, veh/h	170	0	0	162	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	0	0	176	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	93
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	946
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	946
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	0	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th Signalized Intersection Summary

7: Hwy 395 & Luna Rd

EXIST AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	87	36	34	71	91	32	771	20	110	790	59
Future Volume (veh/h)	47	87	36	34	71	91	32	771	20	110	790	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1870	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	53	99	41	39	81	103	36	876	23	125	898	67
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	210	178	154	210	188	289	2139	954	154	1852	826
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.36	1.00	1.00	0.10	0.55	0.55
Sat Flow, veh/h	1073	1772	1502	1117	1772	1585	1594	3367	1502	1594	3367	1502
Grp Volume(v), veh/h	53	99	41	39	81	103	36	876	23	125	898	67
Grp Sat Flow(s),veh/h/ln	1073	1772	1502	1117	1772	1585	1594	1683	1502	1594	1683	1502
Q Serve(g_s), s	4.3	4.7	2.2	3.0	3.8	5.5	1.4	0.0	0.0	6.9	14.7	1.9
Cycle Q Clear(g_c), s	8.1	4.7	2.2	7.7	3.8	5.5	1.4	0.0	0.0	6.9	14.7	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	210	178	154	210	188	289	2139	954	154	1852	826
V/C Ratio(X)	0.33	0.47	0.23	0.25	0.39	0.55	0.12	0.41	0.02	0.81	0.48	0.08
Avail Cap(c_a), veh/h	267	384	325	264	384	343	289	2139	954	292	1852	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	37.0	36.0	40.7	36.7	37.4	23.9	0.0	0.0	39.9	12.4	9.5
Incr Delay (d2), s/veh	1.2	1.6	0.7	0.9	1.2	2.5	0.2	0.6	0.0	9.9	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.1	0.8	0.8	1.7	2.2	0.5	0.2	0.0	2.9	4.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	38.7	36.6	41.5	37.8	39.9	24.1	0.6	0.0	49.8	13.3	9.7
LnGrp LOS	D	D	D	D	D	D	C	A	A	D	B	A
Approach Vol, veh/h	193				223				935			
Approach Delay, s/veh	39.0				39.4				1.5			
Approach LOS	D				D				A			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	61.7		15.2	20.8	54.0		15.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	16.5	40.5		19.5	7.5	49.5		19.5				
Max Q Clear Time (g_c+I1), s	8.9	2.0		10.1	3.4	16.7		9.7				
Green Ext Time (p_c), s	0.2	6.1		0.5	0.0	6.4		0.6				
Intersection Summary												
HCM 6th Ctrl Delay	15.0											
HCM 6th LOS	B											

HCM 6th TWSC
8: Hwy 395 & Dwy 4

EXIST AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	823	860	0
Future Vol, veh/h	0	0	0	823	860	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	895	935	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1293	468	-	0	-	0
Stage 1	935	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	-	-
Pot Cap-1 Maneuver	184	542	0	-	-	-
Stage 1	334	-	0	-	-	-
Stage 2	642	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	184	542	-	-	-	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	334	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	0	-	-		
HCM Lane LOS	-	A	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th Signalized Intersection Summary

9: Hwy 395 & La Mesa Rd

EXIST AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	61	32	39	25	39	13	825	28	61	833	9
Future Volume (veh/h)	15	61	32	39	25	39	13	825	28	61	833	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1870	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	16	65	34	41	27	41	14	878	30	65	886	10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	84	44	50	161	136	25	1056	895	233	1287	1091
Arrive On Green	0.02	0.08	0.08	0.03	0.09	0.09	0.02	0.60	0.60	0.15	0.73	0.73
Sat Flow, veh/h	1594	1096	573	1594	1772	1502	1594	1772	1502	1594	1772	1502
Grp Volume(v), veh/h	16	0	99	41	27	41	14	878	30	65	886	10
Grp Sat Flow(s),veh/h/ln	1594	0	1669	1594	1772	1502	1594	1772	1502	1594	1772	1502
Q Serve(g_s), s	1.2	0.0	7.0	3.1	1.7	2.3	1.0	47.6	0.7	4.4	32.8	0.2
Cycle Q Clear(g_c), s	1.2	0.0	7.0	3.1	1.7	2.3	1.0	47.6	0.7	4.4	32.8	0.2
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	27	0	128	50	161	136	25	1056	895	233	1287	1091
V/C Ratio(X)	0.58	0.00	0.77	0.82	0.17	0.30	0.57	0.83	0.03	0.28	0.69	0.01
Avail Cap(c_a), veh/h	66	0	250	66	266	225	66	1056	895	233	1287	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	0.0	54.4	57.8	50.4	29.2	58.7	19.4	5.4	45.6	9.0	4.5
Incr Delay (d2), s/veh	18.1	0.0	9.5	42.4	0.5	1.2	18.6	7.6	0.1	0.6	3.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.2	1.8	0.8	1.2	0.5	18.7	0.3	1.7	10.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	0.0	63.9	100.2	50.8	30.4	77.3	27.1	5.5	46.3	12.0	4.5
LnGrp LOS	E	A	E	F	D	C	E	C	A	D	B	A
Approach Vol, veh/h		115			109			922			961	
Approach Delay, s/veh		65.7			61.7			27.1			14.2	
Approach LOS		E			E			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	76.0	8.3	13.7	6.4	91.7	6.6	15.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	71.5	5.0	18.0	5.0	74.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	6.4	49.6	5.1	9.0	3.0	34.8	3.2	4.3				
Green Ext Time (p_c), s	0.0	5.9	0.0	0.2	0.0	6.8	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			25.2									
HCM 6th LOS			C									

HCM 6th TWSC
1: Bella Pine St & Luna Rd

EXIST PM

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	46	2	51	83	40	9	7	27	30	11	9
Future Vol, veh/h	3	46	2	51	83	40	9	7	27	30	11	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	51	2	57	92	44	10	8	30	33	12	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	53	0	0	297	308	52	305	287	114
Stage 1	-	-	-	-	-	-	58	58	-	228	228	-
Stage 2	-	-	-	-	-	-	239	250	-	77	59	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1448	-	-	1553	-	-	655	606	1016	647	623	939
Stage 1	-	-	-	-	-	-	954	847	-	775	715	-
Stage 2	-	-	-	-	-	-	764	700	-	932	846	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1448	-	-	1553	-	-	619	582	1016	603	599	939
Mov Cap-2 Maneuver	-	-	-	-	-	-	619	582	-	603	599	-
Stage 1	-	-	-	-	-	-	952	845	-	773	689	-
Stage 2	-	-	-	-	-	-	715	674	-	894	844	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			2.2			9.7			11.1		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	809	1448	-	-	1553	-	-	644
HCM Lane V/C Ratio	0.059	0.002	-	-	0.036	-	-	0.086
HCM Control Delay (s)	9.7	7.5	-	-	7.4	-	-	11.1
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.3

HCM 6th TWSC
2: Bella Pine St & Pepperwood Street

EXIST PM

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	6	7	36	60	15
Future Vol, veh/h	17	6	7	36	60	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	8	9	45	75	19
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	148	85	94	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	844	974	1500	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	839	974	1500	-	-	-
Mov Cap-2 Maneuver	839	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	1.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1500	-	870	-	-	
HCM Lane V/C Ratio	0.006	-	0.033	-	-	
HCM Control Delay (s)	7.4	0	9.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
3: Bella Pine St & Dwy 1

EXIST PM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	43	0	0	66
Future Vol, veh/h	0	0	43	0	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	47	0	0	72
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	119	47	0	0	47	0
Stage 1	47	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	877	1022	-	-	1560	-
Stage 1	975	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	877	1022	-	-	1560	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1560	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th TWSC
4: La Mesa Rd & Pena Rd

EXIST PM

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	65	1	23	59	26	0	4	22	19	17	20
Future Vol, veh/h	12	65	1	23	59	26	0	4	22	19	17	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	92	-	-	88	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	73	1	26	66	29	0	4	25	21	19	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	74	0	0	253	247	74	247	233	81
Stage 1	-	-	-	-	-	-	100	100	-	133	133	-
Stage 2	-	-	-	-	-	-	153	147	-	114	100	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1499	-	-	1526	-	-	700	655	988	707	667	979
Stage 1	-	-	-	-	-	-	906	812	-	870	786	-
Stage 2	-	-	-	-	-	-	849	775	-	891	812	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1499	-	-	1526	-	-	656	638	988	672	650	979
Mov Cap-2 Maneuver	-	-	-	-	-	-	656	638	-	672	650	-
Stage 1	-	-	-	-	-	-	898	805	-	862	773	-
Stage 2	-	-	-	-	-	-	795	762	-	856	805	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			1.6			9.1			10.3		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	911	1499	-	-	1526	-	-	748
HCM Lane V/C Ratio	0.032	0.009	-	-	0.017	-	-	0.084
HCM Control Delay (s)	9.1	7.4	-	-	7.4	-	-	10.3
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.3

HCM 6th TWSC
5: Dwy 2 & Luna Rd

EXIST PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	103	0	0	148	0	0
Future Vol, veh/h	103	0	0	148	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	0	0	161	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	56
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	999
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	999
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	0	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	103	0	0	148	0	0
Future Vol, veh/h	103	0	0	148	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	0	0	161	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	56
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	999
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	999
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	0	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th Signalized Intersection Summary

7: Hwy 395 & Luna Rd

EXIST PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	57	14	27	66	153	26	769	31	180	915	56
Future Volume (veh/h)	32	57	14	27	66	153	26	769	31	180	915	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1870	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	33	59	14	28	68	158	27	793	32	186	943	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	214	181	167	214	191	39	2131	951	213	2498	1114
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.02	0.63	0.63	0.13	0.74	0.74
Sat Flow, veh/h	1033	1772	1502	1187	1772	1585	1594	3367	1502	1594	3367	1502
Grp Volume(v), veh/h	33	59	14	28	68	158	27	793	32	186	943	58
Grp Sat Flow(s),veh/h/ln	1033	1772	1502	1187	1772	1585	1594	1683	1502	1594	1683	1502
Q Serve(g_s), s	3.6	3.6	1.0	2.6	4.2	11.7	2.0	13.6	1.0	13.7	12.0	1.2
Cycle Q Clear(g_c), s	7.8	3.6	1.0	6.3	4.2	11.7	2.0	13.6	1.0	13.7	12.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	214	181	167	214	191	39	2131	951	213	2498	1114
V/C Ratio(X)	0.22	0.28	0.08	0.17	0.32	0.83	0.69	0.37	0.03	0.87	0.38	0.05
Avail Cap(c_a), veh/h	278	436	369	316	436	390	193	2131	951	379	2498	1114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	48.0	46.8	50.8	48.2	51.5	58.1	10.6	8.3	51.0	5.5	4.2
Incr Delay (d2), s/veh	0.7	0.7	0.2	0.5	0.8	8.7	18.9	0.5	0.1	10.5	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.7	0.4	0.8	1.9	5.0	1.0	4.4	0.3	5.9	3.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	48.7	47.0	51.3	49.1	60.2	77.0	11.1	8.3	61.5	6.0	4.2
LnGrp LOS	D	D	D	D	D	E	E	B	A	E	A	A
Approach Vol, veh/h	106			254			852			1187		
Approach Delay, s/veh	49.7			56.3			13.1			14.6		
Approach LOS	D			E			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.6	80.5		19.0	7.5	93.6		19.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	28.5	48.5		29.5	14.5	62.5		29.5				
Max Q Clear Time (g_c+I1), s	15.7	15.6		9.8	4.0	14.0		13.7				
Green Ext Time (p_c), s	0.4	5.3		0.4	0.0	7.0		0.8				
Intersection Summary												
HCM 6th Ctrl Delay	20.0											
HCM 6th LOS	C											

HCM 6th TWSC
8: Hwy 395 & Dwy 4

EXIST PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	826	956	0
Future Vol, veh/h	0	0	0	826	956	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	898	1039	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1398	520	-	0	-	0
Stage 1	1039	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	-	-
Pot Cap-1 Maneuver	160	501	0	-	-	-
Stage 1	295	-	0	-	-	-
Stage 2	641	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	160	501	-	-	-	-
Mov Cap-2 Maneuver	160	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	0	-	-		
HCM Lane LOS	-	A	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th Signalized Intersection Summary

9: Hwy 395 & La Mesa Rd

EXIST PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	52	41	26	74	68	22	758	43	49	909	16
Future Volume (veh/h)	18	52	41	26	74	68	22	758	43	49	909	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1870	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	19	54	42	27	76	70	23	781	44	51	937	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	71	55	39	109	93	36	1255	1064	63	1286	1090
Arrive On Green	0.04	0.08	0.08	0.02	0.06	0.06	0.02	0.71	0.71	0.04	0.73	0.73
Sat Flow, veh/h	1594	924	719	1594	1772	1502	1594	1772	1502	1594	1772	1502
Grp Volume(v), veh/h	19	0	96	27	76	70	23	781	44	51	937	16
Grp Sat Flow(s),veh/h/ln	1594	0	1643	1594	1772	1502	1594	1772	1502	1594	1772	1502
Q Serve(g_s), s	1.4	0.0	6.9	2.0	5.0	4.8	1.7	27.6	0.7	3.8	36.9	0.2
Cycle Q Clear(g_c), s	1.4	0.0	6.9	2.0	5.0	4.8	1.7	27.6	0.7	3.8	36.9	0.2
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	0	127	39	109	93	36	1255	1064	63	1286	1090
V/C Ratio(X)	0.30	0.00	0.76	0.69	0.70	0.76	0.65	0.62	0.04	0.81	0.73	0.01
Avail Cap(c_a), veh/h	239	0	423	68	266	225	66	1255	1064	73	1286	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	0.0	54.3	58.1	55.2	42.7	58.2	9.1	2.3	57.2	9.6	1.5
Incr Delay (d2), s/veh	2.5	0.0	8.8	18.9	7.7	11.8	18.0	2.3	0.1	42.5	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.1	1.0	2.4	2.3	0.8	8.8	0.3	2.2	11.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	0.0	63.1	77.0	62.9	54.5	76.2	11.4	2.3	99.7	13.2	1.6
LnGrp LOS	E	A	E	E	E	D	E	B	A	F	B	A
Approach Vol, veh/h	115			173			848			1004		
Approach Delay, s/veh	62.3			61.7			12.7			17.4		
Approach LOS	E			E			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	89.5	7.5	13.8	7.2	91.6	9.3	11.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	60.5	5.1	30.9	5.0	61.0	18.0	18.0				
Max Q Clear Time (g_c+I1), s	5.8	29.6	4.0	8.9	3.7	38.9	3.4	7.0				
Green Ext Time (p_c), s	0.0	5.4	0.0	0.4	0.0	6.5	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay	21.6											
HCM 6th LOS	C											

HCM 6th TWSC
1: Bella Pine St & Luna Rd

OY NP AM

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	81	7	42	130	19	46	5	54	57	66	38
Future Vol, veh/h	5	81	7	42	130	19	46	5	54	57	66	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	80	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	108	9	56	173	25	61	7	72	76	88	51
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	198	0	0	117	0	0	494	437	113	464	429	186
Stage 1	-	-	-	-	-	-	127	127	-	298	298	-
Stage 2	-	-	-	-	-	-	367	310	-	166	131	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1375	-	-	1471	-	-	486	513	940	508	518	856
Stage 1	-	-	-	-	-	-	877	791	-	711	667	-
Stage 2	-	-	-	-	-	-	653	659	-	836	788	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1375	-	-	1471	-	-	382	491	940	449	496	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	382	491	-	449	496	-
Stage 1	-	-	-	-	-	-	873	787	-	707	642	-
Stage 2	-	-	-	-	-	-	510	634	-	762	784	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.7			13.6			16.4		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	558	1375	-	-	1471	-	-	529				
HCM Lane V/C Ratio	0.251	0.005	-	-	0.038	-	-	0.406				
HCM Control Delay (s)	13.6	7.6	-	-	7.5	-	-	16.4				
HCM Lane LOS	B	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	2				

HCM 6th TWSC
2: Bella Pine St & Pepperwood Street

OY NP AM

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	1	0	28	29	6
Future Vol, veh/h	15	1	0	28	29	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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	1	0	35	36	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	75	40	44	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	928	1031	1564	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	928	1031	1564	-	-	-
Mov Cap-2 Maneuver	928	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1564	-	934	-	-	
HCM Lane V/C Ratio	-	-	0.021	-	-	
HCM Control Delay (s)	0	-	8.9	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
3: Bella Pine St & Dwy 1

OY NP AM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	28	0	0	30
Future Vol, veh/h	0	0	28	0	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	30	0	0	33
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	63	30	0	0	30	0
Stage 1	30	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	943	1044	-	-	1583	-
Stage 1	993	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	943	1044	-	-	1583	-
Mov Cap-2 Maneuver	943	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1583	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th TWSC
4: La Mesa Rd & Pena Rd

OY NP AM

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	75	1	7	27	19	2	17	25	31	24	32
Future Vol, veh/h	22	75	1	7	27	19	2	17	25	31	24	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	92	-	-	88	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	93	1	9	33	23	2	21	31	38	30	40
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	56	0	0	94	0	0	246	222	94	237	211	45
Stage 1	-	-	-	-	-	-	148	148	-	63	63	-
Stage 2	-	-	-	-	-	-	98	74	-	174	148	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1549	-	-	1500	-	-	708	677	963	717	686	1025
Stage 1	-	-	-	-	-	-	855	775	-	948	842	-
Stage 2	-	-	-	-	-	-	908	833	-	828	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1549	-	-	1500	-	-	646	661	963	665	670	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	646	661	-	665	670	-
Stage 1	-	-	-	-	-	-	840	762	-	932	837	-
Stage 2	-	-	-	-	-	-	837	828	-	766	762	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			1			9.8			10.5		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	803	1549	-	-	1500	-	-	765				
HCM Lane V/C Ratio	0.068	0.018	-	-	0.006	-	-	0.14				
HCM Control Delay (s)	9.8	7.4	-	-	7.4	-	-	10.5				
HCM Lane LOS	A	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.5				

HCM 6th TWSC
5: Dwy 2 & Luna Rd

OY NP AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	181	0	0	173	0	0
Future Vol, veh/h	181	0	0	173	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	197	0	0	188	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	99
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	937
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	937
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	0	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th TWSC
6: Dwy 3 & Luna Rd

OY NP AM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	181	0	0	173	0	0
Future Vol, veh/h	181	0	0	173	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	197	0	0	188	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	99
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	937
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	937
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	0	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th Signalized Intersection Summary

7: Hwy 395 & Luna Rd

OY NP AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	92	38	36	75	98	34	819	21	118	838	64
Future Volume (veh/h)	51	92	38	36	75	98	34	819	21	118	838	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1870	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	58	105	43	41	85	111	39	931	24	134	952	73
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	218	185	147	218	195	266	1532	683	457	1936	863
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.17	0.46	0.46	0.29	0.57	0.57
Sat Flow, veh/h	1062	1772	1502	1109	1772	1585	1594	3367	1502	1594	3367	1502
Grp Volume(v), veh/h	58	105	43	41	85	111	39	931	24	134	952	73
Grp Sat Flow(s),veh/h/ln	1062	1772	1502	1109	1772	1585	1594	1683	1502	1594	1683	1502
Q Serve(g_s), s	5.3	5.5	2.6	3.6	4.4	6.6	2.1	20.8	0.9	6.5	16.8	2.2
Cycle Q Clear(g_c), s	9.7	5.5	2.6	9.1	4.4	6.6	2.1	20.8	0.9	6.5	16.8	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	218	185	147	218	195	266	1532	683	457	1936	863
V/C Ratio(X)	0.37	0.48	0.23	0.28	0.39	0.57	0.15	0.61	0.04	0.29	0.49	0.08
Avail Cap(c_a), veh/h	243	363	308	238	363	325	266	1532	683	457	1936	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	40.9	39.6	45.1	40.4	41.4	35.6	20.5	15.1	27.8	12.6	9.5
Incr Delay (d2), s/veh	1.5	1.6	0.6	1.0	1.1	2.6	0.3	1.8	0.1	0.4	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.5	1.0	1.0	1.9	2.6	0.8	7.5	0.3	2.4	5.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	42.5	40.2	46.1	41.5	44.0	35.8	22.3	15.2	28.1	13.5	9.7
LnGrp LOS	D	D	D	D	D	D	D	C	B	C	B	A
Approach Vol, veh/h	206			237			994			1159		
Approach Delay, s/veh	43.1			43.5			22.7			14.9		
Approach LOS	D			D			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.2	50.0		16.8	21.2	62.0		16.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	45.5		20.5	8.5	57.5		20.5				
Max Q Clear Time (g_c+I1), s	8.5	22.8		11.7	4.1	18.8		11.1				
Green Ext Time (p_c), s	0.2	5.9		0.6	0.0	7.0		0.6				
Intersection Summary												
HCM 6th Ctrl Delay	22.7											
HCM 6th LOS	C											

HCM 6th TWSC
8: Hwy 395 & Dwy 4

OY NP AM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	874	913	0
Future Vol, veh/h	0	0	0	874	913	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	950	992	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1372	496	-	0	-	0
Stage 1	992	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	-	-
Pot Cap-1 Maneuver	166	519	0	-	-	-
Stage 1	312	-	0	-	-	-
Stage 2	625	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	519	-	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	0	-	-		
HCM Lane LOS	-	A	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th Signalized Intersection Summary

9: Hwy 395 & La Mesa Rd

OY NP AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	65	34	41	27	42	14	875	30	66	883	10
Future Volume (veh/h)	16	65	34	41	27	42	14	875	30	66	883	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1870	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	17	69	36	44	29	45	15	931	32	70	939	11
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	88	46	54	170	144	26	1056	895	223	1275	1080
Arrive On Green	0.02	0.08	0.08	0.03	0.10	0.10	0.02	0.79	0.60	0.14	0.72	0.72
Sat Flow, veh/h	1594	1097	572	1594	1772	1502	1594	1772	1502	1594	1772	1502
Grp Volume(v), veh/h	17	0	105	44	29	45	15	931	32	70	939	11
Grp Sat Flow(s),veh/h/ln	1594	0	1669	1594	1772	1502	1594	1772	1502	1594	1772	1502
Q Serve(g_s), s	1.3	0.0	7.4	3.3	1.8	2.6	1.1	43.4	0.8	4.7	38.0	0.2
Cycle Q Clear(g_c), s	1.3	0.0	7.4	3.3	1.8	2.6	1.1	43.4	0.8	4.7	38.0	0.2
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	29	0	134	54	170	144	26	1056	895	223	1275	1080
V/C Ratio(X)	0.59	0.00	0.78	0.81	0.17	0.31	0.57	0.88	0.04	0.31	0.74	0.01
Avail Cap(c_a), veh/h	66	0	250	66	266	225	66	1056	895	223	1275	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	0.0	54.2	57.6	49.8	29.4	58.6	9.5	5.3	46.4	10.1	4.8
Incr Delay (d2), s/veh	17.9	0.0	9.6	44.7	0.5	1.2	18.3	10.6	0.1	0.8	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.4	2.0	0.8	1.3	0.6	9.3	0.3	1.9	12.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.4	0.0	63.7	102.3	50.3	30.6	76.9	20.1	5.4	47.2	13.9	4.8
LnGrp LOS	E	A	E	F	D	C	E	C	A	D	B	A
Approach Vol, veh/h	122			118			978			1020		
Approach Delay, s/veh	65.5			62.2			20.5			16.1		
Approach LOS	E			E			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.3	76.0	8.6	14.1	6.5	90.8	6.7	16.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	71.5	5.0	18.0	5.0	74.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	6.7	45.4	5.3	9.4	3.1	40.0	3.3	4.6				
Green Ext Time (p_c), s	0.0	6.9	0.0	0.2	0.0	7.4	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	23.1											
HCM 6th LOS	C											

HCM 6th TWSC
1: Bella Pine St & Luna Rd

OY NP PM

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	50	2	55	89	43	10	7	30	33	12	10
Future Vol, veh/h	3	50	2	55	89	43	10	7	30	33	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	56	2	61	99	48	11	8	33	37	13	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	58	0	0	320	332	57	329	309	123
Stage 1	-	-	-	-	-	-	63	63	-	245	245	-
Stage 2	-	-	-	-	-	-	257	269	-	84	64	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1435	-	-	1546	-	-	633	588	1009	624	605	928
Stage 1	-	-	-	-	-	-	948	842	-	759	703	-
Stage 2	-	-	-	-	-	-	748	687	-	924	842	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1546	-	-	595	564	1009	578	580	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	595	564	-	578	580	-
Stage 1	-	-	-	-	-	-	946	840	-	757	676	-
Stage 2	-	-	-	-	-	-	696	660	-	883	840	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			2.2			9.8			11.4		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	797	1435	-	-	1546	-	-	621				
HCM Lane V/C Ratio	0.066	0.002	-	-	0.04	-	-	0.098				
HCM Control Delay (s)	9.8	7.5	-	-	7.4	-	-	11.4				
HCM Lane LOS	A	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.3				

HCM 6th TWSC
2: Bella Pine St & Pepperwood Street

OY NP PM

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	6	7	38	64	17
Future Vol, veh/h	19	6	7	38	64	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	8	9	48	80	21
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	157	91	101	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	834	967	1491	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	829	967	1491	-	-	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	1.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1491	-	858	-	-	
HCM Lane V/C Ratio	0.006	-	0.036	-	-	
HCM Control Delay (s)	7.4	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
3: Bella Pine St & Dwy 1

OY NP PM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	46	0	0	70
Future Vol, veh/h	0	0	46	0	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	50	0	0	76
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	126	50	0	0	50	0
Stage 1	50	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	869	1018	-	-	1557	-
Stage 1	972	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	869	1018	-	-	1557	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	0	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1557	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th TWSC
4: La Mesa Rd & Pena Rd

OY NP PM

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	70	1	24	64	28	0	4	23	20	18	21
Future Vol, veh/h	13	70	1	24	64	28	0	4	23	20	18	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	92	-	-	88	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	79	1	27	72	31	0	4	26	22	20	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	103	0	0	80	0	0	274	267	80	267	252	88
Stage 1	-	-	-	-	-	-	110	110	-	142	142	-
Stage 2	-	-	-	-	-	-	164	157	-	125	110	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1489	-	-	1518	-	-	678	639	980	686	651	970
Stage 1	-	-	-	-	-	-	895	804	-	861	779	-
Stage 2	-	-	-	-	-	-	838	768	-	879	804	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1489	-	-	1518	-	-	632	621	980	650	633	970
Mov Cap-2 Maneuver	-	-	-	-	-	-	632	621	-	650	633	-
Stage 1	-	-	-	-	-	-	886	796	-	852	765	-
Stage 2	-	-	-	-	-	-	782	754	-	842	796	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			1.5			9.1			10.4		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	903	1489	-	-	1518	-	-	730
HCM Lane V/C Ratio	0.034	0.01	-	-	0.018	-	-	0.091
HCM Control Delay (s)	9.1	7.4	-	-	7.4	-	-	10.4
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.3

HCM 6th TWSC
5: Dwy 2 & Luna Rd

OY NP PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	112	0	0	160	0	0
Future Vol, veh/h	112	0	0	160	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	0	0	174	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	61
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	991
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	991
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	0	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th TWSC
6: Dwy 3 & Luna Rd

OY NP PM

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	112	0	0	160	0	0
Future Vol, veh/h	112	0	0	160	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	0	0	174	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	61
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	991
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	991
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	0	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th Signalized Intersection Summary

7: Hwy 395 & Luna Rd

OY NP PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	60	15	29	70	168	28	821	33	197	976	62
Future Volume (veh/h)	37	60	15	29	70	168	28	821	33	197	976	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1870	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	38	62	15	30	72	173	29	846	34	203	1006	64
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	234	198	191	234	209	220	1431	638	491	2003	893
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.14	0.43	0.43	0.31	0.60	0.60
Sat Flow, veh/h	1015	1772	1502	1183	1772	1585	1594	3367	1502	1594	3367	1502
Grp Volume(v), veh/h	38	62	15	30	72	173	29	846	34	203	1006	64
Grp Sat Flow(s),veh/h/ln	1015	1772	1502	1183	1772	1585	1594	1683	1502	1594	1683	1502
Q Serve(g_s), s	3.5	3.1	0.9	2.3	3.7	10.6	1.6	19.3	1.3	10.1	17.3	1.8
Cycle Q Clear(g_c), s	7.2	3.1	0.9	5.5	3.7	10.6	1.6	19.3	1.3	10.1	17.3	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	169	234	198	191	234	209	220	1431	638	491	2003	893
V/C Ratio(X)	0.23	0.27	0.08	0.16	0.31	0.83	0.13	0.59	0.05	0.41	0.50	0.07
Avail Cap(c_a), veh/h	233	346	293	265	346	309	220	1431	638	491	2003	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	39.0	38.1	41.5	39.3	42.3	37.8	22.1	16.9	27.4	11.7	8.6
Incr Delay (d2), s/veh	0.7	0.6	0.2	0.4	0.7	11.2	0.3	1.8	0.2	0.6	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.4	0.3	0.7	1.6	4.7	0.6	7.1	0.4	3.6	5.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	39.6	38.2	41.9	40.0	53.5	38.1	23.9	17.1	28.0	12.6	8.7
LnGrp LOS	D	D	D	D	D	D	D	C	B	C	B	A
Approach Vol, veh/h	115			275			909			1273		
Approach Delay, s/veh	40.6			48.7			24.1			14.9		
Approach LOS	D			D			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.3	47.0		17.7	18.3	64.0		17.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	24.5	42.5		19.5	7.5	59.5		19.5				
Max Q Clear Time (g_c+I1), s	12.1	21.3		9.2	3.6	19.3		12.6				
Green Ext Time (p_c), s	0.4	5.2		0.3	0.0	7.6		0.6				
Intersection Summary												
HCM 6th Ctrl Delay	22.9											
HCM 6th LOS	C											

HCM 6th TWSC
8: Hwy 395 & Dwy 4

OY NP PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	882	1019	0
Future Vol, veh/h	0	0	0	882	1019	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	959	1108	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1492	554	-	0	-	0
Stage 1	1108	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	-	-
Pot Cap-1 Maneuver	141	476	0	-	-	-
Stage 1	271	-	0	-	-	-
Stage 2	622	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	476	-	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	271	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	0	-	-		
HCM Lane LOS	-	A	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th Signalized Intersection Summary

9: Hwy 395 & La Mesa Rd

OY NP PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	55	43	28	78	72	23	803	46	52	964	17
Future Volume (veh/h)	19	55	43	28	78	72	23	803	46	52	964	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1870	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	20	57	44	29	80	74	24	828	47	54	994	18
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	75	58	41	113	96	37	1244	1054	67	1277	1082
Arrive On Green	0.04	0.08	0.08	0.03	0.06	0.06	0.02	0.93	0.70	0.04	0.72	0.72
Sat Flow, veh/h	1594	927	716	1594	1772	1502	1594	1772	1502	1594	1772	1502
Grp Volume(v), veh/h	20	0	101	29	80	74	24	828	47	54	994	18
Grp Sat Flow(s),veh/h/ln	1594	0	1643	1594	1772	1502	1594	1772	1502	1594	1772	1502
Q Serve(g_s), s	1.5	0.0	7.2	2.2	5.3	5.1	1.8	9.9	0.8	4.0	42.8	0.2
Cycle Q Clear(g_c), s	1.5	0.0	7.2	2.2	5.3	5.1	1.8	9.9	0.8	4.0	42.8	0.2
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	0	132	41	113	96	37	1244	1054	67	1277	1082
V/C Ratio(X)	0.30	0.00	0.76	0.70	0.71	0.77	0.66	0.67	0.04	0.81	0.78	0.02
Avail Cap(c_a), veh/h	239	0	423	68	266	225	66	1244	1054	73	1277	1082
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	0.0	54.1	58.0	55.0	42.3	58.2	1.5	2.4	57.0	10.6	1.6
Incr Delay (d2), s/veh	2.4	0.0	8.8	19.7	7.7	12.1	18.2	2.8	0.1	44.2	4.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.2	1.1	2.6	2.5	0.9	2.2	0.3	2.4	13.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	0.0	62.9	77.6	62.8	54.4	76.3	4.3	2.5	101.2	15.4	1.6
LnGrp LOS	E	A	E	E	E	D	E	A	A	F	B	A
Approach Vol, veh/h	121			183			899			1066		
Approach Delay, s/veh	62.1			61.8			6.2			19.5		
Approach LOS	E			E			A			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	88.7	7.6	14.1	7.3	91.0	9.6	12.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	60.5	5.1	30.9	5.0	61.0	18.0	18.0				
Max Q Clear Time (g_c+l1), s	6.0	11.9	4.2	9.2	3.8	44.8	3.5	7.3				
Green Ext Time (p_c), s	0.0	6.2	0.0	0.4	0.0	6.3	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay	19.9											
HCM 6th LOS	B											

HCM 6th TWSC
1: Bella Pine St & Luna Rd

OY WithP AM

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	85	12	42	130	19	53	6	73	57	67	38
Future Vol, veh/h	5	85	12	42	130	19	53	6	73	57	67	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	80	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	113	16	56	173	25	71	8	97	76	89	51
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	198	0	0	129	0	0	503	445	121	486	441	186
Stage 1	-	-	-	-	-	-	135	135	-	298	298	-
Stage 2	-	-	-	-	-	-	368	310	-	188	143	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1375	-	-	1457	-	-	479	508	930	492	510	856
Stage 1	-	-	-	-	-	-	868	785	-	711	667	-
Stage 2	-	-	-	-	-	-	652	659	-	814	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1375	-	-	1457	-	-	375	486	930	421	488	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	375	486	-	421	488	-
Stage 1	-	-	-	-	-	-	864	781	-	707	642	-
Stage 2	-	-	-	-	-	-	508	634	-	718	775	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.7			14.1			17.1		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	569	1375	-	-	1457	-	-	511				
HCM Lane V/C Ratio	0.309	0.005	-	-	0.038	-	-	0.423				
HCM Control Delay (s)	14.1	7.6	-	-	7.6	-	-	17.1				
HCM Lane LOS	B	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	2.1				

HCM 6th TWSC
2: Bella Pine St & Pepperwood Street

OY WithP AM

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	3	2	55	35	6
Future Vol, veh/h	15	3	2	55	35	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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	4	3	69	44	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	123	48	52	0	-	0
Stage 1	48	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	872	1021	1554	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	870	1021	1554	-	-	-
Mov Cap-2 Maneuver	870	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.1	0.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1554	-	892	-	-	
HCM Lane V/C Ratio	0.002	-	0.025	-	-	
HCM Control Delay (s)	7.3	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
3: Bella Pine St & Dwy 1

OY With P AM

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	29	28	37	8	30
Future Vol, veh/h	5	29	28	37	8	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	30	40	9	33
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	101	50	0	0	70	0
Stage 1	50	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	898	1018	-	-	1531	-
Stage 1	972	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	893	1018	-	-	1531	-
Mov Cap-2 Maneuver	893	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.8	0		1.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 997		1531	-	
HCM Lane V/C Ratio	-	- 0.037		0.006	-	
HCM Control Delay (s)	-	- 8.8		7.4	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0.1		0	-	

HCM 6th TWSC
4: La Mesa Rd & Pena Rd

OY WithP AM

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	75	1	7	28	49	2	21	25	31	27	34
Future Vol, veh/h	26	75	1	7	28	49	2	21	25	31	27	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	92	-	-	88	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	93	1	9	35	60	2	26	31	38	33	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	94	0	0	279	271	94	269	241	65
Stage 1	-	-	-	-	-	-	158	158	-	83	83	-
Stage 2	-	-	-	-	-	-	121	113	-	186	158	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1499	-	-	1500	-	-	673	636	963	684	660	999
Stage 1	-	-	-	-	-	-	844	767	-	925	826	-
Stage 2	-	-	-	-	-	-	883	802	-	816	767	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1499	-	-	1500	-	-	606	619	963	628	642	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	606	619	-	628	642	-
Stage 1	-	-	-	-	-	-	826	751	-	906	821	-
Stage 2	-	-	-	-	-	-	807	797	-	746	751	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.6			10.1			10.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	760	1499	-	-	1500	-	-	733
HCM Lane V/C Ratio	0.078	0.021	-	-	0.006	-	-	0.155
HCM Control Delay (s)	10.1	7.5	-	-	7.4	-	-	10.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.5

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	200	4	108	173	0	49
Future Vol, veh/h	200	4	108	173	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	217	4	117	188	0	53
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	221	0	-	111
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1345	-	0	921
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	-	921
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3		9.1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	921	-	-	1345	-	
HCM Lane V/C Ratio	0.058	-	-	0.087	-	
HCM Control Delay (s)	9.1	-	-	7.9	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0.3	-	

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	249	0	0	281	0	50
Future Vol, veh/h	249	0	0	281	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	271	0	0	305	0	54

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 136
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 888
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 888
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	888	-	-	-
HCM Lane V/C Ratio	0.061	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

HCM 6th Signalized Intersection Summary

7: Hwy 395 & Luna Rd

OY WithP AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	116	61	54	87	98	90	774	21	118	827	105
Future Volume (veh/h)	122	116	61	54	87	98	90	774	21	118	827	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1870	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	139	132	69	61	99	111	102	880	24	134	940	119
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	361	306	220	361	323	328	1883	840	162	1532	683
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.21	0.56	0.56	0.10	0.46	0.46
Sat Flow, veh/h	1048	1772	1502	1057	1772	1585	1594	3367	1502	1594	3367	1502
Grp Volume(v), veh/h	139	132	69	61	99	111	102	880	24	134	940	119
Grp Sat Flow(s),veh/h/ln	1048	1772	1502	1057	1772	1585	1594	1683	1502	1594	1683	1502
Q Serve(g_s), s	12.9	6.4	3.8	5.3	4.7	6.0	5.4	15.6	0.7	8.2	21.1	4.7
Cycle Q Clear(g_c), s	17.6	6.4	3.8	11.7	4.7	6.0	5.4	15.6	0.7	8.2	21.1	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	361	306	220	361	323	328	1883	840	162	1532	683
V/C Ratio(X)	0.59	0.37	0.23	0.28	0.27	0.34	0.31	0.47	0.03	0.83	0.61	0.17
Avail Cap(c_a), veh/h	290	452	383	274	452	404	328	1883	840	295	1532	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	34.2	33.2	39.3	33.6	34.1	33.7	13.1	9.9	44.1	20.6	16.1
Incr Delay (d2), s/veh	2.3	0.6	0.4	0.7	0.4	0.6	0.5	0.8	0.1	10.1	1.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.8	1.4	1.4	2.0	2.3	2.0	5.1	0.2	3.5	7.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	34.9	33.6	39.9	34.0	34.7	34.2	14.0	9.9	54.2	22.5	16.7
LnGrp LOS	D	C	C	D	C	C	C	B	A	D	C	B
Approach Vol, veh/h	340			271			1006			1193		
Approach Delay, s/veh	38.1			35.6			15.9			25.4		
Approach LOS	D			D			B			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	60.4		24.9	25.1	50.0		24.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.5	42.5		25.5	15.5	45.5		25.5				
Max Q Clear Time (g_c+I1), s	10.2	17.6		19.6	7.4	23.1		13.7				
Green Ext Time (p_c), s	0.2	5.7		0.8	0.1	6.3		0.8				

Intersection Summary

HCM 6th Ctrl Delay 24.5

HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th TWSC
8: Hwy 395 & Dwy 4

OY WithP AM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	57	0	885	891	53
Future Vol, veh/h	0	57	0	885	891	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	0	962	968	58
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1382	513	-	0	-	0
Stage 1	997	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	-	-
Pot Cap-1 Maneuver	164	506	0	-	-	-
Stage 1	310	-	0	-	-	-
Stage 2	622	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	164	506	-	-	-	-
Mov Cap-2 Maneuver	164	-	-	-	-	-
Stage 1	310	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.1	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	506	-	-		
HCM Lane V/C Ratio	-	0.122	-	-		
HCM Control Delay (s)	-	13.1	-	-		
HCM Lane LOS	-	B	-	-		
HCM 95th %tile Q(veh)	-	0.4	-	-		

HCM 6th Signalized Intersection Summary

9: Hwy 395 & La Mesa Rd

OY WithP AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	65	34	41	39	48	32	880	30	81	901	11
Future Volume (veh/h)	16	65	34	41	39	48	32	880	30	81	901	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1870	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	17	69	36	44	41	51	34	936	32	86	959	12
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	88	46	54	171	145	45	1056	895	223	1254	1062
Arrive On Green	0.02	0.08	0.08	0.03	0.10	0.10	0.06	1.00	1.00	0.28	1.00	1.00
Sat Flow, veh/h	1594	1097	572	1594	1772	1502	1594	1772	1502	1594	1772	1502
Grp Volume(v), veh/h	17	0	105	44	41	51	34	936	32	86	959	12
Grp Sat Flow(s),veh/h/ln	1594	0	1669	1594	1772	1502	1594	1772	1502	1594	1772	1502
Q Serve(g_s), s	1.3	0.0	7.4	3.3	2.6	2.9	2.5	0.0	0.0	5.2	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	7.4	3.3	2.6	2.9	2.5	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	29	0	134	54	171	145	45	1056	895	223	1254	1062
V/C Ratio(X)	0.59	0.00	0.78	0.81	0.24	0.35	0.76	0.89	0.04	0.39	0.77	0.01
Avail Cap(c_a), veh/h	66	0	250	66	266	225	66	1056	895	223	1254	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	0.0	54.2	57.6	50.2	29.5	56.2	0.0	0.0	39.0	0.0	0.0
Incr Delay (d2), s/veh	17.9	0.0	9.5	44.7	0.7	1.5	23.8	11.0	0.1	1.1	4.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.4	2.0	1.1	1.4	1.3	3.2	0.0	1.9	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.4	0.0	63.7	102.3	50.9	30.9	80.0	11.0	0.1	40.1	4.5	0.0
LnGrp LOS	E	A	E	F	D	C	F	B	A	D	A	A
Approach Vol, veh/h	122			136			1002			1057		
Approach Delay, s/veh	65.5			60.0			13.0			7.3		
Approach LOS	E			E			B			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.3	76.0	8.6	14.1	7.9	89.4	6.7	16.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	71.5	5.0	18.0	5.0	74.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	7.2	2.0	5.3	9.4	4.5	2.0	3.3	4.9				
Green Ext Time (p_c), s	0.0	7.9	0.0	0.2	0.0	8.2	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	15.9											
HCM 6th LOS	B											

HCM 6th TWSC
1: Bella Pine St & Luna Rd

OY WithP PM

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	54	7	55	89	43	19	8	56	33	13	10
Future Vol, veh/h	3	54	7	55	89	43	19	8	56	33	13	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	60	8	61	99	48	21	9	62	37	14	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	68	0	0	328	339	64	351	319	123
Stage 1	-	-	-	-	-	-	70	70	-	245	245	-
Stage 2	-	-	-	-	-	-	258	269	-	106	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1435	-	-	1533	-	-	625	582	1000	604	598	928
Stage 1	-	-	-	-	-	-	940	837	-	759	703	-
Stage 2	-	-	-	-	-	-	747	687	-	900	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1533	-	-	586	558	1000	542	573	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	586	558	-	542	573	-
Stage 1	-	-	-	-	-	-	938	835	-	757	675	-
Stage 2	-	-	-	-	-	-	694	660	-	833	831	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			2.2			10			11.8		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	808	1435	-	-	1533	-	-	594				
HCM Lane V/C Ratio	0.114	0.002	-	-	0.04	-	-	0.105				
HCM Control Delay (s)	10	7.5	-	-	7.4	-	-	11.8				
HCM Lane LOS	B	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.3				

HCM 6th TWSC
2: Bella Pine St & Pepperwood Street

OY WithP PM

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	9	10	74	71	17
Future Vol, veh/h	19	9	10	74	71	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	11	13	93	89	21
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	219	100	110	0	-	0
Stage 1	100	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	769	956	1480	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	762	956	1480	-	-	-
Mov Cap-2 Maneuver	762	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.6	0.9		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1480	-	815	-	-	
HCM Lane V/C Ratio	0.008	-	0.043	-	-	
HCM Control Delay (s)	7.5	0	9.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
3: Bella Pine St & Dwy 1

OY WithP PM

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	39	46	41	9	70
Future Vol, veh/h	7	39	46	41	9	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	42	50	45	10	76
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	169	73	0	0	95	0
Stage 1	73	-	-	-	-	-
Stage 2	96	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	821	989	-	-	1499	-
Stage 1	950	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	815	989	-	-	1499	-
Mov Cap-2 Maneuver	815	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9	0		0.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	958	1499	-	
HCM Lane V/C Ratio	-	-	0.052	0.007	-	
HCM Control Delay (s)	-	-	9	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

HCM 6th TWSC
4: La Mesa Rd & Pena Rd

OY WithP PM

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	70	1	24	65	61	0	8	23	20	22	24
Future Vol, veh/h	17	70	1	24	65	61	0	8	23	20	22	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	92	-	-	88	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	79	1	27	73	69	0	9	26	22	25	27
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	142	0	0	80	0	0	306	314	80	297	280	108
Stage 1	-	-	-	-	-	-	118	118	-	162	162	-
Stage 2	-	-	-	-	-	-	188	196	-	135	118	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1441	-	-	1518	-	-	646	601	980	655	628	946
Stage 1	-	-	-	-	-	-	887	798	-	840	764	-
Stage 2	-	-	-	-	-	-	814	739	-	868	798	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1441	-	-	1518	-	-	594	582	980	616	609	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	594	582	-	616	609	-
Stage 1	-	-	-	-	-	-	875	788	-	829	750	-
Stage 2	-	-	-	-	-	-	751	726	-	824	788	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			1.2			9.5			10.7		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	833	1441	-	-	1518	-	-	702				
HCM Lane V/C Ratio	0.042	0.013	-	-	0.018	-	-	0.106				
HCM Control Delay (s)	9.5	7.5	-	-	7.4	-	-	10.7				
HCM Lane LOS	A	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.4				

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	138	4	119	160	0	57
Future Vol, veh/h	138	4	119	160	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	150	4	129	174	0	62
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	154	0	-	77
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1424	-	0	968
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1424	-	-	968
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.3		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	968	-	-	1424	-	
HCM Lane V/C Ratio	0.064	-	-	0.091	-	
HCM Control Delay (s)	9	-	-	7.8	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0.3	-	

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	195	0	0	279	0	58
Future Vol, veh/h	195	0	0	279	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	212	0	0	303	0	63

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 106
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 928
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 928
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	928	-	-	-
HCM Lane V/C Ratio	0.068	-	-	-
HCM Control Delay (s)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

HCM 6th Signalized Intersection Summary

7: Hwy 395 & Luna Rd

OY WithP PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	93	40	49	83	168	90	771	33	197	964	107
Future Volume (veh/h)	121	93	40	49	83	168	90	771	33	197	964	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1870	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	125	96	41	51	86	173	93	795	34	203	994	110
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	335	284	232	335	299	321	1780	794	235	1599	713
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.20	0.53	0.53	0.15	0.47	0.47
Sat Flow, veh/h	1003	1772	1502	1120	1772	1585	1594	3367	1502	1594	3367	1502
Grp Volume(v), veh/h	125	96	41	51	86	173	93	795	34	203	994	110
Grp Sat Flow(s),veh/h/ln	1003	1772	1502	1120	1772	1585	1594	1683	1502	1594	1683	1502
Q Serve(g_s), s	12.1	4.6	2.3	4.1	4.1	9.9	5.0	14.6	1.1	12.4	22.0	4.1
Cycle Q Clear(g_c), s	16.3	4.6	2.3	8.7	4.1	9.9	5.0	14.6	1.1	12.4	22.0	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	220	335	284	232	335	299	321	1780	794	235	1599	713
V/C Ratio(X)	0.57	0.29	0.14	0.22	0.26	0.58	0.29	0.45	0.04	0.86	0.62	0.15
Avail Cap(c_a), veh/h	276	434	368	294	434	388	321	1780	794	375	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	34.8	33.8	38.5	34.6	36.9	33.9	14.5	11.4	41.7	19.6	14.9
Incr Delay (d2), s/veh	2.3	0.5	0.2	0.5	0.4	1.8	0.5	0.8	0.1	11.6	1.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.0	0.8	1.1	1.8	3.9	1.8	4.9	0.3	5.3	7.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	35.2	34.0	39.0	35.0	38.7	34.4	15.3	11.5	53.3	21.4	15.3
LnGrp LOS	D	D	C	D	C	D	C	B	B	D	C	B
Approach Vol, veh/h	262				310				922			
Approach Delay, s/veh	39.1				37.7				17.1			
Approach LOS	D				D				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.2	57.4		23.4	24.6	52.0		23.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	23.5	38.5		24.5	14.5	47.5		24.5				
Max Q Clear Time (g_c+I1), s	14.4	16.6		18.3	7.0	24.0		11.9				
Green Ext Time (p_c), s	0.3	4.9		0.6	0.1	6.8		0.9				
Intersection Summary												
HCM 6th Ctrl Delay	25.5											
HCM 6th LOS	C											

HCM 6th TWSC
8: Hwy 395 & Dwy 4

OY WithP PM

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	71	0	894	994	58
Future Vol, veh/h	0	71	0	894	994	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	77	0	972	1080	63

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1501	572	0
Stage 1	1112	-	-
Stage 2	389	-	-
Critical Hdwy	6.29	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.67	3.32	-
Pot Cap-1 Maneuver	139	463	0
Stage 1	270	-	0
Stage 2	619	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	139	463	-
Mov Cap-2 Maneuver	139	-	-
Stage 1	270	-	-
Stage 2	619	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 463	-	-
HCM Lane V/C Ratio	- 0.167	-	-
HCM Control Delay (s)	- 14.3	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.6	-	-

HCM 6th Signalized Intersection Summary

9: Hwy 395 & La Mesa Rd

OY WithP PM

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	19	55	43	28	91	79	43	808	46	72	989	18	
Future Volume (veh/h)	19	55	43	28	91	79	43	808	46	72	989	18	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1673	1772	1870	1673	1772	1772	1673	1772	1772	1673	1772	1772	
Adj Flow Rate, veh/h	20	57	44	29	94	81	44	833	47	74	1020	19	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	54	75	58	41	128	108	54	1237	1048	73	1258	1066	
Arrive On Green	0.03	0.08	0.08	0.03	0.07	0.07	0.07	1.00	1.00	0.09	1.00	1.00	
Sat Flow, veh/h	1594	927	716	1594	1772	1502	1594	1772	1502	1594	1772	1502	
Grp Volume(v), veh/h	20	0	101	29	94	81	44	833	47	74	1020	19	
Grp Sat Flow(s),veh/h/ln	1594	0	1643	1594	1772	1502	1594	1772	1502	1594	1772	1502	
Q Serve(g_s), s	1.5	0.0	7.2	2.2	6.2	5.5	3.3	0.0	0.0	5.5	0.0	0.0	
Cycle Q Clear(g_c), s	1.5	0.0	7.2	2.2	6.2	5.5	3.3	0.0	0.0	5.5	0.0	0.0	
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	54	0	132	41	128	108	54	1237	1048	73	1258	1066	
V/C Ratio(X)	0.37	0.00	0.76	0.70	0.74	0.75	0.82	0.67	0.04	1.01	0.81	0.02	
Avail Cap(c_a), veh/h	239	0	423	68	266	225	66	1237	1048	73	1258	1066	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	56.7	0.0	54.1	58.0	54.5	41.3	55.6	0.0	0.0	54.5	0.0	0.0	
Incr Delay (d2), s/veh	4.1	0.0	8.8	19.7	7.9	9.8	45.4	2.9	0.1	109.0	5.7	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.2	1.1	3.0	2.6	1.9	1.0	0.0	4.2	2.0	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	60.8	0.0	62.9	77.6	62.5	51.1	100.9	2.9	0.1	163.5	5.7	0.0	
LnGrp LOS	E	A	E	E	E	D	F	A	A	F	A	A	
Approach Vol, veh/h	121			204				924				1113	
Approach Delay, s/veh	62.6			60.1				7.5				16.1	
Approach LOS	E			E				A				B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	10.0	88.3	7.6	14.1	8.6	89.7	8.6	13.2					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	5.5	60.5	5.1	30.9	5.0	61.0	18.0	18.0					
Max Q Clear Time (g_c+I1), s	7.5	2.0	4.2	9.2	5.3	2.0	3.5	8.2					
Green Ext Time (p_c), s	0.0	6.4	0.0	0.4	0.0	9.3	0.0	0.4					
Intersection Summary													
HCM 6th Ctrl Delay	18.9												
HCM 6th LOS	B												

HCM 6th TWSC
1: Bella Pine St & Luna Rd

2034 NP AM

Intersection												
Int Delay, s/veh	11.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	103	10	54	167	24	58	7	69	73	84	49
Future Vol, veh/h	7	103	10	54	167	24	58	7	69	73	84	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	80	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	137	13	72	223	32	77	9	92	97	112	65
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	150	0	0	634	561	144	595	551	239
Stage 1	-	-	-	-	-	-	162	162	-	383	383	-
Stage 2	-	-	-	-	-	-	472	399	-	212	168	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1310	-	-	1431	-	-	392	436	903	416	442	800
Stage 1	-	-	-	-	-	-	840	764	-	640	612	-
Stage 2	-	-	-	-	-	-	573	602	-	790	759	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	1431	-	-	274	411	903	351	417	800
Mov Cap-2 Maneuver	-	-	-	-	-	-	274	411	-	351	417	-
Stage 1	-	-	-	-	-	-	834	759	-	636	581	-
Stage 2	-	-	-	-	-	-	403	572	-	696	754	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.7			18.7			26.1		
HCM LOS							C			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	439	1310	-	-	1431	-	-	438				
HCM Lane V/C Ratio	0.407	0.007	-	-	0.05	-	-	0.627				
HCM Control Delay (s)	18.7	7.8	-	-	7.6	-	-	26.1				
HCM Lane LOS	C	A	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	1.9	0	-	-	0.2	-	-	4.2				

HCM 6th TWSC

2: Bella Pine St & Pepperwood Street

2034 NP AM

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	1	0	35	37	8
Future Vol, veh/h	19	1	0	35	37	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	1	0	44	46	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	95	51	56	0	-	0
Stage 1	51	-	-	-	-	-
Stage 2	44	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	905	1017	1549	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	905	1017	1549	-	-	-
Mov Cap-2 Maneuver	905	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.1	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1549	-	910	-	-	
HCM Lane V/C Ratio	-	-	0.027	-	-	
HCM Control Delay (s)	0	-	9.1	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
3: Bella Pine St & Dwy 1

2034 NP AM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	35	0	0	38
Future Vol, veh/h	0	0	35	0	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	38	0	0	41
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	79	38	0	0	38	0
Stage 1	38	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	924	1034	-	-	1572	-
Stage 1	984	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	924	1034	-	-	1572	-
Mov Cap-2 Maneuver	924	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1572	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

HCM 6th TWSC
4: La Mesa Rd & Pena Rd

2034 NP AM

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	97	1	10	34	24	3	22	33	39	31	41
Future Vol, veh/h	29	97	1	10	34	24	3	22	33	39	31	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	92	-	-	88	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	120	1	12	42	30	4	27	41	48	38	51
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	121	0	0	319	289	121	308	274	57
Stage 1	-	-	-	-	-	-	193	193	-	81	81	-
Stage 2	-	-	-	-	-	-	126	96	-	227	193	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1528	-	-	1467	-	-	634	621	930	644	633	1009
Stage 1	-	-	-	-	-	-	809	741	-	927	828	-
Stage 2	-	-	-	-	-	-	878	815	-	776	741	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1528	-	-	1467	-	-	560	601	930	580	613	1009
Mov Cap-2 Maneuver	-	-	-	-	-	-	560	601	-	580	613	-
Stage 1	-	-	-	-	-	-	790	723	-	905	821	-
Stage 2	-	-	-	-	-	-	789	808	-	697	723	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			1.1			10.3			11.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	749	1528	-	-	1467	-	-	701				
HCM Lane V/C Ratio	0.096	0.023	-	-	0.008	-	-	0.195				
HCM Control Delay (s)	10.3	7.4	-	-	7.5	-	-	11.4				
HCM Lane LOS	B	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.7				

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	232	0	0	221	0	0
Future Vol, veh/h	232	0	0	221	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	252	0	0	240	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	126
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	901
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	901
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	0	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	232	0	0	221	0	0
Future Vol, veh/h	232	0	0	221	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	252	0	0	240	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	126
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	901
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	901
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	0	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th Signalized Intersection Summary

7: Hwy 395 & Luna Rd

2034 NP AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	118	49	46	97	126	44	1051	27	151	1075	81
Future Volume (veh/h)	65	118	49	46	97	126	44	1051	27	151	1075	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1870	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	74	134	56	52	110	143	50	1194	31	172	1222	92
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	262	222	144	262	235	176	2071	924	198	2118	945
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.11	0.62	0.62	0.12	0.63	0.63
Sat Flow, veh/h	1008	1772	1502	1068	1772	1585	1594	3367	1502	1594	3367	1502
Grp Volume(v), veh/h	74	134	56	52	110	143	50	1194	31	172	1222	92
Grp Sat Flow(s),veh/h/ln	1008	1772	1502	1068	1772	1585	1594	1683	1502	1594	1683	1502
Q Serve(g_s), s	8.6	8.4	4.0	5.7	6.8	10.1	3.5	25.4	1.0	12.7	25.4	2.9
Cycle Q Clear(g_c), s	15.4	8.4	4.0	14.0	6.8	10.1	3.5	25.4	1.0	12.7	25.4	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	262	222	144	262	235	176	2071	924	198	2118	945
V/C Ratio(X)	0.49	0.51	0.25	0.36	0.42	0.61	0.28	0.58	0.03	0.87	0.58	0.10
Avail Cap(c_a), veh/h	175	303	257	168	303	271	176	2071	924	325	2118	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	47.1	45.2	53.6	46.4	47.9	49.0	13.8	9.1	51.6	13.0	8.8
Incr Delay (d2), s/veh	2.4	1.5	0.6	1.5	1.1	3.1	0.9	1.2	0.1	12.7	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.8	1.5	1.6	3.0	4.1	1.4	8.5	0.3	5.6	8.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	48.7	45.8	55.1	47.5	50.9	49.9	15.0	9.1	64.3	14.1	9.0
LnGrp LOS	E	D	D	E	D	D	D	B	A	E	B	A
Approach Vol, veh/h	264				305				1275			
Approach Delay, s/veh	50.1				50.4				16.2			
Approach LOS	D				D				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.4	78.3		22.3	17.7	80.0		22.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	24.5	61.5		20.5	10.5	75.5		20.5				
Max Q Clear Time (g_c+I1), s	14.7	27.4		17.4	5.5	27.4		16.0				
Green Ext Time (p_c), s	0.3	9.2		0.4	0.0	10.5		0.5				
Intersection Summary												
HCM 6th Ctrl Delay	23.5											
HCM 6th LOS	C											

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1121	1171	0
Future Vol, veh/h	0	0	0	1121	1171	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1218	1273	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1760	637	-	0	-	0
Stage 1	1273	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	-	-
Pot Cap-1 Maneuver	97	420	0	-	-	-
Stage 1	222	-	0	-	-	-
Stage 2	550	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	420	-	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	222	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	0	-	-		
HCM Lane LOS	-	A	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th Signalized Intersection Summary

9: Hwy 395 & La Mesa Rd

2034 NP AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	83	44	53	34	54	18	1122	38	84	1133	12
Future Volume (veh/h)	20	83	44	53	34	54	18	1122	38	84	1133	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1870	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	21	88	47	56	36	57	19	1194	40	89	1205	13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	107	57	66	211	179	31	1056	895	182	1223	1037
Arrive On Green	0.02	0.10	0.10	0.04	0.12	0.12	0.04	1.00	1.00	0.23	1.00	1.00
Sat Flow, veh/h	1594	1087	581	1594	1772	1502	1594	1772	1502	1594	1772	1502
Grp Volume(v), veh/h	21	0	135	56	36	57	19	1194	40	89	1205	13
Grp Sat Flow(s),veh/h/ln	1594	0	1667	1594	1772	1502	1594	1772	1502	1594	1772	1502
Q Serve(g_s), s	1.6	0.0	9.5	4.2	2.2	3.3	1.4	71.5	0.0	5.8	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	9.5	4.2	2.2	3.3	1.4	71.5	0.0	5.8	0.0	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	33	0	164	66	211	179	31	1056	895	182	1223	1037
V/C Ratio(X)	0.63	0.00	0.82	0.84	0.17	0.32	0.61	1.13	0.04	0.49	0.99	0.01
Avail Cap(c_a), veh/h	66	0	250	66	266	225	66	1056	895	182	1223	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	0.0	53.1	57.1	47.5	29.8	57.2	0.0	0.0	43.3	0.0	0.0
Incr Delay (d2), s/veh	17.8	0.0	12.3	59.6	0.4	1.0	17.7	71.1	0.1	2.0	22.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	4.5	2.7	1.0	1.6	0.7	20.9	0.0	2.2	7.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	0.0	65.4	116.7	47.9	30.9	74.9	71.1	0.1	45.3	22.4	0.0
LnGrp LOS	E	A	E	F	D	C	E	F	A	D	C	A
Approach Vol, veh/h	156			149			1253			1307		
Approach Delay, s/veh	66.8			67.3			68.9			23.7		
Approach LOS	E			E			E			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	76.0	9.5	16.3	6.8	87.3	7.0	18.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	71.5	5.0	18.0	5.0	74.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	7.8	73.5	6.2	11.5	3.4	2.0	3.6	5.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3	0.0	14.4	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	48.1											
HCM 6th LOS	D											

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HCM 6th TWSC
1: Bella Pine St & Luna Rd

2034 NP PM

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	64	3	70	114	55	12	10	38	42	15	12
Future Vol, veh/h	4	64	3	70	114	55	12	10	38	42	15	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	71	3	78	127	61	13	11	42	47	17	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	74	0	0	410	425	73	421	396	158
Stage 1	-	-	-	-	-	-	81	81	-	314	314	-
Stage 2	-	-	-	-	-	-	329	344	-	107	82	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1386	-	-	1526	-	-	552	521	989	543	541	887
Stage 1	-	-	-	-	-	-	927	828	-	697	656	-
Stage 2	-	-	-	-	-	-	684	637	-	898	827	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1386	-	-	1526	-	-	508	493	989	490	512	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	508	493	-	490	512	-
Stage 1	-	-	-	-	-	-	924	826	-	695	623	-
Stage 2	-	-	-	-	-	-	622	605	-	846	825	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			2.2			10.4			12.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	729	1386	-	-	1526	-	-	537
HCM Lane V/C Ratio	0.091	0.003	-	-	0.051	-	-	0.143
HCM Control Delay (s)	10.4	7.6	-	-	7.5	-	-	12.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0.5

HCM 6th TWSC
2: Bella Pine St & Pepperwood Street

2034 NP PM

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	8	10	49	82	21
Future Vol, veh/h	24	8	10	49	82	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	10	13	61	103	26
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	203	116	129	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	786	936	1457	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	779	936	1457	-	-	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.7	1.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1457	-	813	-	-	
HCM Lane V/C Ratio	0.009	-	0.049	-	-	
HCM Control Delay (s)	7.5	0	9.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 6th TWSC
3: Bella Pine St & Dwy 1

2034 NP PM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	58	0	0	90
Future Vol, veh/h	0	0	58	0	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	63	0	0	98
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	161	63	0	0	63	0
Stage 1	63	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	830	1002	-	-	1540	-
Stage 1	960	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	830	1002	-	-	1540	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	0	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1540	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

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HCM 6th TWSC
4: La Mesa Rd & Pena Rd

2034 NP PM

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	16	89	1	31	81	35	0	5	30	26	23	27
Future Vol, veh/h	16	89	1	31	81	35	0	5	30	26	23	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	92	-	-	88	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	100	1	35	91	39	0	6	34	29	26	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	101	0	0	346	337	101	338	318	111
Stage 1	-	-	-	-	-	-	137	137	-	181	181	-
Stage 2	-	-	-	-	-	-	209	200	-	157	137	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1455	-	-	1491	-	-	608	584	954	616	598	942
Stage 1	-	-	-	-	-	-	866	783	-	821	750	-
Stage 2	-	-	-	-	-	-	793	736	-	845	783	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1455	-	-	1491	-	-	553	564	954	573	577	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	564	-	573	577	-
Stage 1	-	-	-	-	-	-	856	774	-	811	733	-
Stage 2	-	-	-	-	-	-	723	719	-	799	774	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			1.6			9.3			11.2		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	868	1455	-	-	1491	-	-	667
HCM Lane V/C Ratio	0.045	0.012	-	-	0.023	-	-	0.128
HCM Control Delay (s)	9.3	7.5	-	-	7.5	-	-	11.2
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.4

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	143	0	0	204	0	0
Future Vol, veh/h	143	0	0	204	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	0	0	222	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	78
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	967
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	967
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	0	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	143	0	0	204	0	0
Future Vol, veh/h	143	0	0	204	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	0	0	222	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	78
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	967
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	967
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	0	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th Signalized Intersection Summary

7: Hwy 395 & Luna Rd

2034 NP PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	78	19	37	90	214	35	1052	42	251	1250	79
Future Volume (veh/h)	47	78	19	37	90	214	35	1052	42	251	1250	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1870	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	48	80	20	38	93	221	36	1085	43	259	1289	81
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	276	234	194	276	247	123	1857	828	287	2202	982
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.08	0.55	0.55	0.18	0.65	0.65
Sat Flow, veh/h	953	1772	1502	1159	1772	1585	1594	3367	1502	1594	3367	1502
Grp Volume(v), veh/h	48	80	20	38	93	221	36	1085	43	259	1289	81
Grp Sat Flow(s),veh/h/ln	953	1772	1502	1159	1772	1585	1594	1683	1502	1594	1683	1502
Q Serve(g_s), s	5.7	4.8	1.4	3.6	5.6	16.4	2.6	25.6	1.6	19.1	25.7	2.4
Cycle Q Clear(g_c), s	11.3	4.8	1.4	8.4	5.6	16.4	2.6	25.6	1.6	19.1	25.7	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	276	234	194	276	247	123	1857	828	287	2202	982
V/C Ratio(X)	0.29	0.29	0.09	0.20	0.34	0.89	0.29	0.58	0.05	0.90	0.59	0.08
Avail Cap(c_a), veh/h	178	303	257	212	303	271	123	1857	828	418	2202	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	44.8	43.3	48.5	45.1	49.7	52.2	17.8	12.4	48.2	11.6	7.6
Incr Delay (d2), s/veh	1.0	0.6	0.2	0.5	0.7	27.7	1.3	1.4	0.1	17.0	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.2	0.5	1.1	2.5	8.3	1.0	9.1	0.5	8.6	8.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	45.3	43.5	49.0	45.8	77.4	53.5	19.1	12.5	65.1	12.8	7.7
LnGrp LOS	D	D	D	D	D	E	D	B	B	E	B	A
Approach Vol, veh/h	148			352			1164			1629		
Approach Delay, s/veh	47.0			66.0			20.0			20.9		
Approach LOS	D			E			B			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.1	70.7		23.2	13.8	83.0		23.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	31.5	54.5		20.5	7.5	78.5		20.5				
Max Q Clear Time (g_c+I1), s	21.1	27.6		13.3	4.6	27.7		18.4				
Green Ext Time (p_c), s	0.5	7.7		0.3	0.0	11.4		0.3				

Intersection Summary

HCM 6th Ctrl Delay 26.5

HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1129	1306	0
Future Vol, veh/h	0	0	0	1129	1306	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1227	1420	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1911	710	-	0	-	0
Stage 1	1420	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	-	-
Pot Cap-1 Maneuver	79	376	0	-	-	-
Stage 1	185	-	0	-	-	-
Stage 2	547	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	79	376	-	-	-	-
Mov Cap-2 Maneuver	79	-	-	-	-	-
Stage 1	185	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	0	-	-		
HCM Lane LOS	-	A	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

HCM 6th Signalized Intersection Summary

9: Hwy 395 & La Mesa Rd

2034 NP PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	71	56	35	101	92	30	1031	58	67	1236	22
Future Volume (veh/h)	24	71	56	35	101	92	30	1031	58	67	1236	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1870	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	25	73	58	36	104	95	31	1063	60	69	1274	23
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	91	72	46	138	117	43	1197	1015	73	1231	1043
Arrive On Green	0.05	0.10	0.10	0.03	0.08	0.08	0.05	1.00	1.00	0.09	1.00	1.00
Sat Flow, veh/h	1594	915	727	1594	1772	1502	1594	1772	1502	1594	1772	1502
Grp Volume(v), veh/h	25	0	131	36	104	95	31	1063	60	69	1274	23
Grp Sat Flow(s),veh/h/ln	1594	0	1641	1594	1772	1502	1594	1772	1502	1594	1772	1502
Q Serve(g_s), s	1.8	0.0	9.4	2.7	6.9	6.5	2.3	0.0	0.0	5.2	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	9.4	2.7	6.9	6.5	2.3	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	0	163	46	138	117	43	1197	1015	73	1231	1043
V/C Ratio(X)	0.31	0.00	0.80	0.78	0.75	0.81	0.72	0.89	0.06	0.94	1.04	0.02
Avail Cap(c_a), veh/h	239	0	423	68	266	225	66	1197	1015	73	1231	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	52.9	57.9	54.2	41.1	56.3	0.0	0.0	54.3	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	8.8	27.9	7.9	12.4	20.5	9.9	0.1	86.1	35.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	4.2	1.4	3.3	3.1	1.1	3.3	0.0	3.7	12.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	0.0	61.7	85.8	62.1	53.5	76.9	9.9	0.1	140.5	35.2	0.0
LnGrp LOS	E	A	E	F	E	D	E	A	A	F	F	A
Approach Vol, veh/h	156			235			1154			1366		
Approach Delay, s/veh	61.0			62.2			11.2			39.9		
Approach LOS	E			E			B			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	85.6	8.0	16.4	7.7	87.9	10.6	13.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	60.5	5.1	30.9	5.0	61.0	18.0	18.0				
Max Q Clear Time (g_c+I1), s	7.2	2.0	4.7	11.4	4.3	2.0	3.8	8.9				
Green Ext Time (p_c), s	0.0	10.4	0.0	0.6	0.0	16.6	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay	31.5											
HCM 6th LOS	C											

HCM 6th TWSC
1: Bella Pine St & Luna Rd

2034 WithP AM

Intersection												
Int Delay, s/veh	13											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	107	15	54	167	24	65	8	88	73	85	49
Future Vol, veh/h	7	107	15	54	167	24	65	8	88	73	85	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	80	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	143	20	72	223	32	87	11	117	97	113	65
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	163	0	0	643	570	153	618	564	239
Stage 1	-	-	-	-	-	-	171	171	-	383	383	-
Stage 2	-	-	-	-	-	-	472	399	-	235	181	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1310	-	-	1416	-	-	386	431	893	402	435	800
Stage 1	-	-	-	-	-	-	831	757	-	640	612	-
Stage 2	-	-	-	-	-	-	573	602	-	768	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	1416	-	-	267	406	893	327	410	800
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	406	-	327	410	-
Stage 1	-	-	-	-	-	-	825	752	-	636	581	-
Stage 2	-	-	-	-	-	-	402	571	-	653	745	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.7			20.4			28.4		
HCM LOS							C			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	445	1310	-	-	1416	-	-	421				
HCM Lane V/C Ratio	0.482	0.007	-	-	0.051	-	-	0.656				
HCM Control Delay (s)	20.4	7.8	-	-	7.7	-	-	28.4				
HCM Lane LOS	C	A	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	2.6	0	-	-	0.2	-	-	4.6				

HCM 6th TWSC
2: Bella Pine St & Pepperwood Street

2034 WithP AM

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	3	2	62	43	8
Future Vol, veh/h	19	3	2	62	43	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	4	3	78	54	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	143	59	64	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	850	1007	1538	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	848	1007	1538	-	-	-
Mov Cap-2 Maneuver	848	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	0.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1538	-	867	-	-	
HCM Lane V/C Ratio	0.002	-	0.032	-	-	
HCM Control Delay (s)	7.3	0	9.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
3: Bella Pine St & Dwy 1

2034 WithP AM

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	29	35	37	8	38
Future Vol, veh/h	5	29	35	37	8	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	32	38	40	9	41
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	117	58	0	0	78	0
Stage 1	58	-	-	-	-	-
Stage 2	59	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	879	1008	-	-	1520	-
Stage 1	965	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	874	1008	-	-	1520	-
Mov Cap-2 Maneuver	874	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.8	0		1.3		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	986	1520	-	
HCM Lane V/C Ratio	-	-	0.037	0.006	-	
HCM Control Delay (s)	-	-	8.8	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

HCM 6th TWSC
4: La Mesa Rd & Pena Rd

2034 WithP AM

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	97	1	10	35	54	3	26	33	39	34	43
Future Vol, veh/h	33	97	1	10	35	54	3	26	33	39	34	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	92	-	-	88	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	120	1	12	43	67	4	32	41	48	42	53
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	121	0	0	351	337	121	340	304	77
Stage 1	-	-	-	-	-	-	203	203	-	101	101	-
Stage 2	-	-	-	-	-	-	148	134	-	239	203	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1480	-	-	1467	-	-	604	584	930	614	609	984
Stage 1	-	-	-	-	-	-	799	733	-	905	811	-
Stage 2	-	-	-	-	-	-	855	785	-	764	733	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1480	-	-	1467	-	-	525	563	930	546	587	984
Mov Cap-2 Maneuver	-	-	-	-	-	-	525	563	-	546	587	-
Stage 1	-	-	-	-	-	-	777	712	-	880	805	-
Stage 2	-	-	-	-	-	-	760	779	-	678	712	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.8			10.7			11.8		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	710	1480	-	-	1467	-	-	670				
HCM Lane V/C Ratio	0.108	0.028	-	-	0.008	-	-	0.214				
HCM Control Delay (s)	10.7	7.5	-	-	7.5	-	-	11.8				
HCM Lane LOS	B	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.8				

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	251	4	108	221	0	49
Future Vol, veh/h	251	4	108	221	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	273	4	117	240	0	53
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	277	0	-	139
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1283	-	0	884
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1283	-	-	884
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.7		9.3	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	884	-	-	1283	-	
HCM Lane V/C Ratio	0.06	-	-	0.091	-	
HCM Control Delay (s)	9.3	-	-	8.1	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0.3	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	300	0	0	329	0	50
Future Vol, veh/h	300	0	0	329	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	326	0	0	358	0	54
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	163
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	853
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	853
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.5	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	853	-	-	-		
HCM Lane V/C Ratio	0.064	-	-	-		
HCM Control Delay (s)	9.5	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	0.2	-	-	-		

HCM 6th Signalized Intersection Summary

7: Hwy 395 & Luna Rd

2034 WithP AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	142	72	64	109	126	100	1006	27	151	1064	122
Future Volume (veh/h)	136	142	72	64	109	126	100	1006	27	151	1064	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1870	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	155	161	82	73	124	143	114	1143	31	172	1209	139
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	292	247	91	193	173	135	1700	758	197	1831	817
Arrive On Green	0.11	0.16	0.16	0.06	0.11	0.11	0.17	1.00	1.00	0.12	0.54	0.54
Sat Flow, veh/h	1594	1772	1502	1594	1772	1585	1594	3367	1502	1594	3367	1502
Grp Volume(v), veh/h	155	161	82	73	124	143	114	1143	31	172	1209	139
Grp Sat Flow(s),veh/h/ln	1594	1772	1502	1594	1772	1585	1594	1683	1502	1594	1683	1502
Q Serve(g_s), s	11.5	10.0	5.8	5.4	8.0	10.6	8.3	0.0	0.0	12.7	30.7	5.6
Cycle Q Clear(g_c), s	11.5	10.0	5.8	5.4	8.0	10.6	8.3	0.0	0.0	12.7	30.7	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	292	247	91	193	173	135	1700	758	197	1831	817
V/C Ratio(X)	0.86	0.55	0.33	0.81	0.64	0.83	0.85	0.67	0.04	0.87	0.66	0.17
Avail Cap(c_a), veh/h	219	338	287	154	266	238	179	1700	758	246	1831	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	46.0	44.3	55.9	51.2	52.3	49.1	0.0	0.0	51.7	19.5	13.8
Incr Delay (d2), s/veh	24.6	1.6	0.8	15.2	3.5	15.6	23.4	2.1	0.1	23.7	1.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	4.6	2.2	2.5	3.7	4.9	3.8	0.5	0.0	6.2	11.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.0	47.7	45.1	71.1	54.7	67.9	72.5	2.1	0.1	75.4	21.4	14.2
LnGrp LOS	E	D	D	E	D	E	E	A	A	E	C	B
Approach Vol, veh/h	398			340			1288			1520		
Approach Delay, s/veh	58.5			63.8			8.3			26.8		
Approach LOS	E			E			A			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	65.1	11.3	24.3	14.7	69.8	18.0	17.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	49.0	11.6	22.9	13.5	54.0	16.5	18.0				
Max Q Clear Time (g_c+I1), s	14.7	2.0	7.4	12.0	10.3	32.7	13.5	12.6				
Green Ext Time (p_c), s	0.1	9.1	0.0	0.8	0.1	8.5	0.1	0.5				
Intersection Summary												
HCM 6th Ctrl Delay	27.2											
HCM 6th LOS	C											

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	57	0	1132	1149	53
Future Vol, veh/h	0	57	0	1132	1149	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	0	1230	1249	58
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1770	654	-	0	-	0
Stage 1	1278	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	-	-
Pot Cap-1 Maneuver	96	409	0	-	-	-
Stage 1	221	-	0	-	-	-
Stage 2	546	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	96	409	-	-	-	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.4	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	409	-	-		
HCM Lane V/C Ratio	-	0.151	-	-		
HCM Control Delay (s)	-	15.4	-	-		
HCM Lane LOS	-	C	-	-		
HCM 95th %tile Q(veh)	-	0.5	-	-		

HCM 6th Signalized Intersection Summary

9: Hwy 395 & La Mesa Rd

2034 WithP AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	83	44	53	46	60	36	1127	38	99	1151	13
Future Volume (veh/h)	20	83	44	53	46	60	36	1127	38	99	1151	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1870	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	21	88	47	56	49	64	38	1199	40	105	1224	14
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	107	57	66	211	179	48	1056	895	182	1205	1021
Arrive On Green	0.02	0.10	0.10	0.04	0.12	0.12	0.06	1.00	1.00	0.23	1.00	1.00
Sat Flow, veh/h	1594	1087	581	1594	1772	1502	1594	1772	1502	1594	1772	1502
Grp Volume(v), veh/h	21	0	135	56	49	64	38	1199	40	105	1224	14
Grp Sat Flow(s),veh/h/ln	1594	0	1667	1594	1772	1502	1594	1772	1502	1594	1772	1502
Q Serve(g_s), s	1.6	0.0	9.5	4.2	3.0	3.7	2.8	71.5	0.0	7.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	9.5	4.2	3.0	3.7	2.8	71.5	0.0	7.0	0.0	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	33	0	164	66	211	179	48	1056	895	182	1205	1021
V/C Ratio(X)	0.63	0.00	0.82	0.84	0.23	0.36	0.80	1.14	0.04	0.58	1.02	0.01
Avail Cap(c_a), veh/h	66	0	250	66	266	225	66	1056	895	182	1205	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	0.0	53.1	57.1	47.9	30.0	56.0	0.0	0.0	43.7	0.0	0.0
Incr Delay (d2), s/veh	17.8	0.0	12.3	59.6	0.6	1.2	35.2	73.0	0.1	4.5	29.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	4.5	2.7	1.3	1.8	1.5	21.4	0.0	2.7	10.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	0.0	65.4	116.7	48.4	31.2	91.2	73.0	0.1	48.2	29.9	0.0
LnGrp LOS	E	A	E	F	D	C	F	F	A	D	F	A
Approach Vol, veh/h	156			169			1277			1343		
Approach Delay, s/veh	66.8			64.5			71.2			31.1		
Approach LOS	E			E			E			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	76.0	9.5	16.3	8.1	86.1	7.0	18.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	71.5	5.0	18.0	5.0	74.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	9.0	73.5	6.2	11.5	4.8	2.0	3.6	5.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3	0.0	15.0	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay	52.3											
HCM 6th LOS	D											

HCM 6th TWSC
1: Bella Pine St & Luna Rd

2034 WithP PM

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	68	8	70	114	55	21	11	64	42	16	12
Future Vol, veh/h	4	68	8	70	114	55	21	11	64	42	16	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	76	9	78	127	61	23	12	71	47	18	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	85	0	0	418	433	81	444	407	158
Stage 1	-	-	-	-	-	-	89	89	-	314	314	-
Stage 2	-	-	-	-	-	-	329	344	-	130	93	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1386	-	-	1512	-	-	545	516	979	524	533	887
Stage 1	-	-	-	-	-	-	918	821	-	697	656	-
Stage 2	-	-	-	-	-	-	684	637	-	874	818	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1386	-	-	1512	-	-	501	488	979	457	504	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	501	488	-	457	504	-
Stage 1	-	-	-	-	-	-	915	819	-	695	622	-
Stage 2	-	-	-	-	-	-	621	604	-	796	816	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			2.2			10.7			13.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	739	1386	-	-	1512	-	-	510
HCM Lane V/C Ratio	0.144	0.003	-	-	0.051	-	-	0.153
HCM Control Delay (s)	10.7	7.6	-	-	7.5	-	-	13.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	0.5

HCM 6th TWSC
2: Bella Pine St & Pepperwood Street

2034 WithP PM

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	11	13	85	89	21
Future Vol, veh/h	24	11	13	85	89	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	14	16	106	111	26
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	262	124	137	0	-	0
Stage 1	124	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	727	927	1447	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	718	927	1447	-	-	-
Mov Cap-2 Maneuver	718	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.9	1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1447	-	773	-	-	
HCM Lane V/C Ratio	0.011	-	0.057	-	-	
HCM Control Delay (s)	7.5	0	9.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 6th TWSC
3: Bella Pine St & Dwy 1

2034 WithP PM

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	39	58	41	9	90
Future Vol, veh/h	7	39	58	41	9	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	42	63	45	10	98
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	204	86	0	0	108	0
Stage 1	86	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	784	973	-	-	1483	-
Stage 1	937	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	779	973	-	-	1483	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.1	0		0.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	937	1483	-	
HCM Lane V/C Ratio	-	-	0.053	0.007	-	
HCM Control Delay (s)	-	-	9.1	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

HCM 6th TWSC
4: La Mesa Rd & Pena Rd

2034 WithP PM

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	20	89	1	31	82	68	0	9	30	26	27	30
Future Vol, veh/h	20	89	1	31	82	68	0	9	30	26	27	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	92	-	-	88	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	100	1	35	92	76	0	10	34	29	30	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	168	0	0	101	0	0	377	383	101	367	345	130
Stage 1	-	-	-	-	-	-	145	145	-	200	200	-
Stage 2	-	-	-	-	-	-	232	238	-	167	145	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1410	-	-	1491	-	-	580	550	954	589	578	920
Stage 1	-	-	-	-	-	-	858	777	-	802	736	-
Stage 2	-	-	-	-	-	-	771	708	-	835	777	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1410	-	-	1491	-	-	520	529	954	544	555	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	520	529	-	544	555	-
Stage 1	-	-	-	-	-	-	844	765	-	789	719	-
Stage 2	-	-	-	-	-	-	695	692	-	782	765	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			1.3			9.7			11.5		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	805	1410	-	-	1491	-	-	643
HCM Lane V/C Ratio	0.054	0.016	-	-	0.023	-	-	0.145
HCM Control Delay (s)	9.7	7.6	-	-	7.5	-	-	11.5
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.5

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	169	4	119	204	0	57
Future Vol, veh/h	169	4	119	204	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	4	129	222	0	62
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	188	0	-	94
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	1384	-	0	944
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1384	-	-	944
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.9		9.1	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	944	-	-	1384	-	
HCM Lane V/C Ratio	0.066	-	-	0.093	-	
HCM Control Delay (s)	9.1	-	-	7.9	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0.3	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	226	0	0	323	0	58
Future Vol, veh/h	226	0	0	323	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	246	0	0	351	0	63
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	123
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	905
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	905
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		9.3	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	905	-	-	-		
HCM Lane V/C Ratio	0.07	-	-	-		
HCM Control Delay (s)	9.3	-	-	-		
HCM Lane LOS	A	-	-	-		
HCM 95th %tile Q(veh)	0.2	-	-	-		

HCM 6th Signalized Intersection Summary

7: Hwy 395 & Luna Rd

2034 WithP PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	111	44	57	103	214	97	1002	42	251	1238	124
Future Volume (veh/h)	131	111	44	57	103	214	97	1002	42	251	1238	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1870	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	135	114	45	59	106	221	100	1033	43	259	1276	128
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	364	308	235	364	326	122	1693	755	286	2039	910
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.08	0.50	0.50	0.18	0.61	0.61
Sat Flow, veh/h	994	1772	1502	1159	1772	1585	1594	3367	1502	1594	3367	1502
Grp Volume(v), veh/h	135	114	45	59	106	221	100	1033	43	259	1276	128
Grp Sat Flow(s),veh/h/ln	994	1772	1502	1159	1772	1585	1594	1683	1502	1594	1683	1502
Q Serve(g_s), s	15.9	6.6	2.9	5.5	6.1	15.4	7.4	26.4	1.8	19.1	28.9	4.4
Cycle Q Clear(g_c), s	22.0	6.6	2.9	12.0	6.1	15.4	7.4	26.4	1.8	19.1	28.9	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	364	308	235	364	326	122	1693	755	286	2039	910
V/C Ratio(X)	0.63	0.31	0.15	0.25	0.29	0.68	0.82	0.61	0.06	0.91	0.63	0.14
Avail Cap(c_a), veh/h	254	436	369	282	436	390	193	1693	755	379	2039	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	40.5	39.1	45.6	40.3	44.0	54.6	21.4	15.3	48.3	15.0	10.2
Incr Delay (d2), s/veh	3.7	0.5	0.2	0.6	0.4	3.7	14.3	1.6	0.1	20.6	1.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	2.9	1.1	1.6	2.7	6.3	3.3	9.7	0.6	8.9	9.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	41.0	39.3	46.1	40.7	47.7	68.9	23.1	15.4	68.9	16.5	10.5
LnGrp LOS	D	D	D	D	D	D	E	C	B	E	B	B
Approach Vol, veh/h	294			386			1176			1663		
Approach Delay, s/veh	46.4			45.5			26.7			24.2		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.0	64.8		29.2	13.7	77.2		29.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	28.5	48.5		29.5	14.5	62.5		29.5				
Max Q Clear Time (g_c+I1), s	21.1	28.4		24.0	9.4	30.9		17.4				
Green Ext Time (p_c), s	0.4	6.5		0.7	0.1	10.5		1.2				
Intersection Summary												
HCM 6th Ctrl Delay	29.2											
HCM 6th LOS	C											

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Vol, veh/h	0	71	0	1141	1281	58
Future Vol, veh/h	0	71	0	1141	1281	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	77	0	1240	1392	63
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1920	728	-	0	-	0
Stage 1	1424	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	-	-
Pot Cap-1 Maneuver	78	366	0	-	-	-
Stage 1	185	-	0	-	-	-
Stage 2	544	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	366	-	-	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	185	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.4	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	366	-	-		
HCM Lane V/C Ratio	-	0.211	-	-		
HCM Control Delay (s)	-	17.4	-	-		
HCM Lane LOS	-	C	-	-		
HCM 95th %tile Q(veh)	-	0.8	-	-		

HCM 6th Signalized Intersection Summary

9: Hwy 395 & La Mesa Rd

2034 WithP PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	71	56	35	114	99	50	1036	58	87	1261	23
Future Volume (veh/h)	24	71	56	35	114	99	50	1036	58	87	1261	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1673	1772	1870	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	25	73	58	36	118	102	52	1068	60	90	1300	24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	91	72	46	153	129	64	1197	1015	73	1207	1023
Arrive On Green	0.04	0.10	0.10	0.03	0.09	0.09	0.08	1.00	1.00	0.09	1.00	1.00
Sat Flow, veh/h	1594	915	727	1594	1772	1502	1594	1772	1502	1594	1772	1502
Grp Volume(v), veh/h	25	0	131	36	118	102	52	1068	60	90	1300	24
Grp Sat Flow(s),veh/h/ln	1594	0	1641	1594	1772	1502	1594	1772	1502	1594	1772	1502
Q Serve(g_s), s	1.8	0.0	9.4	2.7	7.8	6.9	3.9	0.0	0.0	5.5	81.8	0.0
Cycle Q Clear(g_c), s	1.8	0.0	9.4	2.7	7.8	6.9	3.9	0.0	0.0	5.5	81.8	0.0
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	0	163	46	153	129	64	1197	1015	73	1207	1023
V/C Ratio(X)	0.37	0.00	0.80	0.78	0.77	0.79	0.81	0.89	0.06	1.23	1.08	0.02
Avail Cap(c_a), veh/h	239	0	423	68	266	225	66	1197	1015	73	1207	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	0.0	52.9	57.9	53.7	40.5	54.7	0.0	0.0	54.5	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	8.8	27.9	8.1	10.1	50.4	10.3	0.1	180.2	49.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	4.2	1.4	3.7	3.3	2.3	3.4	0.0	5.7	16.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	0.0	61.7	85.8	61.7	50.6	105.1	10.3	0.1	234.7	49.3	0.0
LnGrp LOS	E	A	E	F	E	D	F	B	A	F	F	A
Approach Vol, veh/h	156			256			1180			1414		
Approach Delay, s/veh	61.3			60.7			13.9			60.2		
Approach LOS	E			E			B			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	85.6	8.0	16.4	9.3	86.3	9.6	14.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	60.5	5.1	30.9	5.0	61.0	18.0	18.0				
Max Q Clear Time (g_c+I1), s	7.5	2.0	4.7	11.4	5.9	83.8	3.8	9.8				
Green Ext Time (p_c), s	0.0	10.5	0.0	0.6	0.0	0.0	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay	42.1											
HCM 6th LOS	D											

APPENDIX D: SIGNAL WARRANT ANALYSIS

Appendix - D
Signal Warrant 1 - Eight-Hour Vehicular Volume (Year 2022)

Major Street **Luna** Major Lanes **2** Major Direction **EW**
 Minor Street **Bella Pine** Minor Lanes **1**
 Warrant to use **Rural**

					Major	Minor	Urban (100 Percent)			Rural (70 Percent)		
	EB	WB	NB	SB	EB-WB	NB-SB	100%	80%	Met?	70%	56%	Met?
0:00	8	24	4	6	32	6	FALSE	FALSE	0	FALSE	FALSE	0
01:00	3	19	3	2	22	3	FALSE	FALSE	0	FALSE	FALSE	0
02:00	11	15	1	1	26	1	FALSE	FALSE	0	FALSE	FALSE	0
03:00	13	13	4	7	26	7	FALSE	FALSE	0	FALSE	FALSE	0
04:00	21	7	14	20	28	20	FALSE	FALSE	0	FALSE	FALSE	0
05:00	19	15	10	18	34	18	FALSE	FALSE	0	FALSE	FALSE	0
06:00	29	34	21	15	63	21	FALSE	FALSE	0	FALSE	FALSE	0
07:00	60	50	38	24	110	38	FALSE	FALSE	0	FALSE	FALSE	0
08:00	59	64	33	22	123	33	FALSE	FALSE	0	FALSE	FALSE	0
09:00	46	73	29	22	119	29	FALSE	FALSE	0	FALSE	FALSE	0
10:00	46	73	47	20	119	47	FALSE	FALSE	0	FALSE	FALSE	0
11:00	53	109	41	21	162	41	FALSE	FALSE	0	FALSE	FALSE	0
12 PM	53	113	45	27	166	45	FALSE	FALSE	0	FALSE	FALSE	0
13:00	44	97	32	16	141	32	FALSE	FALSE	0	FALSE	FALSE	0
14:00	48	117	29	33	165	33	FALSE	FALSE	0	FALSE	FALSE	0
15:00	69	136	51	20	205	51	FALSE	FALSE	0	FALSE	FALSE	0
16:00	50	146	48	24	196	48	FALSE	FALSE	0	FALSE	FALSE	0
17:00	64	148	54	31	212	54	FALSE	FALSE	0	FALSE	FALSE	0
18:00	51	137	36	24	188	36	FALSE	FALSE	0	FALSE	FALSE	0
19:00	37	141	35	15	178	35	FALSE	FALSE	0	FALSE	FALSE	0
20:00	38	123	31	14	161	31	FALSE	FALSE	0	FALSE	FALSE	0
21:00	27	68	16	15	95	16	FALSE	FALSE	0	FALSE	FALSE	0
22:00	14	53	5	9	67	9	FALSE	FALSE	0	FALSE	FALSE	0
23:00	7	47	7	7	54	7	FALSE	FALSE	0	FALSE	FALSE	0

Number of hours met **0**
WARRANT MET? **NO**

Appendix - D
Signal Warrant 1 - Eight-Hour Vehicular Volume (Year 2024)

Major Street **Luna** Major Lanes **2** Major Direction **EW**
 Minor Street **Bella Pine** Minor Lanes **1**
 Warrant to use **Rural**

					Major	Minor	Urban (100 Percent)			Rural (70 Percent)		
	EB	WB	NB	SB	EB-WB	NB-SB	100%	80%	Met?	70%	56%	Met?
0:00	8	25	4	6	33	6	FALSE	FALSE	0	FALSE	FALSE	0
01:00	3	20	3	2	23	3	FALSE	FALSE	0	FALSE	FALSE	0
02:00	12	16	1	1	28	1	FALSE	FALSE	0	FALSE	FALSE	0
03:00	14	14	4	7	28	7	FALSE	FALSE	0	FALSE	FALSE	0
04:00	22	7	15	21	29	21	FALSE	FALSE	0	FALSE	FALSE	0
05:00	20	16	11	19	36	19	FALSE	FALSE	0	FALSE	FALSE	0
06:00	31	36	22	16	67	22	FALSE	FALSE	0	FALSE	FALSE	0
07:00	64	53	40	25	117	40	FALSE	FALSE	0	FALSE	FALSE	0
08:00	63	68	35	23	131	35	FALSE	FALSE	0	FALSE	FALSE	0
09:00	49	77	31	23	126	31	FALSE	FALSE	0	FALSE	FALSE	0
10:00	49	77	50	21	126	50	FALSE	FALSE	0	FALSE	FALSE	0
11:00	56	116	43	22	172	43	FALSE	FALSE	0	FALSE	FALSE	0
12 PM	56	120	48	29	176	48	FALSE	FALSE	0	FALSE	FALSE	0
13:00	47	103	34	17	150	34	FALSE	FALSE	0	FALSE	FALSE	0
14:00	51	124	31	35	175	35	FALSE	FALSE	0	FALSE	FALSE	0
15:00	73	144	54	21	217	54	FALSE	FALSE	0	FALSE	FALSE	0
16:00	53	155	51	25	208	51	FALSE	FALSE	0	FALSE	FALSE	0
17:00	68	157	57	33	225	57	FALSE	FALSE	0	FALSE	FALSE	0
18:00	54	145	38	25	199	38	FALSE	FALSE	0	FALSE	FALSE	0
19:00	39	149	37	16	188	37	FALSE	FALSE	0	FALSE	FALSE	0
20:00	40	130	33	15	170	33	FALSE	FALSE	0	FALSE	FALSE	0
21:00	29	72	17	16	101	17	FALSE	FALSE	0	FALSE	FALSE	0
22:00	15	56	5	10	71	10	FALSE	FALSE	0	FALSE	FALSE	0
23:00	7	50	7	7	57	7	FALSE	FALSE	0	FALSE	FALSE	0

Number of hours met **0**
 WARRANT MET? **NO**

Appendix - D
Signal Warrant 1 - Eight-Hour Vehicular Volume (Year 2034)

Major Street **Luna** Major Lanes **2** Major Direction **EW**
 Minor Street **Bella Pine** Minor Lanes **1**
 Warrant to use **Rural**

					Major	Minor	Urban (100 Percent)			Rural (70 Percent)		
	EB	WB	NB	SB	EB-WB	NB-SB	100%	80%	Met?	70%	56%	Met?
0:00	11	33	5	8	44	8	FALSE	FALSE	0	FALSE	FALSE	0
01:00	4	26	4	3	30	4	FALSE	FALSE	0	FALSE	FALSE	0
02:00	15	20	1	1	35	1	FALSE	FALSE	0	FALSE	FALSE	0
03:00	18	18	5	10	36	10	FALSE	FALSE	0	FALSE	FALSE	0
04:00	29	10	19	27	39	27	FALSE	FALSE	0	FALSE	FALSE	0
05:00	26	20	14	24	46	24	FALSE	FALSE	0	FALSE	FALSE	0
06:00	39	46	29	20	85	29	FALSE	FALSE	0	FALSE	FALSE	0
07:00	82	68	52	33	150	52	FALSE	FALSE	0	FALSE	FALSE	0
08:00	80	87	45	30	167	45	FALSE	FALSE	0	FALSE	FALSE	0
09:00	63	99	39	30	162	39	FALSE	FALSE	0	FALSE	FALSE	0
10:00	63	99	64	27	162	64	FALSE	FALSE	0	FALSE	FALSE	0
11:00	72	148	56	29	220	56	FALSE	FALSE	0	FALSE	FALSE	0
12 PM	72	154	61	37	226	61	FALSE	FALSE	0	FALSE	FALSE	0
13:00	60	132	44	22	192	44	FALSE	FALSE	0	FALSE	FALSE	0
14:00	65	159	39	45	224	45	FALSE	FALSE	0	FALSE	FALSE	0
15:00	94	185	69	27	279	69	FALSE	FALSE	0	FALSE	FALSE	0
16:00	68	199	65	33	267	65	FALSE	FALSE	0	FALSE	FALSE	0
17:00	87	201	73	42	288	73	FALSE	FALSE	0	FALSE	FALSE	0
18:00	69	186	49	33	255	49	FALSE	FALSE	0	FALSE	FALSE	0
19:00	50	192	48	20	242	48	FALSE	FALSE	0	FALSE	FALSE	0
20:00	52	167	42	19	219	42	FALSE	FALSE	0	FALSE	FALSE	0
21:00	37	92	22	20	129	22	FALSE	FALSE	0	FALSE	FALSE	0
22:00	19	72	7	12	91	12	FALSE	FALSE	0	FALSE	FALSE	0
23:00	10	64	10	10	74	10	FALSE	FALSE	0	FALSE	FALSE	0

Number of hours met **0**
 WARRANT MET? **NO**